The Shipwrecked mariner

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THE SHIPWRECKED MARINER.

A Quarterly Maritime Magazine.

VOL. VII., 1860.

"They that go down to the sea in ships, that do business in great waters; these see the works of the Lord, and His wonders in the deep."—PSALM cvii. 23, 24.

"The blessing of him that was ready to perish came upon me, and I caused the widow's heart to sing for joy."—JOB xxix. 13.

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The attention of Sailors is especially called to this Publication, which has no other object than their benefit. We shall be glad of any communications which may conduce to that end, either from them or their friends. Any of the Honorary Agents will thankfully receive orders for it. We gratefully acknowledge the encouragement we have received, and especially the liberal donations sent by kind friends to meet the expense of publishing it. The profits go to the funds of the "Shipwrecked Fishermen and Mariners' Royal Benevolent Society," which for brevity is called the "Shipwrecked Mariners' Society."

The work will be forwarded to any address POST FREE, for 6d. each number, or 2s. per annum, PAID IN ADVANCE, which may be remitted in Postage Stamps, to Francis Lean, Esq., R.N., Shipwrecked Mariners' Society, Hibernia Chambers, London Bridge, S.E., to whom Post Office Orders should be made payable at the General Post Office, and all communications addressed.

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PENSIONS AND A GREENWICH HOSPITAL

FOR THE

MERCHANT NAVY.

Supported by Voluntary Subscriptions.

It is a fact that England is the only maritime country of any consequence that has no *National* provision for her Merchant Seamen—*No provision* for the men by whose skill and courage her vast commerce is conducted across the mighty deep, and who are the main instruments of her greatness—*No link*, such as is now proposed, to bind to their country those brave and hardy men, by whose toil her Merchants have become Princes, and her Shipowners and Manufacturers loaded with wealth—*No place of refuge*, when destitute and incapacitated to toil at sea, either from old age or by some of the thousand casualties to which they are so pre-eminently exposed!!

At a large and influential Meeting held at the Mansion House, in the City of London, the Right Hon. the LORD MAYOR in the Chair, the following Resolution was unanimously carried, viz.—

"That this Meeting having had before it the fact, that while the Seamen of the Royal Navy have their Greenwich, and the Army their Chelsea Hospitals, there is no similar provision for the Merchant Seamen of this great mercantile country, consisting of upwards of a quarter of a million of men, when worn-out and disabled!

"It therefore considers it highly expedient that an Hospital or Hospitals should be raised as a place or places of refuge for the Worn-out Mariner of all grades of the Mercantile Marine, when aged and disabled and having none to care for him, and that a scheme of Out-Pensions should be grafted on it, to assist these who may prefer to remain with their friends."

The above Society, by its Act of Incorporation, 1850, having received power from the Legislature to hold lands and build Asylums, to establish Pensions and Savings' Banks, or any other Institution that may be for the benefit of Mariners, the Committee have now determined, in dependence on God, to endeavour to establish a Fund for granting a Pension, at the age of sixty, *or before if worn out or disabled*, to all Master Mariners and Mariners subscribing to the Fund; and also to found a Hospital or Hospitals for the Merchant Navy like unto Greenwich. The plan adopted is, that every Master Mariner, who wishes to establish a *claim* to a pension, shall pay 2s. 3s. 4s. or 5s. per month, and every Mariner 1s. per month; but the *claim* shall not be considered to be *established* until the Subscriber has paid to the Fund five years. To aid the Subscriptions of the Mariners, every exertion will be made to establish a Supplemental *Benevolent* Fund with the aid of the public, which the Committee hope will not be withheld. The Government has been applied

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to for aid, but has given no decisive answer—though it is believed that if many seamen come forward, and show their desire to subscribe, help will be afforded. The Supplemental Fund the Directors will use in making additions to the Pension, which the Subscriber may *lawfully* claim on behalf of his own payments, and otherwise at their discretion; it being felt desirable that funds not subject to a *lawful* claim, should be open to be used in such a manner as may be most for the benefit of Seamen as a body. In establishing the Hospital, the Society gives £5000 to head a subscription, and the Committee hope for the aid of the Public and Subscriptions from the Mercantile Marine Service at large. All Master Mariners desirous of creating a claim for admission to it, will pay £2 at one time, or by four instalments, paid yearly or otherwise, and a Mariner by the payment of £1. On the reception of a Pensioner into the Hospital, the Pension, with any addition to it from the Benevolent Fund, will be appropriated towards his maintenance. The first Hospital for 500 men (which will be open to all Seamen-subscribers until full) will be built (D.V.) on the banks of the Thames; and should funds be forthcoming from the public or otherwise, other buildings may be raised in other parts of the country—each House being governed by the same rules as to admission, but under the supervision of a Local Direction. It is considered that as Pensions will be established, the enjoyment of this provision in the bosom of their families will be greatly preferred by the seamen; and that, consequently, none will wish to come into the Hospital but those who are without relative ties, and are aged, infirm, and helpless, to whom it would form an honourable and comfortable retreat, which their pension could not procure from hirelings; and having subscribed to the Building, they would have the honest satisfaction of having helped to raise it, mingled with a feeling of gratitude to their countrymen who have benevolently aided in the work.

In order to encourage and promote habits of industry among the inmates of the Hospital, it is proposed to set apart a portion of each building, where such articles may be manufactured as sailors are accustomed to make, the profits on the sale of each article to belong to the individual who may have made it.

Lists are now lying at the Offices of the Honorary Agents, at all the Ports, for the Signatures of those Officers and Merchant Seamen who give their adhesion to the scheme—the Committee will be decided by the numbers *whether to go on or not.*

Donations and Annual Subscriptions from the benevolent will be thankfully received in Stamps, Cheques, or Post Office Orders, by Messrs. Williams, Deacon & Co., Birchin-lane, City, Bankers to the Society; by all the London and County Bankers; by the several Metropolitan Navy and Army Agents; by the Honorary Agents throughout the Kingdom; by Messrs. Hatchards, Piccadilly; Nisbet & Co., Berners-street, Oxford-street; Messrs. Seeleys, Fleet-street and Hanover-street; by the Travelling Agents and Collector; and by the Secretary, Hibernia Chambers, London Bridge, S.E.

Form of Bequest.

"*I give and bequeath to the Treasurer (for the time being) of the 'Shipwrecked Fishermen and Mariners' Royal Benevolent Society,' London, the Sum of for the General purposes of the intended* HOSPITAL FOR WORN-OUT AND DISABLED MERCHANT SEAMEN; *and I do hereby charge and make my personal Estate liable for the payment of the same.*"

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THE SHIPWRECKED MARINER.

No. XXV. JANUARY, 1860. Vol. VII.

THE AUTUMNAL STORMS AND SHIPWRECKS.

Accustomed as we are daily to hear of the destruction of our shipping and the loss of life among our seamen in every quarter of the globe, our concern is lessened by the frequency of such events, and the distance of the scenes of disaster diminishes that concern still more. But when shipwrecks occur, as, alas! they too frequently do, on our own shores, and almost before our eyes, the calamity is felt with unspeakable force, and sympathy for the survivors and sorrow for those who are lost, imperatively call upon us to do all in our power to soften the effects of the disaster.

At all times difficult of approach, our rocky coasts are particularly so at certain seasons of the year, when the winds blow with such force, and the waters rage with such fury, that no power of man is able to contend with them. At such times his vessel is snatched from the hand of the sailor and hurried to destruction upon the rocks, or engulphed in the foaming waters. His ship may be of unequalled strength and managed with matchless skill; he may have the most excellent charts, the most correct knowledge of his position, and be familiar with every headland and rock, with every creek and shelter, with the currents and the soundings, and he may even be almost within sight of the harbour for which he is destined, when suddenly, without any indication of warning, a tempest may arise such as he never witnessed before, which will dash his mighty vessel to pieces on the shore, and scatter the lifeless bodies of himself and his hapless companions in every direction.

Such a storm assailed the 'Royal Charter,' and such was the fate of nearly five hundred persons, every one of whom believed in his perfect

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safety, and expected to set his foot on the solid land in the light of the next day's sun; joy was on every countenance, hope in every heart. Nay, when the dread calamity overtook them, they were assured that there was no danger to life,—that they were close to the shore, and every one would be saved; but in a short time afterwards they were nearly all swallowed up in the waves, few only remaining to tell the tale. Nor was the 'Royal Charter' the only vessel lost on that fearful night. The same tempest that destroyed her, raged with the like fury along our coasts, carrying death and destruction everywhere. There were 195 vessels wrecked in the gale, 113 of which were total wrecks, with the loss of 684 of our fellow-creatures, including those of the 'Royal Charter.'

One writer, speaking of this gale which occurred on Tuesday night, and continued till Wednesday forenoon, October 26th and 27th, says:—

"Seldom has it been our duty to place before our readers so lengthened a catalogue of maritime disasters as is to be found in our present impression. On Tuesday night and the forenoon of Wednesday our coasts were swept by a gale of singular and appalling severity, and which has left its traces in loss of life and property at but too many localities. Our Agents at the various outports furnish details which, without the least effort at description and containing the simplest possible narrative of facts, possess, nevertheless, an interest that could hardly be surpassed. The storm raged chiefly through the hours of darkness, and vessels were driven ashore or foundered, without the opportunity being afforded of rendering the slightest assistance."

It is satisfactory, however, to find that, notwithstanding the fearful and terrific character of this now celebrated gale, 190 persons were rescued from the wrecks by life-boats, the rocket apparatus, and other means. From the 25th to the 31st of October the whole number of shipwrecks was 248, drowning 686 persons, showing that only two men perished from the 52 wrecks that occurred between the 27th and 31st of the month, and that their crews, amounting to 126 men, were safely rescued from their perilous position. On the 1st of November, however, the gale again was more furious,—38 vessels were wrecked on this day, from which 29 persons were lost, and 73 men saved; 31 having been rescued by Life-boats of the "Institution" and other bodies. The shipwrecks that took place from the 2nd to the 9th of November did not exceed the average rate of losses. But the summary of the whole work of destruction, from the 25th of October to the 9th of November, is distressing in the extreme to contemplate. It is as follows:—total shipwrecks, 325; total lives lost, 748. It is gratifying to find that on these occasions 487 lives were rescued by life-boats and other means from the sad wrecks.

Among the vessels lost on the first dreadful occasion, the chief interest settled on that of the 'Royal Charter,' a vessel of large size, which had

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been remarkable for her quick and successful passages, and had just returned from Australia, with a great number of passengers and a very valuable cargo. Encountering, in a most dangerous position on the Welsh coast, all the fury of a storm, which men who had lived on the spot for more than half a century had never seen exceeded for violence and duration, she was driven on shore, soon went to pieces, and, with few exceptions, all on board perished. The intelligence of this sad event came upon the public mind with stunning effect, and the deepest anxiety was expressed to learn every particular of so disastrous a shipwreck. A few of those on board were saved almost by miracle; and among them was Mr. John Snaicar, boatswain's mate, and as he was the only man left who was capable of giving a seaman-like account of what took place after the ship left Queenstown, we subjoin his narrative. It was as follows:—

"On Monday we left Queenstown in the afternoon, after putting some passengers on board the pilot boat 'Petrel' who desired to be landed. We proceeded on with calm weather and water smooth. We made Ballycotton light at half-past 7 p.m., and Youghal light, on the Irish coast, at half-past 8. Reached the Menai light at 9, made the Nook light in half an hour, and sighted Tuskar at about half-past 11. On Tuesday morning saw Bardley, at which time the wind began to freshen. The wind heading, we took in the square-sails; and at 10 a.m., the wind increasing, took in all the fore and aft sails. In the afternoon made Holyhead at half-past 1, and at half-past 4 were right ahead of Holyhead harbour. Could see the steamship 'Great Eastern.' Off Bardsey the steam-tug 'United Kingdom' came alongside, and handed on board some newspapers, asking if we would give a free passage to eleven riggers, as we were going to Liverpool, and the tug was not going until she got a tow. The riggers were taken on board. At a quarter to 8 on Tuesday evening were abreast of the Skerries, distant about a mile and a half. At this time the wind had increased to a heavy gale, and the ship was making little or no progress through the water. She was driving up with the strength of the tide and nearing the shore; the steam had no effect, but we did all we could to keep the ship off. The maintopsail was lowered, but she still drifted. Clewed up the main-topsail, and the hands were sent up to furl it. The wind had now increased consider-ably, almost blew the sail from the yard, and it became entangled on the starboard side. It was difficult to get the sail stowed. At this time Mr. Bean, the third officer, with several seamen and myself, were trying to furl the sail, but could not succeed in accomplishing it.

"Shortly afterwards orders were given to cock-bill the port anchor, and let go. This was done, giving her 75 fathoms of chain. The vessel was steaming the whole time. Finding she was dragging, we let go the starboard anchor; still find-ing her dragging, we paid out all the port chain. The vessel was still steaming, and the wind had now increased to a perfect hurricane. We then went to get the stream anchor up, and while doing so the starboard chain parted. I then felt the ship canting over to port, and fancied the wind had changed. Orders were then given to cut away the mainmast, which was done, and in a few minutes afterwards she struck on a bank. The captain gave orders to the engineer to give her as much steam as he could, to harden her on the bank. It was then about three-quarter ebb tide. The place where

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she struck was to the west of Moelfra, eastward of Point Lynas. Heard the captain give orders to starboard the helm, to keep her on the shore, so that the sea would not have so much power on her broadside. When she became hardened on, the chief officer gave me and the boatswain orders to cut the maintopmast stays, as they were lying across the boat, so that the boat could be cleared in case of need. We did so. The chief boatswain and myself were afterwards sitting on a spar, on the deck-house, the sea at the time making a complete breach over the ship. I then went forward to look out, and ascertain whether we were on sand or rock, when I discovered the land distant about 30 yards. I went back and told the chief officer that it was land, and he said, "We will loose the foretopmast staysail, and when the tide makes run up." I said it would be as well to give her the foresail.

"It was then getting daylight. I told the boatswain I was going to try to get a line on shore, and he said it was useless, the sea was running too high. Afterwards had a small line slung round my body, and wished some one to volunteer to attend to it while I swam ashore. After some hesitation, a man volunteered. Just as I was being lowered into the water some one called out that there was a line on shore from forward.* Upon hearing that I did not go. A hawser was got on shore and made fast to a rock, and with this myself and some of the other seamen saved our lives. The hawser was made fast by several of the inhabitants on shore who came to render assistance. After the ship struck all the passengers were directed to go aft until the hawser could be got properly out, so that as many as possible could be saved. Shortly after this the vessel parted amidships, and a large number of passengers, standing on the deck when she parted, were swept into the sea and drowned. The boats were smashed to pieces by the fury of the gale, and the others could not be lowered, so that none of them could be made available. The passengers saved were driven on shore by the force of the waves. Sixteen of the crew got ashore on the hawser. An endeavour was made to get a second hawser ashore to rescue the female passengers, but this could not be accomplished. Not a single female passenger was saved. In three hours after the vessel struck she began to break up. Saw about 70 passengers on the port bow, all anxiously awaiting some means of getting them on shore; but a heavy sea which struck the starboard bow, stove it in, the ship gave a lurch, and the people were all driven into the sea and drowned. Some of the passengers saved were thrown upon the rocks and picked up by the crew and others who came to render assistance."

Several passengers gave accounts of the disaster, and all concurred in bearing testimony to the good conduct of the captain, and that of all the officers and crew. One of the second-cabin passengers who was saved, gave an account of what he observed and did on that dreadful night. It is of great consequence, as it proves the coolness and care of the captain, and his conviction that all would be saved. This passenger said:—

"He did not feel there was any immediate danger until half-past one, but Captain Taylor came down and assured them there was no immediate danger, and that she was

* This was effected by a brave fellow named Joseph Rodgiers, a Maltese sailor. He did not jump into the sea, but went upon the bowsprit, and sliding down a rope, let himself loose upon the first inland wave. He had a hard struggle, being several times under water; but he had provided himself with an appliance for such a work, which, so far as I know, is new and valuable. On reaching the shore he took from his belt a knife, and stuck it into the substance, thus anchoring himself from being carried back by the receding wave. He planted its point in the same way upon the rocks. They are very rough, and a knife would grind and hold upon them far better than the smooth hand. Assistance ready to meet him did the rest, and his courage and skill have gained him a Silver medal and £10 from the Board of Trade.

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riding very easily, and the steam was almost overrunning her anchors. So confident was he that he ordered coffee for himself and the passengers, but they never lived to drink it. One of the mates called the captain, however, on deck, and shortly afterwards they learnt she had parted with her port anchor. About two o'clock he went on the poop and could see land. The sea was running tremendously high, and he could not remain on the poop unless he held by something. He saw a number jump overboard as the land seemed so near, but he only saw one get ashore. He let himself down by a rope on the lee side, and made a spring out to clear the masses of people huddled about the shore side of the ship. He had on a life-belt, but the struggle was so desperate that he had not the slightest hope of being saved. He held on to a spar, and was ultimately washed on to a rock, where he held on by grasping the seaweed until two men came to him, just as another wave was going to nip him back. The narrator believes if they had commenced operations for saving life earlier, a greater number would have been saved."

Another passenger gave the following very interesting account of the proceedings on that eventful night:—

"On Tuesday night, when the gale became so strong, opposite the Skerries, the ladies and many of the passengers became exceedingly nervous. For his own part, however, he had such confidence in the captain, officers, and ship, particularly as she had gone through such long voyages and was now so near home, that he went to bed at 10 o'clock. He could only doze, and was aroused in an hour or two by the fearful storm. He knew they could not be going more than a mile an hour, for they had been dodging Holyhead all day and all evening. He heard a voice in the cabin crying out, 'Come directly, we are all lost; I will take your child; come along directly.' He knew the voice to be that of Captain Withers, whose ship, the 'Virginia,' was wrecked on New Nantucket Island, on the 16th of May, and after enduring nineteen days' privations in an open boat, succeeded in reaching the Feejee Islands, and from thence Australia, where he embarked on board the ill-fated 'Royal Charter.' He behaved himself with noble fortitude and unflinching bravery, soothing the ladies and children when all seemed lost, and when it was even a mockery to hope for succour in such a fearful tempest. But he was evidently doomed to die a sailor's death; and the last seen of him was when he called out to Captain Taylor and his chief officer, Mr. Stevens, "God bless you, Taylor! God bless you, Stevens! Keep firm!" The narrator then jumped out of bed, hastily put on a few articles, and ran up on deck. He heard the ship bump, bump, heavily, two or three times against the ground. On going into the general saloon he found it crowded with ladies and gentlemen in the utmost state of tremour. Families were all clinging to each other, the young children were crying out piteously, whilst parents were endeavouring to soothe them with cheering hopes. The Rev. C. Hodge, a Church of England clergyman of East Retford, where he was greatly beloved, instituted a prayer meeting, and a great number of passengers fervently participated in the service. His was the only countenance whose calm was unruffled and his prayer was like inspiration itself. The ship struck, however, so fearfully, and the huge waves came down upon her with such tremendous force, rushing into the cabins through the skylights, broken by the falling rigging and hatches, that all became absorbed in the idea of personal danger. Captain Taylor came down to give encouragement, which had the effect of greatly allaying the excitement. Great order was consequently kept on board, and perfect discipline.

"At half-past 5 o'clock the bumping went on worse than ever, until at last the water came rushing in. When daylight began to peep he was knocked by the force

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of the waves against the ship with great violence against the side of the saloon, and the screams now were dreadful. It was impossible to know what to do. He went on deck, but with the greatest difficulty maintained his equilibrium. At this time a great sea took her on the broadside, and divided the ship into two, just at the engine house, as one would smash a pipe stump, and the sea washed quite through her. The two parts 'slewed' round, and became total wrecks. Parties were carried down with the *debris*, and as many must have been killed as drowned. Having made up his mind that he had best jump overboard on the lee side, he attempted to descend by a rope, but fell deep into the water, which was here so thickly strewn with timber, &c., that his head had to open up a passage. He was a good swimmer, but its chief service was only in allowing him to keep afloat, to seize hold of timber. His senses were nearly knocked out, and he was repeatedly thrown ashore, and as often washed back again, until some people on shore watched him and managed to catch him. By this time he was almost worn out and insensible. When he first came on deck he had a bag of 35 sovereigns, but he lost 25 in the struggle. He saw Captain Taylor in the excitement, and said 'Captain, this is a fearful state of things,' but the captain made no reply. When being drifted ashore he saw a poor fellow astride on a large spar, who had on a life belt, but some one clung to him and both were drowned. He was momentarily fearing that his brains would be knocked out by a large yard that came on the weather side of him; but strange to say, it was carried over him, and both were pitched on shore for a moment together. For a time he had given up all hopes of being saved, especially as his repeated attempts to fasten hold of the sea weed were failures. He found himself much bruised and cut when he recovered his full consciousness ashore. He believed, if he had not been a swimmer, he should have been inevitably lost."

Inquests were held on the bodies that floated ashore, and verdicts recorded in accordance with the evidence; and in the course of the inquiry many facts were elicited relating to what took place on the fearful night of the wreck, but our space will not admit of our going into this portion of the case, as we are anxious to set before our readers the official report made to the Lords Committee of Privy Council for Trade, by Mr. Mansfield, the magistrate, and Captain Harris, nautical assessor, who held the inquiry at Liverpool into the loss of the ship.

"My Lords,—In accordance with the instructions which I received from the Board of Trade, I have, with the assistance of Captain Harris, nautical assessor, held an inquiry into the circumstances attending the loss of the auxiliary steam clipper ship 'Royal Charter.' The ship was originally ordered to be built by Messrs. Moore, of this town. The builder was Mr. Cram, of Chester, and the keel was laid at Sandy Croft, on the River Dee. Before any considerable progress had been made in her construction the firm of Messrs. Gibbs, Bright, and Co., who are managers for and now represent the Australian Steam Navigation Company—the registered owners of the 'Royal Charter'—took her off the hands of Messrs. Moore. At or about this time Mr. Cram failed, and the further progress of the shipbuilding was conducted by Messrs. Gibbs, Bright, and Co., on their own account. Some changes were made to fit the vessel for the purpose, which was ultimately attained; an addition was made to her length at either end, and the original specification was departed from in other respects. It is not material to dwell upon this part of her history at any great length, as at the time of her transfer to Messrs. Gibbs, Bright, and Co., her keel only was laid, and a portion of the frame

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set up. Nearly all the material had been provided by Mr. Cram, and was on the premises; this, after an examination by the builders employed by Messrs. Gibbs, Bright, and Co., was used in the construction of the vessel. A portion of this iron, recovered with great difficulty and expense from the wreck, has been produced before and tested by the Liverpool corporation machine. It is decidedly above the average strength of iron plating used for shipbuilding, and the average strength assigned by Mr. Fairburn for good Staffordshire plate. When the ship was completed it was necessary to launch her diagonally, owing to the shallowness of the water at Sandy Croft. During this operation she stuck fast on her ways, and great efforts were necessary to get her afloat. It does not, however, appear that she received any injury at this time. In proceeding down the Dee she took the ground off Flint, and here her keel and the adjoining portions amidships received serious injury, so as to necessitate extensive repairs in the graving dock at Liverpool. There is some discrepancy in the evidence, but it is probable that on this occasion she was strengthened by the addition of two bilge keelsons, having been originally constructed with a keelson and two sister keelsons.

"Of her rigging it is sufficient to say that her masts and spars seem to have been amply sufficient, and, though very large, not out of proportion to the size of the vessel. Her tackle seems to have been generally good, and her heavy sails were of 'No. 1 and No. 2 canvas—the quality of stormsails in ordinary ships. The ground tackle seems likewise to have been free from objection. She carried two bower anchors and a sheet anchor of requisite size, and all of Trotman's model. She was provided with 300 fathoms of chain cable of full two and an eighth inches in diameter, tested by the maker, Mr. Woods, of Chester, to 72 tons. From the performance of this cable immediately previous to the loss of the ship it is reasonable to suppose that the material and workmanship were good. Her engines, which worked a two-fan screw, were of nominal 200-horse power, and were able to propel the vessel in dead water at the rate of about eight knots an hour. Upon proceeding upon her first voyage she was very heavily ballasted, as her builders apprehended she would be crank, owing to her narrow beam. In the Bay of Biscay, however, she encountered very rough weather, and put back to Plymouth. Here she was examined by the emigration officers and surveyors, who recommended some trifling repairs to obviate her making water, as it was supposed, through her deck, These, however, had nothing to do with the seaworthiness of the ship.

"In accordance, also, with their recommendation, she was lightened of 400 tons of ballast, the result of which was that her sailing properties improved, and she was enabled to stay and wear with facility. I am assured by the witnesses who have subsequently made voyages in her that she was far from being defective in this respect, regard being had to the greater time necessarily requisite to bring a long vessel round. Upon her returning from her first voyage it was observed by the surveyor of the Liverpool Underwriters' Association that some of the paint had cracked at the joining of the butts outside amidships, and that in those places there were streaks of rust. This, he stated, was invariably the case with long iron vessels on their return from a voyage. It does not, however, appear that wooden ships, after encountering heavy weather, are free from an analogous indication of a strain on their butts. Some suspicion, however, seems to have acted upon the minds of the owners, and with a view to giving her additional longitudinal strengthening, a massive stringer, the greater part of the length of the ship, was introduced on either side between decks. After this nothing further of any importance as regards the strengthening of the ship seems to have been done.

"It may be proper at this point to state that from the evidence I have arrived at the conclusion that the 'Royal Charter' was, at the least, fully equal in strength to the average of ships of her class built at the same date (1855). Whether this be sufficient

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is a question which in reality does not arise in the present inquiry. Even if it did, I should hesitate to generalise from an isolated instance, on very imperfect evidence, and where so much is left to conjecture. A much wider induction is necessarily applied to the subject by underwriters, in the ordinary course of their business; and to those of the public who may be ignorant of the fact, it may be of interest to learn that, *cæteris paribus*, there is no difference in the premium paid for insuring wooden or iron vessels of the same class.

"Upon her last voyage the 'Royal Charter,' after an unusually quick passage from Melbourne, arrived off Queenstown on the 24th of October. She proceeded up Channel, and passed the Tuskar Light about four, a.m., on the 25th. About half-past four or five, p.m., she was abreast of Holyhead. Up to that time the weather had been fine, with a light breeze a-head. A change then took place, and it became hazy over the land. The vessel proceeded in her course, rounding the Skerries at six or half-past six p.m. Point Lynas Light was in sight at a quarter to seven, p.m., at a distance of six or seven miles on the starboard bow. At eight, p.m., the wind was from N.E. to E.N.E., veering and blowing very hard, and had been increasing in strength from the time the ship passed Holyhead. She was heading at this time about east by south. At a quarter to nine Captain Taylor gave orders to starboard the helm, to which the quartermaster at the wheel replied, "The helm is a starboard already." At a quarter to nine orders were given to take a cast of the lead. In a quarter of an hour they first succeeded in getting soundings with the hand lead in 18 fathoms. The screw propeller was at work, but the ship, notwithstanding, was drifting rapidly to leeward, as denoted by the lead. Shortly after this soundings were again taken in 15 fathoms, and about half-past ten, p.m., an attempt was made to stay the ship. This appears to have failed for shortly afterwards the port anchor was let go, and 100 fathoms of chain cable payed out. At 11.15 p.m. the starboard anchor was let go, with 70 fathoms of chain. The two anchors brought the ship up. At 1.30 a.m. of the 26th the port chain parted outside the hawsehole. Orders were then given to get up the stream anchor, which weighed only 15 cwt., and was stowed in the after orlop. The sheet anchor of 50 cwt. was stowed in the fore hatchway. It took about an hour to get up the stream anchor, and when this was done, at about half-past two a.m., the starboard cable parted. About three, or half-past three, a.m., the ship took the ground; her heel seems to have struck first, and her head canted round to the westward, broadside on to the wind and sea. It appears that the screw stopped when the ship struck. The mainmast was then cut away; it fell abeam, and not in the direction of the screw. The foremast was also cut away, but did not fall till the ship was washed upon the rocks—about five a.m., or two hours after she first struck. About half-past seven to eight a.m. the vessel parted amidships, and a melancholy loss of life ensued. Such is the narrative afforded by the few survivors of the loss of the 'Royal Charter.'

"In reviewing the evidence before me, it is my painful duty to notice the apparent want of preparation to encounter stormy weather shown by the 'Royal Charter' in her course up Channel. She came up Channel with her skysail masts on end, and yards across. It is true that the weather was fine in the morning, and there might have been no indications of the coming hurricane; but it is certain that in such a dangerous sea, and at a time of year when storms may be expected, the staunchest merchant ship would be only prudent in making all snug aloft, and the best equipped man-of-war would infallibly do so.

"I have no evidence before me to show whether the barometer gave any indication of the approaching gale. There were two, if not three, of those instruments on board. If they had been noticed they would in all probability have suggested caution. At five

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p.m. there were two courses open. The 'Royal Charter' was close to Holyhead, and might have run in there for refuge, or she might have put her head to the westward, and kept the Irish Channel open. At six p.m., the Skerries were rounded, and the wind increased to a gale. At nine p.m. the wind and sea had increased so much that, though under full steam, the ship refused to answer her helm.

"It was then found that the ship was drifting bodily to leeward, and no course remained but to let go the anchors. To the anchors, it will have been observed, that the ship held for four hours, and it is to be lamented that the resolution was not immediately taken to cut away the masts. Had she been so relieved, her only chance of safety —viz., holding on to her anchors—might possibly have been secured. It is evident that with the top hamper aloft, the steam power was inadequate to keep the ship under command. Had the masts been sacrificed at first, as they were ultimately, the steam power might have availed the ship more effectually.

"It is very likely that the captain of the 'Royal Charter' was deterred from this course by the apprehension that the falling rigging and spars might foul her screw, thus repeating the catastrophe undergone by the 'Prince' in 1854, off Balaklava; but it should be remembered that the 'Prince' was supplied with a three-bladed fan, while the 'Royal Charter' had a two-bladed one only, which could be hoisted up in a short time and with little labour.

"I am well aware that in making these animadversions on the measures taken by the 'Royal Charter' I may encounter some difference of opinion; but having the advantage of judging from the event, I cannot help concluding that a fair chance of safety was sacrificed by the course pursued.

"I may here also advert to what appears a dangerous practice—viz., to steam ahead to the anchors in a gale of wind, and in a seaway. A gale of wind, as is well known, is not uniform in strength, but there are moments of comparative lull. During these the steam power, not being readily controlled, is apt to shoot the ship ahead. After this, when a violent gust occurs, the ship drops astern, bringing up with a sudden and a severe jerk on her cables—a kind of strain most likely to make them part. It is not impossible that such may be the true explanation of the parting of the cables of the 'Royal Charter.'

"All the evidence concurs in showing that the force of the gale was terrific, and unexampled on that coast. Nothing conclusive can be arrived at towards solving the question whether a wooden ship would have held together longer, or so long as the 'Royal Charter.' As far as I have had information on the subject, I have no ground to impute blame to the life-boat people.

"The Coast-guard were early on the spot, though stationed ten miles off. The two pilot boats, according to the regulations of the port, were in their proper cruising ground off Point Lynas. One of them saw a blue light, probably from the 'Royal Charter,' and kept a sharp look-out accordingly; but immediately afterwards the darkness was so great, and the rain so thick, as to make it impossible to see from one end of the pilot boat to the other. The wind also became so high as to put out her lights repeatedly; and even had she neared the 'Royal Charter' there was such a sea running as to make it impossible to put a pilot on board.

"The officers and crew to the last were indifferent to the preservation of their own lives, and solely intent on their duty. Taking into account the unexampled fury of the gale, which entirely neutralised the powerful action of the screw propeller, so that the ship was no longer under command—a circumstance which Captain Taylor could not have anticipated—and considering also the apprehension he may have entertained, while at anchor, that the masts would foul the screw if they were cut away, and possibly that

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the action of the screw to ease the cables could not be safely intermitted—I do not think that this is a case in which I could report that the ship was lost by the default of the master.

"J. S. MANSFIELD, Stipendiary Magistrate, Liverpool.

"Liverpool, Nov. 28, 1859."

"I concur in the above report. "HY. HARRIS, Nautical Assessor."

The Editor of *Mitchell's Register* thus ably sums up the catastrophe:—

"The wreck of the 'Royal Charter' affords a striking example of the danger of keeping in with the land during a gale of wind, no matter from what point it may be blowing. The hurricanes which occasionally visit our coast are proverbially capricious. That of Tuesday night was nearly circular in its range during a period of some twelve or fourteen hours, and it swept our seaboard, consequently, in every direction. There seems to have been no account of such a danger made by the Commander of the 'Royal Charter,' or he would never have kept his ship so near the land in such weather and with the night coming on. He has paid a heavy penalty for his indiscretion—a penalty which, we doubt not, will be a warning to others."

On the same day that the 'Royal Charter' was lost, fearful scenes of disaster were presented at a vast number of our sea ports, such as Portland, Liverpool, Brighton, Falmouth, Margate, Portsmouth, Great Yarmouth, Cardiff, Shields, Sunderland, and in short, almost every port on the coast; but all these sad results of the tempest,—sad as they are, sink in importance, when compared with the dreadful consequences of the wreck of the 'Royal Charter,' an event the recollection of which will long dwell in the minds of those who read the melancholy accounts of the catastrophe.

Our account of the gale would not be complete without a description, which we extract from the *Examiner*, of the doings of—

"THE CHANNEL FLEET IN THE STORM.—At the last great naval review, on a beautiful spring day, and with a gentle breeze from the east, it was not thought prudent to give the signal for making sail, fine as the effect would have been, because it was apprehended that there would been some awkward miscarriages in handling, and keeping of distances. In the fierce storm of the 25th and 26th ult. the Channel Fleet, under Admiral Elliot, did what no fleet, we believe, ever did before. It exercised. The gale caught it about the Land's End. It stood for the Eddystone, and when there, might have bore up for Plymouth Sound, but, instead of seeking shelter, the Admiral signalled to wear ship, and stand out to sea to the southward, and this was done, the great ships threading their way amongst a throng of fishing smacks with their trawls down, and eventually the fleet went into Portland without a casualty of the slightest kind, not even carrying away a spar, sail, or ropeyarn. This is a nautical exploit which shows that nothing has been lost in seamanship by the introduction of steam. For a whole fleet to have worn in one of the fiercest gales that ever scourged our seas without losing a stick, or any mischance, is a perfect marvel. And afterwards, in the darkness and storm, the ships sailed in order, wore at the same time by signal, and kept their relative positions. There is not another fleet in the world that could have performed this feat. It would be highly interesting to have an account of the performance of every ship in the fleet. Such a battle with, and, victory over, a tempest, is as worthy of particular detail as an engagement with an enemy,

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and indeed an engagement with an enemy it was. At the very same time, indeed, that the Channel Fleet was exercising, the 'Great Eastern' was tumbling and tossing about in jeopardy in Holyhead harbour, and the unfortunate 'Royal Charter' breaking up a few miles off. But wonders may be done with well-found, well-manned, and, above all, well-handled ships with good sea-room."

As the 'Great Eastern' was supposed to be in danger during that awful night, in which so many ships were wrecked, the utmost anxiety was felt by the public as to whether she would weather the storm; and there were not a few who confidently expected that she would not be able to hold her own against the violence of a gale unexceeded in fury in the memory of man. She did stand her ground, however, and nobly struggled against the combined fury of winds and waves; and the following account of her behaviour appeared in the *Times* of the day, and was read with extreme pleasure by millions:—

"THE GREAT EASTERN IN THE GALE.—The gale of Tuesday 25th October, at Holyhead, and the anxious time passed by all on board the 'Great Eastern,' is very vividly described by our correspondent. The weather had been very unsettled for some days, and though the morning of Tuesday was calm, the ominous haze that soon spread over the Welsh mountains and the falling barometer gave some warning of the approaching storm. The fires on board the great ship were kept banked up in order that she might be ready to steam out to sea if necessary, and Captain Harrison remained on deck watching the cables or sounding, to see if the vessel dragged as the wind and sea rose.

"A large part of the breakwater works at Holyhead have been destroyed, and vessels anchored far inside and sheltered, compared to where the big ship lay, have either gone down bodily, or been driven high and dry ashore. For one hour or so the 'Great Eastern' herself was as near destruction as she is ever likely to be, and nothing but the unceasing vigilance and long experience of Captain Harrison and the officers under him could have saved the vessel from driving ashore with the others. She could not come inside the most awkwardly constructed breakwater, but lay abreast of its eastern extremity, exposed during a north-easterly gale to a heavy sea, and with what was supposed to be but indifferent holding ground for a vessel of such size and with such an area for the wind to act on. Both these circumstances told strongly to her disadvantage during the late most fearful storm.

"By 6 o'clock it was pretty generally seen that it would be a "dirty" night. The sea and wind kept rising as the glass fell, and before 8 it blew a heavy gale from the eastward, with fierce squalls and storms of rain. The night was very wild, though tolerably clear, showing with sufficient distinctness the dull red light on the head of the breakwater and the lamps on the pier astern. Everything seemed to augur very badly, so the fires were carefully attended to by the chief engineer, Mr. M'Lennan, and Captain Harrison gave orders to have steam ready in case of being suddenly obliged to slip and stand out into the Channel.

"At 10 o'clock the rain set in like a second deluge. Each gust of wind seemed longer and worse than the last, striking down upon the ship, as sailors say, with a blow like a hammer, and testing everything in the way of masts and rigging to the very utmost they could bear. Still, in spite of all, the 'Great Eastern' rode steadily and lightly head to wind, and without perceptible motion, though a fierce sea was rolling in, and

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we could see by the rapidly moving lights among the other shipping far inside the harbour that they were dipping heavily and making the worst of their bad weather.

"From 8 o'clock Captain Harrison never left the deck or bridge, but was either sounding the lead overboard to see if she dragged, giving directions about the steam, or watching the chain cables, as under the strain they rose up out of the water like bars of solid metal. Everything that could be done under the circumstances was done, and there was nothing for it but to hold on and wish for daylight. This latter Captain Harrison did most devoutly, for the wind almost equalled the force of a hurricane at times, jerking at the masts as if it would snap them off at the deck, and making the 'Great Eastern' tremble perceptibly throughout her immense length and breadth, as if some giant hand was shaking her. From this time, till between 2 and 3 o'clock in the morning, the gale increased in violence till the din was appalling, and the rain and hail, driving with the force of small shot, made it painful to face it. The gusts revelled over the huge expanse of deck till none dared stand before them. Well was it for the great ship that nothing happened at this time, or her chance would have been poor indeed. The air was filled with spray, torn from the rugged waves—the darkness was impenetrable, while the hoarse roar of the wind drowned every other sound save the dull, threatening, booming of the waves upon the rocks and breakwater, the sound of which came up on the gale like peals of distant thunder. Words of command would have been useless, and even if heard, neither men nor ship could have struggled long against the gale which was rushing past. Between 1 and 2 o'clock Captain Harrison went forward and endeavoured to pierce the thick gloom, and see what was going on ahead. On his way along the deck his waterproof coat was blown to ribands off him, and he himself at last carried before the gale and thrown down, and tumbled along with such violence as to receive some most severe contusions.

"Towards 2 or 3 o'clock in the morning the gale seemed at its worst. To the roar and scream through the shrouds other and more unpleasant sounds were soon added, as the wind blew up the saloon skylights, dropping them down with a bang and crash of glass that to those below was startling in the extreme. Crash after crash the glass in the skylights went, one after the other; the rain and wind pouring down through the apertures into the saloons, and, above all, into the grand saloon, to decorate which so much that was really needed in the ship has been deferred. It wanted not such aids to let in wind and water, for the upper wooden deck was leaking at every seam, so that on all the sofas, carpets, and tables below was an array of vessels of every size and kind which could contain the ceaseless drippings from above. Yet, in spite of all this, the lower decks were sopped and splashy, and seemed under the mattings to be much like walking on an ill-drained marsh. At 4 o'clock a wistful look out was kept for the light on the breakwater, for it was evident that if the gale continued much longer the 'Great Eastern' must endeavour to run to sea. Two anchors were down, one of seven tons, with 80 fathoms' chain, on the starboard bow, and one of 3½ tons, with 60 fathoms, to port. The cables of both seemed taughtened to the very utmost which they could bear, and though it was quite possible they would hold on through still worse weather, yet, with what was then feared to be bad holding-ground and a rocky lee shore, it would not do to calculate too finely. Therefore was the light on the breakwater kept anxiously in view as a point to be carefully rounded in case of the worst.

"At last, after a most anxious night, the cold dawn broke in a thin gray light, with sky and sea mingled in a doubtful haze, till it was hard to say where the water ended and the clouds began. Above, all was thick and gloomy; below, the water seemed lashed to fury, and the waves came hissing and writhing in, "curling their monstrous heads,"

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and breaking upon the rocks like avalanches of snow. It was, in truth, a very wild and dreary scene. Over the lighthouse on the inner pier-head the waves seemed to surge almost unimpeded, while the breakwater itself was so completely hidden, that the tremendous jets of spray and foam, which cloaked it from end to end, more resembled in their distant boom and snowy clouds, the constant discharges of heavy artillery, than the break of waves, however dangerous. Within the very extremity of the breakwater, where one would have thought the Channel fleet might have ridden through any gale, much damage had been done. High and dry ashore, under Holyhead mountain, lay a fine barque, and around her, in the same predicament, were three smaller vessels. Out in the centre of the harbour the tops of two slender tapering masts showed where Captain Henry's beautiful schooner yacht, the 'Mariquita,' had gone down bodily. Immediately behind this last was another and larger vessel, which had apparently only escaped the same fate by driving on the rocks, and which, with a fierce sea breaking over its hull, and its jagged and tattered sails blown out to riband streamers by the wind, looked the very picture of a melancholy wreck. Other vessels there were, too, which though still afloat seemed very little better off than those which were ashore. Very little could be distinguished through the drifting snow, half rain, half cloud, which was driving through the air.

"At 6 o'clock there were symptoms of the storm breaking, and, as usual, the last gusts were the worst, and the situation of the 'Great Eastern' was a matter for deep anxiety on the part of Captain Harrison and his officers. There was scarcely room to steam out, yet it was evident that, if the gale continued, it would be impossible for her to remain much longer where she was. Inside the breakwater the sea ran high, with waves of a deep yellow hue, while the ocean without resembled hills of muddy half-thawed snow, reflecting their whitish glare upon the clouds above, as if the very laws of nature had been reversed and light came from below. Both wind and tide were rising, and as the great billows came dashing in upon the massive framework of timber which marked the end of the breakwater, it became a nice calculation which would yield first, the timbers or the gale. Wave after wave swept in upon the mass of stone and wood, and seemed to explode in a cloud of smokelike spray. Yet still the red light in the lighthouse held on, and shone out cheerily above the desolate and angry scene around. At last, soon after 6 o'clock, a monstrous wave came in upon the horizon. Nearer and nearer it rolled, a white crest towering high above the green wall of water as it reared up its monstrous bulk, and seemed to gather might for one great rush upon the prey. In another second the foam towered a hundred feet over the head of the breakwater, and the red light was seen no more, while the wave, broken, but not disabled, came tearing on, hurling aloft, as if in triumph, a black mass of timbers, which began to disappear by a hundred feet and more at a time, melting away into the angry sea like a mere fretwork of sugar-candy. The cranes and machinery at the top dropped off into the water one by one, as if the sea possessed the properties of an universal solvent; for when once the waters covered them obstacles were seen no more. Still the storm swept on as wild as ever, and where the breakwater makes that most injudicious inward curve, and forms a concave surface for the sea to act on, the waves broke high and fiercely, even here damaging the cranes upon the high scaffolding, and threatening a clean breach into the harbour.

"This scene of destruction was, for the time it lasted, as grand and awful a sight as can well be conceived. The great waves not only looked irresistible, but showed themselves to be so in sad and sober earnest, and everything went down like sand before their terrific onset. Matters now began to look very bad, and such tremendous evidences of danger on the part of the wind and sea were by no means overlooked by

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those on board the 'Great Eastern.' In fact, it was with most considerable anxiety that Captain Harrison saw the turn affairs were taking, for the wind was now dead from the north-east, and the whole sweep of the Channel was pouring into the harbour. Yet still the 'Great Eastern' rode out lightly for her bulk, and without a sign of dragging, though the chains apparently could bear nothing more. The sea had now set in so violently that it was necessary at once to do something to relieve the ship from the strain upon the cables, and to effect this the screw was set to work. But here an obstacle intervened of the most serious kind, as the masses of timber-wreck were round the ship, going down upon the screw at every minute, and once or twice so fouling it as to force the engines to a dead stop. To clear these it was necessary to put the helm hard a-port, though this was only a choice of evils, as the vessel's head paid round and threatened soon to foul the anchor chains. The latter accident, in fact, took place at last, and the heaviest anchor and longest scope of cable on the starboard bow appeared to be doing nothing to retain the vessel, while the small anchor appeared to be doing too much, and its cable flipped up out of the water with every surge in a startling and ominous manner.

"Towards 8 or 9 o'clock the wind went round more to the N.E., sending in a beam swell, to which the 'Great Eastern' began to roll very heavily. As the surge swept in, the position of the vessel hourly became worse, and at last, at 10 o'clock, Captain Harrison had no alternative but to try and raise the heaviest anchor, get the vessel's head more under the lee of the breakwater, and then let it go again. This was a difficult and most critical task, for every part of the harbour was now so completely covered with drifting beams that the screw could only be used with the utmost caution. The paddles, unless in case of a most dangerous emergency, could not be used at all, as the timbers would of course knock the floats to pieces. Gradually, therefore, the 'Great Eastern' was brought up to her starboard anchor, though with the utmost difficulty. Before the screw could well get play it was fouled and had to stop. Directly this occurred the steam from the screw boilers was let into the paddle engines, which in turn went ahead, till the propeller was free and able to work again. At last, after some time, the anchor was under the bow, the slack of the chain hove in, and the huge mass of iron got up to the bow ready for letting go again in a better berth. But the wind now allowed no choice of situations. The vessel had partly swung off into a beam sea, which was then sweeping over and past the breakwater with awful force, and the 'Great Eastern,' began to roll quickly and heavily. In spite of the relief afforded by the screw, the cable of the remaining anchor kept tautening more and more, until at last, at about half past ten, it sprang up like a cord out of the water, and in another moment the 'Great Eastern' was adrift, rolling and tumbling like a drunken ship towards shore. So quiet and orderly was everything when this most alarming incident took place, that very few knew what had really happened, though all could pretty well guess by the heavy lurches of the vessel that something had indeed gone wrong. Captain Harrison and Mr. Kett were forward, and in an instant all was ready for letting go a second heavy anchor, while word was passed to go ahead with the screw, for the great ship, lurching from side to side, was making rapidly for shore. The second anchor was let go and the screw moved ahead, but the vessel had now great way on her, and could not be easily stopped on what seemed her road to destruction. Just as the screw began to tell, an immense mass of wreck wood fouled it and brought the machinery to a dead stand. Not a second could be lost in waiting till it cleared, so the steam was at once turned into the paddle engines, which were driven round at speed, though the floats got hurt among the mass of wreck, and the great iron work of the wheels was bent in many places. To avoid this and the serious damage it might occasion the screw was set to

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work again the instant it was freed, but it was seldom able to revolve more than a few moments without becoming jammed again, when the paddles were again resorted to. But for the 'Great Eastern's' double engines very little could have been done. The anchor which was let go "bit" at once, and as much scope was given to the cable as dare be let out when the vessel had driven back so far and the lee shore loomed so close astern. At last she brought up, though she seemed to make desperate efforts to break from the grip of her new holdfast—tugging and rolling to her chain as though she would pull up a mountain. Fortunately, both chain and anchor held fast. After one or two more ineffectual efforts to break away, her head at last swung round, and she rode lightly to the gale as before. The cable on the port bow was then hove in, when it was found that the shank of the anchor, after bending considerably, had been torn in half about a foot below the crown, showing good anchor and holding ground both.

"From this time (about 12 o'clock) the glass began to rise fast, and the worst of the gale was over, though it still came down occasionally in wild and heavy gusts. In the afternoon the 'Great Eastern' again screwed a-head, and dropped a second anchor more under the lee of the breakwater, and rode secure. Then, and then only, was Captain Harrison enabled to leave the deck, and take that rest which was so much needed after his labour and long anxiety."

Having brought this melancholy account of the autumnal gales to a close, we are under the sad necessity of admitting that, however heartrending the details thereof may be, it is chiefly because much misery and loss have been suffered in a short space of time, and not because we do not peruse from year's end to year's end accounts of the horrors of shipwreck constantly occurring in one quarter or another, bringing with them death to hundreds, and ruin to thousands of our seafaring population. The occupation of the sailor, at all seasons hazardous, is exposed to increased peril when darkness surrounds his ocean path, and he has to struggle with storms that drive him from his proper course, and carry him on the rock or sandbank. Poor fellows, many of them, their hands frozen with cold, are unable to hold on while reefing on stormy nights, and they fall into the waters below, often unseen, and sometimes uncared for. But it is not always the case that the fate of the seaman is regarded with indifference. There are thousands whose hearts melt at his misfortunes, and whose hands are generously held out to relieve his distress. To those friends of the seaman we now appeal,—earnestly appeal, for it is now that he requires your assistance, and you can safely lend it through the medium of the Shipwrecked Mariners' Society, by whom thousands of pounds are annually distributed in relief to the mariner who suffers by shipwreck, but escapes with life, as well as in bestowing the bounty of the charitable on his widow and orphans, or other destitute relatives, should he perish, as many thousands of his shipmates do annually, in his honourable but most dangerous mode of earning a scanty livelihood.

The sailor has claims of no common kind on his country. He is ever

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ready with his services, should danger threaten us from abroad, and many wise persons think that danger is nearer than is generally imagined; but, however this may be, we are bound to look to our defences and to cherish our defenders. We are not among those who think our sailors have degenerated; on the contrary, we believe that if the occasion should arise, they will give us fresh victories as glorious as those that grace our history, from the days of Howard of Effingham to those of Howe and Nelson, and we therefore regard our fleet as the right arm of England's power, and our mariners as entitled to every honour and advantage that their country can bestow.

It is with great sorrow, therefore, that we see the funds of the "Ship-wrecked Mariners' Society" melting away in much greater proportion than they are renewed. The outlay in 1859 greatly exceeds that of 1858, which, as well as the preceding year, exceeded the income by £1000. Within the last three months the relief has averaged £350 weekly, and upwards of £10,000 was expended during the year, whilst applications from sufferers by the late storms continue to pour in, so that the Committee have been compelled to sell £1000 stock out of their little funded property, which is set apart to giving small annual grants to help to pay the rent of the cottages of about 600 widows and orphans of our seamen, who have perished by the disasters of the sea. This is a lamentable state of things, and it behoves the friends of the sailor to bestir themselves, to open up fresh sources of supply for the funds of an institution which is supported *entirely* by voluntary contributions, and which has long and justly been regarded as national, nay, we may say universal; for no seaman, of whatever nation, colour, or creed, is excluded from partaking of its benefits. May God, who has prospered it in its benevolent labours, continue to give it His blessing, and to bless those who support it.

RESERVE FORCE OF ROYAL NAVAL VOLUNTEERS.

We beg to call the attention of our readers to the efforts of the Government to provide a reserve of seamen ready and willing to serve in the Royal Fleet, should any sudden outbreak of war render their services necessary to the defence of our shores. We think the inducements held out are well calculated to attract the attention of the seamen employed in the Coasting and Home Trade, and, when generally known and understood, will induce the required number to enrol themselves in this most desirable force. The greater number of our

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seamen employed in the Home Trade being married men, the option of choosing the smaller pension for themselves, that there may be a reversionary one for their wives, is wisely given, and will have considerable effect: on the whole the advantages offered for so small a service appear to us to be very liberal. The only drawback which we discern from the feature of liberality which pervades this excellent measure, is that contained in paragraph 147, page 31 of the Regulations, which provides, that, "if a Naval Volunteer, has under the conditions relating to Naval Volunteers' Pensions, become *entitled to a Pension as a Naval Volunteer*, and if he *also*, by reason of continued service in the Navy or *wounds*, become *entitled to a Navy Pension*, he will be entitled to receive so much of both Pensions as does not exceed the largest pension given to any seamen of the same rating in the Royal Navy."

There is in the appearance of this regulation something hard to be understood on the ground of fairness. We believe very few seamen will be found who will entitle themselves to a pension *for long service*, both in the Volunteer Force and in the Navy, but the man that does so *entitle* himself ought, it appears to us, to have them both. In like manner we humbly think that the pension usually given to seamen of the fleet, for wounds received in action, should be given to the seamen of the reserved force *irrespective* of any pension to which they may be entitled by the regulations of that force, that is, if a seaman had earned a pension by serving as a Volunteer previous to his being wounded in action, then the usual pension for wounds should be given, without reference to the pension already earned. Wounds which arise out of the ordinary casualties incident to seamen in the Merchant Navy, as well as the Royal Navy, and which disable the men from further service, might be made the subject of special consideration by the Lords of the Admiralty.

We have no doubt from the liberality with which the Government have taken up the important subject of providing an efficient naval force, ready for any emergency, that no ground of complaint will be suffered to exist, but that every encouragement will be given to seamen to attach themselves to the naval service of their country, as the most desirable, both for their present profit and future provision of any other service. We are satisfied that if the present pay of the Royal Navy, both in peace and war, be made superior to any other, the future provision being supplemental, the service will soon be sought after by first class men to whom the risk of being discharged from it, will become a means of discipline far exceeding that of corporal punishment.

We see by a recent regulation that the Government have made a step in the right direction, by enacting that *first class* seamen of the Navy shall not be subject to corporal punishment, except for some very grave offence, and then only by Court Martial, for offences which by the Articles of War would involve corporal punishment, when the first class seaman will be subject to be reduced to the second class—As all the Reserved Force of Royal Naval Volunteers will,

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if called out for active service, be borne as first class seamen, it follows that none of the Reserve Force will be subject to corporal punishment until after misbehaviour they have been reduced to the second class—good behaviour for a year will entitle a man reduced to the second class to be replaced in the first class; we do not doubt this measure will be received with much satisfaction by all men-of-war's men, and also have a good effect both on the entry of men direct for the Navy and for the Volunteer Force.

The following are the qualifications, advantages, and obligations required of the Reserve.

RESERVE FORCE OF ROYAL NAVAL VOLUNTEERS.

Her Majesty's Government having, with the Sanction of Parliament, determined on establishing a Reserve Volunteer Force of Seamen trained to the Use of Arms:—

THIS IS TO GIVE NOTICE,

That any Seaman possessing the following qualifications may be inrolled as a Royal Naval Volunteer in the Reserve Force, and will thereupon be entitled to the advantages and be subject to the obligations mentioned below.

QUALIFICATIONS FOR THE RESERVE:—

1. A Volunteer must be a British subject:
2. He must be free from infirmity:
3. He must not be over thirty-five years of age:*
4. He must within the ten years previous to his joining the Reserve have been five years at sea, one year of that time as an A.B.

ADVANTAGES OF THE RESERVE:—

1. A Volunteer will at once receive an annual payment or retainer of £6, payable quarterly:
2. He will, if he fulfils his obligations and is in the Reserve the requisite time, receive a pension of not less than £12 a year whenever he becomes incapacitated from earning a livelihood, or at sixty years of age if not previously incapacitated:
3. He may elect either to take the whole pension himself, or to take a smaller pension for himself during his life, and to allow his wife a pension after his death, for the remainder of her life:
4. He will not, on account of belonging to the Reserve, forfeit any interest in any Friendly or Benefit Society:
5. His travelling expenses to and from the place of drill will, when necessary, be provided:
6. He will, during drill, receive, in addition to the retaining fee, the same pay, victualling, and allowances as a seaman of the fleet, according to his rating:
7. He will, if called out on actual service, receive the same pay, allowances, and victuals, and have the same prospect of promotion and prize money, as a continuous

* During the year 1860, the age of admission will be extended from 35 to 40.

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service seaman of the fleet, according to his rating, and he will on joining receive the same clothing, bedding, and mess traps:

8. He will, if wounded or injured in actual service, receive the same pension as a seaman in the Navy of the same rating:

9. He will be eligible to the Coast Guard Service and Greenwich Hospital.

10. He may quit the Reserve, if not at the time called out for actual service, at the end of every five years; he may also quit it, when not called out, on paying back the retainers he has received; or, without payment, if he passes an examination as a Master or Mate, and obtains *bonâ fide* employment as Master or Mate.

OBLIGATIONS OF THE RESERVE:—

1. A Volunteer must attend drill for twenty-eight days each year; he may do so, as far as the convenience of the public service will permit, at a time and place convenient to himself; but he cannot in any case take less than seven days' drill at any one time:

2. He must not, without special permission, proceed on a voyage that will occupy more than six months:

3. He must appear before some Shipping Master once in every six months, unless he has leave to be abroad longer, and he must report every change of residence, and employment: see Supplementary conditions below.

4. In order to earn a Pension he must continue in the Reserve as long as he is physically competent to serve, and he must also have been in the force fifteen years if engaged above thirty, or twenty years if engaged under thirty. In reckoning this time actual service in the fleet will count double:

5. Volunteers may be called upon for actual service in the Navy by Royal Proclamation. It is intended to exercise this power only when an emergency requires a sudden increase in the Naval Force of the country:

6. A Volunteer may in the first instance be called out for three years. If there is then actual war, and he is then serving in one of Her Majesty's ships, he may be required to serve for two years longer; but for the additional two years he will receive 2d. a day additional pay:

7. Volunteers when on drill or actual service will be subject to Naval Discipline:

8. A Volunteer who fails to fulfil the obligations of the Reserve will forfeit his claim to Retainer and Pension, and if he fails to join when called out for actual service may be treated as a Straggler or Deserter from the Navy.

SUPPLEMENTARY CONDITIONS.

LEAVE FOR LONG VOYAGES:—

Special Leave for Voyages exceeding Six Months will be granted to ALL VOLUNTEERS on the following conditions:—

1. The Leave is to be for one Ship, and for one Voyage only at a time, and to be renewed for each Voyage. The Ports or Countries at which the Ship is to touch must be all specified, or if any of these are not specified the Voyage must be limited by the Articles to Twelve Months.

2. The Volunteer must have completed his 28 days' Drill for the year before the Leave will be given.

3. On an emergency the Reserve may be called out for Service at Home or Abroad. If the Volunteer is then abroad, he must, if summoned, join any of H.M. Ships abroad; under the same penalties, in case of refusal, as in case of refusal to join in the United Kingdom.

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4. The arrears of Retainer due will be paid on the Volunteer's return in the Ship for which Leave is given.

5. The Admiralty reserve power to withhold this Leave if at any time on an emergency the Volunteers are required for the defence of the country. They also reserve power to withhold the Leave at the end of each Volunteer's first five years of Service, when he may, if he pleases, quit the Force.

6. Subject to these reservations, it is the intention of the Admiralty to grant Leave upon the above conditions for the first Five Years of the Service of each Volunteer who joins the Reserve under the present regulations.

AGE OF ADMISSION.

During the year 1860 the Age of Admission will be extended from 35 to 40.

*** For further information apply to a Shipping-Master.

Board of Trade, Whitehall, Dec. 12, 1859.

The Inrolment will commence on 2nd January, 1860. Full information and detailed conditions may be obtained on application to the Shipping Master at any port in the United Kingdom, or to the Officers of Customs in the Channel Islands and Isle of Man.

THE FATE OF FRANKLIN AND HIS BRAVE COMPANIONS.

AMONG the many expeditions sent out from this country with the view of solving the great problem of the existence of a North west passage, none excited greater hopes than that which left England under command of Sir John Franklin in 1845; and it was with the greater regret that the country received the announcement of its failure. Everything had been done to ensure its success: it was ably commanded and officered, efficiently manned, and skilfully prepared to meet every emergency; the ships were constructed in such a manner as to ensure the safety and comfort of the crews, and to contend with the obstacles expected to be encountered in the stormy and inhospitable regions for which they were bound; but all failed to secure the desired object, and anxiety began to prevail as to the fate of the expedition itself, and no intelligence arriving on this important point, the government became alarmed, and other expeditions were sent out with the express object of learning its fate; but without effect. The increasing anxiety of the public and the friends of the gallant body of seamen on board becoming painful in the extreme, many attempts, which it is needless to recapitulate as they have appeared from time to time in our former numbers, were made, not only by the government but by private individuals, foreign as well as native, to ascertain whether they had all perished, or whether a remnant might yet be left to whom succour could be extended, and facilities afforded for their return to their native land. In

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these researches many traces of their movements were discovered, and articles which were known to have belonged to them were found and brought home, and are now preserved with extreme care, but nothing certain could be discovered respecting our missing countrymen themselves. The expedition under Captain M'Clure, though it failed to clear up the mystery, resulted in the desired discovery of the long sought passage of the North-west, and thus the original object of these melancholy expeditions was happily attained. All hope of discovering the fate of the 'Erebus' and 'Terror' at last faded from the mind of the public, and the government caused the names of the men composing the crews to be removed from the books, and they were considered to be dead.

But there was one heart in which the flame of hope was not, could not, be extinguished; one bosom in which the image of the dear departed still dwelt with cherished fondness; all the world might concur in the idea that further search was useless, but such was not the opinion of Lady Franklin, and she determined to make one last great effort to discover whether the object of her heart's fondest affection was indeed dead, or whether he might be yet rescued from a fate worse even than death. With this view, assisted by friends, she fitted out the 'Fox' screw discovery vessel, and gave the command to Captain M'Clintock, who consented to make one more search for Sir John and his brave companions. He was successful so far as to ascertain the fate of the commander, for it was clearly established that Sir John died on the 11th of June, 1847, and it will be some consolation to the bereaved heart of Lady Franklin to know, that the spot where he perished is marked by a tablet which she sent out for the purpose in the event of her worst fears being realised. The fate of those who survived Sir John remains involved in darkness, and we fear must ever remain so.

We now lay before our readers one of the most interesting records ever penned concerning the proceedings of Captain M'Clintock, R.N., which was read by him at a meeting of the Royal Geographical Society, at Burlington House, Piccadilly, on the 14th of November last. It would be little complimentary to our readers for us to apologise for giving this important document at such length, as there is not a line of it that is not full of interest for the man of science, the seaman, and the general reader, by all of whom the memory of the great man whose fate it commemorates will be held in the highest veneration, nor will they forget to cherish a warm feeling of respect for the devoted spouse who never rested until she had ascertained beyond doubt the fate of him whom she so dearly loved, and we cannot think England will so far disgrace herself as to allow that noble lady to bear the expense of an expedition which has done more than all the Government expeditions put together.

Captain M'Clintock spoke as follows:—As geographical discovery formed so important a feature in the voyage of the 'Fox' I have a double pleasure in complying

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with the request of your noble president, and submitting to you the following communication. I feel sure that the subject of the final expedition in search of Sir John Franklin needs no introduction here; that it owed its origin to Lady Franklin, aided by a few friends, is universally known. As a post of honour, and of some difficulty, I gladly accepted the command, prepared and equipped the 'Fox,' sailed from Aberdeen 1st July, 1857, and bade adieu to Uppernavick, the most northern of the Danish settlements in Greenland, on the 6th August. My object, it will be remembered, was to complete the search in the area left unexplored between the expeditions of James Ross, Austin, and Belcher, upon the north; of Collinson and M'Clure on the west, of Rae and Anderson on the south; while its eastern boundary is formed by the western shores of Boothia. The portion of the earth's surface thus defined comprises an area nearly 300 miles square. Thirty-five dogs and an Esquimaux driver were obtained in Greenland as valuable auxiliaries in our anticipated sledge travel. On the 18th August, when attempting to pass from Melville Bay to Lancaster Sound, through vast accumulations of drift ice, the ship was seriously obstructed, and finally became beset and frozen up for the winter; then commenced an icedrift, not exceeded in length by any that I knew of. Being unable to travel to the land, or set up a fixed observatory of any kind, and being impelled by the winds and the currents, we devoted to them our particular attention. From all that I was able to observe during our drift down the middle of Davis Strait the movement of the ice was almost entirely due to wind and not to current. We did not notice any indication of an undercurrent to the north; on the contrary, large icebergs which would have been influenced by it, drifted in our company from lat. 75½ north to the Arctic Circle. Throughout the winter long cracks, or lanes of water, were formed at spring tides, and oftimes closed with sufficient force to crush up their edges into long ranges of hummocks several feet high, and which Captain Sherard Osborn has graphically described as the "hedgerows of an Arctic landscape." Fortunately our little vessel was never exposed to this ice action, although it sometimes took place within 50 yards of our position. During the autumn and early spring, about 70 seals were shot in these water spaces, affording a good supply of food for our dogs, and oil for our lamps. It was not until the 25th April, 1858, by which time we had drifted down to lat. 63½, that we were able to escape out of the ice, under circumstances which will long be remembered by all on board. A heavy south-easterly gale rolled in such an ocean swell that it broke up all the ice, and threw the masses into violent commotion, dashing them one against another, and against the ship, in a terrific manner. We owed our escape under Providence to the peculiar wedge-formed bow and steam power of our obedient little vessel. During the 242 days of our imprisonment the ship's position was astronomically determined on the average twice a week, and her accumulated drift thus ascertained amounts to 1194 geographical miles.

Having once more regained command over the 'Fox' our voyage was commenced anew. We directed our course to the Greenland settlements in the hope of obtaining supplies of fresh provisions. We met, however, with but little success, though what the Danish residents possessed they readily shared with us. Closely following up every movement of the ice we succeeded in crossing Melville Bay by the 18th June, and reached Pond's Inlet on 27th July. The native village of Kapawroktolik, which I visited in company with Lieutenant Hobson and our excellent interpreter, Mr. Petersen, was situated upon the north shore, about 25 miles up the inlet, and at the mouth of an immense ravine between lofty and precipitous cliffs. It was accessible only by sea, the ravine being entirely filled up by a glacier, which reached within a few hundred yards of the water. It was upon the narrow strip of intervening land that these strange people had pitched their summer tents. They told us that the ice within the inlet de-

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cays away every summer, but as long as any remains there whales abound. Several large ones were seen by us, and we found amongst the natives a considerable quantity of whalebone and many norwhal's horns, which they were very desirous of bartering for knives, files, saws, rifles, or wood. For six days we were in communication with these friendly people, and we satisfactorily ascertained that nothing whatever respecting the Franklin expedition had come to their knowledge, nor had any wrecks reached their shores within the last twenty or thirty years. They communicate overland every winter with the natives of Igloolik, and knew of Parry's ships having wintered there in 1822-23. And they had recently heard of Dr. Rae's visit to Repulse Bay, describing his boats as similar to our whaleboat, and his party as living in tents within snow huts, smoking pipes and shooting reindeer. None of his party died there; they all went away the following year. Of the Esquimaux of the lands westward of Repulse Bay they knew nothing, nor had any rumour of ships or distressed white people ever reached them from that quarter. Our native friends also drew us rude charts of the inlet, showing that it expands into an extensive channel leading westward to Prince Regent's Inlet. These tracings, together with our own observations and hydrographical remarks, during our two coasting voyages along the Greenland shore, fill up many interesting and important details. After leaving Pond's Inlet our voyage and search lay along shores uninhabited as far as the magnetic pole at all events. We, therefore, with the greatest regret, parted from our new acquaintances, but not until after we had carefully extracted from them all the information they could afford.

Proceeding up Barrow Strait, we reached on the 11th August Beechey Island, the scene of Franklin's first winter, and now the site of a house and store of provision. Here is a cenotaph bearing inscriptions to the memory of those who perished in the last government expedition, also a marble tablet to the lamented Bellot. In fitting proximity to these I placed a similar memorial appropriately inscribed to the memory of our lost countrymen in the 'Erebus' and 'Terror.' It was sent out for the purpose by desire of Lady Franklin. Having examined into the condition of the provisions and boats both at this place and Port Leopold, in order to ascertain how far we could rely upon them should accident deprive us of the 'Fox,' and having failed to penetrate more than 25 miles down Peel Sound in consequence of the ice extending across it, we sailed for Bellot Strait, and arrived there on 20th August. Bellot Strait is the water communication between Prince Regent's Inlet and the Western Sea, now known as Franklin Strait; it separates the extreme northern point of the American continent from the extensive land known as North Somerset. Its shores are in many places faced with lofty granite cliffs, and some of the adjacent hills rise to 1,500 or 1,600 feet above the sea; the tides are very strong, running six or seven knots at the spring. At the time of our arrival Bellot Strait was choked up with heavy masses of drift ice, and our attempts to pass through it not only failed, but were attended with great danger to the ship. As the season advanced these obstructions were removed, so that on the 6th September we sailed through, and made fast to some ice which remained fixed across its western outlet. From this date until the 27th of September, when the advance of winter made it necessary to remove the ship into a suitable position for being frozen up, we constantly and most anxiously watched every ice movement in Franklin Strait. In mid-channel it was broken up and drifting about. Gradually the proportion of water increased, until at length the ice which intervened was reduced to three or four miles in width; but this was firmly held fast by numerous islets, and withstood the violence of the autumnal gales. It was tantalising beyond all description thus to watch, from day to day, the free water we so much desired to reach washing the rocky shore a few miles southward of us, and to feel our utter inability to penetrate the barrier that separated

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us from it. Whilst daylight continued, attempts were made to carry out provisions towards the magnetic pole, in order to facilitate the sledging operations of the ensuing spring, but these almost entirely failed in consequence of the disruption of the ice to the southward, and the impossibility of traversing so rugged a country. Lieutenant Hobson, already distinguished by his sledge journeys in the vicinity of Behring's Straits, conducted these operations, and returned on board the 'Fox' with his party in November, after much suffering from severe weather, and imminent peril on one occasion, when the ice upon which they were encamped drifted to seaward with them across Wrottesley Inlet.

Our wintering position was at the east entrance of Bellot Strait, in a convenient harbour named Port Kennedy. It is almost at the junction of the limestone forming the low shore northward of Brentford Bay, with the lofty granite land of the interior of the country and western shore, both northward and southward of Bellot Strait. Although vegetation was comparatively abundant, yet the frequent stormy winds which draw through Bellot Strait are probably a sufficient cause for the scarcity of animal life there. Besides our two esquimaux hunters, Mr. Petersen and several sportsmen were almost constantly on the alert, yet, during our prolonged stay of more than eleven months, only three reindeer, two bears, 18 seals, a few water fowl and ptarmigan were obtained. Early spring journeys were commenced on the 17th of February of the present year, by Captain Young and myself. Captain Young proceeded to carry a depot of provisions across Franklin Strait, whilst I went southward to the magnetic pole, to meet the natives and obtain, if possible, some information that might direct us to the object of our search. I was accompanied by the interpreter, Mr. Petersen, and one seaman. We took with us two dog sledges. On the 28th of February, when near Cape Victoria, we met with a small party of natives, who readily built us a large snow hut, and spent the night in it with us. We were subsequently visited by about 45 individuals, and during the four days we remained amongst them obtained many relics of the lost crews, and also the information that several years ago a ship was crushed by the ice and sunk off the north-western shore of King William's Island, but that all her people landed safely, and went away to a great river where they died. These Boothian Esquimaux were well supplied with wood and iron, once the property of the white men. With this important information we returned to the 'Fox,' after an absence of 25 days of sharp marching, and unusually severe weather, the mercury being occasionally frozen for many hours together. The result of this journey was also important to geography, since it completed the discovery of the coast line of the American continent.

Early in April our long projected spring journeys were commenced. Lieutenant Hobson accompanied me as far as Cape Victoria; each of us had a sledge drawn by four men, and an auxiliary sledge drawn by six dogs, this being all the force we could muster. Before separating we met two Esquimaux families in snow huts upon the ice, as is their custom from October until June, when seal, and perhaps an occasional bear, are their only food. During the summer months they resort to the rivers, lakes, or deer passes, and subsist on fish, venison, and birds. From these people we learned that a second ship had been seen off King William's Island, and that she drifted ashore in the fall of the same year: from this wreck they obtained a vast supply of wood and iron. According to my original plan of sledge-search, matured during the winter, Lieutenant Hobson was to complete the exploration of the north shore of Victoria Land, between Cape Collinson and Wynniatt's furthest; but in consequence of the information obtained from the Esquimaux, I directed him to search the northern and western shores of King William's Island for the wreck, and to follow any traces he might find. Lieutenant Hobson, therefore, crossed over to Cape Felix, whilst with my own party and

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the interpreter I marched along the east shore of King William's Island, occasionally passing deserted snow huts, but without meeting with Esquimaux until the 8th of May, when near Cape Norton, or as named in some charts Cape Smith; here we found a snow village containing 30 or 35 inhabitants. They quickly gathered about us, exhibiting the utmost delight at our visit, and eagerness to answer Petersen's questions; but in consequence of their excited state it was very difficult to understand them clearly. They had not been apprised of our approach, and their independent testimony exactly agreed with that which had previously been obtained. Bartering was commenced immediately, and continued with much spirit upon the part of the natives. I purchased venison, seal, and salmon, to supply our wants, and all the relics of personal interest, such as silver spoons or forks, which they had. All the wooden articles they possessed, including a large sledge, were made of materials obtained from the wreck. Had I the means of carrying them away, I would have purchased many more things. They pointed to Peel Inlet, and told us that one day's march up it, and from thence four days' overland, brought them to the wreck. None of them had been there for more than a year, and then but little remained visible above the ice. Their countrymen had resorted to it for several years past in great numbers, and had carried off all that they could. Some few of these people had seen the white men on their march to the Great River, and said that "many of them dropped by the way," but that this was not known to them at the time, nor until the following winter, when the bodies were found. Most of our information was obtained from a sharp-looking old woman, who screamed out in answer to Petersen's questions, and was either confirmed or corrected by the listeners. I could not discover the slightest inclination to mislead us, or to hide anything they possessed from our view. We were at length glad to get away from these good-natured but troublesome people, for the women and children could not resist the temptation to steal.

The Mathison Island of Rae was found to be a flat-topped hill, forming the south-east extreme of King William's Island. Pursuing the native route, we crossed the low land behind it, and met with an Esquimaux family off Point Booth. They also told us that we would find some of their people upon the large island on the Great River, alluding to Montreal Island; yet none were seen there, nor any recent traces of them. These were the last Esquimaux we met with. Point Ogle, Montreal Island, and Barrow Inlet were successively searched, but without finding any traces of Europeans, except a few scraps of copper, tin, and iron, near an Esquimaux stone-mark. Having now overlapped the ground searched by Messrs. Anderson and Stewart when they descended the Back River in 1855, and having no hope of meeting natives by proceeding further up it, I turned to the north-west to complete the search to the spot where our countrymen first landed upon King William's Island. It will be seen that my visit to Montreal Island was in the same time of the year, namely, the latter end of May, as that in which the survivors of the crews of the 'Erebus' and 'Terror' reached it: we saw it in its winter garb as they saw it, and any marks of cairns designed by them to attract attention would have been rendered most conspicuous by the surrounding wastes of snow. Recrossing Dease and Simpson Strait, we continued the minute examination of the southern shore of King William's Island, without success, until near Cape Herschel, the western limit of Simpson's discovery, when a bleached skeleton was found near the beach, around which lay fragments of European clothing. The snow was most carefully removed, and a small pocket-book, containing a seaman's parchment certificate and a few letters, was found. Judging from the remains of his dress, this unfortunate young man had been either a steward or an officer's servant, and his position exactly verified the Esquimaux's assertion, that "they dropped as they walked along." The skeleton lay at full length upon a level ridge of gravel, just above the beach, in a

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part which was almost bare of snow; for walking on, especially if the person was fatigued, it was far preferable to the ice, whereon the sledges would of necessity have to travel. Simpson's cairn on Cape Herschel was next day examined. It had been disturbed, in fact the greater part pulled down; and the impression left upon my mind is, that records were deposited by the retreating crews in this conspicuous and well-known position, but that they were subsequently removed by the Esquimaux.

I will now revert to the proceedings of Lieutenant Hobson. After separating from me at Cape Victoria, he made for Cape Felix, the north extremity of King William's Island. At a short distance to the westward of it he came upon unequivocal traces of the Franklin expedition—a large cairn of stones, close beside which were three small tents, with blankets, old clothes, and other *debris* of a station, probably for magnetic or for shooting purposes; but although the ground beneath the cairn was broken into, and a trench dug all round it at a distance of ten feet, no record was discovered. The most interesting of these relics, including our national flag, were brought away. Two smaller cairns were next found by Lieutenant Hobson as he continued his search, and on the 6th of May, at Point Victory, the extreme reached by James Ross in 1830, he pitched his tent beside a large cairn, which he then supposed to be the one built by that officer. Lying amongst some stones, which had evidently fallen off the top of the cairn, was found a small tin case containing a record; in fact, the record of the long-lost expedition. By it we have been informed that in May, 1847, all was well on board the 'Erebus' and 'Terror;' that in the year 1845, the same year in which they left England, they ascended Wellington Channel to lat. 77, and returned southward by the west of Cornwallis Island, and spent their first winter at Beechey Island. On 12th September, 1846, they were beset in lat. 70.5, long. 98.23 W., and here, in the packed ice, about 15 miles off the N.W. shore of King William's Island, they passed their second winter. Lieutenant Gore and Mr. Des Vœux, with a party of six men, landed and deposited the above record, and another exactly similar, which was found in a small cairn one day's march further south. Round the margin of the former of these documents much additional information was given, under date of 25th April, 1848. The ships, it states, were abandoned on the 22nd April, 1848, about 15 miles to the N.N.W.; therefore they drifted southward, only 12 or 14 miles, in 20 months. The survivors, 105 in number, under the command of Captain Crozier, landed at this spot and built the cairn which now exists upon the site of James Ross's cairn, which must have been taken down by the Esquimaux. Sir John Franklin died on the 11th June, 1847, and the total loss by deaths in the expedition up to the date of their landing was 9 officers and 15 men. They intended proceeding on the morrow for Back's Fish River, and this record was signed by Crozier as captain of her Majesty's ship 'Terror,' and senior officer; also by Fitzjames, as captain of her Majesty's ship 'Erebus.' Even this three days' march seems to have shown them how greatly they had overrated their strength, for here they threw away a vast quantity of clothing and stores of all sorts—in fact all that was not absolutely indispensable. Lieutenant Hobson continued his search almost to Cape Herschel, without finding any trace of a wreck or of natives. As he retraced his steps he left full information of his most important discoveries for me, so that I had the advantage of knowing what had already been found.

After leaving Cape Herschel, and proceeding north-westward along the shore, I found the traces of natives become less numerous and less recent; and after rounding Cape Crozier—the west point of the island—they ceased altogether. When a day's march north-eastward of Cape Crozier I came upon a boat 28 feet long, mounted upon a sledge of suitable dimensions. A note left here by Hobson informed me of his having discovered her five days before. It was at once evident that this fine boat had been pre-

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pared with the greatest care for the ascent of the Back River. In order to reduce her weight she had been cut down to the thwarts, and very light fir upperworks substituted, supporting a canvas weather cloth; and she had been fitted with a housing cloth that the crew might sleep within her, and thus obviate the necessity for carrying tents. After Hobson's party had dug out the snow which filled this boat, they found a large quantity of clothing, and portions of two human skeletons. One of them lay beneath a pile of clothing in the after part of the boat, and was probably the last survivor. The other lay in the bow, but both had been very much disturbed by wild animals.* Two double-barrelled guns stood upright and loaded as they had been placed in readiness for use. Watches, silver forks, and spoons, small religious books, and articles of all sorts were found, but neither journals nor pocket-books. Of provisions there remained chocolate and tea, but no biscuit or meat; there was also tobacco, wood, fuel, and ammunition. Now as this boat was only 65 miles from the position of the ships when abandoned, it appeared to me most strange that she should have been deserted so early on the march, the more so as many precious relics which might very easily have been carried away remained in her. But, on a close examination, I found that she had been returning towards the ships! So large a boat would require fully twelve or fifteen men to drag her along, and probably thirty or forty men were attached to her; if, then, we suppose them to have run short of provisions upon this return journey, which their failing strength, and, consequently, slow progress renders extremely probable, it is easy to understand that she would have been abandoned by the more vigorous leaving her in charge of those who were unable to keep pace until their return from the ship with a further supply.

After carefully and minutely examining every article we continued our painfully anxious investigation of these shores, and on June 5 reached Point Victory, just five days after Lieutenant Hobson. With regard to the leading features of the lands along which I travelled upon this journey, the first 80 or 90 miles southward of Bellot Strait lay along a lofty granite shore, irregular in outline, and fringed with rocky islands. The southern and most considerable group of these was named after the late president of this society. To the southward of latitude 71 sec., pale limestone of moderate elevation, and almost devoid of fossils, supplied its place, until landing at the mouth of the Back River, when we again found ourselves on primary rock. King William's Island is rather low, the western shore extremely so, and bears evidence of a gradual and tolerably recent upheaval from beneath the sea; it is almost utterly destitute of vegetation, and consequently of animal life. To seaward is Victoria Strait, covered with heavy and impenetrable packed ice. That the shore of King William's Island between its north and western extremes—Capes Felix and Crozier—had not been visited by Esquimaux since the abandonment of the 'Erebus' and 'Terror' was evident, as the articles lying strewed about, and which in the eyes of a native are of priceless value, remained untouched; whilst southward of Cape Crozier and at the Back River no trace remained. To show the propensity of the Esquimaux for destroying all European traces that comes within their reach, I may mention that the cairns erected by James Ross at Point Victory and at the magnetic pole were entirely removed. On the site of the

* A very touching account of the discovery of the bodies in the boat, was gleaned from one of the party. Edwards, the ship's carpenter, was the one who discovered it, and hastily calling his companions, he proceeded to remove the snow and ice. He describes it as the most awful moment in his life, and states that he could hardly help falling on his knees and returning thanks to the Almighty Father who had guided him thus successfully in his search. Underneath the head of one of the bodies was found the open Prayer-book, and it was necessary to chop away the book from the hand, so hard was it frozen. On the hand of the other body was a mitten, and on attempting to take it off the finger nails came away with it.

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former the Franklin cairn was reared up, and fortunately had not been visited by the wandering Esquimaux prior to our visit, else no record would have remained for us to discover. Of the huge cairn erected by Simpson on Cape Herschel, they had left but a remnant standing. Although the whole western shore of King William's Island was three times most patiently examined by Lieutenant Hobson and myself, yet no vestige was seen of the wreck. It is doubtful whether any portion of her still remains above water, and it is probable that she lies upon some of the off-lying islets between Capes Crozier and Herschel, unless, like the 'Fury,' she has been carried away by the ice.

On 28th June Captain Young and his parties returned on board, after having completed their portion of the search, by which the insularity of Prince of Wales Land was determined, and the coast line intervening between the extreme points reached by Lieutenants Osborn and Brown in 1851, amounting to about 300 miles, was discovered. This extensive coast line was found to resemble the western shore of King William's Island; it is composed of limestone, and is extremely low. The wide channel intervening between it and Victoria Land was packed full of unusually heavy ice, which pressed in upon the western shore of Prince of Wales Land in such a manner as to render it quite unnavigable. Experience has shown us that the prevailing N.W. winds bring in through M'Clure Strait vast accumulations of oceanic ice, far heavier in character than that formed within confined seas; it presses heavily against the north-western shore of King William's Island, and forms an impassable barrier—witness the attempts of Parry and Franklin from the east, and Collinson and M'Clure from the west. To the east of King William's Island this ice does not exist; on the contrary, from my own observation, and from Esquimaux report, I am convinced that its eastern and southern shores are navigable every year. There can hardly exist a doubt that Franklin sailed down Peel Sound, and through the channel which now bears his name, to King William's Island, and there in the endeavour to force his ships to the westward became beset. Had he known that King William's Land, so named until 1854, was an island, he would, in all human probability, have sailed unobstructed under its lee, and have completed the grand object of his voyage in the year 1847—perhaps even in 1846! Captain Young also explored the coast line from Bellot Strait, northward to Sir James Ross's furthest in 1849, at Four River Bay, but without alighting upon any trace of the lost expedition. In order to enable him to complete these extensive discoveries, which were greatly retarded by keen north-west gales and dense fogs, Young sent back four of his five companions, and with one seaman (George Hobday) and a few dogs to drag the sledge, he continued his great exertions for forty days longer. Lieutenant Hobson's minute examination of the western coast of King William's Island, resulted in the discoveries of the records and the boat, as already stated, and which he effected with unflagging zeal and sound judgment, notwithstanding his greatly debilitated state.

It has been shown that our small crew was formed into three searching divisions, each working independently of the other two, and each effectually completing its apportioned share of the work; it will, therefore, be readily understood how greatly the success of our explorations depended upon my companions Hobson and Young, and how largely I am indebted to them for their unflinching support. After mature consideration upon all that I have seen, I am of opinion that the abandonment of the 'Erebus' and 'Terror' had been contemplated for months previously to its execution; also, that the whole of the crew had become affected by scurvy, and greatly debilitated. We know that Franklin's ships were cut off from all supplies of game for three consecutive winters, and this is the only case on record of ships' crews subsisting solely upon their own supplies for so long a period. The 'Investigator' was abandoned after the third winter

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but her crew had been able to procure some valuable fresh food, game of different sorts, including about 100 reindeer. She lost only three men, yet the whole crew were affected by scurvy. But the 'Erebus' and 'Terror,' before being abandoned, had lost 24 men, and, therefore, I conclude that the remainder of their crews were at least as seriously affected as were the people of the 'Investigator.'

There are two important questions which have been so frequently put to me that I gladly take this opportunity to offer some explanation upon so deeply interesting a subject. The first question is, whether some of the 105 survivors may not be living among the Esquimaux. The various families or communities of Esquimaux met with by Rae, Anderson, and myself, at different times and places, all agree in saying "No, they all died." But let us examine for ourselves. The western shore of King William's Island along which they were compelled to travel for two-thirds of their route, is uninhabited, and all that is known to us of the mouth of the Back River is derived from the journeys of Back, Simpson, Anderson, and myself; none of us had met natives there, consequently it is fair to conclude that the Esquimaux but seldom resort to so inhospitable a locality. Even much more favoured shores in this vicinity are but very thinly sprinkled with inhabitants, and their whole time is occupied in providing a scanty subsistence for themselves. In fact, their life is spent in a struggle for existence, and depends mainly upon their skill in taking seals during the winter, a matter which requires such long training that no European has ever yet succeeded in acquiring it. My two Greenland Esquimaux tried various methods at Bellot Strait, yet did not succeed; and without dogs trained to scent out the small breathing holes of the seals through the ice, and through the snow which overlays the ice, I do not think that even the Boothian Esquimaux could live. It requires not only that a man should possess a trained dog, but that he himself should be well trained in the only successful mode of seal-hunting in order to subsist in this locality. It is, therefore, evidently an error to suppose that where an Esquimaux can live a civilised man can live also. Esquimaux habits are so entirely different from those of all other people that I believe there is no instance on record of either a white man or an Indian becoming domesticated amongst them, or acquiring tolerable expertness in the management of a kayak. With regard to the chances of procuring the means of subsistence, independent of the Esquimaux, I will just state what was the case with my own sledge party—and we never lost a chance of obtaining anything—during the journey that occupied us for 79 days, and in which we traversed 1,000 geographical miles of distance. The supplies amounted to 2 reindeer, 1 hare, and a few birds. The second question is,—Why have the remains of so few of our lost countrymen been found? It is indeed true that only three of the 105 were discovered, yet we must bear in mind that from the time they left their ships they were dragging sledges and boats, and that they must have travelled almost constantly upon foot upon the land; consequently all traces or records vanished with the summer thaw of 1848. No doubt that many relics still remain strewed along the uninhabited shore of King William's Island; but as it was most carefully examined three times, I cannot think that any conspicuous object, such as would be put up to indicate where records were deposited, could have escaped us. The summer at Port Kennedy was a warm one, yet the ice did not permit us to move until August, and the object of the expedition having been attained, we commenced our homeward voyage. On the — September I arrived in London, having landed at Portsmouth, and on the 23rd the dock gates at Blackwall closed behind the 'Fox.'

The company loudly applauded when Captain M'Clintock had concluded, which he appeared to feel keenly.

After reading through this narrative it must strike every person that better

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men could not have been found to carry out the object of the expedition, and the event justified the confidence placed in them. Endowed with the noblest qualities of British seamen, they exhibited on all occasions of difficulty and danger the greatest coolness and steadiness of purpose, and laid their plans with a skill that not only deserved but obtained complete success. Only those who have endured the hardships of a prolonged residence in the Arctic regions can form a just conception of the nerve and courage required to support them, and when we find those hardships borne not only without murmuring but with cheerfulness, we cannot help feeling warm sympathy for men who encountered them from a noble sense of duty and a utter disregard of self. All honour to Captain M'Clintock, and to Captain Allen Young and Lieutenant Hobson, for the manner in which they performed their arduous duty on this great occasion, and we hope when honour and promotion are bestowed they will not be forgotten.

FRANKLIN.

"The Polar clouds uplift—
A moment and no more—
And through the snowy drift,
We see them on the shore—

"A band of gallant hearts,
Well-ordered, calm, and brave;
Braced for their closing parts—
Their long march to the grave.

"Through the snow's dazzling blink,
Into the dark they've gone.
No pause: the weaker sink,
The strong can but strive on.

"Till all the dreary way
Is dotted with their dead;
And the shy foxes play
About each sleeping head.

"Unharmed the wild deer run,
To graze along the strand:
Nor dread the loaded gun
Beside each sleeping hand.

"The remnant that survive
Onward like drunkards reel;
Scarce wotting if alive,
But for the pangs they feel.

"The river of their hope
At length is drawing nigh—
Their snow-blind way they grope,
And reach its banks to die!

"Thank God: brave Franklin's place
Was empty in that band,
He closed his well-run race
Not on the iron strand.

"Not under snow-clouds white,
By cutting frost-wind driven,
Did his true spirit fight
Its shuddering way to Heaven.

"But warm, aboard his ship,
With comfort at his side
And hope upon his lip,
The gallant Franklin died.

"His heart ne'er ached to see
His much-loved sailors ta'en;
His sailor's pangs were free
From their loved captain's pain.

"But though in death apart,
They together may be now;
Calm, each enduring heart—
Bright, each devoted brow!"

VISITS TO THE SEA COASTS.

[*Continued from* No. XXIV., Vol. VI., *page* 193.]

DAWLISH.—About three miles to the S.W. of Exmouth, is *Dawlish*, which lies in a valley running from east to west, about midway between the rivers Exe and Teign; its beach or sea front is comprised within a cove of about a mile and a-half in extent, formed by the projecting cliffs of Langstone on the east, and the Parson and Clerk rocks on the west.

Fifty years ago Dawlish was a mere village of fishermen's huts, but from its favourable position and aspect, has now become a place of resort for invalids and others seeking the benefit of the sea, and has a population of about 3000.

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The town is pleasantly situated, and extends up the valley a considerable distance, through the middle of which runs a rivulet, and is crossed at two or three places by bridges of iron, or stone; the houses being built on each side of the valley, with the space between appropriated to a lawn and shrubbery, which are intersected and surrounded by a gravelled walk, gives the whole a very pleasant and picturesque appearance.

Of boats and fishermen there are but few; not more than some half dozen of the former, which are manned by tradesmen and others wishing to try their fortune during the mackerel season. S.W. a few miles is

TEIGNMOUTH, which is one of the largest watering places on the Devonshire coast, being pleasantly situated at the mouth of the Teign, which runs some miles up the country, and forming, by a sudden sweep, a tongue, or neck of land, whereon a portion of the town is built, which enjoys that peculiar advantage, a "sea view;" also a fine extensive esplanade, or den, and beautiful open beach, with which it is said no watering place in the west can vie.

The harbour appears pretty extensive, and affords accommodation for a great number of vessels, and has at its entrance a bar over which there is about 13 feet at high water; also a neat lighthouse on the S.W. end of the den, which exhibits a red fixed light elevated 31 feet, and visible at a distance of nine miles.

The trade of the port is chiefly the coasting and Newfoundland, which has been carried on for many years, and a large export trade is done in pipe and potter's clay; also granite, brought down the Teign from the Haytor granite works, and thence shipped off to Staffordshire and other potteries, to the extent of about 50,000 tons annually; the imports are principally coal and culm. About 100 sail of vessels belong to the port, and 600 to 700 seamen, out of a population of about 6000.

Near the lighthouse, just at the harbour's mouth, is a neat house, containing a Life-boat, which was established there by the "Shipwrecked Mariners' Society," but which has since been handed over to the "National Life-boat Institution." Upon conversing with the coxswain, we gathered, that more than once good service had been rendered, and men saved from perishing, and also that the crew had every confidence in the capabilities of the boat, and were prepared to venture out in her, at any time, and in all sorts of weather, saying, "If she fills she soon empties herself"—"If she turns over she soon rights again"—and "If we are thrown out of her our Belts will keep us afloat, all of which I have myself experienced." Everything appeared to be in good order, and ready to launch at a moment's notice. There is a Bethel room on the quay for seamen.

Perhaps we ought to notice the bridge across the Teign, which was erected in 1827 by R. Hopkins, Esq., and which is said to be longer than any other in England, viz. 1671 feet, and containing 34 arches, with a drawbridge over the

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channel to allow vessels to pass up and down the river, the cost of which was about £20,000.

Some five miles south of Teignmouth is Torbay, which is entered between Bob's Nose on the east, and Berryhead on the west, forming the two cheeks of this most beautiful bay, which encloses an area of about twelve miles, and is a very safe roadstead, being protected by the surrounding headlands from all winds, except the E. and S.E., within whose circumference numerous fleets can ride in safety, and where is always to be seen the trim yacht and pleasure-boat, the dusky sail of the Brixham trawler or coasting merchantman; and frequently, the more proud and spirit-stirring 'Leviathan' of the deep, "one of Britain's best bulwarks," a man of war.

At the north-eastern corner of the bay, surrounded by high hills, is

TORQUAY, a most beautiful and fashionable place of resort, which, during the present generation, has risen from a small place, occupied by a few miserable-looking fishing huts, but where now stand stately buildings, lordly mansions, handsome shops, and a noble pier, with a population of upwards of 13,000 souls, and is visited annually by great numbers of persons for the benefit of their health, many of whom make it their winter residence.

There is not a great shipping trade done here—perhaps some twenty vessels belonging to the port, beside a few fishermen; there is, however, a commodious harbour, about 500 feet by 300, giving protection to their own and other vessels visiting the place. As, however, we are anxious to look in upon some busy harbour, we shape our course for

BRIXHAM, which is on the S.W. side of the bay, distant about seven miles, is said to be the largest fishery in England, and that upwards of 200 sail of vessels, comprising 20,000 tons of shipping, and employing at least 1500 seamen, belong to this town (which is within the port of Dartmouth), the chief part of whom are employed in the fishing trade.

The sea-going ships are chiefly schooners, well-built fast sailers, and are employed in the coasting and Mediterranean trade. The fishing vessels are smack-rigged; are powerful, very handy, will do almost everything but speak, lay-to like a duck, live long in any weather, and are about sixty tons each. We are told that the average amount received for fish is £600 per week, the prime being sent off to Exeter, Bristol, Bath, and London, and that the average cost for carriage alone is £1000 per annum.

Perhaps a more interesting sight is scarcely to be seen than the quay of Brixham, of an evening, after a large catch, when heaps of fish, comprising nearly all kinds, are piled up and sold by a sort of Dutch auction, the auctioneer in most cases being a woman, who sets a price, and the bidding commences, by which means the fish are sold into the hands of different agents, who send them off to their destined market.

It is also an interesting sight to see the whole fleet, of upwards of 150

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smacks, loose from their moorings, and proceed to the fishing ground on the Monday morning; the harbour, which is a very snug one, being full during the Sabbath, appears almost deserted until the return of the fleet at the close of the week.

The harbour, however snug, does not appear to be sufficiently large for the increasing trade of the place, and, being dry at low water, has been found very inconvenient; and therefore it was proposed some time ago to run out a new pier or breakwater, in order to shelter large ships of war and merchantmen, the first stone of which was laid in 1843, and the work is now proceeding.

That bold promontory, Berryhead, from its height and position, affords good shelter for shipping during westerly gales; also protection for the harbour, and which, during the last war with France, was a military station, with barracks sufficient for the accommodation of 1000 men, the summit of which is commanded by one of the finest and most extensive views in England, the eye compassing the whole of Torbay, Torquay, Brixham, and up and down channel for many miles.

Of the beauty of the town, perhaps, not much can be said; part of it presents an ancient appearance, and at an early period it is said to have been held by foreigners, and, after passing through various hands, it became in modern times divided into quarters, one of which was purchased by twelve of the fishermen on the qnay, and divided into as many shares; some of these have been divided and subdivided again, yet the owners, be their shares ever so small, have the local denomination of quay lords.

In the fish market, upon a portion of stone, is the following inscription:—

"On this stone, and near this spot, William, Prince of Orange, first set his foot on landing in England, November 4th, 1688;" and at the end of the pier is a tablet, commemorating a visit of William IV. to Brixham, July 21st, 1823, at which time an address from the inhabitants was enclosed, with a bit of the above stone, in a box of heart-of-oak, eight hundred years old, and presented to His Majesty. Rope making and ship building are carried on pretty extensively, and in the neighbourhood there are two iron mines. The population is about 6000, whose support is chiefly from the sea. There are two churches and several dissenting chapels, and a Bethel room for seamen, which appeared to be well attended. About five miles S.W. of Brixham, and seven N.E. from the Start Point, is

DARTMOUTH, the harbour of which is entered between two high lands, is remarkable for its easiness of access, and its entire security from all winds, and is capacious enough to contain 500 vessels, in from seven to eleven fathoms water, and the largest ship in H.M. service might safely anchor four miles up the Dart.

The scenery at Dartmouth, in the neighbourhood, and all the way up the river, is most beautiful; its banks consist of lofty wooded hills, shelving down in

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all directions, and the town is picturesquely situated on the western side of the harbour, on an acclivity, rising gently from 200 to 300 feet in height, and the houses, which extend about a mile from E. to W. as you pass along the river, have a most imposing effect; terraces and houses, rising one above another, beautifully interspersed with fruitful gardens, appear to "hang along in rows, like galley-pots in an apothecary's shop," for so high and steep it is, that you pass along from the lower to the higher part by stairs, when you can look down upon the entire town, and catch a splendid view for miles round.

The harbour has been favoured with several visits from Her Majesty, who has proceeded up the Dart to view the far-famed scenery of its banks. And many ships of northern nations have comfortably wiled away the months of winter here, knowing that the rivers of the continent, whither they were bound, were frozen up; it has also proved a harbour of refuge to many a tempest-tossed mariner, caught with strong gales in the channel.

Here the fleet, destined for the Holy Land, assembled in 1190, and hither came the French in 1404, after burning Plymouth, when the whole of the inhabitants appeared to be well prepared for them, and on their landing attacked them boldly, and with such effect (the women doing good service), that the commanding officer, three barons, and twenty knights, were taken prisoners.

At the entrance of the harbour is the castle on St. Petrox point, on the tower of which is a fixed light of a deep red colour, which is nearly fifty feet above the level of the sea at high water; formerly a large Newfoundland trade was carried on here, which has of late dwindled away; a line of screw mail packets for the Cape of Good Hope, Mauritius, Ceylon, Madras, and Calcutta, which arrived and sailed every month, have also fallen off, and therefore the chief of the trade is coasting.

It is a little difficult to come at the exact number of ships belonging to Dartmouth alone, as Brixham and Salcombe belong to the port, and therefore all are under one head, which for the year ending Dec. 31st, 1858, was—

Vessels	440
Tonnage	39,389

Its population is nearly 5000, of which some 600 men and boys are connected with the sea. There are four parish churches, beside other places of worship; and on the opposite shore stands Kingswear, very ancient and very pretty, with its church on the hill, like a "city which cannot be hid," and its castle facing the one at Dartmouth, at the entrance of the harbour, which, together with other forts which formerly existed, in and about the towns, were the defence of the place, which sustained a month's siege during the civil wars against Prince Maurice, and surrendered on the 4th of October, 1643. Subsequently, it was stormed and carried by Sir Thomas Fairfax.

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About seven miles to the S.W. is the Start-point, so well known in the maritime world, and upon which stands a light-house, rearing its lofty head more than 200 feet above the level of the sea at high water, exhibiting at intervals of one minute (during the night) a powerful revolving light, which may be seen on a clear night at a great distance. About three miles to the westward of the Start is Prawle Point, and N.W. of Prawle, about 2½ miles is the Bolt Head, a very high land; between these two points is

SALCOMBE, which, as stated above, is in the port of Dartmouth. The harbour has at its entrance a bar, but once safe over all is right, the harbour being so completely land locked, you are perfectly safe with all winds, and sufficient room for 150 sail of vessels to ride secure, in from four to seven fathoms, and good anchor ground.

The population is some 1500, a considerable number of whom are seamen and fishermen; and ship building is carried on to a great extent. The remains of the castle, the ancient bulwark of the place, are still visible.

The arm of the sea upon which Salcombe is situated extends inland as far as Kingsbridge, and although at low water it appears very insignificant, yet on the flow of the tide vessels of 100 tons burthen can come even to the quay of the latter, consequently there is a miscellaneous shipping trade of exports and imports, to supply the wants of the neighbourhood, even at this inland place. At the head of this inlet of the English channel is the town of Kingsbridge, which is 33 miles S.S.W. of Exeter, and navigable for vessels of 70 tons. At all these places there are active Honorary Agents, who are working zealously for the good of our sailors, in connection with the "Shipwrecked Mariners' Society."

In concluding our remarks, we hope the beautiful scenery, of which this county contains such endless variety, and speaks so loudly of wisdom and omnipotence, will lead the thoughts of its inhabitants to the hills, which are higher than the highest peak, and from which alone cometh all spiritual help.

J. G.

LIVERPOOL.—Who has not in imagination sailed across the Bay of Biscay, through the straits of Gibraltar, and visited the once magnificent seaport of Tyre? whose merchants were "princes," whose traffickers were the "honourable" of the earth. Who has not fancied himself walking the decks of those Tyrian ships, whose planks were of the fir trees of Senir, and of the oaks of Bashan, their masts of the cedars of Lebanon, their benches of ivory of chittim, their sails of fine linen, broidered work from Egypt, and their awnings of costly purple? We use no stretch of language when we call Liverpool the modern Tyre; miles of stupendous docks, magnificent wharves and warehouses, forests of masts, the noble Mersey divided daily by a thousand keels, will help to form an idea of the extent and importance of the "queen of waters," whose glory has been stained and brought into contempt by the Lord of Hosts, and

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from whose shores, for centuries, every scene of activity, noise, joyousness and wealth, has passed away, like the feverish dream of a disturbed sleep.

"Behold the crowded port!
Where rising masts an endless prospect yield,
With labour burns, and echoes to the shouts
Of hurried sailors, as they hearty wave
Their last adieu, and loosening every sail,
Resign the spreading vessel to the wind."

The commerce of Liverpool is derived from, and its shipping employed in, the trade of every country on the face of the globe. The aggregate value of the imports and exports is upwards of one hundred millions of pounds per annum, while the value of cotton imported is calculated to amount to about £27,000,000 yearly.

Upwards of £3,600,000 per annum of the national revenue is collected at Liverpool custom-house. This, though a considerable sum, is only one-third of the amount collected in London. The difference arises from the fact of the mass of the goods imported into Liverpool being raw materials and prime necessaries of life, which are free from duty; whilst the most of the goods imported into London are articles of secondary necessity, comforts and luxuries which are all heavily taxed.

The Shipowners' Association represents a great local interest. It is possessed of nearly a million tons of shipping, of the aggregate value of at least twenty millions of pounds, forming in itself one of the principal branches of the mercantile marine, which is the main support of England's naval greatness and national independence. To give another view of the vastness of this port, we may mention that the income of the Mersey Dock and Harbour Board, for the year ending June, 1858, was £511,964! The amount received for graving docks, for repairs only, being £22,926 4s. 6d.

The whole area of the dock-estate, on the Liverpool side of the Mersey, is about 807 acres. In building and forming these docks upwards of eighty pairs of dock gates have been put up during the last thirty years. These gates have been made wider and wider, until they have at length reached the enormous and unparalleled width of one hundred feet!

The tonnage of ships cleared outwards from Liverpool, last year, exceeded by 200,000 tons the tonnage cleared out of the port of London, while over forty thousand sailors shipped in British vessels for foreign ports during the same period. From the above statements, our readers will be enabled to form a pretty accurate idea of the material resources of this thriving place. In the midst of commercial activity it is gratifying to find benevolent institutions efficiently doing their work.

The Seamens' Friend Society has enlarged its operations by the addition of another place of worship. The New South Bethel, which is situate in Wapping,

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opposite the Salthouse Dock, a most eligible situation. It will accommodate 600 hearers, and is a very handsome place of worship. The expense incurred in its erection and internal fittings, have all been borne by the family of one of the committee, and it is put into the society's possession free from all rent charge, upon the simple condition that it be used as a place of worship for sailors, and that an efficient ministry be maintained in it. Both money and men are still wanted, in order that this good Institution should take its proper standing in *such* a port, and we are persuaded that both will be found if energies are put forth. We would like to see the Rev. James Buck, a well tried and valued servant, assisted by an able brother chaplain, and one or two more missionaries employed in this all important work. We hope shortly, by residence in Liverpool, to have a better acquaintance with the working of some of its valuable local societies, for the temporal and spiritual welfare of sailors, when we shall have great pleasure in laying before our readers the result of our inquiries and observations.

The Sailors' Home, erected near the Custom House at an immense cost, the foundation stone of which was laid by H.R.H. Prince Albert, is a magnificent palace-like building, as will be seen by our engraving, and is well supported and conducted under the able superintendence of Capt. Richard Ainley. It is gradually rising in the appreciation of the sailor, and last year over four thousand persons lodged under its comfortable roof. Independent of its savings' bank, which has been largely used, £14,500 of the seamen's money has passed through the hands of the cashier, and, as usual, a large proportion has been transmitted to their relatives and friends. H. T. M.

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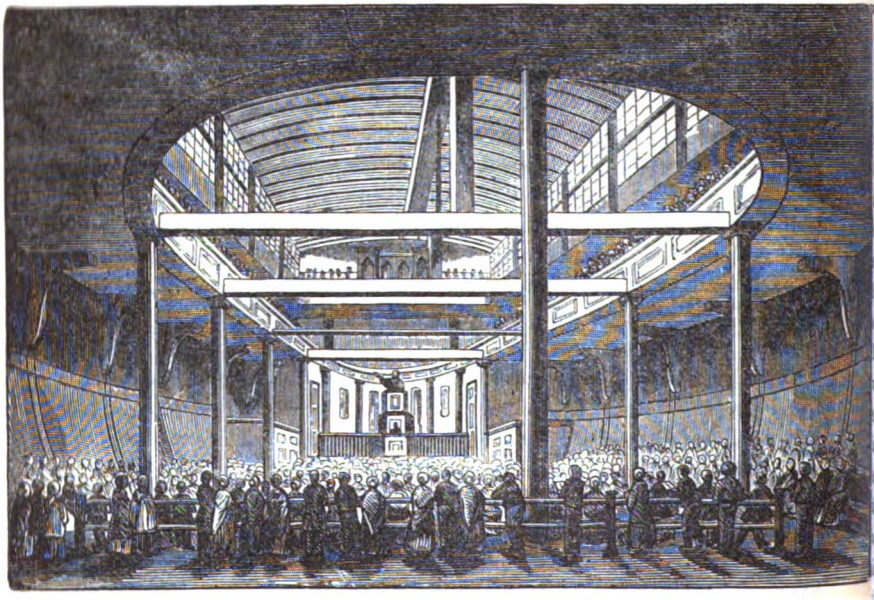
THE LIVERPOOL MARINERS' CHURCH.



THIS Church, of which the above is a sketch, was opened for the benefit of seamen and their families, in the year 1827. The Lord had put it into the hearts of some of His faithful servants to care for the souls of our sailors (a duty which had been too long neglected); and in 1826 an application was made to the Lords of the Admiralty for a ship of war, for the purpose of being converted into a floating church, by one who has lately gone to his rest, and entered into the haven of peace. The application was at once acceded to, and the present ship (the 'Tees,' a twenty-eight-gun frigate) was towed round from Chatham. She had been frequently engaged in action, but being considered unfit any longer for the service, she was appropriated to a nobler object. Hitherto she had been employed as an instrument of destruction, and poured forth the missiles of death: but henceforth she was to be a house of prayer for all people: and from her was to sound forth, not the din of battle, but the everlasting gospel of the grace of God, which is the power of God unto salvation to every one that believeth. The interior is very neatly and suitably arranged, and no room is lost. There is comfortable accommodation for 1000 persons. The seats are all free, and books are provided for the use of those who do not possess them; and every encouragement is held out to those who may wish to attend. It is well lighted and ventilated; and in the winter months it is

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warmed by two stoves. There are three galleries, and in the aft gallery there is an organ; and none who have visited the Church on the Sabbath could fail to remark the deep attention and orderly conduct of those who assemble there.

In connexion with the Church, a reading room has been opened on shore, for the benefit of seamen and apprentices, which is open every evening (Saturday excepted) with fire, lights, and books, without any charge. Libraries are also lent to the crews, at sea, and small packets of tracts are given to those who desire it, on leaving the port. And experience proves that these efforts have not been in vain in the Lord. He has said, "*Cast thy bread upon the waters, and thou shalt find it after many days.*" And for the encouragement of our faith and hope, He has added the gracious promise, "*My word shall not return unto me void, but it shall accomplish that which I please, and it shall prosper in the thing whereto I send it.*"

Many of the seamen, as well as captains and mates, avail themselves of the advantages thus afforded them, besides others of all classes; and in such a fluctuating congregation, it is difficult to trace the result of the word preached. This will not be known till the last day, when the secrets of all hearts are disclosed. But we doubt not but that it will then be found that the Lord is faithful. "*The Lord shall count, when He writeth up the people, that this man was born there.*"

In the meantime He has not left Himself without witnesses of His grace and mercy; for in many instances sinners have there been savingly converted and brought to the knowledge of the truth as it is in Jesus. Some of whom are now before the throne of God, inheriting the promises, while others are scattered among the church militant here on earth. We would therefore bid those who are engaged in this work of faith, God speed; and would say, "*The blessing of the Lord be upon you.*"

The chaplain is the Rev. W. MAYNARD, the importance of whose sphere of labour in so large a port as Liverpool cannot be over estimated.—*Old Jonathan.**

BLUE PETER;

A PARTING WORD TO SAILORS.†

So Blue Peter is hoisted again, the cable's hove short, and you are ready to weigh anchor, and put to sea. I wish you a plesant voyage, and hope you will come back with a light heart and a heavy pocket, to enjoy a few weeks' holiday

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* We would strongly recommend to those of our readers who have not had the opportunity of seeing it, an excellent Penny Pictorial Broad Sheet, by the Editor of the "Gospel Magazine," entitled "OLD JONATHAN," or the District and Parish Helper, being much more attractive than Tracts for circulation amongst the poor. It is published by Mr. Collingridge, of the "City Press," Aldersgate Street, and can be ordered of any Bookseller. EDITOR—S. M.

† From a tract by Wertheim and Mackintosh.

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on shore. I fear it is just the contrary with some of you now. Your pockets are light enough at this moment, though I hope you have left a good round sum at one of the Savings' Banks, which the friends of sailors have set on foot for your convenience. And although you are working away so cheerfully in getting ready for sea, I doubt not that your heart is a little sad when you think of those whom you are leaving behind you, and of what may happen to you and to them before you meet again. Depend upon it, that there are many thousands in England who feel for you, and who, especially on dark squally nights, pray that GOD will take care of you, and bring you home in safety and peace. This parting word may help to remind you that you are not quite forgotten; and I hope that you may sometimes turn to it in the course of the voyage, and think of it as a kind friend speaking to you in private, and giving you a little advice that may do you good in this world and in the world to come. Many sailors, I am afraid, think little about the world to come. They think religion all very well for landsmen, who have the church always in sight, and Ministers to talk to them, and plenty of good books to read. But why should you think religion is only meant for landsmen? Have sailors no interest in it? Sailors have souls to save, as well as landsmen. GOD loves sailors, and Christ has died for them as well as others. When their time comes, sailors must die as well as landsmen. And we must all stand together before the same judgment-seat at the last day. You have therefore just as much reason to be in earnest about the salvation of your souls as any other men can have.

I will not deny that you have some great difficulties in your way. No man finds it very easy to live a holy life, and you may find it, in some respects, harder than it would be ashore. Perhaps your greatest hindrance is that you are always in the company of men who, as you think, care nothing about religion themselves, and would only mock you, if you seemed different from them.

Certainly it is a very hard thing to eat, drink, and sleep, to work and rest with men who have no sympathy with you, and who think it good sport to laugh at all you say and do. But are you quite sure that your shipmates would treat you so if you plainly and kindly told them that you meant during this voyage to leave off drinking, swearing and loose talking, and to seek GOD'S blessing by prayers and reading His holy Word? I very much doubt it! Make the trial, and I am much mistaken if you will not find some on board to keep you in countenance, and perhaps some of whom you least expect it. Depend upon it that some would think of what they used to hear from pious mothers or in Sunday Schools, and others would call to mind what they have read in their Bible, and often think of it in secret. There have been such cases. I have heard of one man in particular, so bright and cheerful that he was a favourite with everybody, but so easy and good natured, that he was always being led into sin of one kind or another. One day, he told his ship-

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mates that he did not feel comfortable about his soul, and that he meant to turn over a new leaf. They did not pay much attention at first; and, to tell the truth, he did not himself exactly know at the time what he was going to do. But when he was ready to turn in for the night, he remembered that he ought, for one thing, to try to pray for GOD's blessing; so he knelt down, and began to think of some prayer which he might say. The men laughed at him, called him a saint, and said many things very hard for him to bear. But he persevered, and soon found that those who laughed the most, were soon ashamed of it. By degrees, they began to do as he did; and before the end of the voyage, it was a common thing for nearly all on board, to seek the blessing of GOD, both in the morning and at night. There is no doubt that their prayers were heard and answered. But at the worst, remember this one sentence, —It is better to go to Heaven alone, than to go to Hell with a crowd of companions.

Another difficulty which you have while afloat is, that you will have no Church or Chapel to go to, and no Ministers to watch over you, and to teach you. This is a great disadvantage; and Christians in England are now doing more then ever they did before to find Churches and Ministers for sailors while they are ashore or in the harbours and roadsteads. It would be an excellent thing if pious captains and mates of vessels would call their crew together oftener then they do to read to them and pray with them. Perhaps some of them would willingly do so if they saw that their men really cared about it. But notwithstanding this great disadvantage, you have all that you really need within your reach. You have, I hope, a Bible, or if not, they are so plentiful and so cheap that you can easily get one. Blue Peter reminds me that it may be too late to get one for this voyage. If so, and if you have no Bible, try and borrow one, and be sure you do not forget to lay out a shilling or two of the next pay you get in buying a copy of GOD's Holy Book. And the Bible, well read and well thought over, will teach you all you need to know. It will tell you how GOD forgives sin for the sake of Christ's death, and how you may gain strength to put away sin, and it will show you the way that will lead you to Heaven. What more can you want? Is there anything more needful to help you to live a Christian life, and make you safe for ever?

Yes, you do want something more—something without which neither Bible, nor Church, nor Minister can be of any use to you, and without which you can never enter Heaven! You want the Gift of GOD's Holy Spirit! Perhaps you have not often thought or heard of this gift, and do not see why you want it, or what good it would do you. Let me explain this subject to you a little.

I.—Sometimes when you have been reading tracts and good books or even the Bible itself, you have felt that you could not make out what it all meant. You thought that this was because of your want of learning, and have wished that the writer would use plainer language, so that you might understand it

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better. But the fact is, that however plain the words may be, you can never clearly understand the truth of the Gospel without the help of the Holy Spirit. You have often seen a vessel so far away in the distance, that it seemed like a mere speck, and you could not tell what kind of vessel it was. But if you look at it through a good glass, it seems to come so near that you can see its sails and masts and rigging as plainly as if it were only a cable's length from you. Now the Holy Spirit is like a glass which helps you to make out clearly what, at first sight, seems only a confused heap of words without any clear meaning in them. This is the first advantage which you will gain by the gift of the Holy Spirit.

II.—You know very well how much easier it is to know what is right than to do it. Perhaps you have sometimes made up your mind that you will leave off swearing; but as soon as you get a little tired and cross, or the hateful drink gets the better of you, you forget all about it, and the wicked oaths come out as loud and free as ever. Or you have felt thoroughly ashamed when you have thought of the way in which you have been fooled and cheated in the lodging-houses ashore; and when you have staggered out into the street as miserable as you could be, and found all your money gone with nothing to shew for it but a ragged jacket and a bad character, you have said that you would never come near such a vile place again. But you managed to get another ship, a few months pass away, and the salt water seems to wash out all your repentance, so that when the temptation comes again you do just as you did before. Now the Holy Spirit will not only put good resolutions in your mind, but give you strength to act up to them. And this is the second reason why you need His gracious influences.

III.—You do not deny that to read the Bible, and say your prayers, and live a life of purity and godliness, are *right* things to do, but you never think that they are very *pleasant* things. You do not really love religion, or take any delight in thinking about God and Heaven. In fact you do not at all like the thought of being a Christian, though you know that you would die the easier for it, and be the better after death. Now the Holy Spirit will make you really love religion, so that you will feel infinitely happier for being a true Christian, without thinking about the good that it will do you in eternity.

These are some of the reasons why you need the gift of the Holy Spirit. But how are you to obtain that gift? Just by asking GOD to give it you. There is a distinct promise in the Bible (St. Luke xi. 13), that GOD will give His Holy Spirit to them that ask Him, whether sailors or not. I will therefore give you a short prayer, which I hope you will say every day of your lives, till you feel it is answered.

"Oh, Heavenly Father, give me Thy Holy Spirit, for Jesus Christ's sake. Amen."

Never mind if you do not at first quite understand what the prayer means.

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Think of what I have told you about the good which the Holy Spirit will do you, and then say the prayer again and again. When the prayer is answered, as *it will be* if you are in earnest about it, you will know what it means better than I can tell you.

And now, my friend, farewell! This parting word has been given you, just as you are starting on a fresh voyage, in the hope that it will lead you to take this opportunity to begin a new and holy life. Landsmen have hardly ever such a chance as you have now, by GOD'S help, to break off their old bad habits, and begin afresh. May God help you to use it aright! The Lord bless you and keep you, and bring you back in safety a new man in Christ Jesus. Amen.

Miscellaneous.

POOR JACK—Not long ago at a religious meeting a gentleman came forward on the platform, and, after a very powerful appeal to the audience, he told the following story. "A little boy in a sea-port town had a passionate and reprobate father, who was a sailor. One evening, the lad was sent to the pier to call his father, and found him in a state of intoxication. The father, enraged at some remark from the boy, raised his foot, and kicked him from the edge of the pier, on which he was standing, into the sea. In a storm of passion the father reeled to the public-house. The night was approaching fast, the poor child was struggling with the waves, and nearly sinking, when a sloop-of-war's boat going off to the ship espied him, and providentially saved him from a watery grave. The ship was under sailing orders, and weighed that night. Every attention was paid by the seamen to the lad, and next day, on hearing his simple but affecting tale, they gave him the name of 'Poor Jack.'

"The ship was going on a foreign station. Jack messed in the starboard bay, and soon became a very active, useful boy; his natural good temper and smartness in duty procured him many friends, and in a few years Jack was a favourite with all on board. Happily, in this ship, there were one or two men who were not ashamed to read their Bibles, and publicly own themselves Christians. Poor Jack was kindly noticed by them, and their example and teaching was much blessed to him. Years passed on, several men had died, and fresh drafts had often been received on board. Jack's history was now almost forgotten. An action was fought, and several men killed and wounded, who, after being properly arranged in the sick bay, were often kindly visited by Jack.

"Among the sick there was an old sailor in particular, who was badly wounded, and who was not expected to live. Every day increased his pain and his danger. On finding he was dying, he became deeply concerned for his soul, and was often found in tears. On these occasions Jack used to read to him, and point out such portions as were most applicable to one in his state. The poor old sailor at length perceived a ray of hope, and was encouraged to take refuge in Him who died for sinners. A cloud of horror, nevertheless, so overwhelmed him, that he could not firmly lay hold of the hope set before him, though he did not altogether reject it. A few days before he died, Jack was standing by his hammock, when a sudden gush of tears, and a death-like howl, burst from the old man, and he faintly uttered,

"'O, I cannot be pardoned! No, no! young man, I am a Murderer! O, my child!

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my child! my boy, my dear boy! There, see how he struggles with the waves! hark, he cries for help! yes, I heard him say, 'Father, save me!'—O, save him! Do, good people, save him. Throw a rope over; launch the boat out! Will no one save him? Ah! he sinks, and his father is his murderer! Yes, reproach me, Mary! Shriek again, again, as wild as before, and cry, 'Give me my child! where is my boy?. Poor Mary, thou art cold in death! I can't get drunk now, and forget thy sorrows, I am wounded! I am dying! Vengeance has overtaken me! Oh the terrors of a guilty conscience!'

"Overwhelmed with pity, love, joy, and wonder, Poor Jack, in an agony of tears, fell on the neck of the old sailor, crying,

"'My father, my father! behold your son, your boy! I did not perish; the ship's boat saved me. O, there is mercy for you, my father, my father!'

"'What,' cried the trembling and astonished old man, 'are you my boy, my own child, the lad I dashed from the pier?'

"'Yes, my father, believe me, I am, I am. Ever since you have been wounded, I have felt the most unaccountable attraction towards you; day by day my heart has yearned over you. I loved you more than any man I ever saw. I counted myself most happy to read and pray with you. I often wondered at my feelings; the mystery is now explained. I have been attending my own father: I have been comforting my own father!'

"'My child: yes thou art my child! I see the features of my dear Mary!'

"A mutual flood of tears prevented either speaking for some minutes. At length the youth exclaimed,

"'Merciful God, how wondrous are thy ways! O save, save, I beseech thee, a father whom thou hast graciously spared, and with whom thou hast so unexpectedly brought me acquainted.'

"Jack paused; the father was overcome with joy; love and gratitude beamed in his countenance. The gracious Spirit gently breathed into his soul, and the light of heaven shone upon his dying face, while the peace of God descended into his soul and filled him with joy.

"Poor Jack's father lived several days after this and died rejoicing in God, the Saviour of his soul. A year or two passed over and the war ended. The ship was paid off, and Jack, being cast on shore, employed his time and talents in the more immediate service of God."

The speaker paused—the audience was deeply affected, every eye was fixed upon him, when he said, "ladies and gentlemen, I am Poor Jack *himself!*"

THE LONDON SAILORS' HOME.—GRATITUDE OF A REFORMED SAILOR.—(The following letter has been kindly sent us for insertion by Captain Pierce, R.N., the zealous Secretary of the London Sailors' Home:—"U.S. Ship, North Carolina—Brooklyn, New York, October 5th, 1859:—Dear Sir,—With great joy and happiness of mind I enclose to you the following lines respecting the pearl of great price and the glorious discovery thereof, by the once deluded and dissipated drunken sailor, William O'Brien, which name is well known in the Sailors' Home, Well Street, London. Mr. ———, and the cashier, know me well, but my great friend is the Chaplain of the Home, who tried hard to convert me by reading to me the 11th chapter according to St. Matthew, in an apartment in his own dwelling house, Wellclose Square; the name of my beloved friend I now forget, but suffice to say, that I hope you will have the kindness to divulge this happy change to the rest of my brother sailors who are in need. It's true that in British ships of war much corporal punishment is inflicted to cultivate the sailor, but

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the more of this infliction the worse became the man, which I found by my sad experience.

"O happy day for me that I became acquainted with the Rev. J. Jones, minister of the Mariners' Church, Madison Street, New York, whose admonitions pierced my heart like a two-edged sword, and enabled me to confess my sins to God the Father, and believe in the Lord Jesus Christ our Mediator and Advocate. Amen. I am now very happy, and knocked off drinking rum or whisky or any other intoxicating liquor for life. So I conclude, your humble and most obedient fellow member in Christ, Wm. O'Brien, seaman."

"Dear Sir,—I would be thankful if you would be pleased to write to Rev. J. Jones, Parson of the Mariners' Church, New York, and let me know if my father has been inquiring after me at the Home, Well Street. My last ship in the Home was the H.M S. 'Powerful,' 84."

"Dear Sir,—There is a great work in this western world of ours among seamen; there are prayer meetings in many ships of the U.S. navy, where I have the pleasure myself of uniting on board the North Carolina, Brooklyn, N.Y., and it is my fervent prayer to the Lord our God for the same change in the dear old country for the citizen and the sailor, and the sailor and citizen. Amen."

"Dear Sir,—I am requested by Wm. O'Brien, the writer of the above, to add a line to you, stating that any communication to him sent to me will certainly reach him. I have great pleasure in stating to you that the evidences of change in him are unmistakeable; he is now with many others of his shipmates relying solely on the atonement of Christ for salvation. Fraternally yours, Charles J. Jones.

"P.S. The work of the Lord is progressing in a remarkable manner on board our men-of-war, many of whom have daily prayer meetings held among the crew."

To the Chaplain of the Mariners' Church,
Sailors' Home, East Smithfield,
Wellclose Square, London, England.

The Bible in the Russian Fleet.—During the stay of the Russian men-of-war at Spithead last summer, about 1000 Russian tracts were distributed amongst both officers and men on shore, and 130 copies of the Russian Scriptures were gladly purchased. The officers, especially, were the most eager buyers, and gladly and joyfully did they appear to appreciate the prizes they had become possessed of.

"You don't sell so many Bibles on board your own ships, do you?" inquired a Russian officer. "Certainly not," Mr. Martin replied; "for the most part the men are well supplied before they go on board." "Ah; I thought not," was the prompt rejoinder; "you English sailors are not so religious as our own."

Most certainly, if the only specimens of British Christianity which the Russians were permitted to see, were confined to the crews of English men-of-war, the specimens would be sorry and lamentable indeed.

More than an hour having been spent in disposing of the copies of the Word of Life, the little party embarked for the shore.

It may be an interesting question to ask, What will be the history of these Bibles? Where will be their destination? Into what far-off homesteads will they enter? What dying pillow will they be instrumental in soothing? God knoweth. Perhaps the soul of some wanderer in Siberia, or some dweller on the Caspian shore, or the inmates of some Tartar tent, may be made savingly happy through their ministration. Truly, the bread has been cast upon the waters, but I have faith to believe it shall be found after many days. It is the Lord's own truth, and it shall not return to Him void. There is

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a purpose to be accomplished, and that purpose shall receive its abundant fulfilment. The providence of God has in a wonderful manner opened the way for the introduction of the written Word. The grace of God will most assuredly follow and bless the reading of His Word to precious souls. It were almost atheism to believe otherwise. There was a needs-be for those Russian ships to enter our roadsteads, a needs-be far beyond all earthly or political considerations. I believe the Lord has a people to be brought out, and the wonder-working Jehovah, whom we serve, is never at a loss for means to bring about His own purpose of mercy and of love.—*Rev. John Knapp, St. John's, Portsea.*

Captain Kynaston's Life Hooks.—In consequence of the continued favourable reports from the captains and commanders of ships, whose boats are fitted with Captain Kynaston's Life-hooks for lowering boats, the Admiralty have given directions to the several dockyards that they are for the future to be supplied to any captain making application for them, without reference to the Admiralty. Captain Hillyar, of H.M. ship 'Cadmus,' from the quarter of whose ship the ladies in crinoline descended so agreeably, has reported that during the voyage to Malta the boats had been lowered under every variety of wind and weather with perfect success. Both quarter boats of the 'Cæsar,' and also the captain's galley, which is the stern boat, are fitted with these hooks, which are, in fact, daily gaining favour with all persons, prejudiced or otherwise. There is one very important feature in connection with this invention, which is the facility for applying the hooks to boats fitted on the old plan, in the course of a few minutes. They require no cumbrous machinery or windlass, and can be transferred from one boat to another without interfering with tackles or slings, while the cost of them is a mere trifle.

Charity Begins at Home.—When the *Times* made its noble appeal in behalf of the destitute poor, it asserted that money was expended in sending the Gospel to the shores of Africa when it was wanted to feed the poor at home. Regarding this as the thoughtless assumption of a writer not familiar with the statistics of charitable institutions, we have since been endeavouring to collect materials for a truthful statement of the amounts severally expended at home and abroad in charitable and religious objects, and present the following table as the result. Mr. Low's excellent work on London charities might be allowed to settle the point raised by the able writer in the *Times*, but, as many charities have risen since that work was compiled, and others have undergone material changes as to income and operations, we have endeavoured to obtain later and more complete information where necessary. In some instances our figures will be found to differ but little from those of Mr. Low, published six years since.

There are in London, 12 Hospitals for general purposes; 46 for special purposes; 34 Dispensaries, giving relief to 365,956 persons every year.

Income	£300,000
12 Societies for the preservation of life and health, benefiting 39,000	40,000
17 Penitentiaries and Reformatories	2,500
15 Charities for relief of the Destitute, benefiting 150,000	25,000
14 Charities for Debtors, Widows, Strangers, &c.	30,000
4 Jewish Charities (exclusive of 20 minor Jewish Charities)	10,000
19 Provident Societies	9,000
27 Pension Societies, benefiting 1,600	58,968
33 Trade Societies of a purely charitable nature, exclusive of self-supporting Societies	113,467

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126	Asylums for the Aged, benefiting 3,000	87,630
9	Charities for Deaf, Dumb, and Blind	25,000
21	Educational Societies	72,247
13	Ditto Asylums, exclusive of Schools supported by Government, 1,777 persons	45,465
60	Home Missions, many of which extend their operations beyond the Metropolis	400,000
5	Miscellaneous, not admitting classification	3,252
7	Church of England Foreign Missions	248,533
7	Dissenting Foreign Missions	211,135

The above represent a total yearly income of £1,678,445. We add five other Societies included by Mr. Low in his summary, as not being susceptible of classification, and we have an income of £1,681,697. If we separate the Societies of a purely domestic character from those whose operations are wholly or in part conducted in foreign lands, the result will be as follows:—

Home Charities	£1,222,029
Foreign Missions	459,668

The amount spent in Foreign Missions, therefore, is just one-third of that devoted to the relief, instruction, and reformation of the poor, the ignorant, the unfortunate, and the vicious in London alone; showing how wide may be the discrepancy between generalities and particulars.—*City Press.*

Long Voyages in Small Vessels.—The following is from a correspondent of the *Western Daily Press.*—"Gentlemen,—Having seen in your valuable paper dated August, 1859, an article headed, 'Perilous Voyage and Skilful Seamanship,' copied from the *Liverpool Mercury*, allow me to make a few remarks respecting it.—On the 13th September, 1858, I sailed from this port (Bristol) for the Cape Verd Islands, with the screw steamer, 'Gem,' only five tons register, built by Mr. Payn, of Castle Street, and owned by Messrs. Visger and Miller. After encountering two strong gales of wind crossing the Bay of Biscay, we arrived at the Island of St. Vincent, all well, in 27 days. I do not wish to boast of my skill and good seamanship, but Captain Breckon, of the screw steamer, 'Lucy,' twenty tons register, considers he made an extraordinary quick passage to Bahia in 49 days from Falmouth. I am of opinion (and I believe most nautical men will think the same, looking at the difference of tonnage between the little 'Lucy,' of twenty tons, and the little 'Gem,' of five tons) that the 'Gem's' passage was the best of the two. Captain Breckon says, that on the arrival of his little vessel at Bahia it created quite a sensation. I am inclined to think that the arrival of the little 'Gem,' at St. Vincent's, which was a mere boat compared with the 'Lucy,' must have caused a greater sensation there."—*W. M.*, 1, *Old Park Street, Bristol, September* 25, 1859. Captain Breckon has since navigated a still smaller screw steamer, the 'Helen Coran,' under sail as far as Cape Verds in safety, on her voyage to Bahia, for the same company, and encountered fearful weather, the tiny craft having been most of the time literally buried in the seas. There could have been no respite from watchfulness on the part of both the above captains, as the least relaxation might have proved fatal; but their intrepid skill has triumphed so far over what might have seemed censurable for temerity. We hope, however, these merchant captains will soon meet with a more enlarged sphere for the display of their talents, and one more befitting their worth.

A Sailor Questioned by a Landsman.—"Where did your father die?" "On the sea." "And your grandfather?" "On the sea." "Well, are you not afraid to follow

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the seas, as your business, seeing that it has proved so fatal to your ancestors?" "Well," said the sailor, "and where did your father die?" "At home in his bed." "And where did your grandfather die?" "In his bed." "Astonishing! and are you not afraid to go to bed, seeing it has proved so fatal to your forefathers?"

THE OLD PENSIONER.—I never can make an impression on sailors' hearts so readily as I wish. Walking near Greenwich one day, I met a red-faced old tar, who had taken more than was good for him, stumping along on a wooden leg. His locks were white, and he looked like one who had money in his pocket, and cared but little how freely he spent it. As I came up, he pulled out his tobacco box, and we thus talked together.—"May-be you'll like a bit of 'bacco with me, my old boy! plenty o' shot in the locker yet, come bear a hand!" "No, thank you, I never chew tobacco." "Never chew 'bacco? more's the pity; for next to a glass o' grog, I take it to be one of the best things ashore." "There are many things better than either grog or tobacco." "May-be you're out o' your reckoning there; but let's know what sort of things they be." "Health of body, peace of mind, a quiet conscience, the Bible, and the hope of Heaven." "Avast, there! that's a lingo I never learnt. Our chaplain would a' sailed with you on that tack as long as you liked." "You have lost your leg I see!" "Aye, and many a better ship has started a timber; but what then! I has a pension, and a bit o' bacco and a glass o' grog are a comfort to me." "You may, perhaps, want something to comfort you when grog and tobacco will be useless. Can you read the Bible?" "It hurts my eye-sight, my hearty; I can't see well enough." "Do you ever go anywhere to worship God?" "Don't you see I'm lame? I've enough stumping about as it is." "But can you hear anybody talk of Heaven and Hell, without wishing to go to the one, and desiring to keep away from the other?" "I don't feel afraid, my old boy! I don't feel afraid." "If you can neither see, hear, nor feel, all that I can desire for you is, that in God's good time you may be able to do all three." "Well, if you won't have no 'bacco, we must part company; you and the old chaplain would have cruised rarely together. Sea room, and a stiff breeze, and Jack Billings will get into port yet." Away went the sailor one way, while I proceeded the other, marveling that "*they that go down to the sea in ships, that do business in great waters,*" and that see so much of "*the works of the Lord, and his wonders in the deep,*" should be so little affected by the judgments and mercy of God.—*Old Humphrey.*

KNOWLEDGE USEFUL ON AN EMERGENCY.—In the month of November, 1821, a dreadful storm visited Beachy Head, on the coast of Sussex, during which a French vessel was driven on shore and wrecked. All on board were swept away into the sea; and only four escaped the general destruction, by climbing to the top of a heap of rocks which had fallen, at different times from the overhanging cliffs. Their perilous situation can scarcely be conceived: the tide was encroaching upon them, step by step, and it was certain destruction to attempt to gain the land. The night was extremely dark, and the thunder and lightning rendered it still more awful. The poor men, finding that they would either be swallowed up by the rising tide, or dashed to pieces against the rocks, determined to deliver themselves up to the mercy of the waves, with the forlorn hope of being cast on some place of safety. At this time one of the men saw during some flashes of lightning a plant growing amongst the stones on which they stood, which he knew was samphire, and which, he also happened to know, never grew where it could be entirely covered with water. He immediately acquainted his fellow-sufferers with this fact, and persuaded them to remain where they were till morning; being convinced that the height of the tide would not be quite equal to that of

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the place on which they stood. The event proved the correctness of his information, and the value of his knowledge; for when daylight broke, the poor fellows were seen by the people on the cliffs, who rescued them from their dangerous situation.

THE MOUSTACHE IN THE NAVY.—The following plea for "facial hair" is taken from the *Medical Times*:—"The hair not only keeps *off* the rays of the sun in the tropics, but it keeps *in* the natural warmth of the body in the arctic regions; catarrh, bronchitis, herpes labialis, maxillary neuralgias, sore-throats, to all these it is antagonistic—antagonistic indeed to most of those influences which have the credit for being exciters of pulmonary disorders. The Naval Brigade in the Crimea was most remarkable for freedom from diseases of the respiratory organs. One officer shaved off his moustache, a thick and bushy one, on rejoining his ship. The immediate result was an attack of pulmonary inflammation which well-nigh cost him his life. And then the cruelty of the operation itself! Let each of us landsmen reflect how tenderly we treat our chins—the careful appliances we demand to get comfortably through the daily business of shaving; and then reflect upon poor Jack's condition and appliances as reported by the naval doctor:—1, blunt razor; 2, cold water, and little of it; 3, darkness or something like it; 4, bit of broken looking glass; 5, rolling ship; 6, cold stiff features from the morning watch to operate upon; and, 7, rage at being forced to torture himself."

OCEAN CEMETERIES.—The sea is the largest of the cemeteries, and its slumberers sleep without a monument. All graveyards in other lands show some symbol of distinction between the great and small, the rich and poor; but in that ocean-cemetery the king and the clown, the prince and the peasant, are all alike undistinguished. The waves roll over all. The same requiem-song by the minstrelsy of the ocean, is sung to their honour. Over their remains the same storm beats, and the same sun shines; and there unmarked, the weak and the powerful, the plumed and unhonoured, will sleep on, until awakened by the sound of the last trump, when the sea shall give up its dead. Think of sailing over the slumbering but devoted men, who, after a brief but brilliant career, perished in the 'President' steam-ship—over the same ill-fated vessel some may have passed. In that Atlantic cemetery sleeps the accomplished and pious Fisher, but where he, and thousands of others of the noble spirits of the earth lie no one but God knoweth. No marble rises to point out where their ashes are gathered, neither where the lovers of the good and wise can go to shed the tear of sympathy. Who can tell where lie the tens of thousands of Africa's sons who perished in the "*middle passage?*" Yet that cemetery hath ornaments of Jehovah, and those who have sailed over it have passed the noblest of all cemeteries without a single monument.

THE GOOD SEED SOWN, FOUND AFTER MANY DAYS.—The Rev. Leigh Richmond, a most estimable clergyman of the Church of England, and author of the valuable little tract, the "Dairyman's Daughter,"—which has been the instrument in the conversion of many souls—was once speaking in behalf of a Sailors' Society, and concluded his speech in the following interesting manner:—"When I reflect on the character and circumstances of seamen, I cannot without peculiar interest recollect the time when a young man went to sea, whose failings were ill-suited to all the contingencies of a seafaring life. I remember that the time came when it was said the vessel in which he sailed had been wrecked, and that the young man was dead, and no intimation had reached the ears of his affectionate parents of any change in his views as to the things of God,—and I remember the time when that young man was so far restored again to

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his family, that although they saw him not, they heard that he had been saved from the shipwreck. That young man, too, was found by God, in the midst of the ocean with the Bible only, which his father, at parting, had put into his hand. The Bible was blessed to his soul, in the midst of the worldly and careless companions by whom he was surrounded. The means of grace, without any human instruction, were made effectual to his soul. The time came when that young man who had been a foe to religion, lifted up in the Bay of Gibraltar, at his mast head, a Bethel flag, and summoned his sailors to prayer, and prayed with them, and bade the Missionary to exhort them.—And when I tell you that, that young man is *my own son*, you will see that I may well say, 'God bless the Sailors' Friend.'"

Submarine Telegraphs.—The following is a summary of a statement given in a foreign scientific journal of the different lines where submarine telegraphs have been laid, up to the end of 1858, their length, and the date of their establishment:—

Dates.		Length in Miles.
1850	England and France	22½
1852	England and Belgium	70¾
	England and Ireland	64
1856	England and Holland	107½
	Ireland and Scotland	24½
1854	Italy and Corsica	64
	Corsica and Sardinia	9½
	Denmark (Great Belt)	14½
	Denmark (Little Belt)	4¾
1855	Denmark (Channel of the Sound)	11½
	Scotland (Frith of Forth)	3½
	Black Sea	371½
	Solent (Isle of Wight)	3
1853	Straits of Messina	4¾
	Gulf of St. Lawrence	74
	Strait of Northumberland	9½
	The Bosphorus	1½
	Nova Scotia (Isthmus of Canso)	1¾
	St. Petersburg and Cronstadt	8
1857	Sicily and Algeria	149½
1858	Bay of Valentia (Ireland) and that of Trinity (America)	1827¼
	Total in 1858	2771½

The Grebus, or Fishmen.—On the west coast of Africa there lives a race of black people called Grebus, or Fishmen. They are mostly accustomed to canoe life, and sit so much in their narrow confined barks, that the skin over the outer ankle becomes in many cases thickened. Their food consists principally of rice, palm oil, and fish. The Fishmen are heathen; they know not the true God—they worship evil spirits and idols of wood and clay. They keep up constant animosity with other tribes, yet in many cases they show a kindly disposition. No people on the coast labour so well or so cheerfully; and even the hard and unmerited treatment they sometimes meet with will not discourage them. Fishermen in England! remember the poor Fishmen in Africa. The awful wrongs inflicted on the negro population by the slave trade, have made many a heart to bleed with sorrow and sympathy; and every Christian feels that he has a

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work of love to do for the land of Africa, with its millions of dark and heathen worshippers. Every one may do something—every one is called to arise, and unite in sending the Gospel of Jesus Christ to those who have so great a claim on Christian compassion.—*Fishermen's Friendly Visitor.*

Postage Stamps.—What is the number of penny postage stamps annually in demand? Has the reader formed any notion about that? If not, he may be startled to hear that at the present moment the demand is little short of 500,000,000 in the year. Supposing the year to contain 300 working days, that would give, for every working day, about 1,600,000 stamps to be manufactured. Something that for the printer to do. No very impossible task, however, when we remember the small size of the stamp, and the number that might be printed by a single stroke of the press, or one revolution of a cylinder machine.—*Leisure Hour.*

Emigration.—Although the emigration movement greatly abated in intensity in 1858, the falling off was mainly in the direction of the United States. The total emigration of the year was 113,972 (9,704 to the North American colonies, 59,716 to the United States, 39,295 to Australia and New Zealand, and 5,257 to other places), against 212,875 in 1857, 176,554 in 1856, 176,807 in 1855, 323,429 in 1854, 329,937 in 1853, 368,764 in 1852, 335,966 in 1851, 280,849 in 1850, 299,498 in 1849, 248,089 in 1848, 258,270 in 1847, 129,851 in 1846, 93,501 in 1845, 70,686 in 1844, and 57,212 in 1843. The following table, which exhibits the route taken by every 100 emigrants since 1843, shows that Australia has virtually superseded the Canadas as an emigration field:—

Year.	North American Colonies.	United States.	Australia and New Zealand.	Other Places.
1843	41	49	7	3
1844	32	62	3	3
1845	34	62	1	3
1846	34	63	2	1
1847	42	55	2	1
1848	13	76	9	2
1849	14	73	11	2
1850	12	79	6	3
1851	13	80	6	1
1852	9	66	24	1
1853	10	70	19	1
1854	14	60	25	1
1855	10	59	29	2
1856	9	63	26	2
1857	10	60	29	1
1858	5	52	34	5

The collapse of emigration to the Canadian provinces is the more remarkable, as during the last few years strenuous efforts have been made to advance them in popular estimation. Another curious feature in the foregoing analysis is that not even the gold discoveries in the Australias have prevented "Brother Jonathan" from obtaining the lion's share of the surplus population of these islands—a circumstance no doubt to be explained by the tendency of the Irish to emigrate in whole families to the Great Republic, and the readiness with which the unoccupied land of the States has been rendered available for purchase and cultivation.

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THE SUDDEN SQUALL.—Some years ago there were two passengers in a ship in which I came from India of characters as widely different as grace and nature could make them. The Honourable Mr. H——and Captain T——: but how does the former principle assimilate the most uncongenial dispositions, and harmonize the most discordant feelings! Mr. H. was returning home for the benefit of his health, but God's afflicting hand had not led him to the good Physician: he remained as thoughtless and dissipated as youth could be. The idle time on shipboard was filled up with cards, levity, and drinking. Captain T. was a faithful soldier of Jesus Christ; but all his attempts to enlist H. under the same banner were treated with contempt and scorn.

One day a sudden squall of wind threw the ship upon her beam ends. Panic and dread seized the heart of the unthinking H. who ran to his Christian fellow passenger, exclaming, "Oh! T. what do you think will become of us?" "That in five minutes we shall be in eternity," was the solemn reply. "Do you really think so?" cried the horror striken youth, "then pray, do pray!"

The Christian soldier and the young profligate for the first time prayed together at a throne of grace. The ship righted; but the convictions of H. did not pass away with the danger. From that day he was a changed character; the despised servant of Christ became his dear, his choice companion. He no longer sat in the "seat of the scorner;" but "at the feet of Jesus."

On arriving in England, he determined to devote himself to the ministry. He went to college, took orders—was the principal means of erecting a new church, and, after a few years faithfully spent in the service of his Divine Master, entered into the rest which remaineth for the people of God.—*British Flag.*

Correspondence.

To the Editor of "The Shipwrecked Mariner."

"THE DEAD WORLD."

NOVA SCOTIA HOUSE,

IPSWICH, *October 11th*, 1859.

SIR,—As a warm admirer of your periodical allow me to point out a great error in one of your this month's articles, page 208, "The Dead World."

It is stated the number of persons who have existed on this world amounts to 36,627,843,275,075,845. Now taking the present population of the world at 1,000,000,000, which is a full allowance, and allowing 200 generations of 30 years each since the time of Adam, it would give 200,000,000,000, five places short of the number above; and if you turn to the next page (209) of the Magazine, you find the deaths per year stated as 33,333,333. Now multiply this yearly number by the years from Adam, say 6000,

33,333,333
6,000

199,999,998,000

and you have a result very clearly corresponding to my above calculation;

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and this is calculated on the present population of the world, whereas it must have been much less in the earlier ages.

Then your correspondent gives the area of land on the globe as 3,095,000 square leagues, whereas the London Encyclopædia gives it as estimated at 4,988,181 leagues. Now turn this into miles.

4,988,181
9

44,893,629 square miles.

Divide the inhabitants by the miles.

44,893,629) 200,000,000,000 (4,455 per square mile.
179,574,516

204,254,840
179,574,516

246,803,240
224,468,145

223,350,950
224,468,145

Now there are 640 acres in a square mile, consequently—

640) 4455 (7 nearly to each acre.
4480

instead of 1283 to each rod of ground, as your correspondent states.

So unpleasant a statement and so monstrous an error should, I think, be contradicted; indeed, it is difficult to conceive how any one could have fallen into it. I am, Sir, yours very truly,—CHARLES FOOTE GOWER.

"THE UNION JACK."

To the Editor of "The Shipwrecked Mariner."

SIR,—I certainly am not well satisfied with your derivation of Union *Jack* as given on page 209 of your last number, and I do not think that you yourself are very confident of your position. May I therefore, suggest a glance at that great root field of our English tongue, bold and unclassicalized, the Welsh language.

There you have *iach* signifying whole, safe, thus *carn yn iach*, to bid farewell, literally to sing of your friend's wholeness or safety.

Now from the days of the Bretweldas to those of Billy Pitt, the policy of England has been to consolidate Great Britain into one mighty whole. May not the word *Iach*, degenerated into *Jack*, have been applied to our national flag as early as the first Prince of Wales, 600 years ago, or even earlier, as a sort of universal testimony to the people that UNION IS STRENGTH.

Certainly, whether you accept my derivation or not, you must acknowledge

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that our union has been our strength and safety, and that with greater union we still have had greater strength and greater safety; and you join, I doubt not, in my firm unswerving belief, that so long as God in His mercy shall preserve the crosses of our Jack undivided, so long we shall be safe and strong against the world in arms.—A HERMIT.

[We are very thankful for both our correspondents' suggestions, which we think worthy of all consideration. The subjects referred to were gleaned from published sources, but we shall always be gladly open to correction.—*Editor S.M.*]

CAUTION TO SHIPMASTERS ON A LEE SHORE.

To the Editor of "The Shipwrecked Mariner."

SIR,—The loss of the 'Royal Charter' will be numbered amongst the greatest calamities of 1859 by the country in general, and, like other painful losses, will soon be forgotten. But to the Nautical profession the case is pregnant with important lessons, to which young Commanders and aspiring Officers of the Merchant Service will do well to take heed.

Will you permit me to say that the want of faith in a single anchor is sometimes too apparent. Not very long ago, when other vessels drove on shore, a vessel rode out a gale at the mouth of the Humber with a single anchor, by the Master wisely shackling on his second cable, and veering away, thereby saving his ship from stranding. And I well remember more than twenty years ago, the brig 'Donor,' Captain Kettle, of Yarmouth, riding out a tremendous gale from the east, in Yarmouth Roads, with a single anchor, when all other vessels came to the beach. When the last ship parted, the 'Donor's' topmasts were being struck. The Master's brave exertions were rewarded with a gold medal. It is true it was a hemp cable, but this does not affect the argument in favour of a single anchor. The advice is frequently given to let go both anchors at once. By all means let this be acted upon, but every sailor knows how utterly impossible it is do this in many cases, as it is no small work in a gale to haul up and range 180 fathoms of chain. Where a single anchor has been let go, and 50 or 60 fathoms of chain payed out, the second anchor is of little use; but the second cable bent on and veered away would give, as has been proved, an immense advantage. Nearly an equivalent would be given for a second anchor in the weight of the chain, the ship would ride easier, and the anchor would be more secure. And I cannot help reminding your readers of the grand alternative of cutting away the masts *before* bringing the ship up, when a hideous lee-shore is not far astern. When it is remembered that every rope-yarn cut for the general good of the ship is counted general average, and is willingly paid for by the Underwriters, it is difficult to see why some hold on their masts so long. If, in the case of the ill-fated 'Royal Charter,' the weather

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lanyards had been cut, the anchor dropped, and all hands called to clear the wreck, who would not have had high hope that the noble ship would now have been in dock? I write not, Mr. Editor, to censure the brave drowned, but to offer a suggestion to the living, who, in their turn, will be called upon to exercise in the hour of appalling danger that coolness, promptitude, and energy which has long distinguished the British Sailor, and which entitles him to the gratitude and sympathy of the nation. I am, Sir, your obedient servant,
—HAULBOWLINE.

December 2nd, 1859.

Rewards for Saving Life on the High Seas.

The following reward was granted by the "Shipwrecked Mariners' Society" during the past quarter, viz.—

Nov. 4, 1859.—Captain the Hon. Francis Maude, R.N., in the chair.—A letter was read from the Hull agent making application for a reward for the captain and four of the crew of the 'Sisters,' of Hull, the crew saved being five of the 'Providence,' of Lynn, being on fire at the time.

The committee voted £5 to the captain, and £1 to each of the crew, as an expression of their high sense of their gallant conduct.

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.—

Oct. 6.—Thomas Chapman, Esq., F.R.S., in the chair.—A reward of £30 was voted to the crew of the Southwold Life-boat; the silver medal to John Craigie, her coxswain; and the second service clasp to B. Herrington (who had previously received the Society's medal), for their gallant services in rescuing, during a strong gale of wind and heavy sea, the crew of ten men and the master's wife from the Prussian brig 'Lucinde' which was wrecked off Misner Haven on the night of the 17th ult. The officer of the Coast Guard reported that the Life-boat behaved nobly on the occasion, as well as the boat's crew. The boat was several times buried in the sea, and once so completely that it was believed she had disappeared altogether, but she soon showed herself again, rising with her living freight like a cork.

A reward of £13 was also voted to the crew of the society's Life-boat at Bridlington, for rescuing, on the 16th ult., the crew of six men from the brig 'Eliza,' of Sunderland, which was wrecked off Bridlington during a heavy gale of wind.

A reward of £11 to the crew of the Castletown, Isle of Man Life-boat, for putting off on the night of the 30th August, and rescuing three men from the Norwegian brigantine 'Opreisengen,' which during a sudden gale of wind had become disabled.

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The Wick Life-boat was also reported to have saved recently a ship's crew during a heavy gale of wind. The boat was under the command of Captain Tudor, R.N., who for a previous act of bravery in rescuing life wears the society's silver medal.

Rewards amounting to £15 10s. were also voted to the crews of the Society's Life-boats at Fleetwood, Dover, and Boulmer, for putting off in reply to signals from vessels, which, however, did not require the boat's aid.

The Ramsgate Life-boat had recently, in conjunction with the Harbour Commissioners' steam tug and some luggers, succeeded in bringing into harbour from the Goodwin Sands the brig 'Quickstep,' of London. They had been engaged in the arduous undertaking two days. This valuable Life-boat, which belongs to the Ramsgate Harbour Commissioners, is kept up in a most efficient state by them, and has from time to time rendered most important services to vessels in distress on the Goodwin Sands.

A reward of £5 was voted to the crew of five men of a Harwich smack for their valuable assistance in saving the crew of seven men from the brig 'Fame,' of South Shields, which was wrecked on the Shipwash Sands during hazy weather, on the 6th ult. The sea being too heavy to board the wreck, the smack stood close on to the sands, and succeeded in getting a line to the ship's long-boat, to which the crew had taken. By this means the boat was brought alongside the smack, and the crew rescued.

A reward of £2 10s. to a boat's crew for putting off and rescuing two out of six men who had been capsized from their boat outside Mevagissey harbour, Cornwall, on the evening of the 24th ult. It appeared that all the men were somewhat in drink when they left the harbour, and were unable safely to manage a boat. It was also supposed that when the sail was lowered they were all sitting on one side, and that the boat consequently turned over, by which accident four out of the six men met with an untimely grave.

November.—Thomas Baring, Esq., M.P., in the chair.

A reward of £14 was granted to the crew of the 'Filey' life-boat, for putting off in the night, and rescuing the crew of three men from the sloop 'George and Mary,' of Hull, which, during the fearful gale of the 25th ult., was stranded off Filey.

A reward of £6 10s. was voted to the crew of the 'Rhyl,' tubular life-boat, for going off and saving six men from the schooner 'Oriental,' of Lancaster, which, during the very heavy gale of the 25th ult., was wrecked near Rhyl.

A reward of £9 to the crew of the 'Aberdovey' Life-boat, for rescuing four persons from the schooner 'Endeavour,' of Portmadoc, which was seen in a sinking state off Aberdovey, during a gale of wind on the 26th ult.

A reward of £7 10s. to the 'Berwick,' Life-boat, for rescuing the crew of five men from the 'Majestic,' of Dundee, which, during a hurricane on the 25th ult., was wrecked off Spittal Point. The crew of the Life-boat expressed their admiration of her behaviour on that occasion.

A reward of £5 10s. to the crew of the 'Tenby' Life-boat, on the Welsh coast, for going off and saving the crew of three men from the sloop 'Brothers,' of Milford, which was wrecked off that place, during a gale of wind on Tuesday last. The society's Life-boats, stationed at Braunton, Pakefield, Yarmouth, and other places, had also put off to the rescue of shipwrecked crews during the late heavy gales.

The reports which had reached the institution from many of its branches on various parts of the English and Welsh coasts, described such a general disaster from the late storms, as was perhaps never before witnessed by the oldest person living. To use the words of inspecting Lieutenant Hippisley, R.N., of the coast guard, at Dungeness, "It was a perfect hurricane at times, as dark as pitch, and such a sea, that twenty vessels might have been lost before any one could have reached the Life-boat. In fact, I

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expected that the Life-boat house had been blown down; for it blew sometimes so hard, that the buildings along this coast shook under me. Had the poor crews of the numerous wrecks on this coast made signals before dark, and resolved to quit their vessels, I doubt if any boat could have reached them." It is impossible to state, with any degree of accuracy, the number of these dreadful disasters; for too many vessels have sunk, with all hands on board, that will never be heard of. It cannot, however, be doubted that the late terrific gale proved fatal to upwards of 800 of our fellow-creatures, from more than 350 wrecked vessels.

Several rewards, amounting to £35, were granted to various crews of boats for their courageous conduct in rescuing shipwrecked crews, on different parts of the coasts during the recent boisterous weather. One of these, a fishing boat, in the neighbourhood of the wreck of the 'Royal Charter,' with a crew of eight men, to whom were voted £12, had striven for upwards of an hour to save life; and after having been driven on shore four times, succeeded at last in reaching the wreck, and in bringing the poor fellows on shore in a most exhausted state. Another boat's crew, who received £30 from the society, had remained by a wreck all night, watching for a favourable opportunity to snatch her crew from a watery grave near the Goodwin Sands. At last it occurred, and they were brought to Margate next morning. "Ye gentlemen of England, who sit at home at ease," think of these castaways, and consider whether out of your abundance you cannot spare a little to succour them in the hour of their extremity.

It was reported that a lady, resident in Staffordshire, had munificently presented to the Institution the cost of two life-boats; and that a city merchant had also given the like substantial proof of his desire to succour, in the hour of distress, sailors who might be shipwrecked on the Scotch coast. It is hardly possible to conceive a more suitable thank-offering, and one which is more calculated to confer a real boon on the cause of humanity in its most helpless state, than the presentation of a life-boat to a dangerous locality.

The gold medal of the Institution and £5 were ordered to be presented to Joseph Rogers, a Maltese, who, when the noble ship was thrown broadside on the rocky beach, had bravely volunteered to battle with the boiling surf, and convey a line to the shore. By this means several persons were rescued from the watery grave which closed on nearly 450 others.

A benevolent military officer offered to give £50, if five other gentlemen would contribute the like amount, towards the establishment of a Life-boat station.

Dec. 1.—Thomas Chapman, Esq., in the chair.—The silver medal was presented respectively to R. Hook, R. Butcher, F. Smith, W. Rose, J. Butcher, A. Mewse, T. Liffin, and N. Colby, and £19 to themselves and other men, for their gallant services in saving life in the Lowestoft Life-boat, and particularly for rescuing the crew, of 14 men, of the steamer 'Shamrock,' of Dublin, which was wrecked on the Holm Sand, on the 1st ult. This was an unusually gallant rescue, the sea breaking over the mastheads of the wreck, and had it not been for the timely arrival and extraordinary exertions of the Life-boat's crew, every one of the steamer's hands would, in all probability, have perished. A reward of £9 10s. was also voted to the crew of the same Life-boat, for their services in rescuing five men of the schooner 'Lord Douglas,' of Dundee, which parted from her anchors, and drove on Corton Beach on the 26th ult. Also a reward of £9 10s. to the crew of the same Life-boat for subsequently saving, in the afternoon of the same day, four men of the schooner 'Silva,' of Glasgow, which was also totally wrecked on Corton Beach during the heavy gale of that day.

The silver medal was voted to Lieut. the Hon. R. F. Boyle, R.N., chief officer of the Coast-guard; the second service clasp to Robert Parrott, coxswain, who had pre-

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viously received the Society's medal; and £8 5s. to the crew of the Tenby Life-boat, for rescuing the crew of three men of the smack 'Bruce,' of Milford. A reward of £12 was also given to the crew of the same Life-boat, for putting off during the night of the 7th ult., with the view of rescuing the crew of nine men of the brig 'Policy,' of Sunderland, which was wrecked off Tenby.

A reward of £6 to the crew of the Life-boat stationed at Braunton, North Devon, in acknowledgment of their valuable services in rescuing six men of the brig 'North Esk,' of Sunderland, wrecked on Braunton Sands on the 2nd ult.

A reward of £11 to the crew of the Society's Life-boat at Castletown, Isle of Man, for rescuing four of the 'Ohio,' of Stettin, wrecked during a gale of wind off Castletown, on the 19th ult.

A reward of £6 to the crew of the Barmouth Life-boat, for putting off to the assistance of the ship 'Troy,' of Boston, United States, cotton laden, which during foggy weather was observed to be on shore in a dangerous position in that neighbourhood. By the timely assistance of the Life-boat this valuable ship and cargo were probably saved from destruction.

A reward of £6 10s. to the Berwick Life-boat, for saving the crew of six men from the brig 'New Astley,' of Aberdeen, wrecked in a very high sea off Spittle Point, on the 9th ult. Eighteen lives were also saved during the late heavy gales from four wrecks by the Institution's Life-boats, stationed at Yarmouth, Winterton, and Whitburn.

The silver medal and £1 were voted to Mr. P. Smith. Coast-guard chief boatman, and £5 to his crew, for their gallant services in wading into the surf at the imminent peril of their lives, and rescuing by means of ropes the master of the Norwegian brig 'Caroline,' which during a terrific gale of wind was dashed to pieces on the night of the 25th ult. Three of the crew were subsequently washed ashore on the stern part of the ship, but three others unhappily met with a watery grave. The sea was at the time breaking completely over the Coast-guardmen, but with the determination almost peculiar to the gallant men of this service, they seemed to have resolved to perish rather than forego their hazardous undertaking to save life.

The silver medal and £3 to a fisherman, named Charles Mitchell, and £1 to eight other men for their very gallant conduct in rescuing four of the crew of the sloop 'Busy,' of New Quay, Cornwall, which, during a hurricane, was wrecked off that port on the night of the 25th October. After repeated efforts in the middle of the night, Mitchell managed to reach the sloop. He found the master and a boy, nearly exhausted, lashed to the rigging. Unfortunately, his boat was dashed away by a tremendous sea, from the sloop, with only two of the wreck's crew on board. The gallant Mitchell, however, again persevered, and at last succeeded in rescuing the master and boy from an inevitable death. In performing this noble service his boat was seriously damaged. It is well known that a Life-boat has been long wanted at New Quay; and whilst the Brune's, the Rashleigh's, and the Robartes's have generously come forward as large landed proprietors in this good work, it is also to be hoped that the rich Duchy of Cornwall will now be prevailed on to contribute something towards providing its dangerous shores with Life-boats.

A reward of £5 was also voted to several men for saving, by means of cliff ladders, three men from the schooner 'Diligence,' of Whitby, which was wrecked off that port.

A letter was read from the officer of the Coast-guard at North Berwick, and the Rev. J. Steward, stating the necessity of a Life-boat at that place. A wreck had recently occurred in the neighbourhood, when the whole of her crew perished. The

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officer was of opinion that they might all have been saved had a Life-boat been on the station.

Miss Burdett Coutts had, with her usual munificence towards the Life-boat cause, offered to pay the cost of the Life-boat which the institution is about to send to Silloth, near Carlisle.

It was reported that the institution's Life-boats had, during the recent storms, been instrumental in rescuing 85 poor sailors from an appalling death by shipwrecks. The boats had also been the means of saving thousands of pounds' worth of property, by aiding distressed vessels to get off from dangerous positions.

Meetings, Sermons, Collections, &c.

(*For the Shipwrecked Mariners' Society.*)

BUCKIE, N.B.—Mr. James Crowden, Honorary Agent, has remitted the sum of £1 7s. 1d., being a collection after a sermon in the United Presbyterian Church on the 4th ult.

BURNHAM, SOMERSET.—The annual sermon was preached in the Parish Church by the Rev. Theophilus Williams (Life Governor), when the sum of £4 16s. 9d. was collected. The sum of £1 6s. was also collected in the Baptist Chapel, after a sermon, preached on the 30th of October, by the Rev. T. Tollerfield; both of which sums were remitted by the Honorary Agent, Mr. James Campbell.

CASTLETOWN, ISLE OF MAN.—The sum of £4 has been remitted by the Hon. Agent, Mr. James McMeiken, being a collection after a sermon in St. Mary's Chapel, by the Rev. T. E. Brown.

CIRENCESTER.—The sum of £5 was collected, after a sermon in November last, in the Royal Agricultural College, and remitted by the Rev. John Constable.

FRAZERBURGH, N.B.—The sum of £1 6s. has been received through Mr. James Couper, fishery officer, Honorary Agent, being the balance of collections (after defraying expenses), made at a few Sabbath evening lectures in two of the churches.

HALEWOOD, PRESCOT.—The sum of £11 9s., being the amount of a collection at Halewood Church on the 18th ult., after a sermon by the Rev. J. Jones, has been kindly remitted by him.

KINCARDINE.—A sermon was preached in the Parish Church, by the Rev. Mr. Smeaton, on the 25th of September, when the sum of £12 was collected.

LIVERPOOL.—Two sermons were preached in the Parish Church of Birkenhead, Cheshire, by the Rev. J. Knox, when the sum of £33 6s. was collected; also the sum of £7 6s. after a sermon by the Rev. W. Maynard, in the Liverpool Mariners' Church; both which sums were remitted by the Honorary Agent, Captain Bevis, R.N.

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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, 1859.

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:—

4 W, 4 AP, 2 M, 6 O	24	5	0	*London.*
6 W, 1 AP, 1 MM, 2 M, 9 O	38	13	9	*Aberdeen.*
1 W, 2 M, 4 O	14	7	6	*Aberystwith.*
2 W, 1 AP, 2 MM 5 M, 3 O	31	8	0	*Appledore.*
1 M	2	15	0	*Ardrossan.*
1 FB	1	12	6	*Avock.*
1 MM, 1 M	4	10	0	*Banff.*
1 W, 1 MM	5	0	0	*Bangor.*
1 W, 1 FB, 1 O	6	13	9	*Barrow.*
1 MM, 1 M	3	0	0	*Barmouth.*
1 M	1	10	0	*Barton-on-Humber.*
1 W, 1 FB, 3 O	9	3	9	*Beer.*
1 W	4	10	0	*Berwick.*
1 M	2	7	6	*Blakeney.*
1 AP	4	0	0	*Blyth.*
1 M	2	10	0	*Bosham.*
4 MM, 2 M	14	15	0	*Bridgwater.*
2 MM, 4 M	15	17	6	*Bridlington.*
2 O	3	12	0	*Bridport.*
1 FB	3	12	6	*Brighton.*
2 W, 1 AP, 1 MM, 9 M, 3 O	30	7	6	*Bristol.*
1 AP, 1 M	5	7	6	*Brixham.*
2 W, 2 MM, 3 M, 25 FB, 2 O	45	10	11	*Buckie.*
1 W, 1 M	8	10	0	*Burnham.*
1 AP	3	0	0	*Cardiff.*
3 MM, 3 M	15	10	0	*Cardigan.*
1 W, 1 MM, 4 O	12	0	0	*Carlisle.*
1 AP, 2 MM, 1 M	9	17	6	*Carnarvon.*
1 W, 2 FB	12	17	6	*Clovelly.*
1 W, 2 O	4	7	0	*Colchester.*
1 M	1	10	0	*Conway.*
1 FB	2	12	6	*Cromarty.*
1 M	1	10	0	*Culliove.*
1 M	1	12	6	*Dartmouth.*
1 M	1	15	0	*Dinas Cross.*
1 MM	1	17	6	*Dublin.*
4 W, 1 AP, 1 MM. 2 M, 7 O	38	5	6	*Dundee.*
1 FB	2	7	6	*Elie.*
1 W 2 O	4	7	0	*Exeter.*
2 W, 1 AP, 4 MM. 7 M, 1 FB, 1 O	33	7	0	*Exmouth.*
1 MM, 2 M, 1 FB	9	0	0	*Falmouth.*
1 W, 1 MM	5	2	6	*Fareham.*
1 FB	2	10	0	*Faversham.*
1 FB	2	10	0	*Fetloe.*
3 MM, 4 M	15	2	6	*Fowey.*
1 M	1	12	6	*Frazerburgh.*
2 M	4	0	0	*Grangemouth*
1 O	2	10	0	*Garlieston.*
3 W, 3 MM, 3 M, 7 O	40	10	0	*Glasgow.*
2 M	3	10	0	*Gloucester.*
4 W, 1 MM, 11 O.	33	5	9	*Gravesend.*
2 W, 2 MM, 6 M 6 O	26	17	0	*Greenock.*
1 AP	3	15	0	*Greenwich.*
1 W	3	15	0	*Grimsby.*
2 W, 1 MM, 3 M 3 O	18	3	0	*Guernsey.*
7 W, 4 MM, 11 M, 11 O	73	18	3	*Hartlepool.*
2 M	3	5	0	*Hastings.*
3 MM 3 O	5	17	6	*Hayle.*
8 W, 1 AP, 2 MM, 11 M, 7 O	56	19	0	*Hull.*
2 W, 1 AP, 1 M, 3 O	21	17	6	*Ilfracombe*
1 W	2	10	0	*Inverkeithing*
1 M	1	10	0	*Inverness*
1 W, 1 MM, 7 M, 3 O	19	8	6	*Ipswich.*
1 MM, 2 M	7	0	0	*Jersey.*
2 FB	2	10	0	*John O'Groats*
1 W, 1 M, 2 FB, 3 O	15	10	0	*Kincardine*
1 M	1	12	6	*Kinsale.*
2 W, 5 M	15	3	0	*Kirkaldy.*
2 M	3	12	6	*Kirkwall.*
2 M	3	0	0	*Lerwick.*
1 W, 4 M, 1 FPB, 5 O	14	10	6	*Leith*
5 O	6	5	0	*Leigh*
1 W, 1 M, 1 O	6	5	0	*Limerick.*
4 W, 1 AP, 1 MM, 7 M, 5 O	38	5	3	*Liverpool.*

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1 FB	1	12	6	*Llanelly.*
2 W, 1 AP, 4 O ..	9	0	0	*Lowestoft.*
1 MM, 2 M, 4 FB	15	7	6	*Lyme Regis*
4 O, 1 AP	4	17	6	*Lymington.*
3 W, 3 MM, 8 M, 1 O	36	7	6	*Lynn.*
3 FB	6	5	0	*Lytham.*
1 AP, 1 MM, 3 M	9	17	6	*Maldon.*
1 W, 4 FB, 3 O..	8	10	0	*Margate.*
1 W, 1 MM, 1 FB, 2 O	2	15	0	*Maryport.*
1 MM, 1 M.....	5	2	6	*Middlesboro'*
1 MM, 3 M.....	7	2	6	*Milford,*
3 MM, 5 M, 1 FB	28	12	9	*Montrose.*
9 M.....	15	15	0	*Newcastle.*
1 MM	2	12	6	*Newhaven.*
1 M.....	2	7	6	*Newport, M.*
1 W.....	4	15	0	*Newport, P.*
3 W, 3 MM, 2 M, 5 O	27	0	6	*New Quay.*
1 W, 2 O	2	1	0	*Newry.*
1 W, 2 O	3	4	0	*No. Berwick.*
1 FB	1	10	0	*No. Leith.*
13 W, 3 AP, 8 MM, 42 M, 1 FB, 17 O	193	16	9	*No. Shields.*
1 MM	2	10	0	*Padstow.*
1 M.....	1	12	6	*Parkgate.*
1 W, 1 O	3	0	0	*Perth.*
9 M.....	14	17	6	*Peterhead.*
1 W, 12 M, 15 FB	51	10	0	*Pill.*
2 MM, 3 M.....	11	7	6	*Plymouth.*
1 MM, 1 M.....	4	2	6	*Port Madoc.*
2 MM, 3 M.....	12	10	0	*Portsmouth.*
1 W, 3 O	7	17	6	*Poole.*
1 W, 1 M	6	12	6	*Portinllaen.*
1 W, 3 FB, 1 O..	9	0	0	*Portsoy.*
1 M.....	1	10	0	*Port William*
1 W.....	1	15	0	*Pwllheli.*
1 AP	2	5	0	*Ramsgate.*
3 M.....	6	7	6	*Rochester.*
1 MM	2	0	0	*Runcorne.*
1 MM, 1 M, 2 O..	4	17	6	*Salcombe.*
1 W, 1 AP, 1 M, 5 O	13	1	3	*St. Ives.*
1 W, 5 O	6	10	0	*Scalloway.*
7 W, 4 MM, 4 M, 9 O	58	6	0	*Scarborough.*
1 M, 4 FB	32	2	6	*Scilly.*
1 W, 5 O.....	5	13	0	*Seaham.*
3 FB	10	0	0	*Selsey.*
3 M.....	7	12	6	*Shoreham.*
2 W, 3 O	12	0	0	*Southampton*
24 W, 30 O, 11 MM, 69 M, 4 FB ..	310	11	0	*So. Shields.*
1 M, 2 FB	5	17	6	*Southwold.*
1 M.....	3	0	0	*Stockton.*
1 M.....	2	5	0	*Stornoway.*
1 AP	3	0	0	*Stonehaven.*
1 M.....	2	5	0	*Stromness.*
9 W, 26 O, 1 AP 11 MM, 59 M, 1 FB	23	16	6	*Sunderland.*
1 W, 1 M, 2 O ..	8	7	6	*Teignmouth.*
1 W, 7 O	11	13	9	*Topsham.*
1 W, 1 O.....	2	17	0	*Truro.*
2 FB	3	0	0	*Voe.*
1 M.....	1	15	0	*Wells.*
2 W, 1 AP, 8 O..	24	17	6	*Weymouth.*
1 W, 2 AP, 4 MM, 23 M, 1 FB ..	71	5	0	*Whitby.*
4 W, 1 MM, 1 M, 1 FB, 4 O	30	6	3	*Whitehaven.*
1 W, 1 MM, 1 M, 2 O	10	15	0	*Wisbeach.*
1 MM	1	12	6	*Woodbridge.*
1 W, 1 MM, 1 M.	7	17	6	*Workington.*
6 W, 1 M, 17 O..	38	4	0	*Yarmouth.*
1 M...	1	12	6	*Yell.*

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 145; Orphans, 262; Aged Parents, 35; Master Mariners, 149; Mariners and Apprentices, 1060; Fishermen, 64; Pilots and Boatmen, 40; in all 1755 persons relieved, at an expense, inclusive of that in the succeeding table, of £2278 8s. 3d.

CONSUMPTION OF OAK.—Not more than forty oak trees can grow upon an acre of land, so as to attain their full size or to yield each two lodes of timber. In order, therefore, to build such a ship as the 'Marlborough,' three-decker, the produce of seventy-six acres of oak forest, of the growth of a hundred years, would be necessary, and to supply the demands of such a navy as England possesses at this time, would absorb annually the produce of nearly 150,000 acres.—*The Navies of the World*, by Hans Busk.

A FAITHFUL GULL.—It was announced at the Meeting of the Zoological Society, last Tuesday, that a herring-gull, which was bred in the society's gardens in 1857, had just returned to its native place after an absence of nearly nine months. The same bird was also away during the whole summer of 1858, and now, on its return for the second time, it is as tame and familiar as any of its old companions. It is well known that gulls will come back to particular spots along the coast where they have been tamed, but for them to return in two following seasons to a place so far removed from, and unlike their natural haunts as London, it is believed is altogether unprecedented.

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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 the 30th November,* 1859.

Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Argo	London	1	10	0
Aclisah	Hartlepool	4	16	8
Alice	Shoreham	2	2	0
Active	Sunderland	3	4	0
Arrow	Macduff	1	17	6
Agnes	Dundee	3	5	0
Ann	Stockton	5	0	0
Ariadne	Scilly	23	11	6
Ann Emma	Shields	6	19	0
Alpha	Portmadoc	3	1	6
Athlone	Liverpool	0	9	4
Acadia	No. Shields	11	14	6
Ann	Penzance	5	16	0
Ann Magdaline	Denmark	1	14	3
Advice	Dundee	6	1	6
Belle	No. Shields	0	14	7
Belle	Padstow	10	0	6
Beatrice	Sunderland	4	10	0
Beverley	Cork	5	6	0
Bee	Whitehaven	5	17	0
Berdenkha	Whitby	0	12	6
Bristol	Jersey	1	14	0
Black Agnes	Dunbar	1	6	6
Commodore	Montrose	0	15	0
Catherine	Whitby	6	0	8
Cecelia	Ramsgate	0	4	0
Courue	Carnarvon	1	19	3
Cumberland	Shields	2	19	6
Cuba	Whitby	6	13	6
Cyrus	Rostock	3	9	0
C. G. Friar	Cork	1	10	0
Caledonia	„	3	15	0
Chinchar	Liverpool	4	7	0
Civility	Hartlepool	2	6	0
Caroline	London	1	14	0
Ceres	Gloucester	2	18	0
Dove	Wexford	1	17	9
Dove	London	12	10	0
Dove	Blyth	8	6	3
Devoniau	Whitby	2	19	0
Diana	Belfast	8	4	0
Duke of Wellington	Liverpool	17	16	6
Diligence	Sunderland	3	4	0
Eagle	„	1	18	0
Equity	Exeter	2	14	0
Enterprize	Lowestoft	1	19	0
Era	Whitby	1	6	8
Energy	Padstow	1	10	0
Eliza	London	1	5	0
Elizabeth Lass	Dungarvan	14	2	6
Eagle	Aberystwith	1	13	4
Elizabeth	Rochester	6	9	2
Ellen Dinan	Waterford	4	11	6
Eliza	Milford	1	9	0
Elizabeth	Milford	1	14	0
Fame	So. Shields	9	9	9
Frederick William	Ipswich	0	15	0
Fox	Whitehaven	5	10	0
Feronia	Exeter	4	7	0
Fame	Maldon	8	15	0
Four Brothers	Scarborough	0	15	0
Friends	Waterford	1	12	0
Frederick and Alfred	Lynn	2	0	0
George and Mary	——	1	2	6
Golden Grove	So. Shields	8	14	0
Grelina	Hanover	1	3	0
Gipsey	——	1	1	3
G. G. Frayer	Cork	1	6	6
Hibernia	Hartlepool	1	0	0
Hope	Whitby	9	4	0
Hawk Hill	„	4	18	0
Hero	„	7	9	0
Henry	„	6	11	0
Harvey	Exeter	3	3	0
Isabella	Hartlepool	3	2	0
Iris	Penzance	3	2	0
Isabella	Newport	12	5	6
Industry	Bristol	3	7	0
Isiah	Goole	1	14	6
Jane	Belfast	5	1	0
John and Jane	Dundee	2	7	6
James and Jessie	Port Gordon	3	7	0
Joseph	Jersey	3	10	0
John Anderson	London	6	8	0
Jane	Whitby	8	6	0
Jane and Susan	Bideford	1	17	0
Juno	Scarborough	1	2	0
Jessie	Liverpool	0	19	6
John S'Barer	Cardigan	1	10	0
Laburnum	No. Shields	4	8	6
Leo	Guernsey	4	10	0
Livingstone	Port Gordon	2	1	6
Lord Douglas	Dundee	4	8	0
Levonia	Yarmouth	7	10	6
Lyre	Whitby	2	18	0
Mary Jane	Wick	1	10	0
Mexican	South Shields	3	17	9
Melody	Plymouth	0	4	0
Mary	Colchester	2	18	0
Majestic	Dundee	4	17	0
Mary	Carnarvon	0	14	0
Mary Ann	Stockton	7	8	9
Mariner	Wicklow	2	3	0
Mary F	North Shields	1	18	0
Mariborough	London	0	1	0
Major Nancy	Llanmadoc	0	16	0
Manulito	So. Shields	1	18	6
Nancy Dawson	London	2	0	0

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RELIEF TO SHIPWRECKED CREWS—*continued.*

Vessel's Name.	Port.	Amount of Relief. £	s.	d.	Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Nautilus	Scarborough	1	14	3	Syren	So. Shields	1	12	6
New Darlington	Greenwich	2	2	6	Solway	Harrington	1	3	0
Nugget	Cardiff	13	9	6	Stamped	Liverpool	0	18	6
Neptune	Whitby	9	7	6	Selborn Silex	Glasgow	1	19	6
Nileus	Liverpool	11	10	8	Susan	Bideford	2	18	0
North Esk	Sunderland	17	4	0	Silva	Glasgow	18	18	0
New Astley	Aberdeen	5	4	0	Star	Jersey	1	10	0
Norden	No. Shields	3	0	0	Superb	Yarmouth	4	2	6
Nugget	Culdaff	4	15	0	Sabrina	Hartlepool	1	2	0
Ocean	Rochester	3	5	0	St. Nicholas	So. Shields	4	4	9
Offspring	Shields	1	2	6	Sally	Bideford	1	4	0
Ohio	Liverpool	6	10	6	Salvadore	Liverpool	2	5	0
Pet	Cardigan	0	17	5	Swan	Falmouth	0	18	6
Polly Hopkins	Exeter	3	6	0	Swallow	So. Shields	1	16	6
Paragon	Stockton	5	8	0	Sydney Jones	Port Madoc	4	10	0
Pilot	Milford	4	8	0	Shamrock	Dublin	15	12	9
Princess Victoria	Shields	0	19	0	Thetis	Liverpool	1	16	7
Pilot	Shields	5	19	0	Tranby	So. Shields	2	2	6
Problem	Scarborough	3	14	0	Turk	Hull	1	5	0
Policy	Sunderland	2	13	6	T. & C. Sutton	Swansea	10	8	9
Pilgrim	Sunderland	4	2	0	Two Sisters	Whitby	1	17	2
Penelope	Newcastle	2	6	0	Thames	Lyme	1	11	2
Phillis	Newport	3	10	6	Thistle	Hayle	2	6	0
Rival	Port Madoc	3	10	0	Trio	Truro	5	7	6
Rhoda	Milford	2	17	0	Trail	Truro	1	18	6
Red Port	London	3	6	0	Tickler	Liverpool	4	16	0
Rock	Southwold	2	10	0	Victoria	Exeter	2	13	0
Richard Carull	Fowey	4	2	0	Victoria	Swansea	3	10	0
Royalist	Shields	7	8	9	Venture	London	2	15	6
Robert Hurry	Hayle	3	10	0	Windsor Castle	„	6	9	0
Rambler	Sunderland	1	2	0	William Gibson	Greenwich	1	17	0
Sportsman	Aberdeen	2	10	0	Water Lily	Exeter	3	6	6
Simpson	Waterford	2	16	0	Waterwitch	Liverpool	0	10	0
Sea	Liverpool	1	15	0	Watchword	Stornaway	2	19	0

SAVED BY A SEAL.—"Things," says Dr. Kane, when they had been ten weeks out, "grew worse and worse;" starvation stared them in the face. At this crisis of their fortunes a seal was seen. "I remember well," says Dr. Kane, "the hard, careworn, almost despairing expression of the men's thin faces as they saw him move; their lives depended on his capture." The animal was killed. With a wild yell, each vociferating according to his own impulse, they urged both boats upon the floes. A crowd of hands seized the seal and bore him up to safer ice. The men seemed half crazy: I had not realised how much we were reduced by absolute famine. They ran over the floe, crying and laughing and brandishing their knives. It was not five minutes before every man was sucking his bloody fingers, or mouthing long strips of raw blubber. Not an ounce of this seal was lost. The intestines found their way into the soup-kettles without any observance of the preliminary home-processes. The cartilaginous parts of the fore-flippers were cut off in the *melee*, and passed round to be chewed upon; and even the liver, warm and raw as it was, bade fair to be eaten before it had seen the pot. That night, on the large halting-floe, to which, in contempt of the dangers of drifting, we happy men had hauled our boats, two entire planks of the Red Eric were devoted to a grand cooking-fire, and we enjoyed a rare and savage feast.—*Kane's Arctic Explorations.*

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Portfolio.

WHO MAKE THE BEST SAILORS?

THOUGHTS FOR SPARE MOMENTS AT SEA. BY G. W. MYLNE.

YES, my friend, I ask *you* this question. Sailors are downright, straightforward men. They like to have no nonsense. They speak plainly themselves, and they like others to be plain spoken too. I ask you, then, a plain question—*Who make the best Sailors?* Don't tell me what your mess-mates say—don't tell me what the scoffers say—but tell me what *your own heart* tells you—*Who make the best sailors?* The men that fear God, or they who fear Him not? The men that read their Bibles, or they who never read the Word? The men who are always swearing, or they who are afraid to take an oath? Who will be the bravest men in battle? Who will be the most cool in danger? The man who is prepared to die, or he that never thinks about his soul? You have had many mess-mates in your day. You have had praying men among them—psalm-singing men, as they are called. Were *they* worse sailors than the rest? Were *they* less handy at their work? Were they lubberly fellows, that knew not how to splice a rope, or to bend a sail? Were they slow to hear the boatswain's pipe? Were they unwilling to "lend a hand" when off their watch? Now don't you go and think that a man is a worse sailor, because he is a true Christian. *You know he is not.* You know quite well that he is a better hand than *you.* You may be a capital seaman—a smart, tidy fellow—up to any work—prepared for any danger. I dare say you are a fine, hearty, British seaman—as fine a fellow as ever walked a deck. But still, my friend, if you are a thoughtless sinner, the psalm-singer, as you call him, is a better sailor than *you. You* serve an earthly captain, and so does *he.* But then he also serves the King of Kings—the Captain of all the Captains of the sea. Yes, he is prepared for Heaven——for the time when there shall be no more sea,—Rev. xxi. 11. He is set out on a voyage that *you* know not of. He has a pilot on board, that you having nothing to do with—a port in view, that you are not bound for. His ship cannot go down—his compass cannot fail—for God has pledged His word, that he shall have an abundant entrance into the port of Heaven. Oh my friend, if you would be a right kind of sailor, you must sail under the same Captain—you must *believe in the Lord Jesus Christ and be saved.*

THANKFULNESS; OR LOOKING THE BRIGHT SIDE.—A Christian sailor, who lost one of his legs in the battle of Trafalgar, said that he could very often measure the spirit of the people who conversed with him, by the way in which they alluded to his misfortunes. Nine out of ten would exclaim, "What a pity that you lost your leg!" And only one in ten, "What a blessing that the other was preserved!"

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THE SHIPWRECKED MARINER.

No. XXVI. APRIL, 1860. Vol. VII.

THE BRITISH NAVY.

In a late number we dwelt upon the necessity of raising our navy from the state of decadence into which, from various causes, it had been suffered to fall, while we expressed our satisfaction that wise and vigorous measures had been taken, by the late Admiralty, to replace it in that distinguished position that gave it the command of the sea, and enabled this country to hold her own against every power that might be inimical to her, and to protect every friend that besought her assistance against an enemy. We are happy to say that the spirit of the late board still animates its successor, and that it is manifest that we need have no fears that our navy will be neglected or its interests suffer at the hands of those to whom the conduct of our naval affairs is now committed. Of this important fact, we have the best proof in the statements made by the new Secretary to the Admiralty, Lord Clarence Paget, on bringing forward the naval estimates in the House of Commons, on the 13th of February last, when he gave such a clear, minute, and satisfactory account of the actual condition of our naval force, that it called forth the warm approval of the late First Lord, Sir John Pakington, and was ardently cheered by the whole house, notwithstanding the sum demanded for the service of the navy exceeded that required for the previous year by a million sterling. This is as it should be; and we rejoice to find the House of Commons, though ever keeping a tight hold of the public purse-strings, giving its generous sanction to an expenditure, large indeed, but necessary for the support of that service which forms its national guard, while the House performs its own duty in peace and security. This is not merely a matter

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of finance: it is a matter of life and death. Whatever may be the grounds of it, there exists a degree of alarm among surrounding nations of some impending calamity,—some sudden war, that warrants them in making every exertion to be prepared for it, that they may not be found sleeping on their post when the enemy thunders at the gate. The state of Europe at this moment is not that of peace: it is that of armed observation; and no one seems to know what a day may bring forth. The cry may be "peace;" but there is no peace, for on every side we hear of warlike preparation,—the invention of new engines of destruction,—the march of armies, and the movement of fleets. Congresses are proposed one day for an early meeting to settle the affairs of Europe upon a satisfactory basis, and postponed the next day to an indefinite period, and the councils of the Old as well as New World seem paralysed with the dread of coming events!!

It is not at such a time and in such circumstances that Great Britain is to remain an idle spectator of the scene, and to regard with indifference the events that are passing around her. On the contrary, while maintaining a strict neutrality, and avoiding all entanglement in the affairs of the Continent, beyond the offer of her good offices, she must assume such a position as becomes her power, her rank, and her wealth; she must strengthen her defences, fortify her coasts, avail herself of every new means of defence, and, above all, put her navy in such a condition as to make any attempt at invasion recoil upon the invaders, and leave us still, what we have been for ages, masters of the sea.

Actuated with such feelings, and conscious that he had done, and would continue to do, his duty, Lord Clarence Paget came forward with the honest boldness of a British admiral, and presented his estimates to the Commons of England, leaving to them the responsibility of accepting or rejecting them as they thought best for the public service; and the House, doing justice to a faithful servant of his country, at once approved of his acts, and encouraged him to proceed in the execution of his duty. The conduct of the gallant officer and the conduct of the House on this occasion was equally honourable to them. The following is a summary of the speech of the noble lord when he addressed the House. His Lordship said:—

"I believe it will be conceded by all that, apart from a consideration of the navies of other nations, it is positively and absolutely necessary for this country, with its extent of colonies and enormous commerce—that we should maintain on the seas spread over the globe a considerable number of vessels. Therefore, supposing even that other European nations were to disarm and lock up their vessels in port we should still be

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under the necessity, for the police of the sea, to keep up a large naval force, so that, no matter what may take place as to disarmaments such as those which have been spoken of, whether in France or elsewhere, nothing of this kind could justify us in removing our ships from the sea; and consequently our naval estimates must every year be matter for important consideration by this house and the country. In considering the question of the maintenance of squadrons for the protection of our commerce on the seas we must, of course, look to what is the state of other nations with respect to their navies. There is also a very important matter which ought not to be lost sight of in discussing these estimates—that is, that the navy now is a new construction. Within the last decade we have constructed a navy; within the last few years all maritime nations have started in this direction. We had before the period to which I allude a large number of line-of-battle ships. We were building some new vessels each year, and repairing old ones; but much to our surprise we suddenly found that we were only on an equality with the rest of the world. It behoved us, then, to at once set to work to recover that superiority of which the invention of steam had deprived us. It should be a very important point with us what naval forces other nations possess. It is only two years since there was some little difference in this house as to what the French naval force was: and I wrote to the French Minister of Marine to ask him would he have any objection to give us the force of the French navy. In reply he sent me the name and force of every ship in the French navy. Well, sir, the French navy is really becoming very powerful. They have at this time afloat 32 ships of the line; and besides those they are building 5. They have 34 frigates afloat, and 13 building; 5 iron-cased ships building, 17 corvettes afloat, and 3 building; 39 gun boats afloat, and 29 building; 5 floating batteries afloat, and 4 building; and 31 transports. All these are steam vessels, and they make an aggregate of 244 afloat, and 61 building. The house must never lose sight of the fact that for every one of those 244 ships they could call in men within a period of a few days.

There is another power which is making great efforts to create a steam navy; and really in our consideration of these subjects I do not think this fact has been brought in a sufficiently prominent manner before the house. With the permission of the committee I shall state what the Russians have, and my statement is based on good authority. Russia has 9 ships of the line—steam, like those of France—and 9 building. She has 18 steam frigates afloat and 3 building; 10 steam corvettes afloat and 11 building; 30 small vessels, of we do not know exactly what armament; 112 gun boats afloat and 25 building; 18 troop ships—making 187 steam vessels afloat and 48 building—235 in all when completed. So that whatever the views of Russia may be, she has not been idle in strengthening her navy.

On our part we have endeavoured to increase our Naval forces. We have had the Coast Volunteers, and still more recently what are called Royal Naval Volunteers. Up to the present this last experiment has not been very successful. I stated that France could count upon all the ships she had afloat. Now, we can count only on what we have actually in commission. I shall now state the exact number of ships we had in commission on the 31st of December. I allude only to steam ships, and exclude sailing when I state that we had in commisssion on that date 27 line-of-battle ships and 43 frigates and corvettes; 94 sloops, small vessels, and gun boats, making a total of 164 sea-going ships, being an increase of 46 ships during the present year. In addition to these we have the guard ships by which our coasts are guarded, and tenders, including cruisers, all those steam vessels; making a total of 224 steam ships in commission. Since the 31st of December another line-of battle ship

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and two frigates have been put in commission. We consider the force in the Mediterranean as part of our home defence force, and the entire consists of 27 line-of-battle ships and 14 frigates and corvettes, and 29 sloops and gun boats. The entire coast defence is therefore a total of 70 vessels, in addition to the 10 coastguard or block ships —and the 17 or 18 or 20 tenders attached to them. We have also 14 frigates and corvettes, and 41 sloops and gun boats; making a total of 55 vessels in China. We have on other stations in various parts of the world, including Vancouver's Island and North America, 3 line-of-battle ships, 19 frigates and corvettes, and 32 sloops and gun boats. I now come to the ships we have afloat and building, and which are not in commission. Building and afloat we have 59 sail of the line; 48 afloat, and 11 building, and we expect within the next month or so to launch two more, making 50 afloat by the end of the financial year. We have 25 screw frigates afloat, and 9 building, or converting—making 34 in all. We have 9 screw block-ships afloat and 4 iron-cased ships building; 16 corvettes afloat and 5 building; and 45 screw and 35 paddle sloops, making 80 afloat and 15 building; 27 small vessels afloat, and none building; 169 gun boats afloat, and 23 building; 8 floating batteries afloat, and none building; 18 transports and troop ships afloat; 61 ships, tenders, yachts, &c., afloat and none building; 4 screw mortars afloat, and none building. We hope to increase the navy before the end of the next financial year by 10 line-of-battle ships, 12 frigates, 4 iron-cased ships, 4 corvettes, 15 sloops, and 23 gun vessels and gun boats. Having given to the house the strength of foreign navies and the strength of our own, I have stated what the Admiralty propose doing with regard to the construction of ships. We ask the house to give us the means of increasing our force in hands to the extent of no less than 8700 men, 1000 marines, and 2000 boys, making a total increase of 11,700 men and boys." *

We have here set forth a navy of which we may well be proud, and in which we may place every confidence, whether we regard it in its *materiel* or its men, every one of whom may be reckoned on as every inch a sailor, not forced on board ship by a pressgang or a conscription, but placed on board by his own free choice and attachment to a service in which his ancestors gained renown by their gallantry, and the faithful discharge of their duty. A Briton feels at home on board ship; but it cannot be denied that a sea-life is a life of discomfort to a Frenchman, and this it is which makes him shun it when he can; for he would rather serve in the army or in any other capacity than that of a sailor. It is to this fact that may be partly ascribed the superiority of our seamen over those of France. The first are accustomed from infancy to glory in the sea service, but a Frenchman is a stranger to this feeling: his glory is the battle field, where, to do him justice, he is at home. We have heard many Frenchmen say, "Les François par terre, les Anglais par mer," and it is perfectly true.

* The Navies of the World.—An elaborately prepared return states the number of ships of war of all kinds—line of battle ships, frigates, corvettes, and sloops, surveying and small vessels, gunboats, tenders, &c.—possessed by the various civilized nations of the world, as follows:—England, 626; France, 448; Russia, 164; Sweden, 311 (principally small vessels); Norway, 143; Denmark, 120; the United States, 79; Holland, 139; Belgium, 7; Spain, 82; the Two Sicilies, 121; Austria, 135; Portugal, 37; Sardinia, 28; Prussia, 55; Greece, 26; Turkey, 49; Brazil, 27; Peru, 15; Chili, 5; Mexico, 9.

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In proof of what we say, we may point to the numerous yachts and pleasure-boats that crowd our harbours, and are to be found visiting every shore. What makes the gentlemen of England maintain these expensive vessels, in navigating which, thousands of seamen are employed, but a love of the sea and a passion for adventure? Where will yacht-clubs be found such as ours, that, were they assembled together (as a number of them once did at Cherbourg), they would present a spectacle that would do honour to Old England. Nor can it be said they merely serve the purposes of luxury; on the contrary, they keep up the naval spirit among our gentry, and are a capital school for our youth.

There is one thing deserving of consideration touching the new mode of warfare that will result from the employment of steam vessels; it will altogether change the mode of manœuvering. As no naval action has yet been fought between steamers and steamers, or between steamers and sailing ships, it is a question yet to be decided as to whether steamers will answer the expectations entertained respecting them. Should their machinery get damaged during an action, it requires little judgment to foresee what would be the effect of an 80-pound-shot dashing amidst a mass of complicated machinery, or scattering the blazing contents of the furnace about the ship, setting her on fire and burning the men, or striking the boiler, and causing it to break into a thousand splinters. The principal object in such an action would be to aim at the stern of an enemy and disable her screw. Should it be found on trial that sailing ships were best fitted for war, then our large fleet of sailing ships would come into play, and justify the seaman's prejudice in favour of our wooden walls.

Nor are there a few of our seamen who think that sailing vessels are better fitted than steamers for contending with the enemy as well as the elements. However certain may be the effect of long shots from rifled guns, when placed on shore and directed against fixed objects, the motion of the sea must often render the aim unsteady, and a resort will have to be made in such cases to close quarters, when it will signify little what kind of artillery is used, as our tars will soon settle the matter with their boarding-pikes and cutlasses, as they have done thousands of times before.

But to revert to the statement of Lord Clarence, he gives a truly formidable list of ships possessed by the French. Now, if the French, who have no colonies and no commerce compared to ours, think it necessary, in addition to their immense army, to maintain such a fleet, how much more ought we, who have colonies in so many quarters,

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and a commerce that covers the sea, to keep up a war navy of supreme power, seeing that their services are required in so many places, and they are so liable to diminution from storms and shipwrecks. Of old, the Briton thought that we should maintain a navy that could beat the whole of the navies of the world, and we are glad to say that if this idea is thought extravagant, it is not now considered unreasonable for us to have such a fleet as would enable us to cope with any two of the greatest maritime powers of the world. Our present safety demands this, irrespective of any war in which we may be engaged. Enjoying as we do, with the exception of our relations with China, profound peace, who can tell whether we may not be suddenly attacked—*à l'improviste*, as a French paper lately said,—and 30,000 soldiers attempted to be disembarked upon our shores, it therefore becomes us to be ready for whatever may happen. Accustomed as we have been for a long series of years to the enjoyment of the blessings of peace, we can scarcely understand why we should suddenly be plunged into the horrors of war, but the political horizon wears a portentous aspect, and it behoves us to be prepared.

There was one point in the statement that was made by Lord Clarence Paget, which we regretted to read,—that which related to the naval volunteers, who were not inclined to come forward in such numbers as was expected, under a mistaken idea that they were to be kidnapped. It was consolatory, however, to learn that there were plenty of men to man our ships at present without them; and we doubt not that this will always be the case if the men are well treated, well paid, well fed, and, above all, not exposed to the degrading punishment of the lash. In the course of his speech, Lord Clarence Paget said:—

"I know what seamen are. They are fine, noble, hardy creatures, but men of remarkably suspicious character, and if there are any people they are suspicious of it is the Admiralty. Captain Brown reports from the different merchant ports that the men say, 'We think the inducement very fair. We think it very handsome. But they only want to kidnap us. The moment we put our names down they will send us off to China.' It is very curious to see men labouring under that delusion. I have been asked over and over again by directors of the great shipping companies, and by men of importance in these commercial ports, for some assurance on the part of the Government that the men will not be called out until war is declared. I told them I could not give that assurance; but I also told them that it was perfectly certain there was no intention to call them out except in the event of a critical emergency; that the threat of immediate hostilities, or of some national danger which would oblige us to make the greatest exertion for the protection of our shores, were the only circumstances under which the Government would, call for their services. If I can reassure them by what I say to-night, I really believe little more is wanting to induce them to flock to the force. (Hear.) It is so far satisfactory that they are beginning to get over this extraordinary idea. I wish to declare to them that Her Majesty's Government have no sort of

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intention to kidnap them into the navy. (Hear, hear.) And perhaps I had better add a more practical assurance, that, if we wished, we could not enter them in the navy, because the number is complete, and except for casualties we have no means of entering any considerable number of men over and above what we have at present. I think that it is a very satisfactory state of things, and that the House will be glad to hear there is no difficulty in getting men." (Hear, hear.)

We are glad that more boys are to be entered for the navy. There are no attachments like those formed in youth: train up boys for the Royal Navy, and they will love the service, and eventually become the strength of the force: they will have no ignorant prejudices against it, as most merchant seamen have, and their superior training will always be an advantage to them, should they afterwards enter the merchant service. There is no need to fear that a sufficient number of stout boys, fit for the Navy, cannot be readily obtained; they swarm about our seaports, and will only be too glad of employment.

A curious parallel was lately drawn by a writer in the *Times*, between our position at the present period, and that when the battle of Camperdown was fought by the gallant Duncan. The writer, in narrating the history of the events of that day, sets forth the mighty effects that are often produced by comparatively inadequate means, and how the fate of a battle may decide the destinies of a nation. We lay the article before our readers, not doubting that they will share with us the pleasure and the instruction which it affords. It is as follows:—

"When 'Waverley' first appeared, with its supplementary title of 'Sixty Years Since,' the sensation created even by the unparalleled interest of the tale was hardly greater than that excited by the incredible contrast of times and circumstances displayed in the narrative. Was it possible that threescore years, less than the ordinary span of man's life, could have witnessed such revolutions in the affairs of a single State? Was it possible that living men might have seen one-half of this island arrayed in arms against the other half—North Britain descending upon South Britain, and an expedition of mountaineers in strange garb actually directed against the Sovereign of the realm? The answer to these queries was, that such things did really happen, and happen, too, in very much the fashion represented in the tale. What is more, we can draw a contrast almost as extraordinary at this very moment, and indeed, the retrospect is irresistibly suggested by an event which our columns of Friday recorded. The Earl of Camperdown who has just breathed his last, though not the actual Duncan of naval victory, was the son of that very hero, and was twelve years old when the famous battle was fought. We all know something of its particulars. Most of us recollect the stories of the engagement—how the British Admiral, during a mutiny in the fleet, had held the blockade of the Texel against fifteen men of war with the only two ships that remained with him; how he had put back to Yarmouth Roads, when on hearing that the Dutch were gone to sea at last, he returned so rapidly as to catch them before they were out of sight of land; how his only care was to get between them and the shore, so that they could not avoid fighting; how the two flag-ships then fought for three hours within pistol-shot of each other, until the Dutch Admiral was the only

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unwounded man on his own quarter-deck; and how, in the evening, Duncan and De Winter sat down to whist together, and the latter remarked, when he lost the game, that it was hard to be beaten twice in one day. All this we can remember, but what we seldom think of is the strange difference between those times and the present. What would be thought now if the *Times* were to announce that the Bank of England had no more money, that it was making payment in sixpences to gain time, that cash payments were suspended altogether; that the Channel Fleet had mutinied, that the Mediterranean Fleet had followed its example, that the passage of the Thames was stopped by our own men-of-war, that Consols were at 45, that an army of 30,000 or 40,000 Frenchmen were actually embarked for the coast of Ireland, and finally, that if the said expedition should succeed in crossing the Channel, it would probably meet with no effectual opposition on Irish ground? Such, however, was really the state of things only sixty years since, and that we survived the crisis was due in no small degree to the hero whose son has but just expired.

"In the year 1797 the British Empire was environed by perils of uncommon magnitude. The financial pressure was severe in the extreme. Instead of abounding, as our coffers now do, with the precious metals, we had been so drained of our specie for foreign subsidies that coin seemed almost to have flown the country. Instead of a thoroughly loyal and well-affected navy, with only such a disturbance as we have lately seen on board the 'Princess Royal'—a proceeding which, however inexcusable in itself, admits of so much explanation as to elicit general sympathy on the side of the sufferers—we had a concerted insurrection in the whole fleet; squadrons on various stations arranging rebellion with each other, and standing up Channel with the red flag of mutiny flying at the masthead. Last of all, instead of presenting the spectacle of a compact and united people, we were split into sects and factions, some of which went even to the length of corresponding with the public enemy. The bulk of the nation, it is true, was sound; had it been otherwise, we should never have survived those days; but a large party in Ireland was thoroughly disaffected, and it is now hardly to be doubted that if the French had landed there according to their original scheme the island must have been lost to us for the time. That they did not so land was owing to the victory of Camperdown, which entirely disconcerted the plans of invasion.

"We can look now with something like surprise at the comparative smallness of the vessels with which battles so important were then fought and decided. The British and Dutch fleets, though the superiority was a little on our side, were not ill-matched, but there was no ship on either side above the size of a 74. Such as they were, however, they went courageously into battle. Camperdown was a hard stand-up-fight, in which the principal manœuvre of the British Admiral was to guard against any possible escape of the enemy. There was hardly a more sanguinary action in the whole war, and the Dutch showed all their ancient prowess, if not their ancient strength. The loss of their commerce and the stoppage of their trade had enabled them to concentrate all the resources of the country upon the navy, and De Winter is said to have anticipated a triumph. Duncan himself at the time, though still one of the most athletic men in the fleet, was nearly seventy years old, and, indeed, if we put together the two ages of him and his son, we shall find their lives extend over almost a century and a-half. The British Admiral survived his victory only seven years, but he died full of days and honour, for it was universally felt that the battle of Camperdown had delivered us from one of the greatest perils of the war. In point of fact, the partial success of Humbert's expedition was sufficient to show what might possibly have been effected if the schemes of our enemies had been more completely carried out. De Winter, when Duncan intercepted him, was trying to get to Brest, and when he was defeated, with the loss of

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his squadron, the whole plan of invasion failed. It seems almost impossible to ensure the simultaneous success of so many combinations as are required for a descent in force upon a hostile territory. Some may succeed and make the thing appear easy, but others fail, and then the partial success becomes of no account. The obvious moral is, that to ensure our safety we should multiply our precautions as much as possible, so as to increase the risks of the undertaking. An enemy is first exposed to blockade or attack in his own ports; he can then be encountered as he attempts to cross the Channel, or to unite his forces; then in his endeavours to land, whether at one point or several; and, finally, he must bear the brunt of battle, however ill-prepared or organised, as soon as he touches our shores. Let us hope that an experiment proved to be so unpromising may never be repeated, or that, if such dangers should once more threaten us, we may again find men like Duncan to repel them."

The moral which the writer draws is deserving of every attention, and we pray God that his hope may be realised in our finding men equal to the occasion, should a like danger threaten us; but, looking beyond the power of man, we firmly trust that the Almighty arm of the Lord of Hosts, which has so often been interposed between us and danger, will then be stretched out in our defence, and that He will not suffer us to be destroyed, or fall under the dominion of a power that would extinguish the light of civil and religious liberty which burns among us with a fervour, the warming influence of which extends from this little island to the most distant quarters of the globe.

HELP FOR THE POOR CASTAWAY.

It would be difficult to point to a period when such awful disasters have befallen our shipping as was the case during the winter which has just closed, and many a ruined shipowner and merchant will look back to the past season with a feeling that it will require all their fortitude to bear up against; and sadder still, many a bereaved widow and helpless child will have cause to mourn the loss of a dear relative or generous protector, during the winter. Hundreds of our gallant seamen perished with their ships, making desperate efforts to keep them afloat, or bring them into havens of safety.* But what power of man can prevail against the elements when contending together? Winds, that nothing can resist, strip the sails from his vessel, and reduce her masts and yards into splinters; seas that rise up, threatening to overwhelm her make a clean sweep over her, and leave nothing standing on her decks: reefs, that lift their blackened heads among the raging waters, seem watching for her approach, and eager for her destruction: add to all this the gloom of midnight spread out like a curtain before the sailor, rendering doubtful the course he

* No less than 1646 of our fellow creatures met with a watery grave on our seas and coasts during the past year. In the case of two wrecks alone—viz., those of the 'Royal Charter' and 'Pomona,' upwards of 800 persons perished.

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should steer,—and you will have some idea of the dangers to which the sailor is constantly exposed in his hazardous but noble career. Oh, reader, when you are comfortably ensconced in your arm-chair, before a cheerful fire, in a warmly curtained and carpeted room, with every luxurious accommodation around you on a wild winter's night, think of the poor mariner in the position we have described, think of and help his widow and orphans should he perish, think of these poor creatures, and extend to them such relief as you can afford; and even should you deprive yourself of some of your comforts by doing so, the pleasure you will derive from the consciousness of having assisted in alleviating the misery of the unfortunate will amply compensate you for the sacrifice, and bring down upon you the blessing of Him who has said that "*pure religion and undefiled before God and the Father is this, to visit the fatherless and widows in their affliction.*" In making our humble appeal to the benevolent in favour of our honest and industrious marine population, in the afflictions which have befallen them, we are happy in being able to call two eloquent and generous advocates of the sailor to our aid, and we shall be glad indeed should their kindly pleading secure for him that assistance of which he now stands so greatly in need. The first is from "*The Age We Live In*," Feb. 11.

"That very excellent Institution, the 'Shipwrecked Mariners' Society,' the Central Office of which is at Hibernia Chambers, London Bridge, S.E., was established in the year 1839, and incorporated by Act of Parliament in 1850, and it affords us pleasure to add, that the object for which the promoters designed it has been fully carried out, far beyond their most sanguine expectations. Nothing is more difficult than to found a society for the alleviation of probable misfortunes, as in the hey-day of our own ease and amusement, we little calculate on the casualties which may occur with change of circumstance or season. For example, at that period of the year, when London becomes comparatively deserted, and most families are off on their annual trip of pleasure and recreation, some to Brighton, Ramsgate, Margate or other watering places on the Sussex or Kentish coast, others to Southend, Walton-on-the-Naze, or Harwich; some taking a further trip northwards into Suffolk or Yorkshire, and enjoying the sea breezes of Lowestoft or Scarborough, while thousands of other families prefer their sea-side trip to the fashionable watering-places of North and South Wales, or, perhaps, the distant coasts of Cornwall, Dorsetshire, or Devonshire, the Channel Isles of Guernsey or Jersey, or, nearer home, to that most charming spot of wild romance at Black-gang Chine, and similarly attractive ocean scenery in the varied localities of the Isle of Wight, there is nothing in bright weather to induce this host of summer visitors to believe that there needs a society for the future help of those happy and skilful mariners and fishermen who take us on a sailing or rowing trip over the glassy surface of a summer sea. Occasionally some gentle undulating swell tells us that this world of waters is capable of emotion; but we never allow our minds to dwell on what a dangerous time it is when the storm and the wind range across its deceptive bosom in the snows of winter, or in the fluctuating hazards of an equinoctial gale. If the pleasure-seeker has no such forebodings, these denizens of the sea-side hamlet will not rake up a tale of winter's horrors when stern necessity compels the poor fisherman to venture on the deep to gain subsistence from his craft for wife and children, or a piteous narrative of the dangers so many thousand mariners are compelled to undergo from their precarious lot in life, and whose avocation it is 'to occupy their business in great waters.'

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But let our readers meditate on the urgent calls there are or anticipation of the direst calamities by shipwreck, and the heavy swell that swamps the boat of the poor fishermen and proves a cause to make many happy wives lone widows, with hundreds of young children fatherless and dependent on the world. If these sea-side visitors who are only like summer swallows, remaining while sun and sea are bright and calm, would investigate the condition of the men they employ to minister to their pleasure in a trip upon the waters, they would appreciate a society like this; and then not an absentee from London would consider that he was exempt from a contribution to such an object. The proof of any Institution being valuable to society is found in facts; and when there is such a confirmation of its promised good, none will be sceptical about the channel to which their contributions are directed. This "Royal Benevolent Society of Shipwrecked Fishermen and Mariners," shall then tell its own tale, and the public will impartially weigh its pretensions to appeal for pecuniary assistance to carry out its charitable objects further and further still. Annual subscriptions and donations may be, of course, *ad libitum*, a life subscription is £5, and a life governor £10. These apply to the general contributions among the public, and the proportionate increase of the subscription is commensurate with the advantages and patronage which each donor or subscriber may enjoy. The mariners and fishermen are themselves also subscribers, or rather members, by such subscription, of the Society itself, whereby in the case of shipwreck they are recompensed in clothing and money, and if lost at sea, their widows and orphans are provided for on a gradual scale of pecuniary recompense. In the year 1858, there were 3329 ships wrecked, stranded, &c., of which 1170 were wrecked on the coast of the United Kingdom. Relief was given in this year to 5037 persons, besides 3168 widows and orphans of seamen and fishermen, who received sums from £14 downwards, making a total in one year of £8205. The report for last year is not yet published, but 10,354 persons were relieved, being 1000 more in 1859 than in 1858. From the foundation of the Society to 31st December, 1859, no less a number than 87,443 shipwrecked seamen, widows and orphans have been aided by its funds!!! These facts tell their own tale, and we hope the sea-side summer visitors will so weigh them as to add a contribution in the balance of expenditure for their annual trip, and join the "Royal Benevolent Society of the Shipwrecked Fishermen and Mariners."

The *Daily Telegraph*, in a leading article of the 22nd December last, most graphically describes the objects and operations of the Society, with the following earnest and heart-stirring appeal:—

"Seldom has an autumn closed, or a winter opened, amid weather so tempestuous as that of the present season. The British coasts have literally been swept by hurricanes; day after day reports have reached us of splendid steamers struck ashore, of vessels foundering, of wrecks scattered far and wide—on the bleak Welsh shores, in the Irish Channel, out on the Goodwin Sands, all round these iron-bound islands. The public heard of the disasters, and sympathised with the brave men exposed to all the horrors and dangers of such tremendous storms; and, surely, it is just that Englishmen should have a heart for the mariner. He is homeward bound, it may be, from the far Malabar Coast, or the Falkland Islands; his face has been bronzed in the tropics, or furrowed in the northern seas; he has been absent from his native land, perhaps, a year; his good ship comes within range of the British waters; there is a headland of the old country in sight; the sailor has caught a glimpse of some cottage on a green hill, and all seems to go well—in a few hours he expects to stand ashore. But, with the suddenness of a miracle, the sky is overspread; a gale rises, and, before another morning, the stout vessel lies a melancholy ruin among the breakers, and the poor seaman, even if his body be not drifting upon the rocks, or lying in some village dead-house, is destitute, his sea-

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chest sunk, his savings lost; his kit gone with the timbers of the foundered ship. It is for his sufferings after the wreck, then, that public sympathy should be roused; and we rejoice to find that the 'Shipwrecked Mariners' Society,' a thoroughly national and patriotic institution, is devoting all its energies to the relief of the unfortunate fellows who have lost their little all during the late calamitous tempests. But it is not only for the sailor himself that charity is needed. He has left, it may be, an aged mother, a helpless wife, a cluster of little children; and who, if not the mariner's orphan, has a claim upon the generosity of Englishmen? The Committee of the 'Shipwrecked Mariners' Society' are appealing, then, and not unseasonably, for aid in their pious work; they point to the castaway seaman with scarcely a rag of clothing—the hardy and dauntless man who, labouring in a pair of trousers and a blue shirt, found himself a beggar when the vessel struck, and the cargo was remorselessly squandered in the deep. But they call upon us, also, to help the widow and her offspring. Nor is the plea superfluous. Since the late storms the committee have expended upwards of £350 weekly; they have given to one family, consisting of a mother and seven children, the sum of eleven pounds; and to another fifteen. Within the last three months they have thus relieved no less than six hundred and sixty-six widows and orphans, while one thousand one hundred and sixteen shipwrecked persons have been presented with donations of £4 and under, for clothing, railway expenses, and other essential purposes. Assuredly, never was benevolence more righteously bestowed. We trust, then, that ere this Christmas passes, Admiral Hope and Captain Maude will have in their hands a fund sufficient to meet the distressing claims incessantly pouring in upon their noble society.

"Even with all this, however, there is something more for the public to do. Why are so many seamen lost when storm invades our coasts? Examine the wreck chart of the United Kingdom, and the explanation is self-evident. Upon promontory and rock, in bay and road, there are danger-lights; on many a lee-shore, life-boat stations are in existence; but note the number of wrecks, in comparison with the means of succouring a crew in sore stress, and we shall understand why the chances are against the sailor. Yet it is but a trifling organization that is needed for the preservation of life on our sea-board. None need to be reminded of the humane wonders wrought by the slight arm and heroine heart of Grace Darling. Only the other day, on the north coast of the Isle of Wight, two barques were lost, and fourteen gallant fellows went to their last account, because no help was near. Vainly might they have signalled for a life-boat; none was at hand; no herald galley of hope putting out through a storm of surf and boiling waves, too buoyant to risk, too rough to render, to fetch away the exhausted sailor, clinging to the chain, or hanging to a spar, or struggling on deck against the billows sweeping over him. It is believed, by competent judges, that not one man need have perished, had the services of a life-boat been available. Again, at North Berwick, a few weeks ago, a ship foundered with all hands; and the coast-guard men declare that, with a life-boat, every soul might have been rescued. It is fearful to reflect that, through lack of an expenditure amounting to no more than £30 a year for each station, so many points along our coasts are entirely without provision for the succour of endangered crews.

"However, we are now dealing principally with the necessities of shipwrecked mariners. How extensive is the claim upon public philanthropy two or three figures may show. In the frightful gales which blew at the latter end of October and early in November of the present year, three hundred and twenty-five vessels were wrecked on the British coasts, with a loss of seven hundred and forty-eight lives, apart from which, four hundred and eighty-seven were rescued by life-boats, and the rocket and mortar apparatus supplied, although to an inadequate extent, by the Board of Trade.

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Seven hundred and forty-eight lives! How many households are thus shadowed with mourning! And how large a proportion of the victims are sailors—grey-headed old tars, or ruddy cabin boys. We cannot spare these fine fellows; they are needed for the service of their country. We have found it difficult to man the Royal Navy with a full complement; therefore the life of every seaman is of importance to his country. Nor can any thing tend more powerfully to render the maritime service popular than a deeply-rooted conviction, among those classes whence our ships' crews are recruited, that the nation to which they belong cares for them, will foster their children, will guarantee them, by every reasonable precaution, against the perils of the sea. Far out upon the ocean they have their own safety to guard; they must, then, depend upon good seamanship and skill; but on their home coasts they have a right to efficient pilotage, to buoys and signals, to life-boats, and especially to sympathy, should the tempests hurl them naked and destitute ashore. Hundreds of noble fellows, who have braved every possible danger, navigated the world, laid up the little savings of their economy for years, and returned homewards full of pride and content, are wandering about, all but shelterless, in the garb of mendicancy, without the chance of again going to sea, in their forlorn condition; and in their name appeals are made to the exhaustless charity of England. They have seen the rough side of life; their days have been passed in the hardest of labour; and it is a bitter thing for them, in this winter weather, to be homeless, and to see their families starving. Still worse is it for the widows and orphans of those whose lives have been sacrificed."

In these two articles we find the case of the poor castaway set forth in so able a manner that we need say nothing further on that point. But we may be permitted to add that the necessity of making extraordinary exertions has produced such a disastrous effect on the funds of the "Shipwrecked Mariners' Society," that it will require all the assistance which its friends and the public can spare, to enable it to meet the emergency to which it has been exposed, and to continue to be what it has always been since its establishment —the warm and steady friend of the unfortunate fisherman and seaman, or their widows and orphans, as, through its agents the funds intrusted to it are administered so as to produce the greatest good to the greatest number. God grant that its funds may increase in proportion to the calls made upon it for its bounty.

THE LATE CAPTAIN HARRISON AND THE GREAT EASTERN.

MISFORTUNES crowd heavily upon the noble but unfortunate 'Great Eastern.' The last, but by no means the least of the many calamities that have befallen it, is the death of its able and universally esteemed commander. Few men have been placed in more trying and more difficult circumstances than those with which Captain Harrison has been surrounded since the first appointment to his command. By his steady adherence to a manly and honest course, Captain Harrison had won the esteem and respect of all with whom he came into contact. As a nautical man, his abilities and experience were unquestioned. The experienced seaman, the able engineer, the thorough man of business, the

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honest and independent servant, one of the few remaining props of the great undertaking, has followed to the grave, Brunel, the originator and designer of the 'Great Eastern.'

The circumstances under which the death took place are pecularly distressing. On Saturday morning, January 21st, Captain Harrison had occasion to leave the ship now lying at her moorings in the Southampton water, to proceed to Southampton on business connected with the 'Great Eastern.' A boat was lowered shortly after breakfast, and, in company with Doctor Watson, the surgeon of the ship, Captain Ley, the purser, his son, a lad of about fourteen, and six men of the crew, the captain proceeded to Hythe, where his wife and daughter are residing. After leaving them, Captain Harrison and the other officers of the ship proceeded on to Southampton. The wind, which had been blowing very fresh, increased to a most violent gale from the south-west before the boat reached the entrance of the dock. As the boat was entering, and while in the act of lowering the sail, a heavy gust of wind caught the boat and capsized her. The whole of the occupants were thrown overboard; some of them were fortunate enough to seize hold of parts of the rigging, or of the boat; Captain Harrison clung to an oar, by which he was supported for a short time. The 'Indus,' one of the Peninsular and Oriental Company's ships, lying in the dock, sent off two boats, which arrived at the scene of the disaster in a few moments, and, after considerable exertion, the men succeeded in picking up Captain Harrison, who was in a state of utter unconsciousness, and was lying with his body across an oar, and his arms and legs under water. Captain Ley was also picked up, very much bruised about the head, and bleeding extensively. Dr. Watson was also recovered in a state of extreme exhaustion, as well as the six men of the ship who were in the boat. The son of Captain Ley, an amiable and highly intelligent lad, was not then found, and his body was not recovered until some time after. The rescued men were brought ashore, and all received the utmost possible attention and kindness from the officers of the Indus, and others connected with the Peninsular and Oriental Company, as well as the officials of the dock. The condition of Captain Harrison was such as to call for immediate attention and active exertions with a view of restoring him to consciousness. Medical men were summoned, and not fewer than six were in attendance, who resorted to every possible mode of restoring him to animation. Galvanism, and every other means which medical skill could suggest, were unavailing to save his life.

The accident was witnessed from the docks, and a large number of boats immediately put off to the assistance of those who had been precipitated into the water. Dr. Watson sank twice before he was rescued. Captain Harrison was a quarter of an hour in the water, and it is presumed that his heavy clothes had prevented him from gaining the surface. The bodies of Captain Harrison and the boy Ley were without delay conveyed to the dock watch-house, where Dr. Wiblin, Dr. Lake, and other medical gentlemen who had been

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called in, rendered every assistance which medical science could suggest, but it was without avail, for life was found in each case quite extinct. The weather was extremely stormy at the time of the lamentable catastrophe—the rain was pouring down in torrents, with strong gusts of wind from the SSW., and there had been a perfect hurricane from an early hour in the morning.

At the Coroner's inquest the jury returned a verdict of "Accidental Death," and a deeply sympathetic feeling was expressed for the bereaved widow, who arrived during the day, and saw the body of her husband. Ogden, the coxswain, one of the men rescued by the boats of the 'Indus,' died at eight o'clock the same evening.

Captain Harrison possessed in a most remarkable manner the confidence of the late Mr. Brunel, and when it became necessary to consider the appointment of a commander of the great ship, he reported to the directors his opinion of the qualifications necessary in the captain. He stated in effect that such an officer ought not to be merely an experienced nautical man, but one who had a practical knowledge of naval engineering, and who would be able to comprehend and deal with the many important and practical questions which would necessarily arise in the development and carrying out of this great experiment. Such a man in every respect was Captain Harrison, and he appeared to have been admirably adapted for the important position which he occupied. He had a thorough knowledge of all the details of the construction of the ship, had watched its growth and progress from its earliest state to its present condition.

Captain Harrison was born in the year 1814, and displayed at a very early age his predilection for a sea life. He was accordingly apprenticed to the merchant service, and even before he was out of his time was entrusted with a command. His service at the commencement of his career was principally in the West Indies, and on the coast of South America. The wars at that time existing between the minor states on that sea-board frequently placed the vessels under the charge of Captain Harrison in juxta-position with a formidable enemy. On more than one occasion he has been in action, and invariably fought his ship with success. After serving eight years in those latitudes he accepted an appointment with the Cunard Company, and commanded the 'Acadia,' 'Britannia.' 'Hibernia,' 'America,' 'Africa,' and 'Arabia.' In these vessels he acquired that immense experience which gained for him the title of the "Atlantic Navigator." Captain Harrison crossed the Atlantic so many times that he would pleasantly say after counting up to 157 he had left off his "dead reckoning." As, however, each of these vessels made from ten to fourteen voyages a year, an estimate may easily be made on the subject.

While engaged in this command his knowledge, seamanship, and manly bearing attracted the attention of some of the principal promoters of the Grand Trunk Railway of Canada, who were also interested in the 'Great Eastern' Steam Ship, and their influence induced Captain Harrison to relinquish his

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engagement on the Cunard line, which he had held for fifteen years, and to accept the command of the 'Great Eastern'. His services to that company, which dated from January 1st, 1856, were invaluable; and the numberless persons whom business or pleasure had led to visit the monster vessel can bear testimony to the admirable tact and politeness of the commander while he was placed in the most trying position. Those who were on board the great ship when the explosion caused so much consternation will readily testify how much confidence was created by his coolness, and how his foresight and grasp of mind enforced discipline in a temporarily alarmed and disorganised crew.

Captain Harrison had, we are sorry to hear, invested all the savings of his professional career in the great undertaking with which he had identified himself. He was sanguine of the success of the great ship, if only the proper means were adopted for developing its great powers and capabilities. We understand, however, that handsome subscriptions are being raised for Captain Harrison's widow, upwards of £5000 being already promised.* The father of Captain Harrison died some years ago, but his mother, at the advanced age of seventy-five, lives to mourn the loss of her highly respected son.

The remains of Captain Harrison were removed from Southampton to Liverpool. At an early hour the bells of the parish churches rang muffled peals, which were repeated in the evening, and flags floated half-mast high all over the town, and from every steam and sailing ship in the docks and the river. At half-past one o'clock the corpse left the house at Hill, preceded by the crew of the 'Great Eastern,' walking two and two. On either side of the hearse walked Captain Kett, acting-captain of the 'Great Eastern;' Dr. Watson, the surgeon, and several officers. One mourning-coach followed the hearse, containing the only son of the late Captain Harrison; Mr. Towers, of Liverpool, father of Mrs. Harrison, and other relatives. Next followed the carriage of Dr. Wiblin, containing that gentleman and Captain Ley; and then came a large number of carriages. Every shop in the principal streets had shutters up, many of them being entirely closed, and the blinds were drawn down at private houses. Minute guns were fired, ceasing at three o'clock, at which hour the train left for London. A more universal feeling of respect and regard was never witnessed.

His remains were conveyed to their last resting place on the Friday following, amidst the most heartfelt demonstrations of regret and esteem. The procession passed along the principal streets to St. James's Cemetery, Liverpool, and

* We hope the more humble sufferer by this calamity will not be forgotten, we allude to the exemplary widow of C. Ogden, the captain's coxswain, who is left entirely destitute. This fact, added to her bereavement, is a trial of no ordinary kind. Poor Ogden's first inquiry, after being restored to consciousness, was after his captain, and on being informed of his death he gradually sank and never again rallied. He was sincerely attached to his captain, by whom he was ever treated with more than ordinary kindness and consideration, and as a proof of the esteem in which he was held in Deptford, where, up to the time of his joining the 'Great Eastern,' he had followed his calling of waterman, on the Sunday, when his body was consigned to the grave, nearly one thousand people followed on foot the humble *cortege*, and thousands crowded the streets. A small sum would enable he bereaved widow to earn a living for herself and orphan child.—*Ed. S. M.*

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arrived there about eleven o'clock. In the procession were the Mayor, several of the Town Council, the captains of the Cunard Company's steamers, the officers and part of the crew of H.M. ship 'Hastings,' captains and officers of the merchant service generally, together with many of the leading gentlemen of the town. Flags were flying half-mast high from most of the buildings on the route, and many of the shops were partially closed during the funeral. The streets were lined with spectators. It was estimated that there could not be less than from 20,000 to 30,000 people present altogether. The ceremony was of the most impressive character, and all classes appeared to participate in the general sorrow.

The following remarks upon this sad catastrophe we extract from the *Record*:—"The Southampton catastrophe of Saturday, January 21st, has filled the public mind with consternation and sorrow. One of the very best and bravest of our brave seamen has suddenly terminated his career in a way so strange and unexpected that, with all the sad and affecting details before us, it yet seems hardly possible to realize the melancholy truth. Nothing, perhaps, has of late years come under our notice to remind us so affectingly of that terrible disaster which now just eighty years ago occurred near the same locality, —the sinking of the 'Royal George.' The death of the brave Kempenfelt was then sung by the admirable Cowper, in that touching ballad to the wild and mournful music of which every chord of England's affections vibrated:—

"It was not in the battle;
No tempest gave the shock;
She sprang no fatal leak,
She ran upon no rock.
His sword was in its sheath,
His fingers held the pen,
When Kempenfelt went down,
With twice four hundred men."

"Not altogether, yet very much resembling it, was the fate of poor HARRISON. He had had long experience of the dangers of the deep, had braved the wildest storms on the roughest seas, and had attained to the highest fame for all those fine qualities of skill, coolness, and intrepidity which mark the British sailor. But at home—in England's harbour waters—in sight of the very dwelling he had just quitted in the prime and flush of manhood's health and vigour—the upsetting of a gig-boat consigned him to his grave.

"Lamentable as the termination of such a life might be considered on ordinary grounds, the calamity has, in the present instance, produced a ten-fold excitement from the circumstance of Captain Harrison's connexion with that wonder of modern ship-building, the 'Great Eastern.' He was the Commander of that gigantic vessel, and, as far as we have gathered, the only man in these islands in whose thorough qualifications for the work assigned him the proprietors would have placed the same amount of confidence. For

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this reason the name of Harrison became familiar as a household word to thousands who had never before heard of him, but by whom he now became identified with everything relating to the history and the fortunes of the 'Great Eastern'. And this leads us again to revert to the fact that, whatever there may be of what is wonderful in the dimensions, construction, and capabilities of this remarkable steamer, it can hardly surpass in strangeness the various incidents which have attended her building, her launching and her trial trips upon the ocean. The exceeding difficulty of first getting her afloat on the Thames made it for some time a problem of no easy solution whether all the labour and cost had not been expended on an unmanageable subject. When this impediment was surmounted, she got into the midst of the worst financial perplexities; and, though built and launched, put her projectors at their wit's end for the ways and means of getting her fully equipped for the sea. It was humbling to hear of the shifts and contrivances resorted to for the accomplishment of this object. There was so much about it which suggested the approximation of the sublime to the ridiculous, that a vessel built to eclipse everything that engineering skill had yet produced in the way of navigation should thus become the talk of the kingdom as the scheme of a proprietary whose purses would not answer the demand made on them. But time went onward, and the thing was done; the 'Great Eastern' was completed. With the same breath which proclaimed this fact it was announced that Brunel was dead. The famous and enterprising engineer, whose grand conception had thus been practically carried out, and who had watched its progress from the beginning with all the interest and anxiety elicited by a project on which his professional reputation was so greatly staked, was no more.

"In a few days the great ship proceeded down the Thames, and, if the evidence of some of the witnesses to a subsequent catastrophe may be relied on, she was at that time within a hair's breadth of encountering a fate far more ignominious than if she had gone upon the rocks or foundered in mid-ocean. Had she grounded and thrown her enormous length across the river—which nothing but the most dexterous management prevented—the monster vessel, which had just left her moorings amid the deafening acclamations of assembled thousands, would simply have had to be broken up as a nuisance to the Thames' navigation. This peril averted, she made her way to the Nore; and then, with abundance of sea-room, kept on for the Channel. Here, while everything was apparently going on in perfect order, and while the people from the distant coast were eagerly enjoying their first sight of the proud steamer, on a sudden there was an explosion, and a crash; the funnel-casing had burst, and several of the crew were almost instantly hurried into eternity. The accident, which proved fatal to these poor men had well-nigh been

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attended with similar consequences to a large party who were sitting at their ease in the saloon, utterly unconscious that the elements of destruction were thickly gathering round them. It was a strange and deplorable circumstance that on the ship's first arrival in port an inquest was at once to be held on the bodies of the hapless men who had thus met their fate between the Thames and Portland Harbour. After undergoing the necessary repairs the 'Great Eastern' made her way to Holyhead. There, securely riding within the breakwater, it was hardly possible for the imagination to conceive of her being subjected to anything like a formidable casualty. But while there the storms of October burst over the country, and the tempest, which in a few days strewed with wrecks and bodies the coasts of England, again put the great vessel in the utmost jeopardy. The breakwater yielded to the fury of the elements, the raging waters had their full play upon the shipping, the 'Great Eastern' dragged her anchors, and while all but helpless from the choking of her screw and paddles by the drift of wrecks which strewed the harbour was for a long time in imminent peril of being stranded.

"Besides this strange complication of mishaps, a grievous uncertainty has hung over the actual capabilities of the vessel. She made her way down the Channel at some fourteen miles an hour, when the engines were at half their speed; but it does not appear that under full steam she can accomplish more than seventeen or eighteen miles an hour,—a feat which was performed by smaller steamers long ere the 'Great Eastern' was ever thought of. This, with other unexpected shortcomings, has brought into collision all sorts of opinions respecting the principle on which she has been constructed, and the fidelity with which the contractors have carried out their engagements. The shares have gone down in the market, and to the present hour the public know not what to make of the whole affair,—whether the speculation will warrant the outlay, or whether it promises after all to be a splendid failure.

"With these conjectures we have nothing to do. But the strange history of the 'Great Eastern' is not without its moral. It reminds us that while human enterprise is right and good in its place, the spirit of sobriety should preside over all its calculations. A light thing can baffle the finest efforts of skill, and dash to the ground the proudest of mortal hopes and anticipations. The unseen Power that girds man for his handy workmanship, and makes the march of science triumphant over obstacles on land and sea, is a Power which will sometimes assert its majesty by lessons that teach with terrible authority. Nor does the recent calamity fail to tell us on how slender a thread hangs life and all its enjoyments. The cheerful family party which that morning sat at Captain Harrison's breakfast-table had small suspicion, that while looking forward to the usual business and pleasures of the day, there was a fearful handwriting on the wall. But that hour was big with fate; and the sun,

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which had risen so calmly and brightly, went down, long before the noon, in thickest cloud and darkness.

"On January's First-and-twentieth morn,
While wintry gusts o'erswept Southampton's waters,
Died William Harrison, a master mariner.

* * * * *

"So ran the mournful tidings which conveyed
To our unwilling, fearful ears, the fate
Of that brave spirit,—dauntless, undismayed:
In danger never wanting found, nor duty late.
Not pride of birth
Was his, but sterling worth:
A merchant seaman; yet amongst the great ones great.

"Not ours to vaunt his deeds; nor sound his fame;
Nor yet deplore his sad untimely end.
He died a seaman's death;—and, for his name,
Thousands now mourn their leader, guide, or friend.
Not *here* alone:
In other lands he won
A brilliant reputation, which shall yet extend.

"Oh! ye whose practised verse can well proclaim,
When great men fall, a nation's heartfelt grief,
Deal gently with my simple Muse's flame,
For 'tis to me a task which gives relief;
'Tis the sincere,
Th' unbidden, passing tear,—
A seaman's tribute to his honored chief.

"*We* who have rode with him the fearful wave,
When fierce Atlantic strove with fiercer blast,
When Heaven and perfect skill alone could save—
We best can feel the shadow o'er us cast.
Dare not complain,
Nor wish him back again;
But hope, *through Jesus*, he's at rest at last

"And Liverpool rejoice, for well ye may—
Ye have good cause to take this noble stand—
Our gallant Captain who has passed away
Was but the type of that true-hearted band
Of your own sons,
Or your adopted ones,
Who spread your name and interests over every land."

VISITS TO THE SEA COASTS.

[*Continued from* No. XXV., Vol. VII., *page* 37.]

In our last number we promised to notice some other societies at work in Liverpool, having more or less a nautical character.

The Liverpool Shipwreck and Humane Society (which answers in its general operations to the Royal Humane Society) has been in existence more than twenty years, and has, according to its last published report, given awards, either of medals or money, for the saving of upwards of 2,500 lives, "besides other awards for cases in which the endeavours to rescue life were unsuccessful, but in which every exertion has been used, entitling the claimants to the recognition of the committee." Last year it disbursed about £125—principally for brave exertions in saving life in the docks and river. The funded property of this good institution is a little over £6000.

The Liverpool Marine Society has been at work for a number of years, quietly disbursing to annuitants some £500 or £600 every year. By the last report it had forty-eight marine members, and those receiving annuities are, three captains, twenty-five widows, and thirty-three orphans. The secretary, Mr. Moss, is an old friend of the "Shipwrecked Mariners' Society," and years ago sustained the office of honorary agent. We think there is abundant room for this society to enlarge its operations in this mighty port.

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The Liverpool branch of "Missions to Seamen," contemplates larger efforts on the Mersey than have yet been put forth, and some of the merchant princes have promised to sustain the work in a praiseworthy manner. One zealous chaplain is at work on the river, and we hear another is about to be appointed to carry the gospel to the hardy sons of the ocean, whose opportunities to listen to the word of life are few, and who therefore deserve much practical sympathy from all who love our Lord Jesus Christ in sincerity.

The Mercantile Marine Service Association has an important branch in Liverpool, mustering, we believe, about 1000 members. Its objects are, "to take every legitimate step to elevate to their proper position the officers of the Mercantile Marine of the United Kingdom, and to promote the interests of the service generally; to procure an alteration in such portions of the laws relating to the service as now are or may hereafter be considered unjust and oppressive; to maintain a constant and efficient attention to Parliamentary proceedings, and to all questions affecting the service, &c." One of the best things done by this association has been the establishment of the "School Frigate 'Conway,'" which is one of the popular attractions of the river. There, denuded of her twenty-six guns, and deserted by fighting seamen, the 'Conway' rides at anchor, ready for active service in the cause of youthful education, and civilising commerce instead of naval warfare, and yet easily re-convertible, in case of improbable emergency, into her original capacity for attack or defence.

"The design of the institution is to prepare boys for the sea service, a preference being given to the children of members of the Mercantile Marine Service Association of Liverpool, who are or have been masters or officers in the merchant service. Boys are eligible for admission upon the following terms:—

"1. The sons of deceased or destitute seafaring men are admitted (so far as the funds of the institution permit) by the votes of donors and subscribers to the support of the vessel—donors being entitled to one vote for each ten guineas given, and subscribers to one vote for each guinea annually subscribed.

"2. The committee receive applications for the entrance of boys whose parents or immediate relatives are unable to pay wholly for their education on an entrance fee of £50 in lieu of annual payment.

"3. Boys, whose parents or friends pay forty-five guineas per annum; or in case their fathers (if living) are or (if dead) have been masters or officers in the merchant service, and members of the Mercantile Marine Service Association of Liverpool, thirty-five guineas per annum.

"No boys are received under the age of twelve, nor allowed to remain longer than three years. They are not enrolled unless able to read, write, and perform the rules of simple and compound addition, subtraction, multiplication, and division, are passed by the medical officer of the ship, and approved by the committee.

"The boys are regularly and carefully instructed and trained in all the duties of a first-class ship, and in the practical use of nautical instruments. They are also taught the ordinary branches of a sound English education, and, when suitable, French, the mathematical instruction necessary for a proper knowledge of the principles of navigation, nautical astronomy, the theory and practice of marine surveying, &c.

"The committee, on each lad's course being completed, endeavour to obtain a situation for him on board a ship, the owners of which are known to them.

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"The 'Conway' offers accommodation for 150 such pupils. She is commanded by Captain Charles Powell, who for many years was a commander of West Indian mail steamers, and who resigned the command of the 'Anglo-Saxon' for this appointment. The commander has the sole charge of the ship, and takes care that every person on board regularly and punctually discharges all his duties; he keeps a register of the boys received on board, a record of the discipline and tuition they undergo, and the examinations which they pass previous to their discharge.

"The chief officer, Mr. Littler, and the four seamen, give instruction in practical seamanship. The object of combining the two courses of instruction is to prevent the too common sacrifice of one to the other, and thus secure greater efficiency in both. At present many youths go to sea about the age of thirteen, when of course their education is not complete, and they thus lose entirely, in this respect, the two or three succeeding years which other boys have at school, and which are the most valuable for study; but on board the school frigate elementary and practical instruction will be carried on simultaneously; and the compensation to youths and their guardians will be the shortening of the term of apprenticeship for which the boys will afterwards be bound. Messrs. Jones, Palmer, and Co., have already intimated their willingness to consider the time spent on the frigate—which cannot be more than three years, and is expected to be about two years on the average—as equivalent to one year spent at sea, and they will therefore apprentice boys from the 'Conway' for one year less than others who have not had the advantages of such a combined course of instruction. In practical seamanship, the youths have to keep the decks clean, are trained to go aloft, and to hand, reef and steer. It may be supposed that steering could not be taught whilst the 'Conway' rode at anchor; but so strong a tide runs past that there is the same effect that the motion of the ship through water would produce, and boys can be taught to steer very well. But promise has already been made of a gun brig, of 250 to 300 tons, to go to sea in during summer; and next year, no doubt, a cruise will be taken, and all the incidents of a voyage practically taught. One item of instruction to which the greatest importance is attached is the use of the lead, the neglect of which has caused the loss of many ships; and another department of special instruction is boat-sailing and the management of a boat, with respect to which it is a general complaint amongst shipowners and commanders that the seamen of the present day are sadly deficient."

There is another School Frigate in the river called the 'Akbar,' under the able management of the Juvenile Reformatory Association. We agree with the *Shipping Gazette*, that our merchant navy should not be over-burdened with boys from this class, and we are glad that the foolish notion, that any rogue would do for a sailor, is well-nigh exploded: but we think if returning wanderers are taken into domestic service by some of the best families in the land, and if benevolent tradesmen give poor degraded boys a fair chance to be honest men in the world, that ship-owners and masters should not be behind in trying to make sailors of some of these poor boys. In the last published report the Committee say,—

"Under Captain Fenwick's admirable superintendence the whole machinery has been working well. Good order and discipline, with plenty of work, and a spirit of cheerfulness throughout all, has prevailed.

"Through the liberality of the Treasurer, the Committee have been enabled to secure

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the services of a gentleman as Chaplain, an office which they feel assured will be productive of much good in the spiritual welfare of the boys.

"The Committee earnestly trust that shipowners will, during the coming year, aid them in this most important part of their work, not merely in taking boys into their employment, but that both shipowners and captains will exercise such a careful supervision over these boys as will prevent, through the revival of old associations, their lapsing again into crime.

"As the industrial employment is chiefly that of instructing the boys in their duties as seamen, it is necessarily of an unremunerative nature; but they make and mend all their own clothes and shoes. During the year the boys have made upwards of three tons of oakum, 976 pieces of clothing, 180 pairs of new shoes, and 267 pairs repaired; and made 18 sea chests; at a profit on the whole to the Institution of about £150."

During the four years this institution has been in operation about 250 boys have been received on board, and about sixty sent to sea.

Our readers will perceive that not a few right heads and good hearts are at work to lift up and to bless the fallen and the needy, in one of the largest seaports in the world. We wish, each and all, God speed—and much encouragement in their work.

Situated on the the eastern coast of Great Britain, at the entrance of the river Esk, is the old town of

Whitby—standing on one of those romantic spots which nature seems to have formed for the purpose of relieving the stern and rugged grandeur which characterises this portion of the English coast, which has so often proved fatal to the hardy mariner, and where many a wife, looking out of her cottage window, or standing on the cliff, with the white billows foaming at her feet, amid the roaring of the waves, and the screaming of the sea gulls, has been an eye witness to the commencement of her own widowhood; and, as the noble vessel has been driven towards the iron-bound shore by the raging elements, which defy the art, and render powerless the skill of the seamen—has heard,—

> "With what shrieks the victims rend the air,
> Heart-piercing groans deep sounding in despair,
> The timbers crash at every heaving shock,
> And dash the ship in pieces on the rock."

If our readers will for the moment fancy themselves at this good old town, standing on the eastern cliff, near the ruins of the Abbey (which is one of the most imposing relics of the monastic ages that can be found in England, and is elevated 200 feet above the level of the sea), they will have a most delightful view, both on sea and land. The town below presents itself, as mapped out in all its variety of streets, squares, and quays; its terraces mounting one above another, churches, chapels, &c., &c., its piers, projecting far into the sea; its light-houses, docks, and ship-yards, alive with busy artisans, also the capacious harbour, divided by a bridge across the Esk, the outer part of which has sufficient room for the accommodation of 300 sail of ships, and above the bridge there is a very large space.

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All this and much more the eye takes in from this elevated stand-point, which in fine weather, and at high water, is most imposing. The harbour filled to the brim with the blue element, glitters like a polished mirror beneath the rays of the sun. The stately vessel, spreading her snowy canvass to the breeze, is seen passing from point to point along its winding shores. The maze-like coursing of the little yacht, with her slender mast and tiny sails, skimming the surface of the water like a swallow on the wing, lends animation to the scene. The cry of the sea-bird, as it wheels in graceful curves, or checks its flight to pounce upon its prey in the bright flood beneath, arrests the ear; whilst the loud "hurrah," with which the brawny shipwright greets the majestic vessel, as she glides along the well-greased "ways," and cleaves a passage for herself into the flood which is to be her future home—re-echoes from the cliffs and shore.

But come with us in the winter, when the wind howls and blows—this last winter, this most destructive one, which has drowned our seamen by hundreds, and drawn so largely upon the funds of the "Shipwrecked Mariners' Society." It shall be the month of December 1859, and the 14th day.

Is the view delightful? No, it is awful. A gale is blowing from the north-east, the snow is falling and drifting, the long dark rollers from the ocean, gathering strength and violence as they approach the shore, rush on, curling their monstrous heads, and descend in thunder, as though the whole strength of old ocean had been spent in that one effort: but it recedes again only to re-gather strength, and return with more fury than before.

The snow ceases to fall for a short time, and what do we see? A ship in distress. The tidings spread: men, women, and children run. The life-boat is manned by brave fellows who never flinch; and while we gaze with tearful eye as the devoted vessel nears the shore, we see

> "The sails in tatters, stream before the blast,
> And the sad signal waves upon the mast.
> Lash'd to the helm or shrouds each seaman clings,
> And views destruction borne on fury's wings."

But away dash the noble life-boat's crew, and, nothing daunted by the fury of the elements, successfully rescue the whole of them "that were ready to perish," returning to shore amid the cheers of the spectators; and in two hours after, the vessel is a total wreck, and not a vestige of her remains to view.

But what became of the crew after they were landed? They were taken care of by the benevolent-hearted agent of the "Shipwrecked Mariners' Society," provided with all they required, and when sufficiently recovered, forwarded to their homes, the same noble society having during the past year relieved 10,354 persons suffering from shipwreck! *Surely such an institution has a strong claim upon every true-hearted Briton.*

The horrors of shipwreck are but too familiar to the inhabitants of the sea-

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coasts; and the residents of *inland* towns may readily picture to themselves the distressing scene, though not within hearing of the shriek of the drowning mariner, or the wail of his sorrowing widow and orphans. Whether these scenes be familiar or otherwise, we would respectfully submit to a benevolent public that they are of *daily* occurrence; whole crews are either cast upon the beach naked and destitute, or landed after having been picked up at sea, their ships having foundered, and by the timely aid of this society, are preserved from being *pauperised* by having to beg their way to their homes.

The helpers of this most excellent charity, when the wintry blast shakes their dwelling, though they hear not the shriek of the tempest-tossed mariner, may reckon upon the "*blessing of him who is ready to perish*," and have the comfort of knowing they have helped to cause "*the widow's heart to sing for joy*."

Although of late years Whitby has increased its number of splendid lodging-houses, and is visited annually by a great many persons who seek the benefit of the sea, yet the staple support of the place is its shipping, and possessing a good tidal harbour, conveniently situated for the building of ships, a great trade has been carried on in this branch of business; and while Whitby herself ranks high in the scale for tonnage, ships built here are found in almost all parts of the world.

Whitby is an ancient place. In the 11th century it was noted for the number of its fishing boats, and in the 12th for its maritime trade. It subsequently furnished its quota of ships for the Royal Navy, and in 1539 had at least 120 vessels belonging to the port. During the civil wars in the time of Charles I., Whitby was taken with some forty vessels in the harbour, after which period the trade and shipping so far declined that in 1676 there were only seventy-six small vessels belonging to the port.

From this time, however, the ships began to multiply, and the trade to flourish, and the next thirty years saw them greatly increased, both in number and size, so that in 1755 Whitby possessed a fleet of 195 sail, and commenced about this time the Greenland trade—sending two ships, and in 1787, twenty sail of vessels sailed from this port on this uncertain enterprise, which, after having enriched some and impoverished others, died away. Yet the number of ships increased, and in 1859 there were belonging to the port 462 vessels, the united burthen of which was 74,722 tons. Of the fishing-boats called "Cobles," with one mast and lug-sail, there are about 20, manned by three men each.

There are a great number of seamen belonging to the place who are engaged in ships on the coast, Baltic, and Indian trade, seldom returning home, but for a few weeks in the winter. There are also several fishermen, but not so numerous as at the smaller places north and south of Whitby; about 700 seamen and fishermen are enrolled members of the "Shipwrecked Mariners' Society," many of whom have reaped great benefit from it in their time of need.

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There are two life-boats which belong to the port, and when called into requisition are readily manned by the sailors and fishermen, who, as we have said before, never flinch from this arduous service; but they have not every confidence in their boats, and have frequently told our valuable agent there, how much rather they would have one of the boats of the National Life-boat Institution, and be under their inspection.

Of places of worship there are a great number: it is said there is sufficient accommodation in the churches and chapels of this town for the whole of the inhabitants, and the greatest unity and harmony prevails among the ministers of the various denominations. There is no place set apart entirely for the use of seamen, but being in the parish of the "Port of Hull Society," whose agents visit the coast north and south of Hull, it is in this way missioned several times during the year, when services are held in the various places of worship (with special reference to the seamen); also in fine weather on the Whitby pier, when suitable addresses are delivered, and tracts in great abundance distributed; —these means have been owned and blessed, by the great Head of the Church, to the seamen, many of whom are decidedly pious.

Southward about six miles lies the romantic bay of Robin Hood, which derives its name from the notorious outlaw Robin Hood, or Robert, Earl of Huntingdon, who lived about the time of Richard I. Robin, it is said, when about to fix on a seaside residence, resolved to take up his abode where an arrow from his bow should alight, and this being the place his name was imparted to it. Built on the ledges of the cliff, at all heights where foothold could be obtained, and perched on crags that overhang the sea, or hid in nooks approached by perilous paths, or tottering on the brink of cliffs that vibrate as the breaker rolls with smothered sobs into the caves that perforate their base, there stand isolated houses, terraces and streets, whole sides of which have erewhile slipped into the sea below. There are about 1000 inhabitants, many of whom are fishermen. There is also a life-boat here. The town itself is in a hole or bay, which cannot be seen until close upon it, being so entirely locked in by peaks and promontories, some of which rise 700 feet above the level of the sea.

There are northward of Whitby several places of interest, which for the present we leave, and the weather being so severe, we shall neither stay to look after fossil remains, or to gather jet, with which the neighbourhood abounds, and which is manufactured into ornaments of great beauty and variety on the spot,—but, reminding our seamen readers that this winter has told fearfully upon their ranks, and that even to themselves the last storm will come, where, when, or how, we know not, but come it must; therefore their highest wisdom will be to "*prepare to meet their God.*"

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THE LATE ADMIRAL LORD EXMOUTH.

EDWARD PELLEW, Viscount Exmouth, the second son of the Commander of a post-office packet on the Dover station, was born on the 19th of April, 1757. His father died in 1765, leaving six children to the care of a second wife, slenderly provided for. They were, however, educated by their grandfather, and Edward was sent to various grammar schools, where he learnt to "construe Virgil," which was considered at that time an achievement that bespoke a good education. At fourteen he evinced a passion for the sea, and through the interest of Lady Spencer (grandmother to the present Lord) was received into the naval service in the year 1770. He entered on board the 'Juno,' Captain Stott, which was commissioned for the Falkland Islands. On the homeward voyage he exhibited a degree of firmness and generosity which always in after-life honorably distinguished him. He had formed a strong friendship for a brother midshipman, named Cole. This young gentleman had displeased his Captain, who had the cruelty to put him on shore at Marseilles; and Pellew, feeling very strongly the injustice of this act, insisted upon bearing his friend company. They were accordingly both turned out of the ship, and left penniless on a foreign shore. Lord Hugh Seymour and the late Captain Keppel, who were then Lieutenants under Stott, befriended them, and the former furnished them with enough of cash to pay their way back to England. On their return, the harsh Captain so far repented of his conduct as to give both the lads certificates of good behaviour and abilities; and Pellew was received into the 'Blonde.'

Captain Pownoll, who commanded the 'Blonde,' soon estimated Pellew's worth above that of his other midshipmen. Active beyond his companions, Mr. Pellew did the ship's duty with a smartness which none of them could equal; and as every one takes pleasure where he excels, he had soon become a thorough seaman. At the same time the buoyancy of youth, and a naturally playful disposition, led him continually into feats of more than common daring. In the spring of 1775, General Burgoyne took his passage to America in the 'Blonde,' and when he came alongside, the yards were manned to receive him. Looking up, he was surprised to see a midshipman on the yard-arm standing on his head. Captain Pownoll, who was at his side, quieted his apprehensions, by assuring him that it was only one of the usual frolics of young Pellew, and that the General might make himself quite at ease for his safety, for that, if he should fall, he would only go under the ship's bottom and come up on the other side. What on this occasion was probably spoken but in jest, was afterwards more than realized; for he actually sprang from the fore-yard of the 'Blonde,' while she was going fast through the water, and saved a man who had fallen overboard. Pownoll reproached him for his rashness; but the

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Captain shed tears when he spoke of it to the officers, and declared that Pellew was a noble fellow. These two feats foreshadowed, as it were, the future adventures of young Pellew; but as he grew older, a greater degree of prudence and foresight tempered that ardent and impulsive activity which originated some of his most extraordinary achievements.

The 'Blonde' formed part of the force against the Americans during the war of independence, and her destination was Canada. To forward the operations of the land forces, it was found necessary to have a flotilla on Lake Champlain; but of course it had to be built. A Lieutenant, a senior midshipman, and sixty sailors, were detached from the 'Blonde.' Pellew also volunteered for this service; and fortunately, as the event proved, was added to the party. The first thing to be done on the borders of the lake was simply to build a little fleet; and this was actually accomplished under the superintendence of Lieutenant (afterwards admiral) Schanek, an officer of great mechanical ingenuity. The timbers or skeletons of the largest of these impromptu vessels were laid down in Quebec. They were then taken to pieces, and conveyed in parts to the lake, where the ships were completely equipped. The progress of the work was like magic. Trees, growing in the forest in the morning, would form part of a ship before night. In this manner a ship of 300 tons, called the 'Inflexible,' with two schooners, and twenty six other vessels and boats, were, in an incredibly short time, launched on the lake. The 'Blonde' partly manned one of the schooners, called the 'Carleton.' In the first action with the enemy, both Pellew's superior officers were killed, and he took the command, and performed two of his most daring feats. In attempting to go about, being close to the shore covered with the enemy's marksmen, the 'Carleton' hung in stays, and Pellew, not regarding the danger of making himself so conspicuous a mark, sprang out on the bowsprit to push the jib over. Some of the gun-boats now took her in tow; but so thick and heavy was the enemy's fire, that the tow-rope was cut with a shot. Pellew ordered some one to go and secure it; but seeing all hesitate—for indeed it looked like a death-service—he ran forward and did it himself. His conduct was so highly approved, that when it was detailed at head-quarters, Lord Sandwich, first Lord of the Admiralty, sent him a voluntary letter, promising him a Lieutenant's commission.

Pellew and his little party were afterwards selected to accompany the army overland to the Hudson river. Here the enemy was completely successful, and, amongst other things, captured a boat filled with provisions upon which the forces were mainly to depend. The loss was most disastrous, and appeared irreparable, but Pellew, at the head of his little band, made a successful attack and recaptured the vessel. She was carried by boarding, and taken in tow by our sailors; the tow-rope was twice shot away; and twice replaced by Pellew swimming with it on board under the enemy's fire. The Commander-in-Chief

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of the land forces (General Burgoyne) wrote to him, returning his own sincere thanks and that of the whole army 'for the important service rendered them.' So high an opinion had the General of his young auxiliary's judgment, that when it was deemed necessary to capitulate, he admitted him into his council of war. Finally, he was selected to return to England with despatches—about as high a compliment as it was possible to pay an officer at that time only twenty. He came home in a transport, which was attacked by a hostile privateer. Pellew, though only a passenger, insisted on taking the command and fighting the ship. This he did with such success, that he beat off the privateer.

Immediately after Pellew's arrival home, he received a Lieutenant's commission, and was appointed to a guardship. In 1780 we find him first Lieutenant of the 'Apollo,' under his old friend Captain Pownoll. In an action with the French frigate 'Stanilaus,' on the 13th June, this officer was killed, and the command of the 'Apollo,' having devolved on Pellew, he drove the enemy dismasted and beaten on shore. For this exploit he obtained a step of rank and was made Commander of the 'Hazard' sloop of war. In the 'Pelican,' his next ship, he defeated several French privateers, in so gallant a style, that he was made a Post Captain.

In 1783, soon after this promotion, peace was proclaimed, and Capt. Pellew married Susanna, second daughter of J. Frowd, Esq., of Knoyle, Wiltshire, with whom he appears to have enjoyed three successive years of uninterrupted domestic happiness. In 1786, he was called from his wife and his home to commission the 'Winchelsea' for the Newfoundland station, and on board this ship performed several acts of daring intrepidity. It was his boast that he would never order a common seaman to do what he was not ready to set about himself. Some of his orders were indeed so perilous of execution, that his smartest hands hesitated to obey them. When he saw this, he invariably did what was required himself. Some of these exploits are of too technical a nature to be understood by the general reader; but one anecdote related by an officer of the 'Winchelsea,' everybody will understand. "We had light winds and fine weather after making the coast of Portugal. One remarkably fine day when the ship was stealing through the water under the influence of a gentle breeze, the people were all below at their dinners, and scarcely a person left on deck but officers, of whom the Captain was one. Two little ship's boys had been induced, by the fineness of the weather, to run up from below the moment they had dined, and were at play on the spare anchor to leeward, which overhangs the side of the ship. One of them fell overboard, which was seen from the quarter deck, and the order was given to luff the ship into the wind. In an instant the officers were over the side; but it was the Captain who, grasping a rope firmly with one hand, let himself down to the water's edge, and catching hold of the poor boy's jacket, as he floated past, saved his

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life in as little time as I have taken to mention it. There was not a rope touched, or a sail altered in doing this, and the people below knew not of the accident until they came on deck when their dinner was over."

Having served three years in the northern seas, Pellew returned; but his visit ashore was cut short by the breaking out of the French war. He was appointed to the 'Nymphe' which had been previously captured from the French; and with her he deprived them of another vessel. Having fallen in with the 'Cleopatra,' a ship of equal force, he took her after a well fought action, in which the French showed good training and courage. For this Pellew was, on his return home, knighted.

In 1794, we find Captain Sir Edward Pellew commanding the 'Saucy Arethusa' (as Dibdin calls her in one of his most popular songs) as part of a frigate squadron under Sir John Warren. This fleet was so successful, that the Admiralty was induced to increase it, and to divide the command between Warren and Pellew. One of the ships taken 'La Revolutionnaire' was commissioned in the British service by Sir Edward's early associate, the oppressed midshipman Cole. In the 'Indefatigable' into which Pellew removed from the 'Arethusa,' he performed one of his diving feats, which astonished the whole ship's crew. In May, 1795, while chasing a vessel near the shores of Cape Finisterre, the 'Indefatigable' struck on a rock. The mischief was serious, and it was with great difficulty that the ship was kept afloat. In order to ascertain whether both sides of the ship had been injured, Sir Edward resolved to examine the bottom himself; and to the astonishment and admiration of every witness, he plunged into the water, thoroughly examined both sides, and satisfied himself that the starboard side only had been damaged. This saved much time and expense; for had not Sir Edward hazarded the experiment, the apparatus for heaving down must have been shifted over, at so great a loss of time, that serious damage might have ensued. In this ship, indeed, he performed several heroic acts in the cause of humanity. Once in Portsmouth harbour, where he was instrumental in saving two poor fellows; and again at Spithead where one of the coxswains of his own ship fell overboard, the captain was instantly in the water, and caught the man just as he was sinking quite exhausted; life was apparently extinct, but, by the usual means, was happily restored. On the third occasion the attempt had nearly proved fatal to himself. Two men had been dashed overboard in a very heavy sea, Pellew jumped into a boat and ordered it to be lowered—in the attempt, the ship happened to make a deep plunge—the boat was stove to pieces, and the captain thrown out much bruised, his nostril slit by one of the tackles, and bleeding profusely; but his coolness and self-possession did not forsake him, and calling for a rope, he slung himself with one of the many which were thrown to him and was hauled on board. Another boat was then lowered with better success, and the men who seem to have supported themselves by the wreck of the first boat, were eventually saved.

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But Sir Edward's most extraordinary and celebrated achievement remains to be told. On the 26th January, 1796, while the 'Indefatigable' was being refitted in Plymouth harbour, he was proceeding in his carriage with Lady Pellew, to dine with the Rev. Dr. Hawker.* It was blowing a hurricane, and crowds were running towards the sea-shore. Sir Edward soon learnt that the 'Dutton,' a large transport, was driven ashore under the citadel, and was beating against the rocks in a tremendous and impassable surf, at a rate which threatened her destruction every minute. She had part of the 2nd regiment on board, who had given themselves up for lost. Sir Edward sprang from his carriage, and 'arrived at the beach,' writes his biographer, Edward Osler, Esq., 'he saw at once that the loss of nearly all on board, between five and six hundred, was inevitable, without some one to direct them. The principal officers of the ship had abandoned their charge, and got on shore, just as he arrived on the beach. Having urged them, but without success, to return to their duty, and vainly offered rewards to pilots and others belonging to the port, to board the wreck —for all thought it too hazardous to be attempted—he exclaimed, "Then I will go myself." A single rope, by which the officers and a few others had landed, formed the only communication with the ship, and by this he was hauled on board through the surf. The danger was greatly increased by the wreck of the masts, which had fallen towards the shore; and he received an injury in the back which confined him to his bed for a week, in consequence of being dragged under the mainmast. But disregarding this at the time, he reached the deck, declared himself, and assumed the command. He assured the people that every one would be saved if they quietly obeyed his orders,— that he would himself be the last to quit the wreck, but that he would run any one through who disobeyed him. His well-known name, with the calmness and energy he displayed, gave confidence to the despairing multitude. He was received with three hearty cheers, which were echoed by the multitude on shore; and his promptitude at resource soon enabled him to find and apply the means by which all might be safely landed. His officers, in the meantime, though not knowing that he was on board, were exerting themselves to bring assistance from the 'Indefatigable.' Mr. Pellowe, first lieutenant, left the ship in the barge, and Mr. Thomson, acting master, in the launch; but the boats could not be brought alongside the wreck, and were obliged to run for the Barbican. A small boat belonging to a merchant vessel was more fortunate. Mr. Edsell, signal midshipman to the port admiral, and Mr. Coghlan, mate of the merchant vessel, succeeded at the risk of their lives in bringing her alongside. The ends of two additional hawsers were got on shore, and Sir Edward contrived cradles to be slung upon them, with travelling ropes to pass forward and backward between the ship and the beach. Each hawser was held on

* Author of a commentary on the Bible, "Morning and Evening Portions," Sermons, and several religious works. He was, for half a century, vicar of the parish of Charles the Martyr, Plymouth.

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shore by a number of men, who watched the rolling of the wreck, and kept the ropes tight and steady. Meantime a cutter had with great difficulty worked out of Plymouth pool, and two large boats arrived from the dock yard under the direction of Mr. Hemmings, the master-attendant, by whose caution and judgment they were enabled to approach the wreck, and receive the more helpless of the passengers, who were carried to the cutter. Sir Edward, with his sword drawn, directed the proceedings, and preserved order; a task the more difficult as the soldiers had got at the spirits before he came on board, and many were drunk. The children, the women, and the sick were the first landed. One of them was only three weeks old; and nothing in the whole transaction impressed Sir Edward more strongly than the struggle of the mother's feelings before she would intrust her infant to his care, or afforded him more pleasure than the success of his attempt to save it. Next the soldiers were got on shore, then the ship's company, and finally Sir Edward himself, who was one of the last to leave her. Every one was saved, and presently after the wreck went to pieces. Pellew's principal assistant in this heroic act met his reward. Coghlan was taken, through his influence, into the Royal service, and became a Post Captain by 1810. Nor was the chief actor in this courageous enterprise forgotten. Praise was lavished on him from every quarter. The Corporation of Plymouth voted him the freedom of the town. The merchants of Liverpool presented him with a valuable service of plate. On the 5th of March following he was created a baronet, as Sir Edward Pellew of Treverry, and received for an honorable augmentation of his arms a civic wreath, a stranded ship for a crest, and the motto, *Deo adjuvante, fortuna sequator*, (God assisting, success must follow). In writing to a friend on the subject, Pellew said, 'I was laid in bed for a week by getting under the mainmast (which had fallen towards the shore); and my back was cured by Lord Spencer's having conveyed to me by letter his Majesty's intention to dub me baronet. No more have I to say, except that I felt more pleasure in giving to a mother's arms a dear little infant only three weeks old, than I ever felt in my life; and both were saved. The struggle she had to intrust me with the bantling, was a scene I cannot describe.'—*Chambers' Journal.*

(To be continued).

GOD'S WORK AMONGST SAILORS—CHEERING SIGNS.

"The abundance of the Sea shall be converted unto thee."—Isaiah lx., 5.

A NAVAL seaman writes from Devonport, that in several of H. M.'s ships, both at home and abroad, officers and men meet for mutual Christian encouragement. These little gatherings are generally prompted by the seamen themselves, who seem, from their thirst for the living waters, to be beginning to

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partake of that gracious revival which has taken place in America, Sweden, and Ireland, and has now extended to our own isle. The numbers in each ship vary according to the degree of interest taken in the matter by the chaplain and officers in command. In one ship in the channel squadron, the bulkhead, between two cabins, is removed to make room for the members of a Bible class; of which one writes, that, "on the whole there is an earnest desire for the outpouring of God's spirit amongst us, and a wish to forget sects, and unite in love; and sometimes we find our hearts warm, but we lack living active faith sadly. We gather together every evening, and on Sunday afternoon generally have a service, and one of Burder's sermons." In another ship in the same squadron, a Bible-class meets every evening, and though weak in numbers, are strong in Christian courage; and showing a loving example of earnest Christian living, being "*not slothful in business, fervent in spirit, serving the Lord.*" In a ship in the Mediterranean station, the numbers being too large to meet in a cabin, are divided into three portions, which meet on alternate evenings. We have seen a letter from a ward-room officer, in H.M.'s ship 'Victor Emmanuel,' also in the Mediterranean, in which he says that "On May 2nd, 1859, we opened our Bible-class with eight persons, since then more than thirty-five have attended; some have fallen back, others remain stedfast, but we have generally been able to meet on Sunday afternoons, and in the evening average from twelve to twenty. You will be glad to hear there are meetings also in other of H. M.'s ships—in the 'Algiers,' 'Edgar,' 'Argus,' 'Orion,' and 'Excellent.' Would it not cheer the sailor across the ocean, and console those he left behind, to know that when he saw the banner of our beloved Queen Victoria unfurled, there also the victorious banner of the Prince of Peace was also unfurled. We desire heartily to acknowledge God's great goodness to us, and pray that our ships may be the channel God has chosen to extend our blessed Redeemer's Kingdom upon the earth—to proclaim the glad tidings to all nations and every tongue. We pray that God may come among us, and that the word drunkard and English sailor be no longer coupled together, and soon may this national reproach be wiped away."

In a ship stationed in one of our home ports, whose crew are known as the best seamen in the navy, the chaplain has, with the kind assistance of the captain, established a prayer-meeting on three evenings in the week, which is attended by about thirty of that portion of the crew who are on board; other duties sometimes oblige the chaplain to be absent, when one of the officers conducts the meeting. "Their prayers," writes an officer, "are *extempore;* and one of the seamen expressed himself with marvellous fluency and force. They commence with a hymn, then prayer, a chapter from the old and one from the New Testament, upon which ——— reads a commentary; then a hymn, prayer, and the doxology. It was *delightful*—the *happiest* meeting I have had for many a day. • • God bless the navy! extend the movement that has commenced, and fit us for the work that lies before us."

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At Hong Kong some of H. M.'s seamen meet with the soldiers in their prayer meeting as often as they can. These happy indications have led to the formation of weekly prayer-meetings for sailors, at the Royal Sailors' Homes at Portsmouth and Devonport, where such seamen and marines as fear God, may meet one another for mutual encouragement, by the reading of God's word, and prayer for the outpouring of God's spirit on themselves and on their brethren afloat.

An invitation circular is sent to every ship-of-war on arrival at these ports, and measures taken for bringing it to the knowledge of resident seamen and marines. These social gatherings of seamen and marines on shore, have been well attended, and from the catholic and Christian spirit with which both clergy and laity have joined in the movement, it is hoped that all seamen and marines who love the Saviour, will be led to join with us in calling down God's blessing on the navy; and that other similar meetings will ere long arise at the chief naval seaports at home and abroad; and that the day may not be far distant when the sailor will find in his prayer-meetings and religious exercises on shore, a recreation after his voyage, calculated to make him a better man, a better sailor, and a better Christian.

The "Invitation Circular for the Devonport Sailors' gathering," or "Royal Naval Prayer Meeting," is signed by 2 admirals, 4 captains, 3 commanders, 4 lieutenants, 4 chaplains, 1 surgeon, and 2 paymasters, and commenced with the opening week of the new year, (3rd January, 1860), and will (D.V.) be continued on successive Tuesdays, at 6. 30 p.m. The Portsmouth Naval prayer-meeting is held at the Sailors' Home, Portsea, every Saturday, at 7.30 p.m.

In the American navy a sailor, who established daily evening prayer meetings on board the 'North Carolina,' writes from San Juan de Nicaragua, Dec. 26th, 1859.—

"It is my pleasant duty to communicate to you the glorious tidings that the Lord has been graciously pleased to bless us with a Revival. The Holy Spirit has come down upon us with power, and I think I can confidently say that, with the exception of some decided infidels and bigots, there are but few individuals on board who have not yet more or less felt its influence upon their hearts. The calls of the Spirit, however, have been differently received by different individuals; for while some have yielded to its admonitions, repented and believed, many harden their hearts, and seek to drive away serious thoughts by railing against Christians and their religion.

"A marine, on the day after his conversion, after having read an article in some religious paper, in which my unworthy name was mentioned in connection with the 'North Carolina' last year, said, 'Maurice, since I read that, a voice has been speaking to me, saying, that since the Lord has been so merciful to me, I must labour for Him.'

"Another, two days after his conversion and confessing Christ before men, conducted a noon prayer meeting in the maintop. Once he had the disposition of the enraged tiger—now of the gentle lamb. Once his mouth was full of bitterness and cursing—now of prayer and praise.

"Oh! that I could impart to you a faint yet correct idea of the spirituality and blessedness of our meetings of late. Oh! what solemn meetings. Several officers

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present, and a large portion of the crew. Great joy flowing from a sense of our Saviours' pardoning love. Groans and sobs are heard all around in our meetings, and the tears are flowing down the cheeks of many a hardened sinner, and many a prayer goes up from the berth deck of the 'St. Louis' to that God who hears the worst of sinners when they cry to him for mercy.

"As the result of this revival so far, there have been nineteen hopeful conversions. Our officers are all kind to us. We have privileges extended to us that praying men on board other ships do not enjoy. Let us pray that this glorious work may not cease, but be carried on with amazing power."

In another of the U. S. frigates, notwithstanding the opposition of the captain and officers, two of the crew met in the main-top of an evening, and their number so increased that it was felt impossible to prevent their assembling together on the main deck for prayer and praise. A young American man-of-war's man writes:—

"There has been remarkable evidence of the presence of the Spirit on board the ——. Some thirty have been converted there within the last two months. The work is still going on. She is indeed a happy ship. Pray on, dear brother, God hears and will answer prayer. I thank Him that I was ever called. With the help of the Holy Spirit I will try to be among the chosen. Pray for me; you are not forgotten by us. If, in the providence of God, we should never meet again on earth, I hope we shall in heaven, before the blood-stained mercy-seat, there to shout 'Hallelujah!' to the Lord God Omnipotent who reigneth for ever; and to receive crowns of glory from those hands which were once nailed to the cross for such a worm as I am. All my trust is in Jesus. I thank God that by His grace I am what I am. I would delight, dear brother in the Lord, to receive once more the warm grasp of your hand. Though far separated, may we still meet in spirit at a throne of grace. May the blessing of God attend all your labours. Your unworthy brother in Christ, —— ——."

In our 6th number, Vol. II., page 129, we drew attention to the "Proposed Union in Prayer, for the Promotion of Religion in H.M. Navy, drawn up by the late Admiral Sir Wm. E. Parry, in 1851, and signed by 45 officers of nearly all ranks, many of whom have since entered into rest. We are glad to see that there has just been a re-issue, with the additional names of 7 Admirals, 22 Captains, 18 Commanders, 20 Lieutenants, 10 Chaplains, and the remainder, Medical and Marine Officers, Masters, Paymasters and Engineers.

"Prayer, like *Jonathan's bow*, never returns empty. Never was faithful prayer lost at sea; no merchant trades with such certainty as the praying saint. Some prayers have a longer voyage than others, but then they come with a richer blessing at last."

We humbly hope that all (whether belonging to the Navy or not) who know the value of UNITED PRAYER, and love our sailors, will join in supplications at the Throne of Grace on behalf of their spiritual wants, remembering that our gracious Lord has said, *If any two of you shall agree on earth as touching anything that they shall ask, it shall be done for them of my Father, which is in heaven.*"

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THE SMUGGLER'S DEATH-BED.

By the late George Mogridge, Esq.

The following narrative describes the profession, the sins, the errors, and the penitence of one, who, for a great part of his life was employed in the unlawful disposal of ardent spirits to his countrymen. It is committed to press in humble hope that He,

Who "plants his footsteps in the sea
And rides upon the storm,"

will apply it to the conscience of many a sinner, compelling him by the force of truth to exclaim

"Take my heart, 'tis all thine own,
To thy will my spirit frame;
Thou shalt reign and Thou alone
Over all I have or am."

The real names of the parties concerned are withheld to avoid giving unnecessary offence to many persons connected with the narrative. The whole account is written from notes penned at the time, and though it is not asserted that every sentence is word for word correct, yet all the sentiments and scenes are truthfully stated, so that nothing is set forth but what occurred; nothing pretended to be said, the substance of which was not spoken. With this statement the narrative is introduced to the reader, to whom it will at least present another proof that God is no respecter of persons.

It was November, murky damp November, in the year 1830, when walking along the beach of——, I was accosted by a friend, who informed me that a man lay dying at a cottage, and that he expressed a wish to see me. Having an evening lecture to deliver seven miles off, in which distance it was necessary, besides walking and horse exercise, to cross an arm of the sea, I sought to avoid the interview as one likely to occupy more time than I could spare, and to exhaust my powers of mind and body so as to unfit me for my duty elsewhere. But in a most expressive tone my friend said, "Sir, the man is dying." There was no difference in the matter of this and the former message, but there was a vast difference in the *manner*; so much so, that at once I said, "Show me the house." "It is the first of those two, close to the beach," was the direction given.

The houses pointed out to me were the most miserable in the place, and their decayed walls, and dirty and broken windows showed that the tenants were either careless or dissolute. As I approached the cottage of the dying man, my entrance was disputed by two dogs, whose surly manner, and savage growl, made me hesitate, well knowing that they had been trained as watch dogs. They were animals of a breed peculiar to the coast, neither Newfoundland nor Spaniel, yet something of both. These dogs are employed, principally, by smugglers to dive for the line by which sunken tubs are fastened together,

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and are often used to convey that line ashore, so that without launching a boat, which might excite the suspicions of the Coast guard, or preventive men, they effect a landing of goods. These dogs are also employed for the nobler purpose of saving life, by swimming out to vessels in distress, and bringing a line ashore, and thus many a ship's crew has been saved. To oppose the approach of strangers to their master's dwelling, formed another part of their duty. I had therefore, to call out; but as wind and waves were boisterous, there appeared but little prospect of my being heard, until the dogs, changing their growl for a bark, aided my useless efforts, when the smuggler's wife, for such she was, at once silenced the dogs, and admitted me. She was a tall, slight built woman, of agreeable appearance, if I except an expression of distrust which her heavy, overshadowed eye conveyed. She looked as if she lived in fear of surprise and detection, a cast of countenance not uncommon in those who follow unlawful pursuits.

On entering the cottage, I fouud everything that showed poverty; not only were the windows and the chairs broken, but the tea things also, which stood on an old table. The sick man was in an upper room; to ascend the ruinous stairs required caution, while the lowness of the ceiling made it necessary to crouch in going up. When I had made my way to the bed side, I found a fine built man above the common stature, and seemingly of great muscular powers, writhing under much pain, but whether of body or mind I could not tell. The way in which he received me was most strange, for on his wife saying "Here is the Rev. Mr.——come to see you,"—he replied, "Ah, let him come, no doubt he will make me worse! Go away! sir! go away! you can be of no use to me! I must be damned! I must be damned." When I inquired what his complaint was his wife said, "We cannot tell, he has been home three days, and he does nothing but turn himself about in the bed and groan and talk about the devil." "The doctor," and here she whispered, "says he is mad." "There the doctor is on a wrong tack," cried out the man, "I am not mad, sir, but I am damned; I am going to hell as a just punishment for my sins," and as he spoke he sprung up and looked as I suppose Cain must have looked when he said, "*My punishment is greater than I can bear.*"

It may be asked what had this man done to make him so miserable? How had he sinned? He had broken the sabbath; sworn by the holy name of the Lord, and followed the lusts of the flesh; and these things he saw to be great sins, against a great and holy God, who is of too pure eyes to behold iniquity. Believing himself to be a dying man, eternity with all its terrors was in his view, and he was troubled. Reader! are you one of those, who think sin a little evil? If so, tremble at the thought of seeing sin's real character on a bed of death, or at the day of judgment! Be advised by an unknown friend to repent of sin, and fly to Jesus Christ the friend of sinners.

The man's words and looks were such as almost to freeze me. I wished to

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leave the cottage, and I suppose the feelings of my mind were visible in my face, for he said—"Don't leave me, sir, until you have told me what you think of my chance to weather this gale." I knew that he meant to inquire if I thought that he would get better, so I asked the question, as composedly as I could, "Where are you ill?" "All over, sir; I feel in hell before I am there, and then, that thing, that devil!" and he hastily lay down to cover his face with the bed-clothes. The man's case was strange to me. I concluded he was really mad; and said to his wife, "Give me a Bible, let me read and pray with him." "We have no Bible, there is the mischief, sir," said the sick man; again raising his body, and elevating his voice; "I once had a Bible, but we have long sailed without chart or compass, and now God has left us to become a wreck." Here again he sank back on his bed to give vent to a flood of tears. I sent his wife for a Bible, and she returned, bringing also a few pious neighbours. The fifty-first psalm was read: when we came to the third verse, "*For I acknowledge my transgressions, and my sin is ever before me,*" the sick man groaned most intensely, but at the following verse which commences, "*Against Thee only have I sinned,*" he cried, "Avast, master! that won't do for me, I have sinned against man as well as against God. I have taught Jack to swear, Stephen to drink, and Bet to become a bad woman." I allowed him to accuse himself for some time, and then proceeded with the Psalm, which concluded with but one other interruption, this occurred at the 17th verse: "*The sacrifices of God are a broken spirit; a broken and a contrite heart, O God, Thou wilt not despise.*" After prayer, in which a petition was put up for his reason, I arose to depart; and on shaking hands, he grasped so hard as to make me cry out with pain. "I ask your pardon, sir," was his exclamation, "but I wish you not to go, for that Devil has only shown himself once since you have been here. You think I am out of my mind, I never was so much in my mind, since my poor mother used to take me on her knees and teach me to repeat

"There is beyond the skies,"

by Watts. Oh, my Mother! You are gone to that heaven, I am going to ——" and again he sunk on his pillow.

The reflections with which I left his abode of misery could but be of one kind. I felt gratitude to God for a more comfortable home, and praised His name for more comfortable hopes then those of the smuggler. Whether to consider him mad, or only troubled in his mind, I did not know; it was, however, only too clear, that he was very miserable, without God, without Christ, without hope in this world, and so indeed are all who are living without a knowledge of Jesus Christ as their Redeemer. "*There is no peace, saith my God to the wicked.*" Isaiah xlviii. 22.

On the following morning his wife came to my house, and requested that I would again go to see her poor man, who had passed another dreadful night. I wished her to tell me a little of the early life and present illness of her husband,

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but she said that she must not stop; all she knew about his illness was that he said he had seen the devil, whom God had sent to take him away. She further stated that she did not think him quite mad, as he never talked strangely except about his soul.

As he was a very good husband and father she could not tell why he was unhappy; to be sure he swore a bit, and liked a drop of drink, but all sailors did so.

True it is, that sailors used to do these things to great excess, but now, Britain may rejoice that through the influence of temperance and Christian societies, and of God's blessing, her seamen have begun to acquire habits of sobriety, and to fear the taking of an oath. It used to be a sad reflection on our national character that British seamen were the most turbulent men that visited a foreign port, and the writer can bear witness to the distressing truth, that *he never remembers to have seen a drunken sailor abroad who was not an Englishman.*

I found the sick man much as he was the night before, and after remaining a short time, and saying a few words in which I encouraged him to try to pray, I left him with the promise that I would see him again during the day. Soon after this his doctor made me a friendly call, and from him I learned that, though he had received some small injury in his body, and in other respects was not quite well, yet a troubled mind was his principal complaint. In proceeding to his cottage, I was met by his wife who said, "Sir, I think he is rather better, and he has been trying to make a prayer, but he says it is of no use. Pray, sir, don't you think he is bewitched, and had not I better go to the Wise Man and have him conjured." To this question, I replied, that I did not believe in witchcraft, and as to Wise Men, those to whom God had given an ability to pray would be of most service to her husband.

I found the sick man sitting up in bed, certainly more composed than before, yet in a high state of excitement. He had the Bible before him, which he grasped with both his hands, saying, as I entered the room,—"Sir, I find the devil does not show his face while I hold this book. I remember my dear mother saying, when a neighbour one day was telling her about Satan tempting, '*Resist the devil and he will flee from you.*'"—James iv. 7.

(*To be continued.*)

Meetings, Sermons, Collections, &c.

(*For the Shipwrecked Mariners' Society.*)

ABERDEEN.—Wm. P. Booth, Esq., Hon. Agent, acknowledges the receipt of £1 3s. from the Rev. Dr. Longmuir, being proceeds of a sermon preached by him in the Mariners' Church.

BUCKIE, N.B.—Two sermons were preached on behalf of the society; that in the

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Parish church, by the Rev. Jas. Gardiner, when the sum of £1 12s. 3d. was collected; and the other in the Roman Catholic Chapel, by the Rev. Wm. Clapperton, when £4 2s. 6d. was collected, both sums having been remitted by Mr. Jas. Crowden, Hon. Agent.

FRAZERBURGH, N.B.—A sermon was preached to seamen on the 5th February, by the Rev. Mr. Donald, Free Church, when the sum of £2 7s. 2d. was collected, and remitted by Mr. James Couper, F.O., Honorary Agent.

KINCARDINESHIRE AUXILIARY.—The annual meeting took place within the Court House on the 20th December. The Chairman (Mr. Sheriff Robertson), read the following report for the year 1859, which was unanimously approved:—The claims of this excellent and benevolent society cannot be too prominently or frequently brought before the inhabitants of this great commercial country, as by its instrumentality valuable assistance is afforded to mariners, fishermen, and their families in times of distress and shipwreck. During this year, and in particular in the months of October and November last, many disastrous shipwrecks occurred on the coasts of Great Britain, in which many hundreds of our fellow countrymen and foreigners perished. At the present time therefore the society has very strong claims on the benevolence and support of the public; and it is confidently trusted that all who feel for the hardy sons of the ocean, who peril their lives in the prosecution of their arduous occupation, will cheerfully respond to the call now made on their charity, and that the proprietors and others interested in the fishing villages on the coast of Kincardineshire, will not only aid the cause by liberal contributions, but endeavour to induce the fishermen in these villages to join the society, which, for the small annual payment of 3s., affords most substantial relief in the event of casualties among its members. Although it is gratifying to report that the number of members in the auxiliary Society exceeds, by seven, the number for last year, and that the warmest thanks are due to the honorary agents for their gratuitous and disinterested exertions, yet it is considered that many hundreds more of our fishing population should join, and that the exertions of their proprietors and others interested in their welfare might be advantageously used for that very desirable purpose. The members for the year amounted to 153. The annual account of the treasurer has been audited and found to be correct. The amount collected is £52 2s. 8d., of which £14 18s. are donations; £15 1s. 6d. annual subscriptions from parties not members, and the remainder has been contributed by the ordinary members. The sum of £43 has been remitted to the parent institution in London, and numerous sums paid by it in cases of distress. It is gratifying to add that 39 fishermen in the village of Portlethen have consented to join the society for 1860. The following office-bearers for 1860 were then elected, viz.: President—Mr. Sheriff Robertson; Honorary Agents—Messrs. Garner, Lapenotiere, Walker, Falconer, Stewart, Legg, and Myers; Mr. John Falconer, writer, Treasurer; and Mr. James Scott, writer, Secretary. The thanks of the meeting were cordially given to the chairman for his conduct in the chair, and the interest he takes in the operations of the society.

LERWICH, SHETLAND.—A sermon was preached in the Parish Church, but the amount has not been reported.

LIMEKILNS, N. B.—The annual sermon was preached by the Rev. Dr. Johnstone, when the sum of £5 13s. was collected and remitted by the Honorary Agent, Mr. J. Young.

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NORTH BERWICK.—The sum of £10 12s. 2d. has been remitted by the Honorary Agent, Mr. Dall, Jun., being the proceeds of a sermon preached by the Rev. William Calvert, of the United Presbyterian Church.

SWANSEA.—The general meeting of this branch was held in the Seamens' Chapel, Adelaide-street, on Tuesday evening, 31st January. There was a large and respectable audience. The chair was taken by T. Edw. Thomas, Esq., Mayor. The proceedings were opened by the Rev. J. Whitby, of the Burrows Chapel, offering up an appropriate prayer.

His Worship, in a few preparatory remarks, observed, that although he had been an admirer of the Society for many years past, he took shame to himself that this was the first meeting which he had attended; he hoped, however, it would not be the last. He fully coincided with the beautiful prayer of Mr. Whitby—that God would mercifully bless and preserve the seamen both on sea and shore. He then called on

Mr. W. N. Johnson, the Hon. Secretary, to read the report of the Society during the past year. With regard to local operations, Mr. Johnson said he had but few seamen to provide with clothing, but others he had had to feed and forward to their homes. In 1855, he was solicited to undertake the honorary agency for this port, and since that time he had endeavoured to promote the interests of the society to the best of his ability. At first he found no honorary subscribers in Swansea, but in 1856 those subscriptions amounted to £19 14s. 6d. Sixty, which was the previous number of members, increased in 1856 to 228; in 1857, the subscriptions amounted to £26 6s. 11d., and the number of members was 168; in 1858—subscriptions, £31 15s. 8d., members 179. In 1859—subscriptions, £33 12s. 6d., members, 180. Persons relieved and forwarded home from Swansea, 80; received medical treatment, 1. Mr. Johnson concluded by renewing his appeal for aid in behalf of this truly noble society.

Mr. H. T. Miller, Travelling Agent, in a lengthened address, which our space will not allow us to detail, concluded by tracing the foundation and the ultimate success of the society, and all similar benevolent institutions, to the fact that the people of England had a free and open bible in their midst—a book which showed them their duty to their God and their neighbours. [Cheers.]

Mr. Joseph Rutter, The Rev. J. Whitby, Mr. Hill, the seamen's missionary in Swansea, and the Rev. William Jones, also impressed upon the audience the desirability of supporting the society, which was the means of doing so much good to a class of men to whom they were all so very largely indebted.

These resolutions were carried unanimously, which terminated the proceedings.

STRANRAER, N.B.—The Rev. Thos. Bell, Free Church, kindly preached for the Society, when the sum of £6 was collected, and remitted by H. J. Skene, Esq., Hon. Agent.

YARMOUTH, NORFOLK.—The annual sermon was preached in St. Nicholas' Church, on the 18th December last, by the Rev. H. R. Nevill (Vicar), when the sum of £11 16s. 9d. was collected. The annual meeting was held on Friday evening, February 3rd, at the Town Hall. Among those present (in addition to several ladies, and many fishermen and sailors) were C. J. Palmer, Esq. (who presided), the Mayor (W. Worship, Esq.), the Deputy-Mayor (F. Worship, Esq.), the Rev. H. R. Nevill, M.A., Messrs. S. Nightingale, G. S. Harcourt, F. W. Ferrier, M. Butcher, &c.

The Chairman said, as president of this branch of the "Shipwrecked Fishermen and Mariners' Society," he felt great pleasure in taking the chair that evening, and he was

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glad to see a more numerous assemblage than was usual on such occasions. By the report, which their excellent secretary, Mr. Ferrier, would read, they would perceive that a vast amount of benefit had been afforded by the society during the past year. They all knew very well that it had been a disastrous year to the shipping—that there had been more than the usual amount of casualties, particularly during the last few months. The calls upon the society had in consequence been very large, and the number relieved at this port had been very considerable. Although numerous disasters had occurred upon this coast, yet a still greater number had occurred in other parts of the kingdom, which had caused a considerable drain upon the funds of the institution. It behoved the seamen especially to bestir themselves and open up fresh supplies for the funds of a society which was supported *entirely* by voluntary contributions, and which was not merely national but universal; for no seaman, whatever might be his colour, creed, or country, was excluded from a participation in its benefits. [Applause.]

F. W. Ferrier, Esq., the hon. secretary, read the report. The total amount expended by the local branch during the past year was £173 17s. 8d. The receipts had been £201 19s. 2d., including a legacy from Mrs. Dye, of Southtown. There were 927 mariners at 3s. per annum—£139 1s.; and 253 honorary subscribers at 2s. 6d.—£31 12s. 6d. The amount paid to the central society since the establishment of the branch was £3295 5s. 11d, and received therefrom £2328 8s. 6d., making a difference in favour of the society of £966 17s. 5d. The number of seamen relieved during the past year was 179, and 132 had been forwarded to their homes. The number of wrecks annually increased at the rate of 300 for several years past. In 1858 Lloyd's reported 3,600, hence the continuous demands on the charity had so increased as to exceed the income by £2000, and had made it necessary to sell £1500 stock, thus reducing the annual grants to widows, &c.

The Mayor said he could not but feel that the Yarmouth branch of this society was very fortunate in having so earnest a president, for, somehow or other, Mr. C. J. Palmer always brought to bear upon all he took in hand so much energy and good sense, that it would be impossible for any society with which he identified himself to be other than successful. [Hear.] He, the Mayor, also could not but feel that a vast amount of labour must have fallen upon the hon. secretary, and that he must have devoted a large amount of attention and time to the duty he had undertaken. [Hear.] He had great pleasure in moving the adoption of the report.

Mr. Harcourt, the Rev. H. R. Nevill, Mr. F. Worship, Mr. S. Nightingale, and Mr. M. Butcher, having addressed the meeting,

The Mayor proposed a vote of thanks to the chairman, who, in acknowledging the compliment, said that he hoped the example of Mrs. Dye, who had left the society a legacy of £10, would be more generally followed. Thanks were also voted to Mr. Ferrier, the zealous Honorary Secretary, which concluded the meeting.

Rewards for Saving Life on the High Seas and Coasts of the Colonies.

The following rewards was granted by the "Shipwrecked Mariners' Society" during the past quarter, viz.—

Dec. 25th, 1859.—Captain the Hon. Francis Maude, R.N. in the chair.—A letter

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was read from the secretary of the Humane Society forwarding a letter from the secretary of the Trinity House, Port Adelaide, South Australia, setting forth the gallant and humane conduct of various persons on the occasion of the wreck of the 'Adwella.'

It appeared that the vessel struck and parted into three pieces: eighty-five out of 107 souls perished; the rest clung to the wreck, three of them were taken off by the most determined efforts of Mr. B. Germain, who picked up one of the wrecked vessel's boats, repaired her, and gathered a volunteer crew out of men assembled from the neighbouring sheep walks; the crew of a pilot boat which had been sent by a steamer to assist, joined Mr. Germain and his crew in their efforts; both boats were capsized *four* times, persevering with the most determined bravery for six days, at the imminent peril of all their lives; two of the crew got on shore on a raft which they had constructed, and a life boat having arrived from Melbourne took off the remaining seventeen.

The Committee having read the printed reports, as well as the letter before-mentioned and fully considered them, it was proposed by Captain C. R. Egerton, R.N., seconded by William Stuart, Esq., and carried unanimously,—that this Committee present to Mr. Benjamin Germain the gold medal of the Institution, in admiration of the bravery and humanity displayed by him on the occasion of the wreck of the 'Adwella,' and also of the readiness evinced in picking up a boat and repairing her, to attempt the rescue of the unfortunate sufferers; and that the silver medal of the Institution be presented to both boats' crews who so bravely seconded the efforts of Mr. Germain.

January 20th, 1860, Captain the Hon. Francis Maude, R.N., in the chair.—A letter was read from R. H. Swaffield, Esq., enclosing a testimonial from Major Swaffield, of H.M. 31st regiment, stating the gallant conduct of Mr. Earle, the chief mate of the 'Nemesis,' on the occasion of the loss of the 'Neptune,' having on board a detachment of the before-named regiment, that the said gentleman besides being employed in the boats did, by great personal exertion, save the lives of two women.

It was proposed by Captain the Hon. Francis Maude, R.N., seconded by Captain Rawstorne, R.N., that the silver medal of the Institution be awarded to Mr. Earle.

February 10th, Captain the Hon. Francis Maude, R.N. in the chair.—A letter was read from the Secretary of the Royal Humane Society, enclosing letters and documents setting forth the gallant and humane conduct of Captain Cheney, of the French brig 'Jenny Celina,' in rescuing, during a terrific gale of wind, the crew, nine in number, of the barque 'Hope of Whitby,' water-logged, in lat. 50° N., long. 18° W.

It was proposed by the Right Hon. Lord Henry Cholmondeley, seconded by Vice-Admiral Bertie C. Cator, and carried unanimously, that the silver medal of the Institution be awarded to Captain Cheney as an expression of this Committee's high estimation of his magnanimous conduct on the occasion before set forth.

February 24th, Admiral Sir H. Hope, K.C.B., in the chair.—A letter was read from H. Waddington, Esq.: (enclosing per order of Sir George Lewis, Secretary of State), to the Royal Humane Society, which not coming within their rules was sent to this Institution, a letter from the President of the Chamber of Commerce, forwarded through the Lieutenant Governor of Guernsey, calling attention to the gallant conduct of Captain Abraham Martin, of the brigantine 'Albion,' of Guernsey, in saving the crews, ten in number, of the 'Jane' of Whitby, and the 'Superb' of Yarmouth.

It appeared that these gallant services in the cause of humanity were rendered during a very severe gale and heavy cross sea on the 27th and 29th of October last, in the North sea, when much nautical skill was exhibited by Captain Martin in handling his vessel, he having made six attempts to pick up the small boat of the 'Albion,' under charge of the Captain of the 'Jane,' who voluntered to make one to go to the help of the Captain, his wife, nearly exhausted, and crew of the 'Superb,' and with great difficulty accomplished

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their errand of mercy; another vessel, a foreigner, ran by them the same day, leaving them to perish. It was stated also that Captain Martin had, under Providence, been the means of rescuing five crews.

Moved by the Right Hon. Lord Henry Cholmondeley, seconded by Captain the Hon. Francis Maude, R.N., and carried unanimously, that the silver medal of the Institution be awarded to Captain Abraham Martin for the humanity and courage displayed by him on these occasions.

March 9th, 1860, Admiral Sir Henry Hope, K.C.B., in the chair. A letter was read from the Yarmouth Agent, making application for a reward for Captain James Woods, master of the schooner 'Isabella,' of Yarmouth, and his three men, viz., Fred. Harpley, Martin Guyton, and Simon Aldis, for their exertions in saving the captain and crew, six in number, of the 'Peace' of Whitby, which foundered in a heavy gale of wind on the night of the 20th of December last, when three miles off the Dudgeon light. It appeared that the rescued crew took to their small skiff in a very heavy sea, and were picked up by the 'Isabella,' after three attempts. It was proposed by Captain the Hon. Francis Maude, R.N., seconded by Rear-Admiral Bullock, and carried unanimously, that the silver medal be awarded to Captain James Woods, and £1 to each of his crew, for their humane and successful exertions on this occasion.

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.—

January 5, 1860.—Mr. Thomas Chapman, F.R.S., in the chair. A reward of £12 was voted to the crew of the 'Thorpness' Life-boat, for going off in her in the night, and saving eight of the crew of the brig 'Henry Morton,' of Sunderland, which foundered on Sizewell Bank, on the 10th ult. In less than an hour afterwards she sunk in six fathoms of water. The same excellent Life-boat again put off on the 13th ult., and assisted in safety into port the sloop 'Sybil,' of Goole, which was found in a sinking state, off Thorpness, on the night of that day.

A reward of £12 was also voted to the Barmouth Life-boat, for rescuing fourteen persons, including the master's wife, from the ship 'Britannia,' of Bath, United States, which during a gale of wind was wrecked off Barmouth. This is the second time this valuable Life-boat has rendered important services within a few weeks to American ships which had grounded in Cardigan Bay, their masters believing that they were above Holyhead.

A reward of £13 10s. to the crew of the Lytham Life-boat, for rescuing, on the 13th and 21st December, the crews consisting of twelve persons, from the brigantine 'Hannah Jane,' of London, and the brigantine 'Robert Henry,' of Dundalk, which during stormy weather had grounded on the outlying sand banks.

A reward of £12 to the 'Filey' Life-boat, for putting off in the night of the 17th ult., and bringing the crew of seven men of the schooner 'Olive Branch,' from Colchester, safely into port, which during foggy weather and a heavy surf had become a total wreck.

The Institution's small surf Life-boat at Yarmouth had also been instrumental in saving the crews of the brig 'John,' of Shields, and the schooner 'Ferona,' of Exeter, which during stormy weather had grounded off Yarmouth.

Rewards amounting to £80 11s. were also voted to the Institution's Life-boats at

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Appledore, Aldborough, Suffolk, Rosslare, and Yarmouth, for putting off in them, sometimes in the darkness of the night, and during very tempestuous weather, to vessels which had afterwards got out of danger and proceeded on their voyage.

A reward of £13 was also voted to the 'Cahore' Life-boat on the coast of Wexford, for bringing on shore four persons belonging to the ship 'Somnauth,' of Liverpool, which, during stormy weather, had foundered on the Blackwater Bank on the 20th ult. Seventeen persons, including the master's wife and child, had previously succeeded in reaching the shore in two of the wreck's boats. During the past year some of the Life-boats of the institution and other public bodies were instrumental in rescuing 218 of our shipwrecked fellow creatures from a watery grave.

The silver medal and £1 were voted to Henry Boyd, coastguard boatman at St. John's Point, and £5 to five other boatmen for putting off in a shore-boat and rescuing at considerable risk of life, the crew of eight men of the brigantine 'Water Lily,' of Dublin, wrecked in Dundrum Bay on the 9th ult. Boyd particularly distinguished himself by his gallant conduct on the occasion. It was only after three attempts that the boat succeeded in reaching the wreck and taking off the crew. The vessel went to pieces in half-an-hour after the crew were landed, and the fishing boat that was used on the occasion was completely destroyed on landing.

Also the silver medal and a copy of the Institution's vote on parchment to Mr. C. M. Talbot, M.P., chairman of the South Wales Railway Company, in acknowledgment of his intrepid services by wading into the surf with others, at much risk of life, and rescuing several men from the barque 'Joseph Jean,' of Jersey, which during a heavy gale of wind was wrecked on the Glamorganshire coast, near Mr. Talbot's residence, a few weeks ago. Mr. Williams, a farmer, who also received the silver medal, had courageously followed the example of Mr. Talbot by rushing into the sea on horseback to attempt to save some of the poor fellows. Four other men, who had creditably exerted themselves, received £3 for their valuable services.

The second service clasp was likewise voted to Mr. W. Tregidgo, chief officer of Coastguard, at New Quay, Cornwall, who had previously received the medal of the Institution, and £12 to several other men for their courageous conduct in rescuing, by wading into the surf, the crew, consisting of eleven men of the French vessels 'Anais,' of Vannes, and the 'Union,' of St. Vaast, which, during a violent storm, were wrecked near New Quay. Mr. Tregidgo particularly distinguished himself on the occasion, often wading up to his neck in a tremendous sea to the rescue of the poor foreigners.

It is truly gratifying to witness the strenuous and intrepid exertions that are being made on the coast everywhere to save the lives of shipwrecked persons. The sound of the minute gun at sea, or the burning light on board the distressed ship is sure to be responded to by the hardy men on shore. No matter how dark the night—how terrific the tempest blows—how blinding the snow drift is—that signal of imminent danger on board yonder ship nerves the strong man who, calm and collected at this hour, no danger seems to appal. Yet, sad it is to relate, that it happens occasionally that in attempting to rescue others the gallant men themselves are engulphed in the boiling elements. The widows of four such brave fellows received from the Institution £75, as a small gratuity in their great bereavement. The sum of £1,360 was voted for Life-boats, boat-houses, and transporting carriages.

February 2.—Thomas Chapman, Esq., F.R.S. in the chair. The silver medal was voted to Captain Wasey, R.N., inspecting commander of the coastguard at Fleetwood, and to John Fox, coxswain of the Life boat, in admiration of their gallant and persevering conduct in putting off on two occasions and rescuing seven men from the schooner 'Ann Mitchell,' of Montrose, and the 'Jane Roper,' of Ulverstone. The brave

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crew of the Life-boat also received £22 10s. for their intrepid services. This was reported to have been a most heroic and persevering service, a portion of it having been performed during a dark and stormy night; indeed, so much so that the steam-tug which towed the Life-boat out had given her up as lost. Captain Wasey reported, that the boat's behaviour far surpassed the crew's anticipations.

Rewards amounting to £34 10s. were also voted to the crew of the 'Redcar' Life-boat, for rescuing on two different occasions the crew of eleven men from the Prussian wrecked brig 'Fortuna,' of Memel, and also two men from a fishing coble which was found in a disabled state off Redcar.

A reward of £6 to the Thorpness Life-boat, for rescuing, on the morning of the 24th January, three out of eight of the crew of the brig 'Pallas,' of Shields, which, during a heavy gale of wind, was wrecked on Sizewell Bank. The vessel had struck about midnight. The master and four of his crew immediately took to their boat. She was, however, no sooner launched than she capsized, drowning immediately the five poor men. The remaining three men had held on with difficulty to the rigging. With the dawn of the day the Life-boat saw their perilous position, and took them off in a very exhausted state.

The second service clasp and £1 were also voted to Daniel Shea, coxswain of the Padstow Life-boat, and £1 to John Knight, in acknowledgment of their gallant conduct in wading into the surf, and rescuing, at much risk of life, two of the crew of the ship 'James Alexander,' which, during a heavy gale of wind, was wrecked near Padstow on the 22nd Jan. The remainder of the crew, 25 in number, were saved by the rocket apparatus, under the direction of Mr. Tregidgo, the chief officer of the coastguard at Newquay, who, with his wonted bravery, very much distinguished himself, by rushing into the surf to remove an obstruction to the free working of the apparatus.

The silver medal and £1 to Mr. John Dyer, in testimony of his brave conduct in wading into the surf which three or four times completely immersed him, and saving the master of the schooner 'Beverley,' of Youghal, the remainder of the crew having been saved by the rocket apparatus.

A reward of £4 to a boat's crew of two farmers and their two servants for saving the crew of five men and the master's wife of the brigantine 'Eagle,' which, during a gale of wind and in foggy weather, was wrecked on the coast of the Isle of Man. The vessel at the time was rolling fearfully. The master's wife having been lashed to the rigging was compelled to throw herself into the sea. Fortunately, however, she was soon picked up, although nearly exhausted, by William Quattrough, and afterwards safely brought ashore.

A vote of £6 10s. to the crew of the Arklow Life-boat, for putting off and saving nine men from the ship 'Anne Mitchell,' of Glasgow, which, during foggy weather and a tremendous sea, was wrecked on 30th Jan., on those dangerous banks. In vain had some fishing smacks and the 'Ruby' steamer, of Bristol, attempted previously to rescue them, and it was with some difficulty the noble Life-boat accomplished her humane object.

During the past month Life-boats had been forwarded to St. Andrew's, in Scotland, and to the vicinity of Carmarthen-bay. Payments amounting to £660 were made to various Life-boat establishments.

March 1.—Mr. Thomas Baring, M.P., in the chair. The second service clasp was voted to Captain Wasey, R.N., Inspecting Commander of the coast guard, in testimony of his gallant conduct in putting off in the Fleetwood Life-boat, and rescuing four men of the schooner 'Catherine,' of Newry, stranded off Fleetwood on the 19th ult. The brave crew of the Life-boat received also a pecuniary reward for their valuable services.

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The silver medal was likewise presented to Captain Thomas Davies, R.N., Inspecting Commander of coast guard, and the same to the Life-boat's coxswain, G. Milligan, and £24 to the crew, in acknowledgment of their intrepid services in the Yarmouth surf Life-boat, and saving the crew of five men from the sloop 'John Bull,' of that town, which was wrecked off Yarmouth pier on the night of the 17th ult. This was considered a most noble and daring service in the midst of an awful night.

A reward of £13 to the crew of the Ayr Life-boat, for saving the crew, consisting of eleven persons, from the barque 'Niagara' of Shields, which was stranded off Ayr on the 19th ult. This Life-boat had not long been on her station, and nobly had she performed her first mission of mercy. The poor sailors were so much exhausted when rescued that they had previously been unable to launch their longboat, and all of them would probably have perished before the next morning had they been left in their forlorn condition.

A reward of £5 10s. to the crew of the Teignmouth Life-boat, for putting off and bringing a barge and her crew, who were seen some three miles from land in a disabled state, to a place of safety.

The silver medal was presented to Thomas Baker, coast-guard boatman, and the thanks of the society inscribed on vellum to his boat's crew of six men, in addition to a large pecuniary reward which they had received locally, in testimony of their gallant services in rescuing four out of six of the schooner 'Sentinel,' of Carnarvon, which was some time since wrecked on the back of the Isle of Wight. The institution also presented its thanks, inscribed on vellum, to the Rev. J. Pellew Gaze, in acknowledgment of his intrepid services in wading into the surf to assist in launching the boat.

A reward of £10 to the crew of the Life-boat at Yarmouth, for putting off and rescuing, during a heavy gale, the crew of the 'Zephyr,' wrecked on the Scroby Sands.

Also a reward of £9 to the crew of the 'Penmon' (Anglesey) Life-boat, for assisting, during a heavy gale of wind, in bringing a distressed flat and her crew to a place of safety.

It was reported that the institution had now under its charge 99 Life-boats, the largest life-saving fleet the world has ever yet seen under the management of a philanthropic institution. Payments amounting to £627 were made to various Life-boat establishments, and the proceedings closed.

Admiralty Circulars.—The confusion created in the mind of sailors by the multitude of circulars, each one contradicting the other, each upsetting some previous arrangement, was, in its manifestation, ridiculous, were it not that, in effect, it was too serious. We have seen two old salts going away after the public reading on the quarter-deck of some circular, one saying to the other—"I say, Bill, what was it all about?" "I'm blessed if I know," would be the answer; "something about our pay and provisions, I s'pose, but I've se'ed so many alterations that I never knows what I'm to get, or what my old woman is to get or what I'm to do, or where I'm to go. I wish them lords would know their own minds, that a fellow might have some knowledgableness about hisself."—"*Fleets and Navies*," *in Blackwood's Magazine.*

Force of the Sea.—So tremendous had the force of the sea been when the 'Royal Charter' was lost, that it had beaten one great ingot of gold deep into a strong and heavy piece of her solid iron-work: in which, also, several loose sovereigns that the ingot had swept in before it had been found as firmly embedded as though the iron had been liquid when they were forced there.—*All the Year Round.*

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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, 1859, and the 29th February, 1860.

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:—

6 W, 1 O, 2 AP..	26	3	0	*London.*
4 W, 8 O, 2 AP, 1 MM, 1 M ...	45	1	3	*Aberdeen.*
2 W, 4 O, 1 M ..	14	7	6	*Aberystwith.*
1 W, 4 O, 2 AP, 2 MM, 1 F ..	15	7	6	*Arbroath.*
1 W, 1 F	4	10	0	*Aldborough.*
1 W.....	4	15	0	*Amlwch.*
1 M, 1 F.....	4	2	6	*Anstruther.*
2 O.....	6	0	0	*Appledore.*
2 W, 2 O, 2 M ..	12	0	0	*Bangor.*
5 F.....	5	17	6	*Burra.*
2 W, 5 O.....	15	6	3	*Barmouth.*
1 MM	2	5	0	*Barrow.*
3 M.....	5	17	6	*Beer.*
4 W, 11 O, 1 M..	23	14	0	*Belfast.*
1 W, 1 O, 1 M ..	5	6	6	*Berwick.*
3 W, 5 O, 1 AP..	28	0	6	*Blakeney.*
2 MM, 6 M, 1 F..	21	2	6	*Blyth.*
1 W, 3 O, 4 MM, 4 M.....	18	7	6	*Bridgewater.*
1 MM	2	10	0	*Bridport.*
1 O	3	10	0	*Bridlington.*
1 AP	3	0	0	*Brightlingsea*
2 W, 5 O, 1 AP, 5 M	23	5	6	*Bristol.*
1 AP	4	15	0	*Brixham.*
2 W, 3 O.....	10	14	3	*Buckie.*
1 PB	1	0	0	*Burnham.*
1 M.....	1	12	6	*Cardiff.*
1 MM, 1 M	4	10	0	*Cardigan.*
1 MM, 3 M.....	14	2	6	*Carnarvon.*
1 M	1	17	6	*Clovelly.*
1 M	1	12	6	*Colchester.*
1 W.....	5	10	0	*Cromarty.*
1 MM	1	17	6	*Crouch River.*
1 M	1	10	0	*Cullivoe.*
3 W, 7 O, 2 M ..	23	15	0	*Dartmouth.*
1 M	2	0	0	*Devoran.*
2 AP, 1 M	10	8	0	*Dinas Cross.*
1 W, 3 O, 2 AP ..	8	13	9	*Dover.*
1 MM, 2 M.....	5	2	6	*Duncannon Fort.*
5 W, 11 O, 1 AP, 1 MM, 17 M ..	71	15	3	*Dundee.*
1 AP, 1 MM, 2 M	12	2	6	*Exmouth.*
2 MM	5	12	6	*Fareham.*
1 M, 1 F.....	3	14	6	*Faversham.*
1 M	1	3	6	*Fethard.*
1 M.....	3	15	0	*Filey.*
1 W, 1 O, 2 M ..	8	7	6	*Fleetwood.*
1 MM	2	16	0	*Flint.*
2 MM	5	0	0	*Folkestone.*
1 W, 4 O, 2 MM .	16	2	6	*Fowey.*
1 W.....	1	15	0	*Frazerburgh.*
1 W, 4 O, 2 M . .	19	6	3	*Garliestown.*
2 W, 7 O, 1 AP, 2 MM	21	10	6	*Glasgow.*
1 M	1	10	0	*Gloucester.*
5 M	9	2	6	*Goole.*
2 MM, 1 A.....	6	10	0	*Grangemouth*
4 W, 7 O, 1 M..	29	13	3	*Gravesend.*
2 W, 6 O, 4 M ..	18	12	6	*Greenock.*
1 W, 2 O, 1 AP..	11	0	0	*Greenwich.*
6 M, 1 F.....	13	0	0	*Grimsby.*
3 W, 3 O, 1 M, 1 F	14	15	0	*Guernsey.*
6 W, 9 O, 2 MM, 28 M	91	5	9	*Hartlepool.*
6 AP, 2 MM, 11 M, 1 F	55	5	0	*Hull.*
1 W, 3 O, 1 F....	15	2	6	*Ilfracombe*
1 W, 2 M	10	12	6	*Inverkeithing*
1 W, 1 MM, 2 M .	7	15	0	*Inverness*
1 MM, 4 M.....	6	17	6	*Ipswich.*
1 M.....	2	0	0	*Jersey.*
4 M	10	15	0	*Kincardine*
1 M..... ...	2	7	6	*Kinsale.*
1 M.....	4	0	0	*Kircudbright.*
1 W, 1 AP, 5 M..	18	10	0	*Kirkaldy.*
1 M.....	2	17	6	*Kirkwall.*
1 M, 5 F.....	11	0	0	*Leigh*
4 W, 2 O, 2 M, 2 F	19	12	9	*Leith*
1 AP, 4 M	12	17	6	*Lerwick.*
2 W, 5 O, 3 MM, 14 M	52	11	3	*Liverpool.*
1 W, 5 O, 1 AP..	22	5	0	*Lossiemouth.*
1 W, 4 O	11	0	0	*Lyme Regis.*
2 W, 5 O, 3 M ..	18	6	6	*Lynn.*
1 MM, 2 M	6	7	6	*Maldon.*
1 W, 3 O, 3 M ..	11	4	3	*Margate.*

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1 W, 3 O, 1 AP, 2 M	11	15	0	*Maryport.*
1 F	1	12	6	*Millbrook.*
1 AP, 2 M	5	9	0	*Milford.*
1 MM, 2 M	5	17	6	*Mistley.*
2 W, 2 O, 2 MM, 8 M	35	13	9	*Montrose.*
1 W, 10 M	24	5	0	*Newcastle.*
2 W, 1 M	10	7	6	*Newport, Pem.*
1 W, 6 O	11	0	0	*New Quay, C.*
1 W, 1 O	1	10	0	*New Quay, W*
1 W, 2 O, 1 M	3	13	6	*Newry.*
16 W, 32 O, 4 AP, 6 MM, 72 M	320	16	0	*No. Shields.*
1 M, 1 PB	5	5	0	*Padstow.*
1 M	1	12	6	*Parkgate.*
1 W	3	10	0	*Pembroke.*
1 W, 1 O	3	0	0	*Perth.*
1 MM, 1 M	5	10	0	*Peterhead.*
1 M, 3 PB	7	5	0	*Pill.*
3 W, 5 O, 1 MM, 3 M	32	14	3	*Plymouth.*
1 MM	1	17	6	*Poole.*
1 W, 2 O, 1 AP, 1 M	10	5	0	*Portinllaen.*
1 AP	3	5	0	*Portmadoc.*
4 M	9	12	6	*Portsmouth.*
2 W, 9 O	22	7	6	*Portsoy.*
1 W, 6 O, 1 MM, 1 M	9	19	0	*Port William*
2 W, 7 O	20	1	3	*Pwllheli.*
2 O	6	5	0	*Queenstown.*
1 M	1	17	6	*Ramsgate.*
1 W, 4 AP, 1 M, 1 F	24	1	6	*Reawick.*
3 W, 6 O, 1 M	23	11	6	*Robin Hood's Bay*
2 M	5	5	0	*Rochester.*
1 M	1	15	0	*Ryde.*
1 W, 6 O, 1 MM	13	15	0	*Salcombe.*
3 W, 4 O, 2 MM, 15 M	50	6	6	*Scarborough.*
1 MM, 11 PB	25	3	0	*Scilly.*
1 W, 1 O, 2 AP, 1 MM, 5 M	22	1	6	*Seaham.*
1 W, 1 M	6	15	0	*Shoreham.*
1 F	2	12	6	*Sidmouth.*
2 W, 3 O, 1 M	15	10	0	*Southampton*
12 W, 23 O, 8 MM, 58 M	224	12	6	*So. Shields.*
2 A	4	0	0	*Southwold.*
1 MM, 1 M, 4 F	14	17	6	*Staithes.*
3 M	4	12	6	*Stockton.*
1 W, 5 O, 3 F	11	13	9	*Stornaway.*
3 M	6	12	6	*Stromness.*
10 W, 17 O, 5 MM, 90 M	268	16	0	*Sunderland.*
2 M	3	10	0	*Swansea.*
2 W, 10 O	18	3	9	*Topsham.*
2 AP, 1 M	13	5	0	*Torquay.*
1 W, 5 O	7	6	3	*Waterford.*
2 W, 8 O, 1 MM, 3 M	20	7	0	*Wells.*
1 W, 2 O	5	0	0	*Wexford.*
2 W, 7 O	15	0	0	*Weymouth.*
6 W, 12 O, 1 MM, 12 M	66	9	0	*Whitby.*
4 W, 2 O, 1 MM, 9 M	40	6	6	*Whitehaven.*
1 W, 1 O, 1 AP, 1 MM, 3 M	19	2	6	*Wisbeach.*
1 MM, 7 M	17	12	6	*Wivenhoe.*
1 M	2	0	0	*Woodbridge.*
1 M	1	12	6	*Workington.*
1 W, 1 O, 2 AP, 1 MM, 3 M	16	14	6	*Yarmouth.*
2 M	3	12	6	*Yell.*
1 MM	2	0	0	*Youghal.*

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 170; Orphans, 327; Aged Parents, 46; Master Mariners, 283; Mariners and Apprentices, 2280; Fishermen, 30; Pilots and Boatmen, 16; in all 3152 persons relieved, at an expense, inclusive of that in the succeeding table, of £4194 16s. 9d.

NEW METHOD OF REEFING AND FURLING SAILS.—Captain R. F. Finlay has taken out a patent for an invention for reefing and furling. The latter is the most useful, for by means of a few rings on the sail, and a rope to the mast-head, the sail is run out to the yard arms when hoisted, and runs in again to the bunt when the yard is down. The sail is then brailed to the mast, like a staysail, and the sheets can be kept home. If the wind freshens the sheets are let go, the clews and the buntline hauled up, and then the sail is brailed to the mast, and as it is furled up and down with the mast, on the fore part, it is well protected from the weather. In harbour a line round it, and a jacket over it, gives the line a neat appearance. In reefing a topsail, fitted with this contrivance the points are made fast to the rings on the yard, so as not to interfere with the working of the sail. The patentee, who has been master of steam and sailing ships for 21 years, believes that if a ship of war was fitted with his invention, a smaller number of hands would be required on deck to work the sails, they would be protected from rifle balls, and allow a greater number of men to fight the guns.

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ANNUAL GRANTS TO WIDOWS.

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

No.	Name.	Age.	Number of Years a Subscriber.	Number of Children.	Agency.	Amount.	No.	Names.	Age.	Number of Years a Subscriber.	Number of Children.	Agency.	Amount.
1	Margaret Rae	40	3	Two	London	1 0 0	85	Elizabeth Tate	41	10	One	Hartlepool	1 13 0
2	Cath. Beverley	46	7	One	,,	1 8 0	86	Ann Green	29	3	Two	,,	1 7 0
3	Sarah Carrington	34	5	One	,,	1 5 0	87	Alice Pike	42	10	Three	,,	2 6 0
4	Elizabeth Watson	43	4	Two	,,	1 8 0	88	Ann Boag	32	3	Three	,,	1 11 0
5	E. Anderson	60	3	None	,,	1 0 0	89	Margaret Inkster	56	7	Three	Hillswick	2 0 0
6	Rebecca Anderson	40	6	Three	,,	1 17 0	90	Fanny Green	35	5	Two	Hull	1 10 0
7	S. S. Culverhouse	42	10	Five	,,	2 19 0	91	Mary Cook	43	7	One	,,	1 8 0
8	Ann Riches	60	13	None	,,	1 10 0	92	Mary Cross	36	5	Three	,,	1 15 0
9	Jane Cooper	68	3	None	,,	1 0 0	93	Sarah Royston	58	6	None	,,	1 2 0
10	Ann Metham	57	3	None	,,	1 0 0	94	Annie Cook	42	6	Three	,,	1 18 0
11	Ann C. Watson	43	10	Two	,,	2 0 0	95	Ellen Hessay	53	6	None	,,	1 2 0
12	S. A. Rowse	33	7	Two	,,	1 14 0	96	Mary Ann Taylor	35	5	One	,,	1 5 0
13	Milcah Benson	62	5	None	,,	1 0 0	97	Mary Harrison	38	11	Two	,,	1 16 0
14	Mary Henderson	53	10	None	Aberdeen	1 7 0	98	Sarah Lee	50	8	Two	,,	1 11 6
15	Selina Chalmers	38	10	Two	,,	2 0 0	99	Catherine McAllen	32	13	One	Inverkeithing	1 18 0
16	Jean Bruce	60	6	None	,,	1 1 0	100	Isabella Fraser	35	6	Four	Inverness	2 3 0
17	Jane Allen	30	1	Two	,,	1 4 0	101	Margaret Miller	29	1	Two	,,	1 0 0
18	Mary Christie	36	2	One	,,	1 1 0	102	A. McFhee	30	2	Two	,,	1 0 0
19	Ann Penney	56	7	None	,,	1 3 0	103	Catherine Noble	34	7	Two	,,	1 15 0
20	Jane Horne	56	1	None	,,	1 0 0	104	Margaret Forbes	31	1	Three	,,	1 7 0
21	Christiana Bremner	54	4	One	,,	1 0 0	105	Elizabeth Millar	45	13	Two	Kincardine	2 5 0
22	Catherine Bowden	67	4	None	Appledore	1 0 0	106	Margaret Gilbert	51	10	Two	,,	2 0 0
23	Margaret Craig	43	2	Two	Ardrossan	1 0 0	107	Jane Nish	53	2	None	,,	1 0 0
24	Hannah Wearne	59	3	None	Atherfield	1 0 0	108	Jane Johnston	60	9	None	Kirkcudbright	1 5 0
25	Maria Bryan	61	7	None	Bangor	1 2 6	109	Ann Matches	62	6	None	Kirkwall	1 2 0
26	Elizabeth Hatchley	41	8	One	Beer	1 10 0	110	Ann Chalmers	35	1	Two	,,	1 3 0
27	Mary Ann Southcomb	36	3	Three	,,	1 10 0	111	Sarah Oliver	56	2	Two	Leigh	1 5 0
28	Charlotte Dalgleish	40	2	Three	Berwick	1 9 0	112	Catherine Johnson	39	3	Four	Lerwick	1 15 0
29	M. A. Kerrison	38	6	One	Blakeney	1 7 0	113	Isabella Bain	51	2	Two	,,	1 5 0
30	Ellen Mansfield	26	6	One	,,	1 7 0	114	Margaret Robertson	53	1	One	,,	1 0 0
31	Elizabeth Harvey	44	7	Two	,,	1 14 0	115	Robina Johnson	35	1	One	,,	1 0 0
32	Hannah Waller	36	12	Four	,,	2 18 0	116	Christiana Malcolmson	54	7	None	,,	1 3 0
33	Margaret Harrison	34	7	One	Blyth	1 8 0	117	Esther Sinclair	53	4	None	,,	1 0 0
34	Mary York	39	0	Two	,,	2 0 0	118	Sarah Smith	45	5	One	,,	1 5 0
35	Isabella Heron	45	5	Two	,,	1 10 0	119	Catherine Smith	45	2	Two	,,	1 4 0
36	Mary Spells	34	3	Three	,,	1 11 0	120	Janet Leask	50	4	Three	,,	1 13 0

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39	[illegible]	55	7	[illegible]	[illegible]	1	8	0	124	[illegible]	56	1	Two	..	....	1	8	0
40	[illegible]	53	3	Three	..	1	11	0	124	[illegible]	44	13	Two	..	....	2	6	0
41	[illegible]	34	8	Three	Bristol	2	9	0	125	Janet Peterson	53	5	Three	..	....	1	15	0
42	M. A. Avery	39	5	Two	Brixham	1	10	0	126	Orphans of Jameson	36	2	Three	..	....	1	9	0
43	Ann Lovell	35	1	Three	..	1	6	0	127	Janet Leask	3	6	One	..	....	1	7	0
44	Sarah Bartlett	43	5	One	..	1	5	0	128	Marion Anderson	43	11	Five	..	....	3	2	0
45	Jane Wood	33	3	Three	Buckie	1	11	0	129	Elizabeth Laurenson	49	5	One	..	....	1	5	0
46	Margaret Hay	51	1	One	..	1	0	0	130	Elizabeth Henderson	58	1	Two	..	....	1	3	0
47	Janet Stewart	44	1	One	..	1	0	0	131	Margaret Nisbet	44	3	Two	..	....	1	7	0
48	Ellen Murray	30	2	Three	..	1	9	0	132	Ellen Clark	48	4	One	Limekilns	....	1	4	0
49	Ann Geddes	28	5	Four	..	2	0	0	133	Barbara Garrick	32	11	Two	..	....	2	2	0
50	Jane F. Geddes	45	4	Two	..	1	8	0	134	Lilias Cooper	52	5	One	Liverpool	....	1	5	0
51	Catherine Mair	51	5	Three	..	1	15	0	135	J. Wilson or McIntyre	43	4	One	..	....	1	4	0
52	Ellen Wood	28	5	Two	..	1	10	0	136	Mary Scott	39	4	Four	Loughope	....	1	18	0
53	Margaret Slater	28	5	One	..	1	5	0	137	Widow Harris	50	8	None	Maryport	....	1	4	0
54	Mary James	55	1	None	Cardigan	1	0	0	138	Widow Watson	36	4	One	..	....	1	4	0
55	Harriet Turner	31	5	Two	Clovelly	1	10	0	139	Lany Cake Costin	34	3	Five	..	....	2	0	0
56	Elizabeth Moar	49	4	Eleven	Cullivoe	2	15	0	140	Mary Harries	51	8	Two	..	....	1	16	0
57	Widow Bumpstead	40	4	Two	Dover	1	9	0	141	Elspat May	36	5	Two	Milford	....	1	10	0
58	Namoi Ealdon	35	9	Four	..	2	10	0	142	Mary Allen	55	2	Two	Nairn	....	1	5	0
59	Elizabeth Athridge	33	4	Three	Dublin	1	13	0	143	Mary Proctor	29	5	One	Newcastle	....	1	5	0
60	Mary Mitchell	31	8	One	Dundee	1	10	0	144	Jane Richy	39	8	Four	..	....	2	8	0
61	Sarah Keane	40	4	Three	Eastbourne	1	13	0	145	Catherine Dotchin	60	6	None	..	....	1	0	0
62	Charlotte Gray		3	One	Edinburgh	1	0	0	146	Margaret Davies	54	11	None	..	....	1	8	0
63	Charlotte Dickson	37	6	Two	Exmouth	1	12	0	147	Eleanor Rowland	36	2	Four	New Quay	....	1	13	0
64	Alice Harvey	61	7	None	Falmouth	1	3	0	148	Ann Quinn	48	5	Two	..	....	1	10	0
65	Elizabeth Cammish	66	4	None	Filey	1	12	0	149	Sarah Lee	45	8	Five	Newry	....	2	14	0
66	Sarah Simpson	61	14	None	..	1	12	0	150	Phillis Smith	57	7	None	North Shields	....	1	3	0
67	Frances Bailey	38	11	One	..	1	0	0	151	Dorothy Watson	64	5	None	..	....	1	0	0
68	Mary Thomas	40	6	Three	Fishguard	1	17	0	152	Jane Barrison	30	5	Two	..	....	1	10	0
69	Jean Tate	38	8	Two	Frazerburgh	1	16	0	153	John Todd	22	7	One	..	....	1	8	0
70	Isabella Smith	44	1	One	Glasgow	1	0	0	154	Jane Johnson	29	8	Two	..	....	1	16	0
71	Barbara MacBride	38	5	Three	..	1	15	0	155	Sarah Lilyco	33	6	Three	..	....	1	17	0
72	Christiana Garrett	52	1	One	..	1	0	0	156	Jane Forster	30	9	Two	..	....	1	18	0
73	Helen Duncan	36	3	Four	..	1	15	0	157	Mary Ann Gibson	42	10	Two	..	....	2	0	0
74	Janet Beattie	35	4	One	Grangemouth	1	4	0	158	Hannah Brown	31	11	Three	..	....	2	8	0
75	Orphans of Naismyth		3	Two	..	1	7	0	159	Jane Farley	35	11	Three	..	....	2	8	0
76	Agnes Johnston	37	8	Five	..	2	13	0	160	Margaret Brotherson	43	3	One	..	....	1	0	0
77	Jane Marshall	46	3	Four	..	1	15	0	161	Rebecca Skillet	43	3	One	..	....	1	0	0
78	Marion Cochrane	27	4	One	..	1	0	0	162	Margaret Anderson	45	5	Four	..	....	2	0	0
79	Ann Brown	—	1	Six	Gravesend	1	18	0	163	Ann Todd	43	7	Three	..	....	2	0	0
80	Catherine Horne	35	3	Three	Greenwich	1	11	0	164	Isabella Northcock	48	2	One	..	....	1	0	0
81	M. S. Rose	25	7	Two	..	1	14	0	165	Elizabeth Butcher	39	2	Two	..	....	1	5	0
82	Sarah Gardner	51	8	One	Guernsey	1	10	0	166	Mary Boag	30	6	Three	..	....	1	17	0
83	Matilda Radford	31	7	Two	Hartlepool	1	14	0	167	Charlotte Usher	46	3	Three	..	....	1	11	0
84	Sarah Sharp	34	14	Three	..	2	15	0	168	Ann Mac Clean	64	1	None	..	....	1	0	0
											34	7	Two	..	....	1	14	0

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No.	Names.	Age.	Number of Years a Subscriber.	Number of Children.	Agency.	Amount.	No.	Names.	Age.	Number of Years a Subscriber.	Number of Children.	Agency.	Amount.
169	Jane Turnbull	57	2	None	North Shields	1 0 0	239	Orphans of Ripon	—	6	Two	South Shields	1 12 0
170	Hannah Kennison	64	7	None	,,	1 3 0	240	Elizabeth Schofield	66	10	None	,,	1 7 0
171	Ann Wilkinson	43	1	One	,,	1 0 0	241	Margaret Durward	63	2	None	,,	1 0 0
172	Mary Irvine	62	7	None	,,	1 3 0	242	Esther Lumley	52	3	One	,,	1 2 0
173	Jane Wright	59	7	None	,,	1 3 0	243	Margaret Henderson	33	11	Two	,,	2 2 0
174	Ann Harrison	34	10	Two	,,	2 0 0	244	Elizabeth Wardwell	39	3	Two	,,	1 7 0
175	Mary Robson	68	6	None	,,	1 2 0	245	Susannah Creasy	29	5	Four	Stockton	2 0 0
176	Ellen Bell	65	7	None	,,	1 3 0	246	Elizabeth Hewison	51	12	Two	Stornaway	2 3 0
177	Margaret Bowen	36	8	Two	,,	1 16 0	247	Ann Tullock	41	7	Two	Stromness	1 14 0
178	Jane Grundy	36	3	One	,,	1 3 0	248	Betsy Towers	40	2	One	,,	1 1 0
179	Jane Williams	46	9	One	,,	1 12 0	249	Jane Christie	44	5	Two	Sunderland	1 10 0
180	Ann Baird	61	7	None	,,	1 3 0	250	Mary Ann Sidney	36	10	Two	,,	2 0 0
181	Matilda Cowie	25	4	Two	,,	1 9 0	251	Elizabeth Gibbons	52	5	None	,,	1 0 0
182	Elizabeth Meldram	29	7	Two	,,	1 14 0	252	Maria Bulmer	38	10	Six	,,	3 0 0
183	Jane Hall	41	10	Five	,,	2 14 0	253	Mary Ann Walker	26	3	One	,,	1 2 0
184	Caroline Laing	31	8	Two	,,	1 16 0	254	Elizabeth White	54	7	None	,,	1 3 0
185	Mary Nesbet	47	7	Four	,,	2 5 0	255	Mary Miller	29	6	Two	,,	1 12 0
186	Catherine Storey	42	12	Five	,,	3 5 0	256	Maria Waugh	43	9	Four	,,	2 10 0
187	Jane Hodgson	37	12	One	,,	1 16 0	257	Mary Skilling	34	5	Two	,,	1 10 0
188	Orphan of T. May	13	12	One	,,	1 16 0	258	M. Patterson	37	7	Two	,,	1 14 0
189	Sarah Wickham	52	6	None	,,	1 0 0	259	Mary Smith	46	13	One	,,	1 18 0
190	D. B. Hewett	44	3	Three	Penzance	1 11 0	260	Jane Palmer	54	4	None	,,	1 0 0
191	Widow Hay	36	6	Five	Perth	2 8 0	261	Mary Taylor	50	6	Two	,,	1 12 0
192	Elizabeth Attwell	45	2	Three	Pill	1 9 0	262	Elizabeth Hunter	36	6	Three	,,	1 14 0
193	Orphans of C. Scoble	—	8	Two	Plymouth	1 16 0	263	E. Walters	43	9	Two	,,	1 18 0
194	Mary Ann Moon	36	4	Four	,,	1 18 0	264	E. Rowland	34	2	Three	,,	1 9 0
195	Mary Brown	46	4	Two	Poole	1 8 0	265	Mary Weldon	29	3	Two	,,	1 7 0
196	Widow Sloan	—	1	Three	Port William	1 7 0	266	Ann Jackson	34	6	Three	,,	1 17 0
197	Margaret Griffith	43	2	Four	Pwllheli	1 13 0	267	Mary Riseborough	40	10	One	,,	1 13 0
198	Ann Barker	46	5	One	,,	1 5 0	268	Hannah Harling	33	7	Two	,,	1 14 0
199	Ann McBride	—	7	Two	Queenstown	1 14 0	269	Mary Thompson	50	13	One	,,	1 18 0
200	Barbara Mann	—	1	Two	Reawick	1 3 0	270	Mary Baldridge	31	8	Three	,,	2 2 0
201	Widow Johnson	—	10	Three	,,	2 6 0	271	Isabella Pennick	48	8	Two	,,	1 16 0
202	Margaret Reid	23	7	One	,,	1 8 0	272	Alice Booth	65	10	None	,,	1 7 0
203	Catherine Moncrieff	40	2	Three	,,	1 14 0	273	Elizabeth Robson	39	6	Three	,,	1 17 0
204	Mary Ann Moncrieff	30	1	Two	,,	1 3 0	274	Ursula Burnett	26	5	Three	,,	1 15 0
205	Christiana Reed	36	2	Four	,,	1 13 0	275	Catherine Harrison	39	9	One	,,	1 12 0
206	Bruce Yell	—	1	Two	,,	1 5 0	276	Rebecca Harris	26	7	One	,,	1 8 0
207	Clementina Reed	99	6	One	,,	1 7 0	277	Sarah Glendenning	24	7	One	,,	1 8 0
208	Ellen Sinclair	60	2	None	,,	1 0 0	278	Jane Penney	33	7	One	,,	1 5 0

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209	Ann Hudson	49	8	Two	Redcar	1	16	0	279	Mary Macpherson	35	5	Two	"	1	10	0
210	Elizabeth George	42	1	Three	Rhyl	2	9	0	280	Mary Eskine	72	4	None	"	1	7	0
211	Ann Forbes	38	5	One	Salcombe	1	5	0	281	Grace Henley	43	7	Five	Teignmouth	2	11	0
212	Mary Collins	38	1	Three	"	1	7	0	282	Elizabeth Paddon	46	3	One	"	1	2	0
213	Elizabeth Monckman	41	9	One	Scarborough	1	12	0	283	M. Crear	42	1	Three	Thurso	1	7	0
214	Sarah Baynton	41	6	One	"	1	7	0	284	Isabella Calder	64	2	None	"	1	0	0
215	Isabella Mackenzie	42	7	Three	Seaham	2	0	0	285	Hannah Wright	62	2	None	Waterford	1	0	0
216	Elizabeth Edwards	34	8	One	"	1	10	0	286	Mary M. Craffer	32	5	Six	Wells	2	10	0
217	M. P. Tugwell	33	6	Three	South Shields	1	15	0	287	Sarah Ann Harman	30	7	Two	"	1	14	0
218	Jane Shield	46	1	One	"	1	0	0	288	Mary Ann Pearce	40	6	Four	Weymouth	2	3	0
219	Mary Brunswick	53	5	One	"	1	5	0	289	Eliza White	22	1	One	"	1	0	0
220	Mary Parker	49	6	One	"	1	7	0	290	Elizabeth Forsyth	25	5	One	Whitehaven	1	5	0
221	Mary Guthrie	39	5	Three	"	1	15	0	291	Mary Ann King	42	6	Two	Wivenhoe	1	12	0
222	Elizabeth Mackay	44	3	Two	"	1	7	0	292	Maria Harvey	58	9	None	"	1	0	0
223	Jane Greaves	39	4	Three	"	1	13	0	293	Maria E. Appleby	47	5	Two	"	1	10	0
224	Ann Clarke	62	9	None	"	1	5	0	294	Ann Cooper	52	12	Three	Woodbridge	2	10	0
225	Hannah Falconer	39	6	Three	"	1	18	0	295	Pleasance King	41	5	One	"	1	5	0
226	Hannah Jardine	40	1	Two	"	1	3	0	296	Orphan of Snell	6	4	One	"	1	4	0
227	Elizabeth Ferrier	32	12	One	"	1	16	0	297	Sarah Canhain	36	9	Three	Yarmouth	2	4	0
228	Hannah Bell	58	10	None	"	1	7	0	298	Elizabeth Howlett	49	9	One	"	1	12	0
229	Elizabeth Smith	38	6	Two	"	1	13	0	299	Sarah Wells	41	9	Two	"	1	18	0
230	Alice W. Maddison	42	11	Two	"	2	2	0	300	Charlotte Rattenburg	38	9	Three	"	2	4	0
231	Mary Pye	38	7	Two	"	1	14	0	301	Sarah Harlock	49	13	Four	"	3	0	0
232	Mary Cooper	21	4	Two	"	1	9	0	302	Jane Crowe	51	14	None	"	1	12	0
233	Ann Banfield	42	7	Two	"	1	14	0	303	Susan Beddingfield	40	4	Four	"	1	18	0
234	Margaret Middleton	45	5	One	"	1	5	0	304	Mary Ann Bowles	46	9	One	"	1	12	0
235	Orphans of Pritchard	—	5	Two	"	1	10	0	305	Charlotte Martin	31	9	Two	"	1	18	0
236	Dorothy Cuthbertson	34	3	Four	"	1	15	0	306	Ann Smith	—	5	One	"	1	5	0
237	Diana Sykes	54	11	One	"	1	15	0	307	Alice Pearce	49	3	Two	Youghal	1	11	0
238	Margaret Lunn	58	9	None	"	1	5	0									

NOTE.--Three hundred and thirty-six Widows, a list of whom appeared in our twenty-fourth number, page 216, Vol. 7, were also relieved in July, making, with the above a total of *six hundred and seventeen widows* (not including orphans) of drowned Fishermen or Mariners, who are thus receiving *Annual Grants* to the amount of £988 6s. 6d. 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.

A DEATH GRIP.—A sea captain related at a meeting in Boston, a short time ago, a thrilling incident in his own experience:—"A few years ago I was sailing by the Island of Cuba, when the cry ran through the ship, 'man overboard!' It was impossible to put up the helm of the ship, but I instantly seized a rope and threw it over the ship's stern, crying out to the man to seize it for his life. The sailor caught the rope just as the ship was passing. I immediately caught another rope, and making a slip noose of it attached it to the other and slid it down to the struggling sailor, and directed him to pass it over his shoulders and under his arms, and he would be drawn on board. He was rescued; but he had grasped that rope with such firmness, with such death grip, that it took hours before his hold relaxed, and his hand could be separated from it. With such eagerness, indeed, had he clutched the object that was to save his life, that the strands of rope became imbedded in the flesh of his hands!"

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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.*, 1859, *and the 29th Feb.*, 1860.

Vessel's Name.	Port.	Amount of Relief. £	s.	d.	Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Alice	Bristol	2	16	0	City of Limerick	Londonderry	1	19	0
Alpha	Portmadoc	3	2	0	Crocodile	Kinsale	4	2	0
Athens	So. Shields	9	17	6	Catherine & Jane	Aberystwith	2	6	6
Augusta	Banff	2	16	0	Clifton	Gloucester	1	19	0
Alice Gill	,,	4	16	6	Cora	Whitby	6	2	4
Ann	London	1	9	0	Cove	Blyth	1	17	0
Ann Mitchell	Montrose	6	14	0	Christina	Vetheiun	4	10	0
Advice	Dundee	3	18	6	Ditto	Shields	3	19	0
Arrow	Macduff	2	4	0	Ditto	Sunderland	6	2	0
Ann Mitchell	Glasgow	3	17	0	Colyriun	Kingstown	2	16	0
Ashley Down	Portsmouth	4	2	0	Conrad	Newcastle	5	19	0
Adeline	Shields	7	6	0	Clydeside	Colchester	2	4	0
Alice	Folkestone	9	10	6	Clyde	South Shields	2	17	7
Alert	Whitehaven	4	2	6	Clemence	Caen	3	2	0
Athlone	Liverpool	5	17	0	Clarrissa	Sunderland	2	1	0
Alexander Edmond	Bristol	2	1	4	Copy	,,	1	17	0
Able	Fowey	3	2	0	Cadmus	Shields	7	2	0
Anna	Delfyil	4	17	0	Charlotte	London	2	10	0
Alarm	Shields	6	19	0	Candidate	,,	3	15	0
Amalthia	Newcastle	7	2	0	Devonian	Exeter	3	2	9
Adma	,,	5	8	0	Douglas	Hartlepool	2	1	6
Ant	Quebec	2	16	0	Duch. Northumberld.	Portsmouth	4	8	2
Arbela	Malta	4	2	6	Duke of Argyle	Shields	10	16	6
Amazon	So. Shields	10	19	0	Diolinda	Guernsey	16	12	6
Amiable	London	5	4	2	Daw-Luvar	Ostend	3	9	0
Atille	Finland	3	6	0	Darling	Inverness	4	6	6
Apome	Liverpool	4	2	0	Dinapore	London	8	4	0
Ann	Goole	3	16	0	Dove	Stranraer	2	14	0
Alexander	So. Shields	7	10	0	Dion	Dublin	7	6	2
Asia	London	9	6	0	Dawson	Shields	9	14	0
Ann and John	Blyth	3	14	0	Dawson	Blyth			
Ann	Hastings	2	4	0	Edward & Isabella	Sunderland	4	5	9
Alarm	London	5	16	0	Eliza Caroline	Liverpool	6	2	4
Anty Hower	,,	4	6	0	Euphemia	Montrose	5	7	6
Alert	Pembroke	26	18	9	Etna	London	7	2	6
Alma	Liverpool	6	6	0	Eagle	Bristol	3	1	0
Amazis	Havre	4	7	0	Eagle	Goole	2	16	0
Annie Lawson	So. Shields	8	16	0	Emma	London	3	19	0
Aynsta	Bristol	5	4	6	Emerald	Ayr	2	1	0
Brothock	Arbroath	6	6	0	Eagle	New Quay	4	5	9
Britannia	Whitby	10	19	0	Elizabeth	Shields	7	14	0
Bonafide	,,	4	0	0	Express	Rochester	3	16	0
Brizilian	Liverpool	13	10	0	Earl Bathurst	Hartlepool	7	2	0
Brothers	Cork	4	2	6	Emily	North Shields	5	14	0
Bollions	So. Shields	5	10	0	Ebenezer	Maldon	3	1	0
British Queen	Scilly	1	16	0	Eliza Reid	Inverkeithing	4	2	6
Blackett	No. Shields	10	4	0	Elizabeth	Liverpool	5	19	0
Belford	Sunderland	4	2	6	Eleven 244	Sunderland	12	16	0
Belle	Montrose	8	4	0	Eclipse	Margate	4	3	6
Cambrio	So. Shields	4	4	6	Elizabeth	Hartlepool	5	14	6
Chase	Grimsby	1	14	0	Emma	Exeter	5	7	2
Cockrill	Sunderland	2	8	6	Eliza Dawson	Sunderland	7	8	6
Compear	Ardrossan	1	10	0	Earl of Eglinton	Glasgow	5	9	0
Coriandee	Montrose	5	4	0	Elizabeth and Ann	Newcastle	4	16	6
Cornelia	Papenburg	3	2	6	Fidelity	Truro	3	2	0

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RELIEF TO SHIPWRECKED CREWS—*continued.*

Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Fortitude	Cork	7	8	6
Fortitude	Stornaway	3	19	0
Frederick & Elvena	Denmark	3	9	0
Fairy	Whitehaven	4	2	6
Fender	Lynn	3	16	6
Fair Katherine	No. Shields	7	2	0
Fairy	Sunderland	4	19	0
Golden Eagle	Belfast	7	18	0
Gleaner	Plymouth	4	5	6
Gratitude	Grimsby	8	4	0
Glasgow Packet	Wick	6	12	6
Gem	Newcastle	4	19	0
G. Duncan	Dundee	18	14	6
General Codrington	London	5	7	6
Golden Grove	So. Shields	6	2	4
Heart of Oak	Dartmouth	5	2	0
Hopes	Exeter	3	4	0
Henry Murton	Sunderland	6	8	0
Hannibal	So. Shields	7	16	9
Humility	Findhorne	4	3	0
Hebe	So. Shields	10	4	0
Harold	Shoreham	5	19	0
Halifax Packet	Hartlepool	6	17	0
Henrietta	London	7	19	6
Imogen	Sunderland	9	10	0
Isabella	No. Shields	12	14	0
Intrepid	Liverpool	6	8	6
J. McHenry	,,	3	4	0
J. W. Johnson	,,	5	7	0
Jessie	Dundee	6	2	0
Jane	Poole	1	14	0
Jamaica	Sunderland	7	9	6
J. H. Yates	,,	3	16	0
Jane	Swansea	2	4	6
John St. Barbe	Galway	3	16	0
Jane	Barmouth	2	14	0
John and Lucy	Liverpool	6	18	9
Jeune Cæsar	Trouvitte	3	4	9
Jane	Southampton	6	14	0
Josephine	Inverkeithing	3	8	6
Jessie	Jersey	4	16	0
Jenny Lind	Waterford	5	9	6
James Alexander	Liverpool	16	19	6
John and Isabella	So. Shields	6	14	9
Jane Baxter	Maldon	4	3	6
James and Jessie	Port Gordon	3	16	0
John Morgan	Amlwch	4	2	6
Judith	Whitby	7	16	9
Jane and Ellen	Hull	9	16	8
Jessie	Bristol	4	5	9
James Stewart	Dundee	4	16	0
John and William	London	7	16	6
Janet	,,	3	12	0
King	No. Shields	7	19	0
King William	London	4	14	6
Kate	,,	6	2	6
Lucretia	Liverpool	4	9	6
Lady McDurham	Aberdeen	7	19	0
Livre	Jersey	6	19	6
Lamburn	Cardiff	4	2	9
Lee	Belfast	7	2	6
Lamburn	Hastings	3	19	6
Lord Tynemouth	So. Shields	7	1	6
Lord Gough	Whitby	5	17	0
Louisa	Arbroath	7	2	4
Lady Sale	London	5	19	0
Livingstone	Port Gordon	9	7	2
Lord Melbourne	Inverness	4	13	9
Lucy	London	4	12	6
Mirabila	Malta	9	17	6
Merchal	Kinsale	13	12	0
Marlboro'	Bristol	4	19	0
Mermaid	Lynn	7	2	6
Moffatt	Liverpool	8	19	0
Moffatt	Hull	6	15	0
Medway	Nassau	3	19	0
Marshall	So. Shields	9	11	6
Miriam	Sunderland	7	16	6
Marie	Exeter	5	19	0
Mary Mac	London	7	14	0
Mayflower	Hartlepool	5	17	0
Major	Tralee	4	3	6
Mary	Liverpool	9	7	2
Matilda	Aberdeen	4	16	0
Mary Ann	Wells	5	2	0
Madras	No. Shields	5	17	0
Mary and Jane	London	7	19	0
Mary Howe	Sunderland	4	16	0
Melona	So. Shields	7	2	6
Mary	London	4	19	0
Minerva	Exeter	1	16	0
Marshmalla	Shields	3	19	0
Maid of Castile	Dartmouth	6	17	6
Marsden	Newcastle	5	6	6
Margaret Melor	Aberdeen	7	2	4
Nuggett	Cardiff	5	19	0
Niagara	Greenock	7	3	0
Neptune	London	24	16	6
Niagara	No. Shields	5	10	0
Neston	Sunderland	7	4	0
Ora	Hanover	6	4	2
Olive Branch	Colchester	3	1	6
Otter	Liverpool	2	4	0
Ocean	Rochester	3	8	0
Ondine	Waterford	6	19	6
Peace	Whitby	6	14	2
Providence	,,	5	19	7
Pilgrim	Douglas	3	15	0
Providence	Goole	6	2	6
Providence	Aberystwith	5	1	6
Peerless	Nova Scotia	7	8	6
Pearl	Dundee	3	1	0
Policy	Sunderland	14	16	6
Pallas	Newcastle	8	14	0
Providence	Sunderland	7	2	0
Pax	Whitby	4	5	0
Planter	Whitehaven	3	17	6
Plutarch	New York	8	19	0
Rover	Sunderland	7	14	0
Rolla	Shields	5	19	0

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RELIEF TO SHIPWRECKED CREWS—*continued.*

Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Roe	Port William	4	6	6
Ralph Bernal	London	9	15	0
Romney	Exeter	3	2	0
Rose	London	5	14	0
Rover	Aberdeen	6	12	0
Raven	Sunderland	8	14	0
Sir Colin Campbell	Belfast	8	10	6
Shaver	Dundee	9	14	0
Sentinel	Carnarvon	3	12	0
Star of the West	Watchet	5	17	0
Syren	London	8	1	6
Swift	Wexford	3	14	0
St. George	Guernsey	2	16	0
Sabina	Sydney	9	12	0
Sir H. Pottinger	Liverpool	3	16	0
Sea Bird	So. Shields	7	8	9
Solway	London	5	10	6
Somersetshire	Bristol	3	12	0
Sisters	Gainsborough	6	2	0
Swan	Sunderland	10	6	0
Sarah Dixon	Liverpool	7	2	0
Silvia	Stockton	8	4	0
Sibila	Blyth	3	6	0
Sir H. Webb	Whitby	4	2	6
Syren	So. Shields	8	9	7
Scotia	Frazerburgh	4	2	9
Sharp	Newcastle	7	8	6
Seamandee	Liverpool	3	4	0
Sir Charles Napier	Sunderland	5	19	0
Spright	Ardrossan	3	17	6
Swift	Portshead	5	17	0
Swift	Wexford	9	16	6
SC	Portsmouth	5	16	0
Sir. J. Anderson	London	7	9	6
Senegal	Sunderland	5	14	0
Superior	Shields	8	6	0
Sydney	——	3	14	6
Severn	Colchester	5	6	0
Suffolk	Scilly	3	6	0
Stork	Shields	5	17	0
South Picto	Newport	7	2	0
Teesdale	Arbroath	8	12	6
Tom Cringle	London	5	19	0
Tille and Isa	Salcombe	3	14	0
Thetis	Liverpool	7	14	6
Thomas Ferguson	Invergordon	3	12	0
Trynen	Woolwich	5	6	6
Tyamandos	London	3	16	0
Trinity Yacht	Guernsey	4	2	6
Unity	Yarmouth	7	8	6
Uphemie	Montrose	5	14	0
Vesta	Scarboro'	4	2	0
Vesta	Belfast	7	16	0
Vere	Sunderland	5	14	6
Vilulia	Shields	8	15	0
Viatea	Whitby	3	12	6
Veronica	Scarborough	7	2	4
Veronica	Portland	5	19	0
Vibilia	Blyth	6	6	0
Wave	Killough	4	15	0
Wave	Strangford	6	12	0
Waterwitch	Liverpool	15	13	0
W. H. Angus	Wisbeach	5	19	6
W. Dawson	Quebec	10	16	0
William and Mary	Youghal	8	12	0
Wolfe	London	7	2	6
William and Lucy	Youghal	12	6	6
William Hutt	Scarborough	18	19	6
William Watson	Hartlepool	15	6	0
W. Hall	Scarborough	8	12	0
Watson	Frazerburgh	3	16	0
William Henry	Llanelly	4	2	6
Witland	Liverpool	5	10	6
William Perrie	No. Shields	9	18	0
William and Mary	London	7	11	0
Zio	Hartlepool	5	16	0
Zuleka	London	8	10	0
Zephyr	Whitby	5	17	0

Portfolio.

THE EARL OF WALDEGRAVE.—The following letter, addressed by the late lamented Admiral, a long tried and generous supporter of the 'Shipwrecked Mariners' Society,' of which he was a Vice-president, to the chaplain of the county gaol, the Rev. R. Burnett, at a period when his lordship was in deep affliction at the loss of his son, Viscount Chewton, will be read with great interest at the present moment. The truly Christian spirit of the noble earl can only be fully appreciated when it is borne in mind that those to whom he was desirous to present "God's Word" were fellow-countrymen of the men to whose terrible cruelty a beloved son had just fallen a sacrifice. "Hastings, Nov. 15, 1854.—My dear Sir,—I write to you to counsel me. I have lost my eldest son at the battle of the Alma. His worst wounds were inflicted by the Russians shooting him whilst lying on the ground with a broken thigh. He was again shot the day after the battle. I have twenty Russian bibles, which I have sent you to present to the Russian prisoners, for them to learn that our Saviour Jesus Christ desires us to love our enemies. Are the prisoners fit to receive these inestimable inspirations, or are they too rich, and have they been made too much of? Pray tell me. I will come towards the end of next week.—Yours, truly, WALDEGRAVE. —Rev. R. Burnett, County Gaol, Lewes."

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THE SHIPWRECKED MARINER.

No. XXVII. JULY, 1860. Vol. VII.

ENGLAND AND HER SEAMEN.

The great question of the day is, how are we to find seamen to man our navy? We have noble ships, we have abundance of war material, and ample means of providing more; we have plenty of gallant and skilful commanders and officers, we have every aid that patriotism, science and wealth can give us; we have splendid docks and numerous secure harbours; and, above all, we have that true spirit of adventure that makes us regard toil and danger rather to be encountered with fearless eagerness, than shunned with a prudence that checks every generous aspiration, and would condemn men, like the trees around them, to remain rooted in their native soil. It is this spirit of adventure that makes the Briton love the sea, and regard it as his home and the scene of his many triumphs. With all these advantages we lack one thing, the main thing, in fact we want sailors to man our ships and to guard our shores, without whom our ships are useless and our preparations in vain. To supply this want every exertion must be made and every means adopted. Cost must not be considered, and the most considerate kindness must be bestowed to win our seamen into service in the Royal Navy, and they should be encouraged to remain under our own flag by every fair inducement, and not be driven into foreign service by want of employment, or be tempted to leave us by the offer of high pay and generous treatment, for as no nation can afford such high pay as we can, so from no nation ought our seamen to receive such generous treatment as from ourselves, who are so well acquainted with their merits, and who owe to their valour and industry, not only our freedom and our wealth, but our very existence as a nation,

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and it is only common justice that they should obtain a share of that wealth which they have freely given their labour and risked their lives to accumulate. We have passed ages in security under the guardianship of our navies, and it is absolutely necessary for our safety that they should be maintained in perfect efficiency, and manned with the best and bravest of our mariners. If we have passed nearly half a century in peace it is mainly owing to the prestige of our navy, the fame of whose deeds threw a halo of glory around us, and made foreigners, who envied us for our liberty and riches, fear us also for our power of avenging any attempt to injure or insult us. The deeds of our seamen are not only not forgotten, but their memory will be cherished among us for ever, and the few opportunities they have had of late years for acquiring distinction have been eagerly laid hold of to give proofs of what they can do and will do should such a war break out as is now indicated by the stormy aspect of the political atmosphere. Anxiety fills the breast of every statesman in Europe, the hand of every warrior is on his sword, nay, the very artisan, whose prosperity is maintained by peace, finds it necessary to gird up his loins and prepare to fight on his own threshold in defence of his country and his family against foes who seek by fraud and violence to obtain the possessions and shed the blood of their neighbours, and who regard no engagement or promise as binding that may interfere with their interest.

In vain are the most solemn assurances given to dissipate the alarm generally felt, in vain are assertions put forth that there is no intention to disturb the peace of Europe. Nothing will persuade the world that peace is intended, when preparations are making for attack, and intrigues are everywhere set on foot to excite subjects against their rulers, and new doctrines are broached that must break down ancient land marks, and introduce evil passions among nations who formerly dwelt together in unison. Great navies are created by those who have no necessity for them, and armies levied manifestly for invasion and not for defence. Can vain words avail to quell the alarm caused by overt acts? What man can believe in the amicable professions of another whom he sees approaching with a naked sword? To regard such a person as having good intentions would show little wisdom, and we must be prepared to encounter the worst.

We may mention here that it has been repeatedly stated before one of our police magistrates that hundreds of our journeymen shipwrights, sent away from our government and private dock yards from want of work, are at present employed in the French government dock yards, where they get

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plenty of employment and good pay. The *Times*, in a leading article the other day, stated that French agents were going about among the workmen in Manchester and Birmingham trying to persuade them that they would be better off than they are now if they belonged to a great empire, rather than to a little island like England! The same journal also states that the French government have entered into contracts to the amount of £2,500,000, with some of our ship builders to build a number of large vessels, capable of being used as transports.

We do not say, this is no time to neglect the sailor. On the contrary, we say, never neglect the sailor. It is owing in a great measure to our neglect of the sailor, that we are at present suffering for the want of his services, and these must now be purchased at a far greater price than they would have cost under other circumstances. Why are the military and merchant navies of the United States manned for the most part with British seamen? The answer is plain. They get better pay and quicker promotion. Sailors, however patriotic and generous they may be, are actuated by the same motives as other men, and what man will work for low wages for one employer when he can get high wages from another? We praise the sailor for his courage, his patriotism, his industry, his honesty, and other good qualities, yet when a lull comes amidst the storms of the world, we treat him with neglect, and leave him to struggle with adversity without even the hope of a shelter when his head shall have grown grey with years and his arm become feeble from excessive toil.

We are not to consider that our care is to be bestowed solely upon the man-of-war's man, every sailor is entitled to the especial regard of the government, whether in the Royal or Merchant service, for no one can tell when the aid of every man who follows the sea as a profession among us may be required for the defence of the country against an enemy, or a union of enemies, which it will require all our united exertions to resist.

We are now about to embark in a war with the Chinese, when every effort must be made to bring to reason our barbarous foes, and in this we shall have to rely on our gallant mariners in a great measure, and when we remember the manner in which they discharged their duty in that quarter on former occasions, we doubt not they will render a good account of the enemy when they meet them. Affairs in Japan also wear an angry aspect, and in India there seems to be a storm brewing that threatens terrible consequences. Now it must not be forgotten that in the Crimea, in China, and in India, the services of our seamen were rendered as freely and with as good effect on shore as afloat. Policy, justice, and gratitude

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call upon us to satisfy the fair expectations of the sailor, and ameliorate his condition in every respect. One powerful means of attaining this important end is to promote union between the Royal and Merchant fleets. Let our seamen of both services be drawn more closely together, and taught to regard each other as brothers bound by the ties of blood, of country, and profession; let honorary distinctions and substantial rewards be bestowed upon each, and let them be fired with a generous rivalry, which will inspire a chivalrous feeling, and lead them on to the performance of deeds which will cover them with glory and call forth the admiration of a grateful country. One mode of encouraging seamen is to give small pensions for short periods of service in the navy; and another is the establishment of a pension fund open to both services for all grades, and another fund for their widows, well supported by the government and the public. In short, nothing should be left untried to encourage sailors, and to induce our young men to embark in a seafaring life. Provided with a noble body of sailors we may, by God's help, bid defiance alike to the intrigues and combinations of our enemies, and the treachery of our pretended friends. But our Royal navy must not be limited in number, nor left unrigged and unmanned, like block ships, but must be ready for sea and for action at a moment's notice, but, above all, they must be fully and nobly manned. Let our ships be well-manned, and should war come upon us, our gallant sailors will soon increase our navy by captures from the enemy, and thus we shall be strengthened by the very means adopted to insure our ruin. Animated by the spirit of their fathers, grateful for the kindness shown to them and the liberality of their treatment, and anxious to uphold the glory of old England, they will fight like heroes, and inflict such a blow on the enemies of their country as will teach them the folly of attempting to drive the English off the sea, or compel them to yield their supremacy to any power on earth. A sudden increase of the number of men in the Royal navy must necessarily be at the expense of the Merchant service, the nucleus of a powerful fleet ought therefore to be kept up, as the number of seamen in the country cannot be expected to be greatly in excess of the demand; no doubt there are plenty of gallant fellows to be had, willing to join and able to serve, if proper encouragement were offered to them, but distressing the Merchant service it is evident, is crippling trade, and thereby the resources by which they are maintained.

One suggestion we would venture to add, by way of encouraging the growth of seamen, namely, that as a home is provided for the aged and wounded seamen belonging to the Royal Navy, a strenuous exertion should

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be made to provide a shelter for the merchant mariner when overtaken by years or misfortune. We think that house accommodation for two thousand men would be ample for the retirement of those who were infirm and without family ties, and that an out-pension of £15 for those past sixty or unfitted for sea, under certain regulations, with a proportionate pension for the officers, would act as a strong link to bind the sailor to his country, and would encourage the rising generation to take to the sea.

The very hopes of such a home being prepared for our retired merchant seamen fills us with pleasure, and the conception confers honour upon those who first suggested it. Do not let any one look upon this as a thing that, however desirable, can never be accomplished: if anyone doubts the fact, let him walk about our streets, and he will see everywhere buildings erected by the hand of charity that will fill the mind with amazement, and that prove that nothing is impossible to him who is filled with a generous determination to carry out a good work; and what better work can be attempted than to provide a peaceful home and furnish means of existence at the close of their days to those who have devoted their lives to the service of their country, and supported in honest independence their beloved relatives?

SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

(The Twenty-First Anniversary.)

The Annual General Meeting of this excellent and highly influential Institution, generally known as the "Shipwrecked Mariners' Society," which, it appears, numbers in its ranks upwards of 62,000 supporters, 46,500 of whom are Master mariners or mariners, was held at Willis's Rooms, on the 24th inst. His Grace the Duke of Marlborough, President of the Society, was in the Chair, supported by Admirals the Earl of Shrewsbury and Talbot, V.P., Sir George Seymour, G.C.B., V.P., Bertie Cator, and F. Bullock; General Mills; Colonels Gordon and Nolloth, R.M.; Major Moore; Captains, Royal Navy, Hon. Francis Maude, C. R. Egerton, E. G. Fishbourne, C.B., Montagu Pasco George Howes, B. J. Sullivan, C.B. (Board of Trade,) G. F. Westbrook, J. R. Woodriff, H. J. Blomfield, J. C. Heaslop, and J. S. Lean; Lieut. W. H. Symons, R.N., Messrs. Arthur Ellis, Charles S. Giles, Samuel Giles, J. T. Forster, Geo. Ramsden, and J. T. Cornish, Royal Navy; George A. Brograve, Esq., V.P., William Stuart, Richard Lewis, William Vane, Edward Pettitt, —

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Long, — Crae, R. H. O'Byrne, Alexander Boetefeur, and W. W. Walker, Esquires; Revs. R. H. Baynes, J. B. Owen, Thomas Ray, Peckham Collegiate School, J. R. Starey, and J. Wallis; there were also a great number of ladies present.

The Rev. Mr. Starey, Incumbent of St. Thomas's, Lambeth, having opened the proceedings with prayer,—

The Secretary, Francis Lean, Esq., read a letter from Montague Gore, Esq., expressive of his deep regret at being unable to attend the meeting, in consequence of having to accompany the funeral of a friend to the Isle of Wight. He also read letters of apology for non-attendance from Vice Admiral the Right Hon. the Earl of Hardwicke, V.P., and Lord Henry Cholmondeley, V.P. He concluded by reading a letter from Sir R. P. Glyn, Bart., V.P., enclosing a donation of £10.

The noble Chairman then addressed the meeting as follows:—

Ladies and Gentlemen—At the annual recurrence of the meetings of this Association, you will hardly expect that there is much of novel matter for me to address you upon. But, there is one thing of which I am sure,—that the extent and size of our annual meetings by no means indicate or measure the interest which is taken in its behalf; for I am happy to say that the state it is in at present is indeed one of the most flourishing description,—that is to say, so far as a flourishing state can be judged of by an increasing support conceded to it year by year. It is a most striking and gratifying fact that the income of this Society, which, in the year 1845, amounted to little more than £2500 has now exceeded £13,000 per annum (hear, hear); and that the number of its subscribers has increased to a very large extent, so that it now embraces above 46,000 seamen, and that these added to the other subscribers make the entire number of our supporters upwards of 62,000. This indication shows that the benefits and necessity of such an institution are felt by all classes of the community, and that it is a society which is ingraining and embedding itself in our national sympathies and our felt necessities. (Hear, hear.)

Ladies and Gentlemen—I need scarcely remind you that the object of this Society is carried out almost exclusively by voluntary efforts. Now, let us consider what are the special objects we have in view. Great as are the advantages of our insular position, those advantages are counterbalanced in many instances in a fearful and most destructive manner. A great part of the shipping of this country consists in coasting vessels. Our insular position renders the coasting trade one of a very large and increasing extent; and it is in this particular branch that the returns made from year to year show that the most destructive losses occur—namely, in those vessels which are either insufficiently manned, or inadequately found, or which are sent to sea in a ricketty condition. It is in that class of vessels we find that the most fearful losses occur. I have been looking over the returns furnished to the Society, and I find that of the 890 wrecks on the coast of the United Kingdom in the year 1857, 654 were coasters, and that in 1858, when they were 927 in number, 672 were coasters. Thus, therefore, it is that, having this large coasting trade by reason of our insular position, the Society is called upon to direct its constant attention to this branch of the merchant service, and thus it is that we are so frequently called upon to aid those belonging to that service, who, by stress of weather, are thrown in a destitute condition upon our shores.

The saving of life from shipwreck is doubtless an excellent work, but when that has

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been done we have to think of what is the condition of those who have been saved, and cast upon our shores in a helpless state; and it is here that this Society steps in and renders that instant assistance, without which other efforts made for the saving of life would be one-sided and partial. I find from our report that there were 10,354 persons relieved by this Society during the last year. And how were they relieved? In some cases there had been loss of boats sustained. That loss has been met to the extent of our means. In others there had been loss of clothing, and in many instances they have been cast on the beach naked, and they were clothed, and sent back to their homes and friends. In other cases, where deaths has occurred, this Society has stepped in to the help of the widows and the orphans, by making an allowance to meet their necessities in the hour of need. But, we do not stop here, for this Society renders assistance to foreigners as well as to our own countrymen. We have, in other countries, communications with the English consuls, and persons sent home by them in a destitute condition receive assistance from our funds, and are forwarded to their homes. Our operations, too, are not confined even to these specific points,—for rewards are given by us for exertions made in saving life. These operations are of a very wide and extensive character, for during the past year 604 persons have been saved from drowning on the high seas and coasts of our Colonies, by the exertions of individuals who have received rewards in medals from our Society.

It will be gratifying to you to hear how highly the Society is spoken of by persons of influence residing in foreign countries, and the terms of gratitude in which those express themselves who have received the medals and other rewards. I will just read a letter, written by Sir Henry Barkly, the Governor of Victoria, in order to show you that, even at the antipodes, the efforts of this Society in bestowing rewards on those who have been instrumental in saving life are extended and appreciated.

Sir Henry writes from Melbourne:—"I have in return to convey to you the thanks of the men thus distinguished, and to assure you that I believe the benevolent objects of the Society are fully appreciated out here, and that these medals will excite others to similar acts of gallantry."

I will also read another communication from one of the recipients of the medals which your Society awarded. This is from William Skelton; and the terms in which he expresses his thanks must be gratifying to all who hear them.

"In the happy result of our exertions upon that fearful day, those with whom I was associated and myself received a most ample reward for any perils we may have encountered, and that great reward, the pleasing satisfaction of landing safely so many of our imperrilled fellow seamen, is further enriched by the possession of the Society's medal, an honour of which not only myself, but also those who are near and dear to me may well feel proud. In conclusion, I desire to express my sincere thanks to those gentlemen who considered my services worthy of so distinguished a mark of their approbation."

There is one thing I would remind you of: the medal, as a mark of approbation for distinguished services, is not only appreciated by the owner and recipient, as this writer truly observes, but also by all those who are near and dear to him: it is handed down to his children and his children's children, and from generation to generation, as a testimony of his praiseworthy exertions in rescuing a fellow-creature from the jaws of death. (Hear, hear.)

Ladies and Gentlemen—We must never forget one main feature in the work, and that is, that we are seeking to do all with the Divine assistance and by the blessing of God. The exertions of this Society are all made subservient to this end; for the agents we have in different places are those who, we hope, may be made the means, in seasons

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of peril, of reminding the shipwrecked of the great truths of salvation, of that mercy of God which brought them in safety through the dangers of the deep, and pointing them to that Saviour who, in saving their physical life, has given them an earnest that He is willing to save their spiritual life also. (Applause). I will not detain you longer from the business of the meeting. Gentlemen will address you who will advocate the claims of the Society more forcibly than I can hope to do. I will only express my earnest hope that this association may deepen itself more and more in the affections of the British people, and, by the blessing of God, continue to be one of our well-founded and national institutions. (Hear and cheers.)

The Secretary here read the report as follows:—

Your Committee, in presenting the Twenty-first Annual Report of your Society, most sincerely congratulate you, and its friends, and patrons, and especially their fellow-laborers, the Honorary Agents, many of whom have nursed it in its infancy, on its having attained its majority. That it should have grown up and expanded in such healthy proportions, so that its praise resounds from John o' Groat's house to the Land's-End, and is responded to by Ireland and the Isles, even to the far-distant coasts of our Colonies, is only to be attributed to the blessing of the Almighty, to whom the honor is alone due. It may truly be said of it,—"When the ear heareth of it, then it blesses it; and when the eye seeth it, it gives witness to it, because it delivereth the poor castaway when he crieth, the fatherless, and him that hath none to help, the blessing of him who is ready to perish rests upon it, and it causeth the 'widow's heart to sing for joy!'"

The awful storms of the past winter, which have been more than usually accompanied by the loss of human life, will be fresh on your memory. Your Honorary Agents, to their great praise, have carried out the mission of the Society most nobly, meeting the poor castaways on every part of the coast with prompt assistance, causing them to be conveyed to their homes, however distant, and submitting the distress of the bereaved widows and orphans to the weekly meetings of your Committee, at which they were *immediately* responded to, notwithstanding that the heavy pressure on your funds far exceeded the capability of the ordinary income.

The working of the Society during the past year is submitted by your Committee under the following heads; while for the more minute detail of the receipts and disbursements, they respectfully refer to the statement appended to this report:—

Income.—

The income of your Society during the past year has exceeded that of 1858 by £2585; and your Committee are happy to record that every seventh year of its existence a marked increase is to be observed—as, for instance, at the close of the first seven years in 1845, the income was £2177; in 1852, £7602; and in 1859, £13,031; nevertheless, consequent on the unprecedented demand on its funds, the expenditure has been in the excess of income

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£439 2s. 6d., making in the last three years the excess of expenditure over income to be £2510 10s. 6d., this deficiency has been met by the balances and the sale of £1500 stock.

Honorary Donors and Subscribers, and Seamen and Fishermen subscribing—

The number of Honorary Donors and Subscribers to the Parent Society and its branches for 1859 amount to 15,501, and the Seamen and Fishermen to 46,500, making a total of 62,001 persons; the numbers of the Seamen and Fishermen subscribing being 3525 in excess of the year 1858.

Legacies announced during the past year.—

From the late John Hine, Esq., £2000, Major-General Frederick Towers, £200, and Mrs. Ann Thomson, £100.

Flags.—

The number of Vessels carrying the Flag of the Society continue to increase. The numbers in the Flag now run as high as 3060, and when shewn at the appointed stations, or to vessels passing at sea, afford the means of communicating to the owners, and others interested, the position of the ship, by the same being communicated through the *Shipping Gazette*: a fee of 2s. 6d. per annum is charged, which defrays the expense, and leaves a small balance in aid of the Society's Funds, that with this addition, the vessels carrying it advertises the Society wherever they hoist it.

"The Shipwrecked Mariner."—

This little periodical, of which 2000 are circulated quarterly, is published under the responsibility of the Society, and, besides containing much useful and entertaining matter, affords another opportunity of making known its working in detail, by which it has been the means of indirectly aiding the Funds, while paying its own expenses, and leaving a small available balance: your Committee therefore solicit the Friends of the Society to help in increasing its circulation.

Vessels wrecked, stranded, &c.—

The number of wrecks, &c., reported during the year 1859 amount to about 3,700! of which 1646 have been wrecked on the coast of the United Kingdom; the total number being 371 in excess of the year 1858, when 3329 were reported. It is a subject for grave consideration that for several years the number of wrecks has steadily increased!

Relief to Shipwrecked Persons.—

6792 persons have been clothed, when necessary, and sent to their

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homes, or, if foreigners, to the consuls of their nation nearest the point at which they were wrecked, between the 1st of January and 31st of December, 1859; it will be observed that this includes vessels wrecked abroad, or foundered at sea, from men landed destitute on various parts of the coasts.

Specimen of Relief.

English Crew.—The 'Duke of Wellington,' wrecked off Cape Finisterre; men landed at Southampton and sent to Liverpool; expenses, £17 16s. 6d., for provisions and travelling.

Irish Crew.—The 'Ondine,' wrecked at Beechy-head; men sent to Dublin; expenses, travelling and provisions, £14 2s. 3d.

Scotch Crew.—'G. Duncan,' wrecked at Ship Wash; men sent to Dundee; expenses, travelling, provisions and clothes, £18 14s. 6d.

Prussian Crew.—'Christina,' of Uetheum, wrecked at Portland; men sent to Exeter; expenses, travelling and provisions, £4 10s.

American Crew.—'Ant,' foundered at sea, and landed at Crookhaven; men sent to Cork; travelling expenses and provisions, £28 19s. 9d.

Widows and Orphans.—

3562 Widows, Orphans, and Aged Parents of Seamen and Fishermen, have been relieved from the 1st of January to the 31st December, 1859, in sums varying from £15 downwards, according to the number in the family.

Specimen of Relief.

Pwlheli, Carnarvonshire.—Widow, with five children; husband a Master Mariner, drowned: ship never heard of, £15 3s. 9d.

Hartlepool, Durham.—Widow and five children; husband drowned, £14 12s. 6d.

Belfast.—Widow, with five children; husband drowned, £11 16s. 3d.

Lossiemouth, Morayshire.—Widow, with six children; husband drowned, £16 5s.

Attention is here drawn to the fact, that the sum granted at the death of the husband has, in numberless cases, been made the means of a provision for life for the widow and family, with the help of a small annual grant of from £2 to £4, according to the number of children, by the purchase of a mangle, or being, by means thereof, set up in a little shop!

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Total number of persons relieved in 1859.—

10,354. This number exceeds the number relieved in 1858 by 2149!

Honorary and pecuniary rewards granted for saving Life on the High Seas and the Coasts of the Colonies (the details of which have appeared in former numbers of this Magazine.)

Five Gold Medals and nineteen Silver Medals, and £34, have been awarded during the past year, for gallant exertions in saving the lives of 604 persons.

Travelling Agents.—

This department of your Society's official arrangements continues to work most beneficially, under the superintendence of Messrs. Miller and Gillatt, by whom a large part of the coasts, as well as some of the principal *inland* towns have been visited,—public meetings held,—the agencies brought into personal communication with the Central Office in London,—declining agencies revived or re-established, and most essential services performed, besides collecting funds in aid of the objects of the Institution. Your Committee commend them to the kind consideration of the friends of sailors for help in their arduous duties during the coming year. Mr. Miller has left for another sphere of labor, which they sincerely regret, on account of the loss of his valuable services, while they hope he may be personally benefitted; and Mr. William Alton has been appointed in his place, with whom your Committee have had the strongest testimonials running over a number of years, and they expect to find him most efficient in his onerous duties.

Proposed Hospital and Pension Fund for Merchant Seamen.—

Your Committee have great pleasure in informing you that they intend proceeding with the proposed Pension Fund and Hospital for Worn-out Merchant Seamen. 2651 (500 of whom are Master-Mariners) have spontaneously indicated their desire for the establishment of such an Institution: hitherto they have waited to see if the Government intended to carry out the recommendation of the Commissioners appointed to devise the best mode of manning the Navy, who suggested that a Voluntary Fund should be established, but as there is no probability at present of its being done, your Committee feel that they should go on; they, therefore, propose to take the necessary steps for giving it publicity, so soon as they have an Actuary's calculations

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to base the scheme upon, and they have great confidence that, with the blessing of God, this great country will not long remain the only one in Europe that has no provision for her Merchant Seamen.

Your Committee have the painful duty to report the regretted decease of Vice-Presidents the Right Hon. the Earl de Grey, K.G., and Rear-Admiral the Right Hon. Earl Waldegrave, C.B.; also a member of the Committee, Lieutenant John F. Guyon, R.N., and the following Honorary Agents:—

Mr. J. S. Buckley, for Wisbeach; John Lee Harwood, for Bristol; Lieutenant Tomlin, R.N., for Bembridge, Isle of Wight; Lieutenant E. Leslie Jones, R.N., for Portshead, Bristol; Captain Dyer Bond, R.N., for Whitby; Mr. William Falkner, for Belfast; Lieutenant C. Servante, R.N., for Carlingford; John Donald, Esq., for Alloa; Mr. David Pollock, for Garlieston; and Thomas Lyon, Esq., Gentleman Collector.

Your Committee would be wanting in their public duty if they did not put on record their high estimation of the services of their fellow-laborers, the Honorary Agents, whose unwearied exertions in their several districts on the coast have been beyond all praise; thus by their benevolent labors the poor castaway has received instant succour, and the affliction of the bereaved widow and orphan ministered to, by their being the channel of the bounty of the Society. Your Committee also record with the liveliest satisfaction the Christian and benevolent sympathy they have received in their labors from many of the Clergy and Ministers of Christian congregations; the "British and Foreign Sailors' Society;" the "Thames Church Mission;" the "Mission to Seamen;" the Officers of the Coast Guard; the Scottish Board of Fisheries; the Shipping Officers; the Superintendents of Sailors' Homes, and the various Railway and Steam-packet Companies, by whose valuable assistance the operations of the Society are greatly facilitated, and the comfort of the sufferers much increased.

In conclusion, your Committee desire humbly to offer their thanksgivings to Almighty God, for the blessing which has so largely attended their labors, and to express their trust in Him, that He will yet further bless them and open the hearts of those who have the means, that they may give liberally. They conclude with drawing attention to the fact, that for three successive years the income of the Society has come short of its expenditure, and that the deficiency on the aggregate has been £2510! They again remind their friends and the public that 10,354 persons suffering from shipwreck, &c., were relieved last year, and confidently appeal to every Christian and benevolent heart in the kingdom for help to carry out the charitable objects of the Society in a manner worthy of the nation, and of the highly valuable character of the body of men for whose benefit it has been established.

Admiral Sir GEORGE SEYMOUR, G.C.B. and V.P., rose and said—

My Lord Duke, Ladies and Gentlemen,—I offer myself with great humility to propose

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the resolution put into my hand, for I feel that the noble Duke, who so ably opened the business, and the report, leave nothing to be said by any person who follows. The numbers speak most eloquently of the increasing benefits of this noble institution. Nothing can be more striking than those numbers. When we read of 6792 persons having been clothed and sent to their homes,—when we think, after the shipwreck, of the friendless and penniless and destitute state in which poor fellows generally reach the shore, this is a glorious memorial of the benefits which have been conferred. I do not think that I know, at least in my limited sphere, any Institution where numbers derive such actual and prompt benefit as is obtained from the arrangements made by this Society, and nothing is more gratifying than that so many gentlemen, scattered along the coast, should be ready to give their influence, aid, and personal services to those persons who are wrecked. It also must be highly gratifying to every person who knows what has been done to see the extent to which the benefactions to the widows and orphans of the seamen and fishermen have been carried. It happened to me some years ago to be present at a meeting of this Society at which a most distinguished military officer took a principal lead in the proceedings. I do not think I ever heard anything more eloquent than Sir George Murray was then, in describing the manner in which a fisherman was drowned on the beach, and the circumstances under which it affected his friends and neighbours. It was the most graphic description I ever heard. I should be very glad if I had a portion of his talent to create a similar effect on you. But the details set forth in the report are much better than any prolonged observations I could make. I therefore move—

"That the very encouraging report now read be received and entered on the minutes, and that it be printed and circulated under the direction of the Committee."

Rear-Admiral the Earl of SHREWSBURY and TALBOT, C.B. and V.P.

My Lord Duke,—I have the greatest possible satisfaction in seconding the resolution which has been moved by my gallant friend, than whom no man could have been more properly selected for that honor. I do not think it is necessary I should enter into the benefits conferred by this society, they are so self-evident. Nothing could prove its utility more than its growth from its earliest formation to the present time. I could hardly have thought it was twenty-one years since the society was formed. I was present at its inauguration, and it has gone on increasing with the strength of a giant, and has become one of our National Institutions. So great have been the efforts of this society and a kindred one—the National Life-Boat Institution—it is difficult to say which of the two is conferring the greater benefit on the nation and humanity at large. (hear). The report is a most encouraging one: there is only one feature in it which I do not think encouraging, and that is, that in order to assist people in distress we have been obliged to trench on the funded capital of the society to the tune of £1500. On the whole, however, it is a most gratifying report. It shows that by the blessing of God we have gone on increasing from year to year. I perceive that allusion is made in the report to a Proposed Hospital and Pension Fund for Merchant Seamen. This is an urgent want, which is pressing on the notice of your committee; and immediate action, I am glad to see, is contemplated in the right direction on the subject (hear). I do not believe in my conscience that there is any society more distinguished or more useful in its attributes than the one whose interests we are now assembled to promote, and, that being so, I have exceeding great pleasure in seconding the resolution which has been moved by my gallant friend (applause).

The Rev. J. B. OWEN, Incumbent of St. Jude's, Chelsea, proposed the second resolution, as follows:—

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"That this meeting desires to record its satisfaction on the prospect held out in the report of the Committee of the probability of establishing a Pension Fund and a Hospital for Worn-out Seamen, on the ground that such an Institution is highly necessary, both in a benevolent and a political point of view, by not only making provision for the present Merchant Seamen of this great maritime nation, and thus binding them to their country, but giving encouragement to the rising generation to adopt a profession so necessary, under God, to the welfare of the empire."

He said, that it would ill become a minister of religion to attempt anything like a laboured statistical argument to prove that the greatness of this country was a naval greatness, that it had commenced and continued in our naval supremacy, and that in that naval supremacy it must be consolidated and perpetuated. We could never estimate the importance of the Royal Navy without seeing that that importance reflected its value on the mercantile marine, because, after all, the mercantile marine was the great recruiting yard for the Royal Navy. We were very much indebted for the efficiency of the Royal Navy to the distance which our sailors had to voyage in bringing coals from Newcastle to London. Although that distance might at first sight appear a serious domestic inconvenience, yet, in the very fact that we had to fetch materials so long a journey, we were necessarily providing the means for raising the most efficient navy which had ever been known in the page of history. It was, therefore, a matter of benevolence and policy to sustain the mercantile marine, with the view of continuing to secure the efficiency of the supremacy of our naval power. If, then, we really felt the responsibility under which we were placed in such a case, then our simple and plain duty, as well as the long headed and large hearted stroke of policy we should pursue, was pointed out in the report. Some inducements were held out to enter all the other services in this country. If, then, no inducement was held out to enter the merchant service, it was quite manifest that that service would be without candidates, and we should soon discover the impolicy of our neglect in the difficulty we should experience in manning the Royal Navy. Neither in the naval nor in the merchant service was this difficulty at present experienced. The danger of the seas was not felt by the sailor. In a storm he looked with a degree of sympathy upon those who were on shore, as is well described in the words of Dibdin—

"We know what risks all landsmen run,
From noblemen to tailors,
Then, Bill, let us thank Providence
That you and I are sailors."

The words of this song contained a fair representation of the general impression in the minds of our sailors,—namely, that there was no more danger surrounding them in a storm than the landsman experienced. Let us not take advantage of that impression. On the contrary, let us recognise the dangers which their gallant spirits were scarcely conscious of, and show to them that, if it pleased God to cut off their lives, there were warm hearts ashore who would not leave the abode of their families the abode of destitution and of unrelieved and unpitied want.

Captain the Hon. Francis Maude, R.N., seconded the resolution.

He said he felt it his duty to respond to the call which had been made upon him by the noble chairman. He was glad that the Society had now attained what might be designated its majority: although it was an unpleasing task to reflect upon the many kind and generous friends it had lost from its first establishment up to the present time. He could very well recollect the ungenerous remarks with which it had been ushered into existence. Some called it "madness" and others an "absurdity" to suppose that a half-crown subscription could afford any substantial relief to the widows and orphans

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of shipwrecked mariners; but the Society had lived down all such evil forebodings, and had given most substantial support to the forlorn and bereaved. And now they were about to commence a new undertaking. They were talking not only of a pension fund for the whole of the mercantile marine, but of a hospital also. This was a great undertaking—a larger one, perhaps, than the one proposed twenty-one years ago, although they had not only been able to establish the Society, but subsequently to place no less a sum than £16,000 in the funds. They were not making money by their funded property, because all the interest received was distributed among the widows. They had been blessed of God in a wonderful way, and, going upon the success which had attended their labours in the past, they now entered upon the new and untried part of their experiment, in the faith that it also would be successful. They had had their Act of Parliament for the purpose these ten years, and, if they were asked why they had not commenced it before, the answer was, that they were thoughtful men, unwilling to embark in an enterprise prematurely. He conceived that they were now arrived at such a stage in their existence as rendered a fresh start safe and secure, and that they would be able to present a satisfactory report of their new labours in twelve months hence. They had all the materials ready for commencing their operations. They were not going to lay out £5000 in bricks and mortar, but they would commence with the Pension List, giving so much, as a *minimum*, and as much more as the generosity of the Christian public would enable them subsequently to bestow, bearing the Hospital constantly in mind, and still depending on the Christian public to aid them in its establishment.

Now, what this Society proposed was,—that out-pensions should be given. It was a well-known fact that there were numbers of poor old sailors who had nobody to look after them, the mass of whom had no place where they could obtain an asylum but the union. He hoped that, before twelve months were at an end, something would be done for these deserving objects, and that not merely would a considerable number of blue-jackets be found contributing, but a great many of the charitable public likewise. (Applause.)

The Rev. Mr. Baynes, Chaplain of the "Sailors' Church and Home," moved the next resolution as follows:—

"That the best thanks of this meeting are hereby offered to the Honorary Agents of the Society, for their untiring energy in carrying out its benevolent objects, to the Clergy and Ministers of Christian Congregations, who have advocated the cause of the Society from their pulpits, also to the Honorary Auditors, the Lady and Gentlemen Collectors, the Scottish Board of Fisheries, the Thames Church Mission, the Mission to Seamen, the British and Foreign Sailors' Society, the Coast-guard, the Superintendents of Sailors' Homes, the Shipping Officers, and the Railway and Steam Packet Companies; and that this meeting, in acknowledging their encouraging co-operation, solicits the continuance of their valuable services."

He said that there was one thing perfectly obvious, and for which they ought to be deeply thankful,—that there were many in the present day, who, week after week and month after month, felt an interest in caring for British sailors. Many of us took up the daily journals, read some account of a dreadful shipwreck, and then put the paper on one side, not allowing our thoughts to linger on the distressing subject, and forgetting that if we belong to Christ, we ought to manifest a regard for those whom the shipwrecked mariner left behind him,—the widow and the fatherless. (Hear, hear.) In the carrying out of the great work of this Society, in sending those who had been shipwrecked to their homes, in supplying them with clothes, and in imparting to them

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religious instruction in the season of their distresses, we were engaged in a most Christian cause. It was broadly stated in many passages of God's word that true religion was always practical, and that our Saviour, whilst saving the souls, cared also for the bodies of men: we, then, were following in His steps, and doing a work on which we might ask for His direct blessing. That blessing had indeed been already vouchsafed to us, for God had marvellously prospered this Society, causing it to be one of the most useful which had ever been established for the relief of the shipwrecked mariner. He ventured to say that the class of men on whose behalf the Society laboured were worthy of all our care; because, although there was a roughness about the exterior of sailors, yet, when we got at them, we generally found that there was beneath that roughness a true nobility and an openness of heart, which, while rendering them free to be operated upon by the Christian labours of the Society, rendered them also an easy prey to the large and mighty temptations by which they were surrounded and led astray.

The rev. gentleman concluded by expressing a hope that those present would do all they could to promote the influence and usefulness of so valuable an association, by making it widely known, and acquainting all their friends with the fact that it constituted an exemplification of true religion, which was "*to visit the fatherless and widows in their affliction, and to keep ourselves unspotted from the world.*"

Arthur Ellis, Esq., R.N., briefly seconded the resolution.

He believed that if the meeting could witness the deep interest which the widows resident at the various seaports took in the Society, they would experience feelings of intense pleasure. He was fully convinced that the various agents were instrumental in doing a great deal of good, by speaking a word of scriptural hope and encouragement to the man who had been saved from a watery grave.

The Rev. Mr. Wallis, Honorary Secretary to the "Missions for Seamen," moved the next resolution as follows:—

"That the following Members of the Committee going out by rotation, agreeably to the rules of the Society, be re-elected, viz.: Captain J. H. Brown, R.N., Lord Henry Cholmondeley, Lord Alfred Paget, M.P., William Stuart, Esq., Captain W. H. Walker, Captain the Hon. Francis Maude, R.N., Admiral Sir Henry Hope, K.C.B., Montague Gore, Esq., Vice-Admiral Bertie C. Cator, William Wilson, Esq., Rear-Admiral C. R. D. Bethune, C.B., and W. S. Lindsay, Esq., M.P."

He said that, as the honorary secretary of a kindred society to the present, he was enabled from day to day, because of the communications he received, to see how much good, and to what an untold degree, the Shipwrecked Mariners' Society was doing. The reports showed that nearly all the agents and Scripture-readers of the one Society were also agents of the other. The one Society attended chiefly to the bodies of men, the other attended to the spiritual good of their souls, so that both were equally engaged in a work of most important usefulness. Before he sat down he would briefly name a feature of great interest, which was, that the Society aspired to help poor fishermen, a class of beings who might be said to be exposed to systematic peril; and we all knew who He was who had a special love for fishermen.

Colonel Nolloth, R.M., seconded the resolution, which, like all the others, was unanimously carried.

Upon the motion of Vice-Admiral the Earl of Shrewsbury and Talbot, V.P., seconded by George A. Brograve, Esq., V.P., and President of the Bath Auxiliary, a vote of thanks was passed to the noble Duke for his conduct in the chair.

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His Grace briefly responded.

He said that he had only one or two words to offer. He had one wish sincerely at heart, and that was,—that by the blessing of God this Society might increase; and that at the next annual meeting the Committee would be able to report that considerable progress had been made in extending the new feature of their operations,—namely, the proposal for establishing a Pension Fund for the seaman. This great maritime country ought not to be without that provision. It was the only maritime country in the world which was without it, and yet it was the country whose very existence might be said to have depended upon her having an immense naval power constantly around her shores and homes.

The proceedings then terminated.

THE LATE ADMIRAL LORD EXMOUTH.

(*Continued from page* 96.)

In 1796 the French made their attempt on Ireland, and Sir Edward, having been sent in the 'Indefatigable' as part of a fleet to oppose them, suffered severely from the gale, which nearly destroyed the enemy's ships. On returning home, however, the vessel got severely handled by a French two-decker, the 'Droits de l'Homme,' and, the storm continuing, she was nearly lost. The years 1797 and 1798 were passed in the blockade of Brest, and other channel services, with great perseverance and so much success, that, in the course of 1798 alone, Sir Edward's squadron took no fewer than fifteen of the enemy's cruisers. One of the captures was of more than common interest,—it was 'La Vaillante,' a national corvette, taken by the 'Indefatigable,' after a chase of twenty-four hours. She was bound to Cayenne with prisoners, amongst whom were twenty-five priests; and, as passengers, the wife and family of an exiled deputy, M. Bovère, who were proceeding to join him, with all they possessed—about £3000. Sir Edward and his officers vied in attention to the poor ecclesiastics, and, on landing them in England, he gave them a supply for their immediate wants. To Madame Bovère he restored the whole of her property, paying, out of his own pocket, the proportion which was the prize of the crew. Sir Edward was now removed into a larger ship—the 'Impetueux,' which bore the singular distinction of carrying seventy-eight guns. He was in this ship when the wide-spread naval mutiny took place, and a part of his crew rose against their officers. On investigation, however, it turned out that not one of the men who had followed him from the 'Indefatigable' joined in the mutiny. No better proof could be adduced of the attachment to his person of those who knew him best. The Peace of Amiens placed Pellew on half-pay. He was solicited to become a member of Parliament, and

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at the general election of 1802, he was returned for Barnstaple, in Devonshire. The Senate soon proved not to his taste, and he took the earliest opportunity to escape from it. The very day that fresh hostilities against France were declared, he solicited employment, and was appointed to the 'Tonnant,' an eighty-gun ship, in which he cruised with the Channel Fleet. At the general promotion of 1804, Pellew was advanced to the rank of rear-admiral, and intrusted with the post of Commander-in-Chief of the East Indian Seas, whither he proceeded, and remained till 1809. In the spring of 1811, he succeeded to the Mediterranean command, and acquitted himself so well, that at the downfall of Napoleon, occasioned by the Russian campaign, Sir Edward was created, even before his return home, Baron Exmouth of Canonteign—a mansion and estate in South Devon he had previously purchased. This was no empty honour, for a pension was added to it.

The return of Napoleon from Elba soon required a British force in the Mediterranean, and Lord Exmouth having been selected for the service, again performed, with his usual prudence and energy, all the duties which the position of affairs required or admitted. Marseilles had shown some disposition to favour the Bourbons, and Marshal Brune was marching from Toulon upon that city, avowedly to destroy it. Lord Exmouth, on this emergency, took upon himself to embark about 3000 men, part of the garrison of Genoa, with whom he sailed to Marseilles. Forty years before, he had landed at this port a poor penniless boy, turned out of his ship—he now entered it a British admiral and peer, and what was still more gratifying to him, a conqueror and deliverer. The inhabitants, grateful for their preservation, were unceasing in their attentions to the fleet and army, and, as a mark of their sense of his important services to their city, they presented him with a large and beautiful piece of plate, executed in Paris, bearing a medallion of the noble admiral, and a view of the port of Marseilles, and the 'Boyne,' his flag-ship, entering it full sail, with this simple and expressive inscription:—"A l'admiral Lord Exmouth; la Ville de Marseilles reconnoissante." [To the Admiral Lord Exmouth; the town of Marseilles, grateful.]

The final overthrow of Napoleon at the battle of Waterloo secured peace to Europe; and we now approach Lord Exmouth's most splendid naval achievement on the coast of Africa.

While the fleet was still assembled in the Mediterranean, the British Government thought its presence there would be a good opportunity of putting down the abominable system of piracy carried on by the Barbary States. Lord Exmouth, amongst other duties, went on shore at Algiers, to endeavour to extract a pledge from the Dey that slavery should be abolished—a promise which he had already drawn from the Beys of Tunis and Tripoli. But at Algiers both himself and his officers were insulted. This, with several other aggressions, and an obstinate refusal of the demands of the British Govern-

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ment, induced the issue of orders for the bombardment of Algiers; the execution of which was confided to Lord Exmouth.

On the 27th August, 1816, he led his fleet under the fortifications of Algiers, placing his own ship, the 'Queen Charlotte,' within twenty yards of the mole head, the most formidable of the enemy's batteries, and when the immense ship had only two feet of water to spare, being within that short distance of the bottom, M. Salamé, his Lordship's Arabic interpreter, was sent on shore with certain written demands, and with a message that, unless a satisfactory answer were returned in two hours, that would be deemed a signal for the commencement of hostilities. Salamé waited three, and then put off to the Admiral's ship. "On getting on board," he remarks, "I was quite surprised to see how his Lordship was altered from what I left him in the morning, for I knew his manner was in general very mild; but now he seemed to be all fightful—as a fierce lion which had been chained in a cage and was set at liberty. With all that, his Lordship's answer to me was,—'Never mind—we shall see!' and at the same time he turned towards the officers, saying, 'Be ready;' whereupon I saw every one standing with the match or the string of the lock in his hand, anxiously waiting for the word 'Fire.' During this time the 'Queen Charlotte,' in a most gallant and astonishing manner, took up a position opposite the head of the mole; and at a few minutes before three, the Algerines, from the Eastern battery, fired the first shot at the 'Impregnable,' which was astern, when Lord Exmouth, having seen only the smoke of the gun, and before the sound reached him, said, with great alacrity, 'That will do!—fire, my fine fellows.' I am sure that before his Lordship had finished these words, our broadside was given with great cheering, which was fired three times within five or six minutes; and at the same instant the other ships did the same." Of the action, Lord Exmouth gave an account in a letter to one of his brothers. Amongst other things, he related, "It was a glorious thing to see the 'Charlotte' take her anchorage, and to see her flag towering on high, when she appeared to be in the flames of the mole itself: and never was a ship nearer burnt—it almost scorched me off the poop. We were obliged to haul in the ensign, or it would have caught fire. Everybody behaved nobly. I was but slightly touched in thigh, face, and fingers; my glass cut in my hand, and the skirts of my coat torn off by a large shot; but as I bled a good deal, it looked as if I was badly hurt, and it was gratifying to see and hear how it was received, even in the cockpit, which was then pretty full. I never saw such enthusiasm in all my service." After the bombardment, which was completely successful, Salamé, on meeting his lordship on the poop of the 'Queen Charlotte,' observed, that "his voice was quite hoarse; and he had two slight wounds, one on the cheek, and the other on his leg. It was indeed astonishing to see the coat of his Lordship, how it was all cut up by the musket balls, and by grape. It was as if a person had taken a pair of scissors and cut it all to pieces."

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The effect of this engagement was, that piracy and slavery were put an end to in that quarter of the world for ever—a result of no small importance. On his return to England he was created a viscount, with an honourable augmentation to his already so honoured escutcheon, and the word Algiers as an additional motto. He received from his own sovereign a gold medal, struck for the occasion; and from the Kings of Holland, Spain, and Sardinia, the stars of their orders; a sword from the city of London; and finally—what was likely to please such a man most of all—an unusually large proportion of distinction and promotion, acknowledged the merits of the brave men who had served under him. On the death of Admiral Duckworth, in 1817, he was appointed to the chief command at Plymouth, where he continued till the 21st February, 1821, when he struck his flag, terminated his active service, and retired to the pleasant neighbourhood of Teignmouth. Viscount Exmouth had served his country during the long space of fifty years and three months, and with such indefatigable activity, that, out of that time, his periods of inactivity only amounted to eight years altogether. In 1822 he obtained the high station of Vice Admiral of England.

His Lordship lived on in placid retirement, which was only occasionally broken by attendance on his place in the House of Lords, enjoying to the full the affection of his beloved partner, and the comforts of rest. Bodily infirmities crept upon him, and on the the 23rd of January, 1833, he expired, surrounded by his family, and in full and grateful possession of his faculties. His Viscountess and five of his six children survived him.

Lord Exmouth's life adds another to the many instances of what may be achieved by a steady and unflinching discharge of professional duties. He began his naval career a poor and almost friendless boy, and ended it holding the highest station but one it is possible for a sailor to fill. His contemporaries spoke of him as the beau ideal of a British sailor. He knew and could perform all the duties of a ship, from the furling of a sail in a storm, to the manœuvring of a fleet in a battle; and there was nothing he ever attempted that he did not do well. Amidst all the violent and demoralising tendencies of warfare, he never forgot his religious duties. "Every hour of his life is a sermon," said an officer who was often with him; I have seen him great in battle, but never so great as on his death-bed. Full of hope and peace, he advanced, with the confidence of a Christian, to his last conflict; and when nature was at length exhausted, he closed a life of brilliant and important service with a death more happy and glorious than if he had fallen in the hour of victory.—*Chambers' Journal.*

STANZAS

Occasioned by Sir Edward Pellew's humane and noble conduct, at the wreck of the 'Dutton,' East Indiaman (with 500 souls on board—men, women, and children), in a dreadful storm, on January 26th, 1796, under the citadel at

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Plymouth, where she had been obliged to return, on account of the sickness prevailing amongst the troops on board, by Mr. Eastlake.

While o'er the reeling wreck, the savage storm,
Pour'd all its lightnings, thunder-blasts and hail,
And every horror, in its wildest form,
Smote the firm heart that never knew to fail.

'Twas thine, Pellew, sublimely great and good,
For man, thy brother man distress'd—to dare
The deathful passage of the raging flood,
And join the frantic children of despair.

There it was thine, in comfort's balmy tone,
To soothe their sorrows, 'mid the tempest's roar:
To hush the mother's shriek—the sick man's groan,
And bear the sufferers, trembling, to the shore.

So when this mighty orb, in dread alarm,
Shall crash in ruins, at its God's decree,
The saving angel, with triumphant arm,
Shall from the wreck of all things rescue thee.

VISITS TO THE SEA COASTS.

[*Continued from our last number.*]

BELFAST is the capital of Ulster. It has justly merited the appellation of the commercial metropolis of Ireland; or, at once the Liverpool and Manchester of this portion of the United Kingdom: practically speaking, this seaport is of comparatively recent date. It is about twelve miles from the sea, at the mouth of the Lagan, which bounds it on the S.E., and flows immediately into Belfast Lough, which is twelve miles in length and five in breadth at the entrance, gradually narrowing as it approaches the town. Belfast is commodiously situated for the purposes of commerce; the scenery of the locality, in all points of view—embracing as it does, fine prospects of mountain ranges towards the south, and the beautiful shores of the Lough in the other direction, is considered extremely fine. The Cave Hill, with Napoleon's profile, is a very prominent object. The Tidal Harbour Commissioners in 1846 describe the port "as the first town in Ireland in enterprise and commercial prosperity."

The Custom House is a fine structure,—one of the largest in the town,—and occupies a considerable area; it includes under one roof, a Custom House, Post Office, Inland Revenue Office, Stamp Office, and the offices of the Local Marine Board. It is constructed entirely of the finest Glasgow stone, elegantly dressed. The style of architecture is Italian. The space devoted to the business of the Custom House is large; and the "long room" is 70 feet in length by 30 in width and 25 in height.

The harbour of Belfast has become, by successive improvements and extensions, one of the finest in the United Kingdom. Prior to 1839 large vessels

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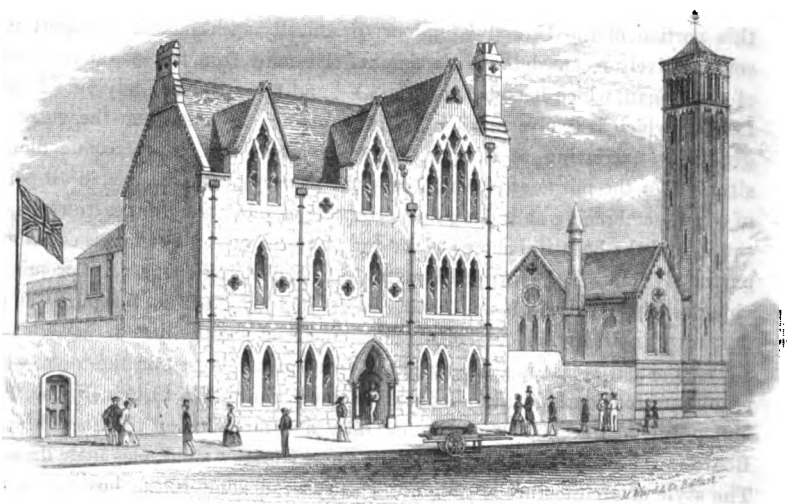
had to lie four miles from the town, but in 1840 a new channel was formed, having nine feet of water at low tides. Vessels drawing sixteen feet of water can now come up in neap tides, and those drawing eighteen or twenty feet in spring tides.

About 5600 vessels belong to the port, and boast of a tonnage of 800,000! There are forty steamers, almost all of large tonnage, employed in the trade of the port.

The first account on record of shipbuilding in Belfast occurs in 1636, when a vessel of 150 tons was built by the Presbyterian clergymen. In 1682 the largest vessel belonging to the port was the 'Antelope,' of 200 tons, a Virginian trader. In 1700, the 'Loyal Charles,' 250 tons, the property of some merchants of the town, was launched; but up to 1791 there was no regular place for laying down a vessel, and all those belonging to the port were built and repaired in England and Scotland. The cross-channel trade of Belfast, which is now the most important of all its branches, in 1811 did not employ more than two or three regular traders in the London, and in all, not more than twenty vessels in the trade between Belfast and Great Britain! while its merchants, under the most disheartening and embarrassing restrictions, devoted themselves to the pursuit of foreign commerce.

We are glad to give our readers a view of the new "Sailors' Home," and the "Sinclair Seaman's Church," which was lately erected in memory of the late John Sinclair, Esq.



BELFAST SAILORS' HOME,
CORPORATION STREET.

The Belfast Sailors' Home was opened for the reception of seamen on the 24th of August, 1859.

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The building stands upon a plot of ground, granted by the Harbour Commissioners, under powers vested in them by their Act of Parliament. It adjoins the Sinclair Seaman's Presbyterian Church. On the other side a Mariners' Episcopal Church is about to be built.

The Sailors' Home is most substantial in appearance, being built of well-dressed stone. The architects were Messrs. Lany and Lynn, who superintended the erection of it gratuitously, and was built by Mr. James Carlisle, at a cost of £2700, which was paid previous to its occupation. It will accommodate 100 persons. It rises to the height of three stories, the ground floor of which contains the superintendent's apartments, a day-room, kitchen, scullery, &c.

The dinner, when cooked, can be placed on trays, first beside the fire and then carried up by a small windlass to the dining-room, on the second floor. From this, then, is a platform outside, about thirty feet by eighteen to serve as a look-out upon the river and shipping; the remainder of the house is fitted up as dormitories, lavatories, &c. It is lighted with gas, well ventilated, and in every way admirably adapted for its purpose. Any person looking at its outward appearance, and judging therefrom (the Home having been plainly finished to avoid unnecessary expense), would be much astonished, on entering, to find the accommodation and all its arrangements so good.

The Superintendent is Captain John McLaine, a hearty friend of the sailor.

PLYMOUTH, one of the largest maritime towns in England, is situated on the inner shore of a capacious bay, or sound, formed by the conflux of the sea, with the expansive estuaries of the rivers Plym and Tamar, and being admirably adapted for a great naval station; it has, from an early period, been one of the principal rendezvous of the British navy.

In the reign of Henry II. Plymouth was a small fishing village, but has gradually risen, and increased in population and commercial accommodations, having long since buried all pretensions to the quiet of ancient times, and has now become a busy and an influential seaport town, having its docks, ships, manufactories, public buildings, churches, chapels, &c., &c., and together with Stonehouse, a population of some 80,000 souls.

Its situation is extremely beautiful and the scenery attractive, which includes much variety of hill and dale, tor and ravine, wood and water, with many charms peculiar to the district, especially from the elevated plot of ground called the Hoe (being on the south or seaward side of the town, and which, in the history of England's naval victories and discoveries, is so celebrated), which extends over eighteen acres, beautifully laid out by the formation of carriage drives and commodious walks, with seats at due intervals, and is used as a public promenade.

Standing, then, upon the Hoe, and "Looking towards the sea," we have in front St. Nicholas's or Drake's Island, with its battlements and barracks; Plymouth Sound, with its vessels, boats, floating chapel for seamen, and

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sufficient room for the accommodation of 200 sail of ships; that marvellous structure, the Breakwater, and beyond it the English Channel, where every now and again may be seen vessels making their way up and down, and occasionally that solitary watcher on the waters,—the Eddystone Lighthouse, which lies at a distance of fourteen miles in a S.W. direction. Turning to the right we see the tall masts of the vessels crowding about the pier and in the docks at Millbay, the tower of the Royal William victualling office, with the charming ground and noble mansion of Mount Edgcumbe; and on the left the citadel ramparts, Mount Batten, surmounted by the remains of a round tower, used for the purposes of war, during the siege of Plymouth in 1623, with many other objects of interest. Here then we find not only the workshops but the pleasure ground—not only the scene of toil, but the place for recreation,—not only bustle, but beauty—not only the house of business, but the house of God.

No sooner had Plymouth began to rise than the jealousy of the French was excited, who sought to destroy it by fire; in 1339 they burnt a great part of the town, but were afterwards repulsed; in 1350 they made another attempt, but finding it well defended, were defeated; but in 1403 another visit was paid, when the enemy succeeded in doing great damage, and destroying 600 houses; finding, however, his attempt on the castle foiled, the harbour was quitted.

After a brief interval, notwithstanding these repeated devastations, Plymouth rapidly increased both in extent and population, who set about fortifying the town for its better defence against the attack of an enemy, since which time many important additions have been made to its defences, and several fortifications have lately been constructed near the headlands of the sound. In 1346 this port furnished twenty-five ships, and upwards of 600 mariners, for the blockade of Calais. From this port Edward the Black Prince sailed, in 1355, on his successful expedition to France, which was crowned with a glorious victory; and here he landed again on the first of May, 1357, with the French king and his son, as prisoners in his train.

In 1588 Plymouth was appointed a rendezvous for the British fleet, where 120 sail assembled under the command of Lord Howard, Admirals Drake, Hawkins, and Frobisher, who joined the Exeter ships in Torbay, for the purpose of watching the movements of the Spanish Armada, whose admiral so much admired the situation of Mount Edgcumbe,—and it is said, had fixed on it as the place of his future residence, while feeling so sure of success, his ships were most furiously assailed by the British fleet, commencing a destruction which, in a few days, was completed by a violent storm, thus frustrating the object of the expedition, and conquering a fleet which Papal infallibility and arrogance had pronounced invincible.

And hither came the 'Bellerophon,' 78, arriving in the sound, July 5th, 1815, having on board Napoleon Buonaparte, who remained here eight days,

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waiting the decision of a Cabinet Council as to his future destiny, during which time thousands of visitors came from many parts, and went off to the ship in boats, in order to satisfy their curiosity, by beholding the man who had so long been the dread of nations, but was now a fallen enemy, who had surrendered himself to the protection of Great Britain. He was afterwards transferred to the 'Northumberland,' 74, bearing the flag of the late Admiral of the Fleet, Sir George Cockburn, the first President of the Shipwrecked Mariners' Society, and conveyed to St. Helena.

During the last war with France, Plymouth became the chief place of resort for H.M. fleet, and finding that the frequent occurrence of storms from the S.W. endangered the safety of the ships at anchor in the sound, it was deemed an object of great importance to make the roadstead as safe as possible; consequently the marvellous undertaking of constructing, across the middle of the sound a breakwater, was, in 1811, contemplated, a plan submitted and adopted; and in April, 1812, the work commenced, which in due time was completed, and has answered better even than its designers anticipated. The centre line of the breakwater is 3000 feet long, with an arm at either extremity 1050 feet in length, running off towards the shore; it is 45 feet broad at the top, and at the ends, 2 feet, and is in the centre 3 feet above high water mark; it has required no less than 3,670,440 tons of limestone, and more than 2,500,000 cubic feet of granite and other stone for facing and paving; its cost is about £1,500,000. On the west end is a lighthouse, which rises 68 feet above the surface of the breakwater, showing a red light seaward, and white from the land, and may be seen at a distance of eight miles; there is also a bell which, in foggy weather, is struck a certain number of times every minute by clock machinery; and on the east end is a beautifully constructed beacon, 25 feet in height, which is built of white granite, and of a pyramidical form, divided into twelve steps, and crowned by a pole 17 feet high, surmounted by a hollow copper globe, six feet in diameter, and so constructed that the shipwrecked mariner may take refuge within it. There are two good entrances to and from the sound; the west 1600 yards wide, and the east 1000, with ample depth of water for the largest ship in H.M.'s navy.

A considerable shipping trade is carried on here, both coasting and foreign, the former being the most important, but the latter comprises 50,000 tons annually. The shipping and commerce of the port have rapidly increased during the last twenty years, and has, in addition to its American, Mediterranean, West India, the Baltic, Coasting, and other trades, of late years become celebrated as a port, for emigration to Australia, and other parts of the world; ship-building too is carried on pretty extensively.

Of fishing vessels, there are about eighty, sixty are trawlers, which employ five men and a boy each, the others are smaller craft called hooking or seine boats, carrying two men and a boy each,—in the mackerel and pilchard seasons,

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there are large accessions to the Plymouth boats from other places, which sometimes swell the number to nearly 500, the mackerel season has in times past been very prolific, as many as 500,000 have been caught, brought into the harbour, and sold wholesale for £2000 in one day.

The principal portion of the coasting vessels, including the regular traders of the South Devon Shipping Company, come into Sutton Pool, as do also the numerous fishing vessels belonging to, and using the port; but Millbay, the S.W. point of Plymouth, is larger than the old pool, and has been rendered somewhat more adequate to the requirements of the increased trade of the port, by the construction of a pier, pontoon, and new commercial dock, by the Great Western Dock Company, with sufficient accommodation for large vessels, and, therefore, most of the heavy foreign going ships come and go from here; also the steamers plying between Dublin, Cork, Jersey, &c., and the Royal African Mail Steamers, which are dispatched and arrive monthly, to and from Madeira, Sierra-Leone, Bathurst, Fernando-Po, with the intermediate and neighbouring places; these docks are guarded by several forts and batteries, and on the eastern-side is the Government prison of war, having a spacious yard and barracks attached.

In addition to the numerous churches and chapels, there are a great number of charitable institutions, supported chiefly by voluntary contributions, including the Sailors' Home, and on the barbican, in the vicinity of Sutton Pool, there is a Bethel Chapel for seamen, with a missionary in the person of Mr. Brooks, who has fought and bled for his country, plainly showing by the loss of his right arm that he has encountered the foe. He has spent many years, and is still engaged, in pointing seamen to the Captain of their Salvation.

At STONEHOUSE, adjoining Plymouth, we find the *Royal Western Yacht Club House*, situated near the Great Western Dock, and containing several apartments for the use of its members, also an extensive library; on the flag-staff, at the entrance, is displayed the flag of the club, which is the blue ensign of H.M. fleet: also, *St. George's Hall*, which is one of the finest buildings in the west of England, and a little higher up the street, on the north side of the town, beside the waters of Stonehouse Pool, is the *Royal Naval Hospital* (the *Royal Military Hospital* being directly opposite) which occupies about twenty-four acres of ground, including a verdant lawn of thirteen acres; the premises were opened in 1762, for the reception of seamen and marines, and will accommodate 1200 patients; there are also residences for the superintendent, officers, surgeons, chaplain, &c. Every attention is paid to the sick, and much regularity and cleanliness are displayed. There is, also, the *Royal Marine Barracks*, which are estimated to contain 700 men, besides the residences of the officers, connected with which is a most excellent band, who frequently perform on the Plymouth Parade for the enjoyment of the inhabitants and visitors.

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The Royal William Victualling Yard is a magnificent establishment. The building was commenced in the year 1826 and completed in 1835; the entire premises comprise about thirteen acres, of which a considerable portion was recovered from the sea. Leaving our readers to examine for themselves (should they ever come this way) the architecture, which is admirable, and the sculpture which is excellent, we pass on to the working of the establishment, the arrangements of which, in every department, are wonderfully complete.

The grinding apparatus (which is carried on by two steam engines of 40-horse power), includes twenty-seven pairs of millstones, which are capable of grinding 1000 bushels of corn in ten hours; the meal or flour is passed from one part of the building to another, where it is mixed, kneaded, cut into biscuits, and deposited in the ovens, and when baked withdrawn by machinery—a quarter of an hour being sufficient for baking a batch of biscuits.

The slaughter-house is large enough to admit of the killing of from seventy to eighty head of cattle at once; the weighing and salting-houses, the store-houses, cooperage, and brewery, are of the same gigantic proportions, and well fitted up. We give, from a statement now before us, the quantity of provisions requisite for one year's consumption for a force of 35,000 seamen.

Biscuit . . .	13,000,000 lbs...	Spirits . . .	400,000 gals.
Fresh Meat . .	7,000,000 „ ..	Salt Meat . .	4,000,000 lbs.
Vegetables . .	3,500,000 „ ..	Sugar . . .	1,200,000 „
Suet . . .	130,000 „ ..	Cocoa . . .	800,000 „
Tea . . .	200,000 „ ..	Peas . . .	180,000 gals.

besides many smaller items.

Biscuit, being the only bread used at sea, is of course the chief item, and it was a most important circumstance to devise machinery in order to make it quickly, cheaply, and under the immediate control of the Government; indeed, it is an affair of the highest importance to attend to all the personal wants of many thousands of men, to see that their food is sufficient in quantity, and good in quality, to arrange all so that there shall be no waste and no confusion, requires a well-organized plan, and here we find it to perfection, for while there must, of necessity, be a great number of hands employed (about 160), every man knows his station and attends to his duty, and the whole moves on like the works of the splendid clock which we find in the central tower, with its four dials, each seven feet in diameter, its pendulum fourteen feet in length, its striking weights 7 cwt. each, and telling out truthfully and loudly not only the hour but the quarter hour, which, together with its slow dead beat, is calculated to remind us not only of morning, but of evening; not only of life, but the approach of death. We now cross the bridge which makes the three towns one, and look at

DEVONPORT, which is situated in the S.W. angle of the southern division of

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Devonshire, is only one mile west of Stonehouse, and two west of Plymouth, possessing a harbour, called the Hamoaze, at the mouth of the Tamar and Lynher, of sufficient capacity safely to anchor the entire British navy, the bosom of which is mostly dotted with men-of-war of various ratings and in different stages of equipment; and higher up the harbour are moored, "reposing on their shadows," the ships in ordinary, which are not in commission or active service.

The commerce of Devonport is only small compared with Plymouth, but possessing so many advantages—it is a thorough naval and military station, with every accommodation for numerous land as well as sea forces—besides much room elsewhere. The new *Raglan Barracks* are sufficiently large to supply two entire regiments of the line, including officers, with very comfortable quarters, connected with which is an excellent library and reading-room, also a school room, and contiguous a commodious military church.

Here we find docks, dry and wet, dock and steam yards, the like of which are nowhere to be seen, giving employment to thousands of men, and paying annually a large amount for wages.

Here, also, by the combination of skill and power, ships of war are formed out of forest trees, growing rapidly in bulk, strength, and beauty, under the hands of the various shipwrights, joiners, smiths, etc., and then by merely knocking away a few wedges, the noble structure glides, like a thing of life, into the element which is to be her future home. Then follow masts, yards, anchors, cables, and engines, guns, shot, and shell, all of which are to be found on these vast premises, with skilled workmen in each branch;—provisions and water close at hand, and tars not far to seek to man the wooden walls—in short, there is no necessity to ask what have we here, but what have we not?

Everything appears to move by steam and machinery, the mighty power of which is variously employed, at one place cutting up large blocks of wood into delicate planks, at another place, cutting wedges, at another screws, drilling, planeing, punching, turning grindstones, and machines for making twine, halyards, and hawsers, in short it is applied to everything little and great, especially the patent hammers in the smitheries, one of which is about two tons and a-half weight, affording unequalled power, by means of which no mass of wrought iron, however large, is beyond the compass of its strength; and yet with all its power, it is under such perfect control, that at one moment it may be beating about the paddle shaft of a 500-horse engine, like so much lead, and the next forging a nail, or driving one into a piece of wood, with all the simplicity and tenderness of a small hammer.

With our limited space it would be impossible to touch every object of interest connected with this wonderful place, which, after all is only of recent date, but has rapidly risen into mighty importance, and appears to possess all

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the advantages which nature and art could devise to qualify it for a great naval station.

The *Keyham Steam Yard*, where all the immense boilers and machinery are both made and repaired, is one of the largest and finest factories in the country, and is capable of being worked by 3000 men, all under cover, and without inconvenience; and if our readers were to stand at the gate of the Royal Dockyard (where the ships of war are built and repaired), when the men leave for dinner, it would convey some idea of this vast establishment. In order that men and horses may not come into collision, the latter precede the former a short time, then follow some 4000 to 5000 men, such a long train of those busy artizans, who build and repair our ships of war, prepare for them masts, yards, and bowsprits, with ropemakers, riggers, sail makers, anchor smiths, &c., &c., are, perhaps, nowhere else to be seen, and yet their services are as indispensable as the system by which the whole is managed.

With the accommodation thus afforded and the situation of this place so far to the westward, and near to the Land's end, in sailing from which there are none of the Channel dangers to fear, it is not only a suitable place for, but really is the seat of, naval command; the Commander-in-Chief or Port-Admiral has his residence on Mount Wise, which is a fine open elevated plot of ground on the south side of the town, where there are two batteries which command the harbour. The Admiral's offices here are in direct communication, by electric telegraph wires, with those of the Admiralty in London, so that their lordships are able to give an order to fit out, dispatch, or pay off, any named ship, without the intervention of writing, or the delay of a moment, and, therefore, almost as soon as the orders are given at Whitehall they are received and acted upon by the Admiral and officers here.

The population of Devonport, in 1851, was upwards of 50,000, since which it has greatly increased. Of places of worship there are a considerable number, with one in the Dockyard for the use of the officers and men connected therewith. Among the various institutions of the town, there is the

Royal Sailors' Home, which is well managed, kept very clean, and in good order throughout—has rendered good service to seamen, and deserves support.

The *Royal Dockyard Female Orphan Asylum* was established in 1849, after a severe visitation of, and a great number of deaths from, cholera. Amongst the workmen of the Dockyard, a fund was formed for the relief of their female orphans, by donations and subscriptions amongst the officers and men; in the following year a suitable house was purchased, contiguous to Morice-square, at a cost of £700, with fittings and furniture complete, towards which many liberal donations have been presented.

The *Royal British Female Orphan Asylum*, for the support and education of the female orphans of seamen and marines, until they arrive at a suitable age for service, has prospered so well, that a new building has been erected,

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for the better accommodation of its inmates, in the neighbourhood of Stoke, which is a very healthy place. We hope the whole of these noble institutions will prosper and meet with the liberal support of the public.

The *Public Park*, where the people promenade, the soldiers exercise, and the military band pours forth its sweet strains of music, in the presence of great multitudes, comprises thirty-seven acres, and commands beautiful and extensive views of the towns, the harbour, breakwater, docks, ships, boats, Mount Edgecumbe, the English Channel, &c. But we cannot linger—must move on—leaving the inhabitants to bask in its beauty, to mix up with its bustle, to enjoy its music, to gaze on its military display, to listen to the booming of the big guns and discharge of small arms, neither of which can yet be dispensed with; but the time is coming when "there shall be no more war." Haste happy day, when the Lord Jesus, the Prince of Peace, shall return to reign for evermore.

A Home *is* provided, to which we would direct the attention of all, especially our seamen, where there are neither storms, wars, disease, nor death—but all is life, health, joy, and peace, and happiness, for ever and ever.

THE SMUGGLER'S DEATH-BED.

(*Continued from page* 103.)

I OFTEN thought it strange stuff, but now I am trying to resist him. Oh, sir, I have seen him! I did not know people ever saw the devil till they were in hell. I have not seen him, sir, since I made fast to this book, and I'll not loose my moorings as long as I live. If I should live, I'll have a bag made, and hang it round my neck, and if I die, they shall put it in my coffin, for then, perhaps, if my soul is lost, I shall save my body; what do you think, sir?" "If your body is saved," I replied, "your soul will be saved also, and if either are lost, it will not be because there was no Saviour, but because you would not accept that Saviour. You know the use of a Life-boat, the Lord Jesus Christ is a Life-boat. God, the Father, launched Him out of heaven into earth to save to the uttermost. You may get into that Life-boat, for there is room in Christ for you. Why do you stare? I speak the words contained in the book you hold in your hand; turn to where it is said, '*Come unto me all ye that are heavy laden, and I will give you rest.*' See also in Matthew xi. 28, '*Him that cometh unto me, I will in no wise cast out.*' In another place, the book says, '*All manner of sin and of blasphemy has been forgiven, and shall be forgiven men; only believe in the Lord Jesus Christ and thou shalt be saved.*' "What, sir," said he, "do you think such a wicked wretch as I can escape from hell?" "Were you overboard," I replied, "and a boat were

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lowered, would you ask whether it was for you? What did Jesus Christ come into the world to do? Look at that scripture text, '*He came to seek and to save that which was lost.*' Look at Matt. ix. 13. '*He came not to call the righteous, but sinners to repentance.*' Are you repenting of your sins?" "How can I do less, sir," said the sick man, "when I see they have made a berth for me in hell."

"Then, my friend," I replied, "you must escape from the enemy by seeking Christ for your friend. Remember what we read yesterday, '*a broken and a contrite heart, O Lord, Thou wilt not despise.*' "What does *contrite* mean sir?" he inquired, "I understand the word *broken*, and I feel as if my heart was broken." "Contrite," said I, "means, to use a sailors' explanation, turning pirate and then being chased until you are run down by a desperate enemy, of whom you are afraid, so that you bitterly repent of the cruise you have entered on. If you are contrite you are sick of sin, not only because its wages are death, and its deserts hell, but because it was conceived against a merciful God, and a loving Saviour." "Then I am not contrite, sir, for all I regret is, that my sins are carrying me to hell. "My friend, you are ignorant, and therefore say you know not what—would you not like to escape the dreaded punishment, and also go where happy men are singing the praises of God; if you would flee from the wrath to come, you must steer for the port of heaven." "I don't know how to put about, sir, the wind seems foul, and I am short handed, the tack on which my soul is laid is the only one in which I can run, I can't get out of this current of despair, I can't set a sail for a better hope. I am a lost man." "But Jesus came to seek and to save those that are lost, He invites you to come to Him, and says, 'though your sins are many, they shall be all forgiven.' Tell me how you were brought into this present state of mind?"

"I'll tell you, sir; you preached a funeral sermon for Ann——, you told us about her death bed, it was an awful scene. First, her singing hymns, and then her saying she was a hypocrite, and dying, declaring she was a hypocrite. You know, sir, her old mother took to her bed after the funeral, and never got up again, they say she died of a broken heart, Well, sir, I thought a great deal about your sermon, and about Ann's death, and the end of the old woman. We set out on a trip one night when the wind was foul, we could not make —— but we fetched Guernsey, where being very much moped, I was persuaded to go to the play. While I sat there I kept thinking about the sermon, the old woman's death, the last night's gale, and my heap of sins, for I could not count them, when a lad we had left to let us know if the wind shifted or fell came to us and said, 'Master, the weather will do.' Just then I looked up and saw a figure of the devil on what they call the stage; he had long wings, and was bearing down, I thought, for me. On this I started from my seat, leaped over the companion rail, jumped down the companion stairs, got clear

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off the lower deck, by one of the port holes, crowded all sail along the street and pier, nor once stopped, or looked back, until I found myself safe in my craft at her moorings. When I turned my head, I saw, as I thought clear enough, Satan flying after me with a pack of imps who had joined him in the chase. I jumped overboard, and know no more than what they have told me, except that I dreamed, for thank God it was not true, that the hell sharks run me down, and were tormenting me in the place where hope never comes."

This strange account of the smuggler requires to be explained. Contrary winds had driven him to Guernsey, where in liquor he went to the play-house, and sat in a state of stupor until summoned to put to sea. Just as he was about to depart, he saw on the stage a figure intended for the likeness of the devil; now, if in a play-house men laugh at sin, a play-house must be a bad place for a sinner to enter. The alarm of his conscience and his fears at the sight of what he took to be Satan, united together, so startled the hardy seaman, that he leaped over the hand rail of the stairs, and jumping out of a window into the street run until he gained his vessel. Even there, however, he was not safe, for he soon saw and heard his men running and shouting after him. Believing himself to be pursued by Satan and his angels, he leaped into the water, from which he was dragged by an old fisherman, just going out of harbour. His men, thinking he was in liquor, laid him at the bottom of the boat until they arrived at C—— when they conveyed him ashore; put him to bed, and sent for the doctor, who found him so violent, as to require a strait waistcoat. From this frenzy he in part recovered, so as to be conveyed home, where the writer, as before stated, was sent for to visit him.

After he had given me his own account of the facts connected with his illness, he added, "I am much obliged, sir, to you, for your patience in hearing me. What you have said may all be true, but I can't find anchorage, I am very ignorant, and very wicked, and now feel so weak, that I can talk no more."

During this conversation, I had not observed any change in his countenance, for his face was so expressive that I feared to look on it, lest my mind should be drawn aside from the end I had in view, which was to point him to the Lamb of God, who taketh away the sins of the world; he therefore surprised me when, at the end of his remarks, he fainted. I called his wife, and went away to entreat God to give His blessing to the word sown in weakness.

As other duties called me from home, I saw him not again for some days, but left him in charge of some friends, who informed me on my return, that though he was much the same in mind, his friends and family had fears that he would not live, as symptoms of decline had appeared. I remarked, when next approaching his cottage, that even the dogs were improved in their behaviour towards me, for now they came and licked my hands. B—— had been informed of my return, and was expecting me. That some great change had taken place

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in him was very plain. He had a hectic flush on the cheeks of that face, which otherwise was waxy white, his cheeks were fallen, and his eyes sunk. He looked, indeed, quite unlike a sailor, for his hands were bleached, and his nails were grown long. For a moment he seemed pleased to see me, but his pleasure soon passed away, and he looked a griefworn and care-stricken man. The hardihood which had before marked his person was gone, and he was now a creature of skin and bone. Often have I seen the ravages of consumption, but never had I witnessed so much done by disease in so a short a space of time. A month's illness had reduced him fearfully. He had the Bible in his hand open at that part where the text is, "*Let not your heart be troubled*," and our conversation went on thus. "Well, B——, you hold on then to the word of God." "Yes, sir, but the people to whom this book belongs want it, and I have no Bible, I can't part with this, until I get one of my own. Can you get me a Bible, sir?" "Why, do you read it much?" "Yes sir, but I don't understand much, except such places as when I read, '*the wicked shall be turned into hell, and all the nations that forget God.*'" "But have you not also read, '*If any man sin we have an advocate with the Father?*'" "Yes that is in 1 John ii. 1. I have turned it down, meaning to ask you what is an advocate." "When the three women were taken with smuggled liquor last month in court, they had a lawyer to try and get them off, and you remember the squire spoke for the girls to the magistrate, trying to get the fine reduced. Jesus Christ is thus engaged before the bar of God's justice, and He advocates, or takes up our cause, offering to place His own righteousness to our account. But remember those girls employed the counsellor to be their advocate, and sent to the squire to entreat him to stand their friend. Christ says, '*Call upon me in the day of trouble, and I will deliver thee.*' We must ask, that we may receive: you must ask Christ to be your friend, and then see whether this storm of despair will not end in the calm of forgiveness." "Oh sir, if this should end in my being brought to God, and in the saving of my soul, I shall say with David, Psalm cxix. 71, '*It is good for me that I have been afflicted.*'" "And B——, I hope you will be able to say with David, also, '*Before I was afflicted I went astray, but now have I kept thy word.*'"

"I mean to be a different man, sir, to lead a new life, to drop bad ways, bad company, bad words, and a bad trade." Just then his wife came upstairs to us, and hearing his last words, said, "But thee shan't, if thee gets better. I'll make thee go in the free trade again." "But I wont, wife, I'll get a place in a coaster, and I am sure one honest pound will go further than three gotten the old way." "What?" said the wife, "I suppose thee means to turn methodist. I'll tell thee what, thee may'st drink and swear, but thee shan't turn methodist, and I'll make thee a smuggler;" — so saying, she left the room and house in a rage. "Don't mind her, sir," said B——, "she means no harm, only a bit of a breeze, which the harder it blows, the sooner it's over. We have had some talk about the free trade to-day before, and she is a little up. She

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says religion will spoil me. I have no religion. I only want some, and so does she, it would make us both happy." "Ay, B——, '*Godliness with contentment is great gain*,' 1 Tim. vi. 6., and our blessed Saviour has said, '*Seek ye first the kingdom of God and His righteousness.*' Matt. vi. 33. But are you any more composed in your mind? or do your fears still stick to you?" "Yes, sir, they do stick to me like the limpets to the rock, like the pitch to the plank." "But, B——, you know the limpets are to be got off, and the pitch can be removed. If you can only see the Lord Jesus Christ dying for your sins, you will find comfort, but until then your fears will continue. I would therefore, leave you to think over a few passages of Holy Scripture, that I will fold down for you." "Had you not better stay, sir, and explain them?" "No, I can only point out the bearings. God the Holy Ghost must pilot you, therefore pray for His influences."

Reader, are you convinced of the truth now declared, that none but God the Holy Spirit can teach to profit? Want of Divine aid may be a doctrine humbling to human pride, but it is a truth of which any careless man may convince himself, by reflecting how little he has been affected by the word of God, when he has heard or read it.

I left B—— with a belief that the hand of the Lord was in the matter, and that his conviction of sin would end in his obtaining, through grace, the glorious liberty of the Sons of God.

On my way home, I made a few inquiries about B——'s earlier days, and found that his mother had been left a widow, when he was but five years of age. She was a woman of piety, and trained up her children in the fear of the Lord.

B—— went on very well, till about seventeen, when he became acquainted with the woman he afterwards married, whose friends were all smugglers. By this connection, and to please the object of his choice, he took, as before stated to that course of life, the results of which were, what we have seen. His mother, with her latest breath said, "Bob, thee wilt leave this trade, I hope, I know thee can't be happy, thou art living in sin, thou knows better, and God says, '*The servant that knows his Lord's will, and does it not, shall be beaten with many stripes.*' Give it up, and take to honest ways, then I may hope to meet thee in heaven. Remember my words, *thou wilt never be happy so long as thou art living in sin.*" His mother left him a little property, and after her death he married, when the influence of his wife prevailed, and he ventured all he had in smuggling; thus his house became the resort of smugglers, who in their drunken fits broke the windows, the chairs, and other articles of furniture. He long kept from swearing, but at last was in a most singular and awful way drawn into that vice. A party were carousing at his house one evening, when some talk occurred about a man that some said was a good sailor. "He'll never be a sailor, said an old man in the company; "he is too mealy mouthed, he won't swear, and you Bob, you'll never be good for anything, until you open your mouth and

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swear a bit." "He'll never curse," said a daring young fellow, "until he burns that book," pointing to a Bible, the one that had been his mother's; "I had one and never could get on until I burnt mine." "Oh, is that the cause?" said a third, "then here goes," and seizing the Bible, he thrust it into the fire, while the rest held B—— struggling, entreating, and at last cursing when they would not release him to save his Bible. From this time he became a blasphemer, for his companions constantly taunted him with the fact of having sworn, and teased him till they provoked him to repeat the sin, which when done, ended in a laugh against him. Thus Satan first tempts and then accuses: and thus once sinning is often urged as a reason to sin again, until habit conquers fear and shame. This circumstance accounted for the very strong feeling shown by B—— when I, for the first time, asked for a Bible.

When I visited him again in a few days, and inquired if the passages I had marked had made any impression on his mind, he said, "I don't know, sir, only that I feel I am not troubled with those very awful fears I once was. I don't seem so much under the convoy of Satan, but sometimes feel as if I might weather the storm." "Do you mean that you think you may go to heaven?" "I do, sir; it will be a great wonder if I should; but I think there is so much love in the heart of Christ, that He may forgive me. I can't find any thing about smuggling in the Bible, sir, but I read that Christ forgave Peter when he swore; and He forgave all His friends who sheered off when he was in trouble. Now, sir, I have sworn, and when I knew good, did evil, and yet if it was not for two or three things, I think Jesus Christ might forgive me. I have such a tale to tell you, sir," and he grasped my arm violently, "sir, I burnt my Bible," and his face was again lighted up by excitement to a painful expression.

I said, "B——, I know all the sad story; that sin was not yours, but you may learn from it the evil of bad companions, and I hope if you get better you will forsake them." "I shall never get better, sir, I am a dying man—all my father's and mother's family have gone off in consumption—I am going out of this world; oh, if I could but feel I was going to a better! but if I go to a worse, *who can dwell with everlasting burnings?*" I expected another of those painful scenes in which despair conquers hope, and therefore tried to divert his attention by speaking of the comrades who burnt his Bible. He told me that all three had been taken and sent aboard a man-of-war, and that two of them had died off the slave coast, of the black fever. The young man who put the book in the fire, lay then dangerously ill, from the effects of a fall. "Do you think, B——," said I, "that if God had meant to send you to hell at last, He would have taken such care of you all your life, and even now have brought you to long for forgiveness and for peace?" "When a man is hungry, sir, he will eat what, when full, he refuses; I am afraid I am like that man. I am very unhappy, and I am dying, I want comfort, but do I love the Lord Jesus Christ?" "That is a

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question which you yourself should answer. What has Christ done? Has He not died for sinners? Did you not love those men who went off in a squall to that brig in distress last week? I heard you say as much; and do you not love Christ for dying, the just for the unjust? think of that." "Why, sir, I can't help loving Him when I think about His coming from heaven, and being '*a man of sorrows and acquainted with grief*,' to give Himself to God's law for man's sin. I do love Him when I think about that; but, sir, I don't think so often about Christ as I do about my sins." "I should be sorry for you to forget your sins, but you must try to look beyond them to Jesus Christ, who said, '*Look unto me, and be ye saved.*' Isaiah xlv. 22. You must anchor fast to the blessed truth, that Christ died on the cross, and now dwells in heaven as '*a Prince and a Saviour, for to give repentance to Israel, and forgiveness of sins.*'" Acts v. 31.

On leaving my sick and sorrowful disciple, I met my friend the surgeon, who said to me abruptly, "You have been to see B——, but he will not trouble you long, he is going very fast; I have never seen disease make such hasty strides." This news, while it much grieved me, made me more anxious as to the state of his soul, and more concerned that his end might be peace.

On the following morning a wreck took place, when the master of a cutter and his son were drowned. I visited B——, and found him sinking fast under his disease. He had heard of the wreck, and of the dead bodies being found, and he expressed his thankfulness to God that he was to die on his bed, with his wife and family around him. When I said to him, "But, if you are not with Christ in your dying hours, your bed will lose its softness, and your present mercies only make your future state more awful," he replied, "Christ is with me; He has come to this poor sinful heart, and said, '*I have loved thee with an everlasting love.*' I now see all this sickness to have been a towing line to draw me to this anchorage. I can now trust in the Saviour of sinners. Last night was a blessed night to me, I thought much of what you said about trusting in Christ; I felt my heart called out in prayer, and now I am full of praise; I want some words in which to say how happy I am, and all because I believe that Christ loves me."

Here was a change; I stood amazed. He saw it and said, "Sir, you stare, but it is all true; Christ loves me; why, I cannot tell, but He loves me." "Then you are now happy?" "So happy, that if heaven is only like this, it will be a rare berth. I am beloved of the Son of God, and I feel as sure of it as if I heard a voice from heaven, saying 'J. B——, the Lord Jesus Christ loves you.' You have often prayed with me; now, sir, praise God with me. Oh sir, kneel down and own to God His goodness to worthless sinners. Wife, children, kneel down, bless God, sir, bless God." We did kneel down to thank God for the grace which bringeth salvation, and which had appeared to this man, nor shall I ever forget the earnest "Amens" which he uttered to every form of thanks used, or the heaven-like air we seemed to breathe.

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When we rose up he said "Again, again," and never till that time did I feel so strongly the weakness of the flesh, for my praises were all exhausted, though a saved sinner lay before me, as a brand plucked from the burning. Once more I kneeled, but to this second attempt to acknowledge the great mercy and favour of the Lord to a sinner, the sick man said nothing; and no wonder; for when I arose and looked on his face, his jaw was fallen, his eyes were fixed, and his spirit was fled. Yes, he was dead; he had gone, as I humbly hope, to join the general assembly of saints, who had been washed from their sins in the blood of the Lamb.

Reader, you have now heard of the life and death of the Smuggler, in which is set forth the truth, that, where sin abounded, grace did much more abound; surely, nothing is too hard for the Almighty. Are you, by the grace of God, living a peaceable and quiet life in all godliness of righteousness? Are you a follower of those, who now, through faith and patience inherit the promises? Have you been made willing by Divine power and grace to give up all sin, and freely to offer your mind, body, and soul, and service to the Lord Jesus Christ; if so, you are highly favoured, and may look forward with confidence to such joys as eye hath not seen, nor ear heard. Oh, glorify your Lord and Saviour! live in His Spirit, and walk in the ways of righteousness until your warfare is accomplished, and you are for ever with the Lord.

But, reader, art thou among the ungodly? Is thine heart unchanged? Are thy ways the ways of wickedness? Is there no love within thee for the blessed Redeemer? Stop and consider on the folly of thy ways, and the madness of thy conduct. Oh, do not put off the concerns of thy soul to a sick bed, and a dying hour, but "*seek the Lord while He may be found, and call upon Him while He is near.*" "*If any man love not the Lord Jesus Christ, let him be accursed,* saith the Holy Ghost," 1 Cor. xvi. 22. "*He that believeth in the Son hath everlasting life. The day is coming, saith the Lord, when all that do wickedly shall be stubble.*" Mal. iv. 1. "*Oh, flee from the wrath to come,*" Luke iii. 7. Christ's arms are open. All manner of sin has been and shall be forgiven. Go and try Him that came to seek and to save. Despise not the warning, for be assured if thou wilt not trust in Christ, thou must have a place in the lake that burneth with fire and brimstone.

Reader, though the smuggler is dead, yet may this account of his life speak to thee, bearing witness to the fact, that, whatsoever a man soweth, that shall he reap. Farewell! Grace, mercy, and peace be with thee!

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PRAYER MEETINGS AND RELIGIOUS SERVICES AFLOAT.

In our last number, page 96, we gave some cheering signs of God's work amongst sailors, both in the English and American Navies, since which we have received many testimonies that "the truth as it is in Jesus" is indeed spreading to a marvellous extent, not only in the Naval but in the Mercantile Marine, and amongst our Fishermen around the coasts, especially Scotland.

The following has been kindly handed to us by a distinguished Christian Admiral, "whose praise is in all the churches," and who has been long engaged in every good and philanthropic work:—it is an extract from a letter dated March 16th, 1860, from a lady whose relative is first Lieut. of a training ship for the Coast Volunteers and Naval Reserve.

"In the meantime the good hand of God has been evident in detaining my son-in-law in his present toiling and comparatively subordinate position; as through his means, combined with other favouring circumstances, the E—— has become a training ship for heaven, as well as for the navy.

"Mr. Brownlow North was the beginning of good there. About this time last year leave was obtained for him to preach in the ship; he spent a whole Sabbath on board, and G—— was himself the first fruits of this effort, which was a peculiarly painful one to Mr. North when first it was suggested to him.

"Since that time G—— has done what he could to promote religion among the seamen, and a good chaplain sent the beginning of this year not only does his part in the good work, but encourages every one who is willing to help.

"A great revival has lately taken place among the fishermen, from whence the coast volunteers are chiefly drawn; of the 160 who for some weeks have been in training in the E——, upwards of 70 press in from evening to evening, as they can obtain leisure, to join in the meeting held for Bible reading and prayer, which G—— himself conducts, and which originated among the few pious seamen belonging to the ship's crew, and by means of a pious gunner converted by reading about the late Irish revivals, and who joined the ship about the time the good chaplain was sent. Being requested to take the lead, G—— presides in this spontaneous prayer meeting every evening; and, as he has to take the numerous coast volunteers in relays, for want of space, it actually occupies him every evening from seven to half-past eight, and even then he can scarcely get rid of his eager hearers, and they often rush to the good gunner's little cabin to continue their readings with him till near ten. This blessed batch of souls, hungering and thirsting after the word of life, leave the ship the end of this month, their time of drill being over, and 180 new men take their place, also from the coast, to fulfil their time of training; and may God grant this new lump may be equally leavened with the good leaven."

The following letter, which we have received from a captain in the Navy, well known as a long-tried friend of every cause that has for its object the spiritual or temporal well-being of sailors, will doubtless be read with great

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interest, as showing that the good work is progressing also amongst our Merchant Seamen.

Dear Editor,—I had occasion to visit Ireland last week, when the following interesting circumstance occurred; if you see it in the same light and think it worthy of a place in "*The Shipwrecked Mariner*," it may prove useful and encouraging to others.

After the late prolonged winter and tardy spring the sudden burst of summer produced such rapid vegetation that in a few days the trees were clothed with the most luxuriant foliage and blossom, and the crops generally gave promise of an abundant harvest: under these circumstances, I re-embarked on the 9th inst. from "Erin's (*very*) green Isle" for Holyhead, in the 'Scotia,' one of the Company's fast boats, to be superseded shortly by still more splendid vessels, reducing the passage from 4 hours and 20 minutes to 3 hours.

I might here enlarge on the striking contrast between the lovely weather, rapid, and safe voyage, we were enjoying, and the late fearful gales, which have drawn, and will I fear draw so largely, on the funds of your admirable Society, in the relief of the numerous widows and orphans; however, that is not my object on the present occasion, to which I shall now address myself. As we drew towards Holyhead, when in conversation with the mate on the "bridge"—between the paddle boxes—I was asked by him to contribute towards the erection of a school-room at the "Head," as it is familiarly termed, to which I readily consented, and asked if he had any praying men on board. "All," was his reply, and pointing to the fore cabin he said, "there is a prayer meeting just commencing." I lost no time in finding my way down: it was scarcely 10ft. square where the Rev. Dr. Mc Neile, of Liverpool, was seated, surrounded by about eighteen persons, composed for the most part of the crew. He was ably and concisely expounding Jonah's history, so as to lead his hearers to the Great Antitype, on which he more immediately dwelt. I need scarcely remark on the rivetted attention of his hearers, some of whom gave occasionally a sort of indescribable involuntary approval, best known to those who have attended such services amongst the spiritually minded lower classes. When Dr. Mc N. had ended his exposition we knelt and joined in prayer, which came evidently from the heart and touched ours. Another clergyman of the Church of England followed in the same strain, and he again was succeeded by an Independent minister: rising from our knees, a hymn was given out in Welsh by one of the crew, and it was sung most heartily and energetically by them all; the air was of that simple harmonious character peculiar to their country. We again knelt, when the same man who led the hymn uttered a prayer in his own tongue, which for sweetness of cadence was most striking, and I can only describe it as a sort of natural chaunt, reminding me of the late remarkable and estimable Mrs. Fry, when praying with the prisoners in Newgate. I once had the privilege of hearing her address and pray with about twenty-five females, who on rising were bathed in tears. But to return to our cabin, when the Welsh prayer was ended, which we regretted much not having understood, another of the crew pleaded in English before the throne of Grace most earnestly and fluently. I was much struck with one portion of his prayer relating to the removal of two of the crew, about to join another steamer belonging to the same Company, imploring and encouraging them to be strong in the faith, and let their light shine amongst their new shipmates, and with a warmth of feeling for them known only to "*shipmates*" holding the same faith. The fervency with which he prayed for the Queen, and thanked the Great Disposer of all events for placing so Gracious a Sovereign over us, enabling us to enjoy the open Bible as we did, would have gratified

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Her Majesty had she been present. On again rising from our knees we all joined most heartily in singing the Doxology, and thus closed our most interesting, touching service, after a few words from Dr. Mc Neile on the hammer, fire, rock, rain, and dew of scripture for our meditation, ending with his benediction. I trust the impression produced on our minds by the whole scene may never be obliterated.

Believe me, yours sincerely,

June 11th, 1860. F.M.

A Seaman, R.N., thus addresses a contemporary on the subject of Scripture Readers being appointed to the Navy, urging that it be no longer behind-hand with the Army, who have already *fifty-one* regimental and garrison lay agents, and are gradually increasing the number.*

"What hinders that the navy should be slow in following the land services in this matter? Both services are under martial law, and subject to strict and unbending rules of discipline. Both services subject their members to great privations of body and soul. Both services once looked with suspicion on religious meetings and religious ordinances, on religious men and religious movements. The army has come to its right mind—has awakened to a better state of things. But where is the navy? and what are naval men about?

"The chaplain of the Naval Hospital bears a willing testimony to the valuable services rendered him by a *Garrison* Scripture Reader, in obtaining an entrance to hearts, which his own position appeared to hinder his reaching. Many naval officers bear witness to successful efforts at Scripture reading on the lower decks and sick berths of ships of war, to sailors' prayer meetings and Bible classes afloat, and to other signs of the spirit which is beginning to animate our seamen. A naval captain of note has expressed his intention to have a Scripture Reader in the next ship he commands, giving him the seaman schoolmasters' rating and duties.

"Moved by the consideration of these things, a few naval officers stationed at Portsmouth have lately clubbed together to pay the yearly salary of a scripture reader. An old petty officer of piety and judgment has been appointed to the post. He is required to visit the different men-of-war in port during the dinner hour, and on Sundays and holidays, when the crew have leisure time, and to visit seamen in their different places of resort on shore. He converses and reads with the willing hearers, and endeavours to bring all to attend the more regular means of grace. His work is yet too young to speak of its fruits, but he can labour on cheerfully in preparing the ground, knowing that '*he that converteth a sinner from the error of his way shall save a soul from death, and shall hide a multitude of sins!*'

"We sincerely hope this 'day of small things' is the dawn of something greater for the navy, and that we see in this Portsmouth 'Naval Scripture Reader' the forerunner of other readers at the chief naval ports at home and abroad, who will visit not only the ships and the naval hospitals, but our neglected comrades of the Royal Marines. We long to see a society formed for this and for other objects, having for their end the evangelizing of H.M.'s sea service. We know that many of our naval clergymen will gladly bear their part in directing the labours of the readers, and in forwarding the purposes of such a society; and they also will gladly take a leading part in stirring up the still waters of indifference, still too prevalent afloat.

"Committing this cause to those who would be worthy followers of the Galilean

* A scripture reader has just been appointed to labor amongst the sailors at Devonport. We trust he and his comrade at Portsmouth may be the forerunner of many more.—Ed. S. M.

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seamen, who eighteen centuries ago carried the glad tidings of a risen Saviour to the ends of the known world, in the fond hope that the day may yet come when British seamen, no longer the emissaries of Satan, on every sea, and in every port, shall be found heralds of a Saviour's love to every nation with whom they come in contact.

"I am, yours faithfully,

Devonport. "A SEAMAN, R.N."

That there is much room for improvement in the Sunday routine, which with some few bright exceptions, is still we fear too common in the Navy, the following extract forwarded to us by our gallant correspondent will painfully show.

To the Editor of "THE SHIPWRECKED MARINER."

LONDON, SAILORS' HOME, 12*th May*, 1860.

SIR,—I beg to forward, for insertion in your columns should you approve of it, the enclosed extract from a very useful and interesting book lately published by Lieut. Alston, R.N., entitled, "Seamanship, and its associated duties in the Royal Navy," which I think will be very interesting to your readers.

I am, Sir, your obedient Servant,

AN OLD NAVAL OFFICER.

SUNDAY IN THE NAVY.

"Sunday, the blessed day of rest, is too frequently a day of bustling, fatiguing duties, and the most undesired of all the seven. From the hour of commencing work in the early morning until the pipe to dinner at last releases you, there is often no cessation. To those on whom the work of the ship devolves, Divine Service is no relief, for it is then felt to be part of a relentless routine that has to be gone through, and they are only too glad when what, week after week seems an interminable repetition, is brought to a close. I know of no remedy for this serious evil short of a total change in the character of the day, as it is at present viewed. Instead of looking upon it as the first day of a new week, with your hands clear until the work of the week on the morrow commences, it is generally considered the winding-up day of the previous week, when all its accumulated details have to be examined and gone into. On Sunday the paymaster makes up his books and gives in his report; warrant officers' accounts and midshipmens' logs are written up and sent in; defaulters' book and defaulters examined; articles of war read; ship's company mustered by open list; and the whole ship—decks, holds, and store-rooms, minutely and rigorously inspected after a laborious preparation, which is then followed by a lengthened service of homily and prayer.

"Unless the above necessary duties are transferred to another day—Thursday, for instance, I cannot see how the sacred nature of the Sabbath is to be maintained. In some ships holy-stoning is omitted on Sunday, and top-gallant yards are crossed on the previous afternoon, and so far, so good; but, to be consistent in this, the rigorous Sunday inspection, with its jading, temper-breaking preludes and accompaniments, should be simplified as much as possible. By all means, muster at divisions; but leave the general inspection of the ship for a week day. A well regulated ship should always be ready; but the usual Sunday spruceness, obtained at so great a sacrifice, is frequently only a great deception, and by it that which is known by the name of Divine Service is rendered a soul-less and compulsory piece of acting. Under such circumstances no one can for a moment imagine that men who, from their habits are totally unaccustomed to any but the briefest contemplation or connected thought on abstract subjects, can give their minds for an hour and a half to the devotions they are

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assembled to take a part in. Of course, such a startling improbability is not entertained by any one, and we are therefore driven to the conclusion that Divine Service is often only maintained for the mere sake of keeping up appearances, and to be in accordance with the articles of war.

"I would beg of my young readers to treasure up and abide by those few wise words which, often quoted, are known as the 'golden maxim' of the great Sir Matthew Hale :—

"A Sunday well spent,
Brings a week of content,
And health for the toils of to-morrow.
But a Sunday profaned,
Whate'er may be gained,
Is a certain forerunner of sorrow."

"He made this his rule of life, and hear what he says as it was drawing on towards a close :—

"'I have found, by a strict and diligent observation, that a due observation of the duty of this day hath ever joined to it a blessing upon the rest of my time, and the week that hath been so begun hath been blessed and prosperous to me; and, on the other side, when I have been negligent of the duties of this day the rest of the week hath been unsuccessful and unhappy to my own secular employment; and this I do not write lightly or inconsiderately, but upon a long and sound observation and experience.'"

We know that for some years past many Captains have established the rule of dining with their officers on a week day, instead of the Lord's Day as was the common practice heretofore, and also have an afternoon as well as a morning service, the former consisting, say, of the Litany only, followed by a short sermon or address. Daily prayer is happily now not uncommon in the Navy. This is a step in the right direction, and we trust it may soon be generally followed, for "Prayer," says an old writer, "is the key that hath opened and shut heaven. At the knock of prayer, prison doors have opened, and the grave hath delivered up its dead, and the sea's leviathan, not able to digest his prey, hath been made to vomit it up again. It hath stopped the sun's chariot in the heavens: yea, made it go back. And that which surpasseth all, it hath taken hold of the Almighty, when on His full march against a people, and put Him to a merciful retreat. Indeed, by the power prayer hath with God it comes to prevail over all the rest. He that hath a key to God's heart cannot be shut out or stopped at the creature's door. *Prayer must be used in order to obtain the mercies God purposeth and promiseth.*"

What various hindrances we meet	Restraining prayer, we cease to fight,
In coming to a mercy seat,	Prayer makes the Christian's armour bright;
Yet who that knows the worth of prayer	And Satan trembles, when he sees
But wishes to be often there.	The weakest saint upon his knees.

What a joyful day would that be were our seamen but men of prayer, what devoted missionaries would they make to the various heathen nations they visit, what blessed results might we not expect to follow were each ship a Bethel, a birth-place for immortal souls, and a nursery for Christ and glory.

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THE LATE DESTRUCTIVE GALES.

The various maritime journals have abounded during the past month with harrowing details of casualties at sea, the result of the ravages caused by the great loss of life and property from the fearful gales which have swept our coasts, and which extended far out to sea, and are said to have exceeded in violence the awful hurricane of October last, when the 'Royal Charter' was lost. Indeed, the year 1860 will be sadly memorable for its calamities in this way. In the North Sea, especially, the violence of the storm resembled a tornado, and accounts have reached us of large vessels having been met with there, floating bottom upwards. Better proof of the terrific violence of the gale in those waters it is impossible to conceive. The cattle boats from Hamburgh, Rotterdam, Flushing, and other Dutch ports, had most of their live stock washed overboard, amounting to some hundreds; the decks were swept, bulwarks stove, sails split, and boats carried away, and, in some instances, it is a miracle how the ships outstood the storm.

The gale of the 27th and 28th of May—an unusual occurrence at this season of the year—appears to have commenced at an early hour, and to have blown with great violence from north to north-west, while on some parts of the coast it suddenly flew round to the opposite points of the compass, and raged from north-east to south-east. Fortunately the gale, so far as we can ascertain, on the north and north-east coast, blew with the greatest violence from the westward, and on the western line of coast from the eastward, otherwise the amount of disaster must have been terribly increased. Nevertheless, at Morecambe, Brixham, Yarmouth, and Filey—points which mark almost the entire circuit of the English coast—the gale was very severely felt, and from most of these places casualties of greater or less magnitude are reported. But it is to the state of things at Filey produced by the gale that we desire to direct especial attention, because that place of late, and with abundant reason, has occupied much attention in connection with the all-important question of harbours of refuge. At 7 o'clock on the morning of the 28th ult., as the correspondent of *Mitchell's Maritime Register* tells us, twenty-two as fine yawls as were to be found on that coast were riding in Filey Bay. Before two hours had elapsed thirteen of the number were total wrecks, entailing it is said a loss of £10,000 to the fishermen. The loss of life was, as it happened, comparatively inconsiderable, owing to the circumstance that several of the boats' crews were on shore when the hurricane (for such it was on that part of the coast) burst forth. The property destroyed is estimated at many thousands of pounds, and the number of hands thrown out of employment is probably not less than 130. Had there been a harbour of refuge there it is believed every one of these boats would have been in perfect safety.

The early part of the past month has also been distinguished by a succession of hurricanes, so violent as almost to bid defiance to description, and so disastrous as to make the waters around our shores a vast charnel-house. At

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a season of the year (writes the "*Steam Shipping Chronicle*") when we expect the Zephyrs only, rude Boreas has been holding high carnival, and instead of soft breezes and a benignant atmosphere we have had a succession of terrific gales, cold showers, and rough manifestations of the electric power. The losses amongst shipping have been such as to cover the land with weeping, and to entail upon all connected with the "deep waters" immense pecuniary loss. Every message that has flashed along the electric wire has borne some tidings of loss and disaster, and the underwriters and insurance companies have looked ominously at the list of casualties. What the mischief has been far out on the waters, in the centre of the ocean, or on the coasts of distant lands, we have yet to learn, but if the storm prevailed in other latitudes as severely as it did in that of England, we must anticipate a terrible harvest of calamities. Fortunately for the bulk of the larger merchant ships, the fleets from Calcutta, Mauritius, and the West Indies, which had been delayed so long in the Channel by easterly winds, were all safely moored in the docks and rivers, and thus escaped the doom which otherwise would have fallen upon many of them. The chief loss has therefore been in coasting and fishing vessels, many of which, unprovided with marine barometers, were ignorant of the impending storm, and had ventured far out to sea when the tempest swept across their path.

A Dutch steamer foundered with all hands, including eighty excursionists. The loss entailed in the fishing interest in Yarmouth, Lowestoft, and that neighbourhood is almost unprecedented; a large fleet of mackerel boats—upwards of 200, were caught in the North Sea by the storm, and scarcely a boat returned which had not sustained severe damage in loss of nets, gear, or men. Fourteen boats having on board 150 men and boys, and worth, with nets or gear from £500 to £600 each vessel are said to have been lost. This fearful destruction of life and property has thrown a sad gloom over the town. A subscription is being made in the above ports on behalf of 50 widows and 160 orphans of the brave men who have perished.*

The 'Mary Muncaster' bark arrived in Shields, on Sunday 10th June, from London, in charge of one of their most experienced captains, Mr. James Turple, an ingenious inventor of a patent trysail. She brought in with her the survivors of the schooner 'John,' of Goole; the master and his wife having lost their lives under most affecting circumstances. The 'Mary Muncaster' left the Thames on the previous Saturday night-week, and encountered the fearful gale of Monday morning between the Dudgeon and Cromer. Mr. Turple states that the gale came on with immense suddenness and fury, and though he has been at sea thirty years, and has encountered all kinds of hurricanes in the China and Indian seas and on the Atlantic, and was out in the 'Royal

* It appears that 143 wrecks, of which 36 were totally lost, took place on the English coast on the 28th May, with a loss of 34 lives. On the 2nd and 3rd June, 51 vessels were wrecked, 18 totally lost, and 17 persons perished. These do not include fishing boats.—Ed. S. M.

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Charter' gale last year, he never encountered such a fearful storm as that of Monday. His vessel was speedily stripped of her sails by the wind, and so violent was the hurricane that the crew were unable to work their way up the rigging, and the vessel was taken out of their hands by the hurricane. While drifting before the storm the 'John' hove in sight, under balanced reefed mainsail, and, as the crew of the 'Mary Muncaster' were powerless, the vessels came together. The master and mate of the 'Mary Muncaster' hauled the mate and two of the crew of the schooner into their ship; but the master of the schooner, Mr. Rhodes, lost his life in trying to save his wife who was on board. He had fastened a line about his wife, but while the officers of the bark were trying to haul her on board, the hitch he had made slipped, and she was carried away by the waves and drowned. Mr. Rhodes had fastened a line about himself, and the mate of the bark was pulling him into his vessel, when the two ships were suddenly thrown together by a fearful sea, and the poor fellow was crushed between them, the line slipped from the mate's hands and he sank. The vessels fortunately shortly after drifted asunder, else it was thought they must both perish. At humble hearths in our harbour towns, seamen have recounted their merciful deliverance from death in this fearful storm; and some affecting scenes were witnessed as rough and hardy men appeared at the places of worship to thank the Almighty for their merciful deliverance from peril and death.

It is understood that the insurance losses from the recent storms fall principally upon the north-country clubs, and the estimate is, that altogether about fifty vessels have gone ashore, involving the sacrifice of several hundreds of lives of brave seamen. After the recent evidence, writes the *Times*, respecting the quality of the chain cables used for anchors in the merchant service, few will doubt that a large majority of these disasters are to be attributed solely to the indifference of shipowners on that point. If there were no facilities for effecting insurances, regard for their own pockets would soon prompt a degree of care on the part of these persons, which considerations for human life and national prosperity seem wholly inadequate to inspire.

It is stated by competent meteorologists, that there has been a sudden and striking fall in the barometer a few hours before each of the recent heavy gales; and it is argued from this that if scientific persons were appointed to watch and make observations on this point, much might be done, by means of telegraphs to the ports and semaphores on prominent points of the coast, to warn ships and sailors, and thus, in some degree, prepare them for the coming storm. If so, the *Steam Shipping Chronicle* again says, it is the duty of all who are connected with navigation to provide themselves with the means of insuring their own safety and that of the property committed to their charge; and to go to sea without a barometer is as foolish and as culpable as to go to sea without an anchor, without sails, or without a rudder. In the case of

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fishing smacks, which merely put out to sea in the morning and return in a few hours, and which could hardly be expected to possess a barometer in each vessel, a good barometer on shore would answer every purpose if its indications were properly noted, and one instrument would guarantee the safety of a whole fleet. In some of our northern ports this practice is observed, and a code of signals agreed upon, by which, in the event of any sudden fall in the mercury after the fleet has stood out to the fishing grounds, the whole may be promptly recalled; and it is needless to say that the plan is found to be most effective in preventing the destruction of life and property.

Finally, the question we would earnestly impress upon our readers is this,—Shall our seamen perish on our shores, or beg their way naked and barefoot to their homes, for want of help?

The "Shipwrecked Mariners' Society" expended upwards of £1,000 in one fortnight in June, and upwards of £6,000 since the 1st of January, in relieving the Widows and Orphans of the drowned, and clothing and sending home shipwrecked persons.

The income of the Society has come short of its outlay £3,000 in the last three years; the Committee, therefore, earnestly cry out for Aid, and hope to get it, for "*the barbarous people*" of old "*showed no little kindness*" on such an occasion.—Acts xxviii. 2.

Rewards for Saving Life on the Coasts.

The Annual Meeting of the "Royal National Life Boat Institution," was held at the London Tavern on the 15th March; Rear-Admiral the Earl of Shrewsbury and Talbot, C.B., V.P., in the Chair. The meeting was influentially and most numerously attended, and amongst others there were present—Thomas Baring, Esq., M.P., V.P.; Thomas Chapman, Esq., V.P.; Admiral Sir Thomas Herbert, K.C.B., V.P.; Sir E. S. L. Perrott, Bart.; General Dickson, Sir James Tyler; Admiral Ryder Burton; J. R. Wilson, Esq.; Rev. J. C. Conolly; Capt. Halsted, R.N., Lloyds; Francis Lean, Esq., R.N.; Lieut. W. H. Symons, R.N.; Admiral Gordon, Trinity House; Capt. W. H. Hall, R.N., C.B.; Admiral Sir George Seymour, G.C.B.; Capt. Claxton, R.N.; Stephen Cave, Esq., M.P.; Capt. the Hon. F. Maude, R.N.; Alexander Boetefeur, Esq.; R. B. Forbes, Esq.

The noble Chairman expressed the satisfaction he felt in presiding over the Annual Meeting of so useful and philanthropic a society as the "National Life-boat Institution." He felt assured that the more its truly important operations were known, the more they would be appreciated and encouraged. It was satisfactory to find that the Institution was receiving considerable public support, but he hoped it would still be more extensive and liberal, in order to enable the Society to maintain in a state of perfect efficiency its noble fleet of Life-boats, and gradually to increase their number.

Mr. Lewis, the Secretary, read the Annual Report, which began by stating that the total number of Life-boats, including those in course of construction, belonging to the Institution, amounted to one hundred and one. A truly noble fleet. Out-numbered,

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to be sure, by the navies of commerce and of war, but the largest life-saving fleet that the world had yet seen. The Life-boats of the Institution had, at various points of our coast, being actively called into operation on sixty-one occasions during the past year. Two hundred and eighteen lives had been saved from thirty-nine wrecks, and five vessels had been assisted safely into port. For these valuable exertions the total sum paid to Life-boats' crews was £733 18s. 9d. On these occasions, and on those of quarterly exercise, the Life-boats were manned by about 4,000 persons. Nearly all the services took place in stormy weather and heavy seas, and often in the dark hour of the night. The Committee lamented that the number of wrecks in the seas and on the coasts of the British Isles, and the consequent loss of life therefrom, had been unprecedently large during the past year; no less than 1,646 of our fellow-creatures having met with a watery grave. It was, however, consoling to find, that the exertions which had been made during the past year to rescue life from shipwreck had been attended with great and encouraging success, as was shown by the official return of the Board of Trade: 2,332 having been thus saved.

The services of a Life-boat were usually only called into requisition when it would not be safe for any other kind of vessel to approach a wreck. The total number of persons saved from shipwreck since the first establishment of the Institution, and for rescuing whom the Committee had granted honorary and pecuniary rewards, was 11,401. Language failed adequately to describe the amount of happiness which the saving of so many thousands of persons must have conferred. During the past year 1 gold medal, 20 silver medals, 13 votes of thanks, inscribed on vellum, and £1,108 15s. 3d. have been granted for saving the lives of 499 persons on the coasts and outlying banks of the United Kingdom. Many of these services had been of the most gallant and noble character. The gold medal had been presented to Joseph Rodgers, the Maltese seaman of the 'Royal Charter,' who with a line round him swam through the heavy surf to the rocky shore, when that unfortunate vessel was wrecked on the Anglesey coast in October last, which line was the means of saving many persons, and which, had not the vessel broken up in so short a time, would undoubtedly have been the means of saving most of those on board. The Committee acknowledged the assistance which they continued to receive from the local Committees; from the Mercantile Marine Fund, through the Board of Trade; and from the officers and men of the Coastguard service. The operations of the Committee may be thus briefly stated;—Since the formation of the Institution it has expended on Life-boat establishments £36,948 5s. 8d., and has voted 82 gold and 658 silver medals for distinguished services in saving life, besides pecuniary awards, amounting together to £12,759 15s. 3d. During the past year expenses had been incurred on either additional Life-boat stations, or the replacing of old boats, transporting-carriages, and houses, by new ones, repairs, stores, and alterations of boats, carriages, and houses, and for exercising the crews of Life-boats, amounting altogether to £11,120 18s. 3d.

This great and national work had however, only been accomplished by the Society incurring liabilities to the extent of a further sum of £3,483. The receipts of the Institution, from all sources, amounted last year to £11,652 11s. 6d. Amongst the interesting incidents connected therewith, the Committee gratefully acknowledged the accompanying gifts, specially appropriated at the request of the donors themselves to the cost of the following Life-boats; Exmouth, (Lady Rolle,) £375; Porthcawl, Portrush, (M.A.C.S.,) £380; Kingsgate, St. Andrew's Thurso, (A. W, Jaffray, Esq.,) £560; North Berwick, (Messrs. Jaffray and Son,) £180; Lizard, (the Hon. Mrs. Agar, and and T. J. Agar Robartes, Esq., M.P.,) £269 13s. 7d.; Fowey, (Wm. Rashleigh, Esq., and the Hon. Mrs. Rashleigh,) £100; Banff, (Messrs. Macfie and Sons,) £180; £150

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was also received from the Shipwrecked Mariners' Society, chiefly collected in threepences from its seamen-members in aid of Life-boats. During the preceding year legacies had been left to the Institution by the late Miss Church, £100; George Biggs, Esq., Strand, £100; Edwin Cuthbert, Esq., Denmark Hill, £50; and from Mrs. Ann Thompson, £100. The Report concluded by alluding to the fact that not only was the "National Life Boat Institution," now one of the most important benevolent societies in our land, but that its operations were known to all the maritime powers of the world. Some of these governments had had Life-boats built under the superintendence of the Institution, which had already been instrumental in saving many lives. Englishmen resident in distant parts of the globe had also often sent tokens of their approval of its philanthropic labours. The Committee made their present earnest appeal on its behalf, in the full assurance that those who would extend to it their support, would not only enhance a work of benevolence and mercy, but of national importance, and would thus aid in helping onward the best interests of the cause of humanity in our country.

Various resolutions were then moved and seconded and the meeting separated.

April 5.—Thomas Baring, Esq., in the chair. A reward of £13 was voted to the crew of the Palling Life-boat, for rescuing the crew of seven men from the brig 'Eliza,' of North Shields, which, during a heavy sea, had missed stays, and was totally wrecked on the 16th March.

A reward of £6 10s. was also granted to the crew of the Winterton Life-boat, for saving the crew of eight men from the brig 'George and James,' of London, which, during a fearful gale of wind, had stranded off Winterton.

The Cullercoats Life-boat had also recently been instrumental in assisting to bring safely to shore a fishing coble and her crew of three men. The Life-boat's crew had declined to make any claim for helping their comrades in distress.

A reward of £17 to the crew of the Portmadoc Life-boat, which had been instrumental one Sunday in saving fifteen persons in a most exhausted state from the barque, 'Oberon,' of Liverpool, which, during a heavy gale of wind went on the Sarn Badrig, in Cardigan Bay.

A reward of £18 to the crew of the Yarmouth Life-boat, for rescuing, in conjunction with a steam tug, the crew of six men from the brig 'Zephyr,' of Middlesborough, which was totally wrecked a few weeks ago on the Scroby Sands. Payments were also made to the crews of the Life-boats stationed at Teignmouth, Padstow and Ayr, for putting off to vessels in distress, and for assembling so as to be ready to go off if their services should have been required.

A reward of £9 to the crews of two open boats for putting off and saving, at great risk of life, the crew of four men from the schooner 'Hope,' of Gloucester, which, during a heavy gale of wind and snowstorm, was wrecked a short time since on the coast of Donegal.

The silver medal of the Institution was voted to Captain Ridge, R.N., inspecting commander of coast-guard, in testimony of his gallant conduct in wading into the surf on a cold wintry day, at the imminent risk of his life, and rescuing one man who had been capsized from his boat, in attempting to save the crew of the Austrian brig 'Tikey,' which had been wrecked in Dundrum Bay. A benevolent lady had offered the Institution to defray the cost of an additional Life-boat in that dangerous locality. She had also promised to pay the cost of the New Quay and the St. Ives, Cornwall, Life-boats, and another to be stationed at Buckie, on the north coast of Scotland.

It was reported that the Admiralty were taking some steps to provide her Majesty's ships with Life-boats. It is remarkable that hitherto our men-of-war have not been

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furnished with Life-boats. The National Life-boat Institution through its little quarterly publication had for years past advocated their adoption as well as the supplying our intrepid coast-guard men with Life-boats.

It is a lamentable fact that in our mercantile navy such a thing as a really useful ship's Life-boat (excepting White's) is hardly ever to be seen. The natural consequence is that in both services valuable lives like those of Capt. Foote, R.N., and Captain Harrison, of the Great Eastern, are too frequently lost when communication is needed in stormy weather with the shore.

An interesting report was read by Captain Ward, R.N., inspector of Life-boats to the Institution, of his recent tour of inspection of the nineteen Life-boats which the Society has on the Irish coast. These visits of a thoroughly practical officer to Life-boat stations are of great service in securing the permanent efficiency of the establishments. It is his custom to take the Life-boats out to sea himself, however stormy the weather be, and thus practically to explain to their hardy crews their qualities, and how they are to act in cases of emergency.

Payments amounting to £236 were voted on various Life-boat establishments.

May 3.—Thomas Chapman, Esq., F.R.S., in the chair.—A reward of £11 was voted to the crew of the Teignmouth Life-boat for putting off early on the morning of the 23rd April, when it was very dark, and rescuing from the rigging the crew of two men, who were found nearly benumbed with cold, from the sloop 'Wonder,' of that port, which during heavy weather had sunk in the course of the night. A few months ago this same valuable Life-boat was instrumental in bringing into port a disabled barge and her exhausted crew.

A reward of £6 10s. was likewise granted to the crew of the Lytham Life-boat for rescuing the crew of eight men and a lad from the brigantine 'Nancy,' of Teignmouth, which, having struck on the dangerous sand called the Horse Bank, immediately afterwards sank. Her crew took to the rigging, from which perilous position they were rescued by the Life-boat. The poor boy was found quite exhausted and unable to help himself, and two of the Life-boat's crew had therefore to jump on the wreck to bring him down from the mast-head. Within the last few months this same excellent Life-boat had been the means of saving 13 men, from two wrecked vessels.

The neighbouring Life-boat stationed at Fleetwood had also, under the command of Capt. Wasey, R.N., inspecting commander of the Coast Guard, been instrumental, within the same brief period, in rescuing three shipwrecked crews. In acknowledgment of which gallant services the Admiralty had extended his appointment in the Coast Guard two years. Capt. Wasey had also received the silver medal and second service clasp of the institution for the same services.

A reward of £4 10s. was voted to the Lossiemouth Life-boat for putting off with the view of rescuing the crew of a pilot boat, swamped during a sudden squall in that bay. In less than twenty minutes after the accident the Life-boat was on the spot, but unfortunately two of the pilot-boat's crew had sunk to rise no more.

A reward of £5 was also presented to the crew of the Life-boat at Kessingland, Suffolk, for putting off and rescuing seven men of the brigantine 'Little Joe,' of North Shields, which, during a gale of wind, was wrecked near the place, on the 19th ult.

The Ramsgate Life-boat, belonging to the Royal Harbour Commissioners, was reported to have rendered, at the imminent peril of the crew's lives, important services, in conjunction with the commissioners' steam-tug, on the night of the 27th April, to a vessel on the Goodwin Sands.

A reward was also voted to a boat's crew for saving three men from a small boat, which had been capsized by the unskilful conduct of one of the persons on board in

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climbing her mast, which caused her to be top-heavy. We again take this opportunity to warn all those who are comparatively inexperienced in the management of boats, that no more certain expedient can be adopted to upset one than for a person to climb to its masthead. As the small weight of an ordinary steelyard will, when carried to the end of the beam, counterbalance so much greater a weight on the other side of its axis, so the weight of one person raised so high above the centre of gravity as a boat's masthead, is sufficient to counterbalance the whole weight of that part of the boat herself, and of those within her below that centre, thus making her "top-heavy," and ensuring her upsetting, unless her largeness of size or quantity of ballast be sufficient to counteract the weight at her masthead. One of those on board the capsized boat, a lad, son of a coast guardman, was found apparently dead when picked up. Having been placed on his face in the boat, the method of the institution for the recovery of the apparently drowned (founded on that of the late Dr. Marshall Hall) was immediately resorted to, and, after twenty minutes of unceasing treatment, the boy was fortunately restored to consciousness. These excellent rules are distributed everywhere on the coasts of the British isles, and they ought also to be so on the banks of all our inland rivers.

During the past month the institution has forwarded new Life-boats and transporting carriages to Penzance and Portheawl, and another was about to be sent to Silloth, on the Cumberland coast. The cost of the two last-named boats had been presented to the institution by Miss Burdett Coutts and another benevolent lady. The institution decided on taking into connection with it the Margate Life-boat, which was also presented by Miss Coutts to that town last year. The society also decided on presenting its thanks, inscribed on vellum, to Miss Dix, an American lady, in acknowledgment of her philanthropic labours in establishing, at her own expense, several Life-boat stations on the coasts of the United States and British possessions in America. Payments, amounting to £597, having been made on various Life-boat establishments, the proceedings closed.

June 7.—Thomas Chapman, Esq., F.R.S., V.P., in the chair.—The Lowestoft Life-boat had, during the late hurricane, been instrumental in rescuing the crews of two wrecks—six men from the brig 'Scotia,' of Sunderland; and five persons, consisting of the master, his wife, daughter, son, and an infant eleven months old, from the sloop 'Three Brothers,' of Goole. The poor master said that he never expected to be saved, but his wife with tears replied, "I had faith in the Lord that we should never find a watery grave." Rewards, amounting to £38, were voted by the institution to the crews of this Life-boat and those of the Pakefield Life-boat for their laudable services during the fearful gale of the 28th ult. Thirty-five casualties had occurred in the neighbourhood of Lowestoft alone during that dreadful and sudden storm. It is supposed that between 300 and 400 wrecks have taken place during the hurricanes of the 27th ult. and 2nd inst., and that the number of lives that have perished from them can only be numbered by hundreds.

The Filey Life-boat had also saved a yawl, called the 'Charles Wesley,' from destruction, on Monday, the 27th ult. The crew of the Life-boat and other fishermen have been severe sufferers from the late storm; nine of their fine yawls have been entirely destroyed.

A reward of £6 10s. was also voted to the Life-boat at Whitburn, near Sunderland, for saving the crew of four men and the master's wife of the sloop 'Charlotte,' of Woodbridge, which, during a heavy gale of wind, was wrecked on the rocks near Whitburn, on the 2nd ult.

A reward of £12 to the crew of the Brighton Life-boat for assistance, in conjunction

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with the officers and men of the Coast Guard, during the fearful storm of the 2nd ult., in saving, by means of the Manby apparatus, eight of the crew of the brig 'Transit,' of Shoreham; and seven men from the French brig 'Atlantique,' of Nantes. A poor man, whilst assisting with the crowd in drawing the Life-boat carriage along, slipped and was killed instantly by its wheel passing over his body. The institution voted £10, in aid of local subscriptions, for his widow.

The meeting expressed their deep regret that, through some unfortunate dispute between the coxswain of the Yarmouth large Life-boat and some of the beachmen, the latter should have refused to man the boat on a recent occasion, when ten or eleven poor fellows were supposed to have perished from a wreck on the outlying sands. Fortunately, such disgraceful scenes are hardly ever in the present day to be witnessed on our coasts; indeed, the difficulty often experienced by the institution is to keep out volunteers from its Life-boats, when once the signal of distress has been heard or seen.

Rewards, amounting to £33, were granted to the crews of the Rhyl, Arklow, and Cahore Life-boats for putting off to the assistance of the crews of ships which had signals of distress flying.

Payments amounting to £309 having been made, the proceedings closed.

Rewards for Saving Life on the High Seas and Coasts of the Colonies.

The following rewards were granted by the "Shipwrecked Mariners' Society" during the past quarter, viz.—

March 16th, 1860.—Captain the Hon. Francis Maude, R.N., in the chair.

A letter was read from Mr. Edward Tulloch, 2nd Officer of the late barque 'Meridian,' forwarding documents detailing his services in saving the lives of the passengers in that ship when wrecked on the Island of Amsterdam.

It appearing by these, especially by a letter from P. A. Wicka, Esq., president of the Chamber of Commerce, and L. Lukella, Esq., Mayor of Port Louis, (Mauritius) in which they testify that the passengers, one and all, bore unbounded testimony to his noble exertions in saving their lives. That Mr. Tullock, throughout the whole of the circumstances of the wreck, behaved in a most gallant and devoted manner, and was greatly instrumental (aided by the third mate, Mr. Worthington, and a seamen named Snow, who have before been awarded medals) in saving the lives of eighty-four persons.

It was proposed by Captain the Hon. Francis Egerton, R.N., seconded by Vice-Admiral Bertie C. Cator, that the gold medal of the Institution be presented to Mr. Edward Tulloch, as a testimony of the appreciation of this Committee of his gallant and humane conduct on the occasion before narrated.

April 20th, 1860, William Stuart, Esq., in the chair.—A letter was read from J. Brumell, Esq., Magistrate at Georgetown, Demerara, addressed to the Secretary of the Life-boat Institution, enclosing copies of a local paper, in which an account is given of the remarkable preservation from drowning of Captains Smith and Jound, and the crew, five in number, of the pilot boat, 'Annie Walker.'

It appears that the boat was proceeding to two vessels at the bar, when it was discovered that she had sprung a leak; they put back but the boat sank about four miles from the shore. The gaff of the mainsail remained above water, to which those who were in the boat clung for refuge, with the exception of Thomas Scoles, who, seizing a

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piece of board, exclaimed that he would go on shore for assistance, and notwithstanding many persuasions to the contrary from those on the gaff, he gallantly persevered, got into the run of the tide, reached the entrance of the river, and was picked up; boats were immediately manned, with which he returned to the rescue of his companions in misfortune, and happily they were all saved, after remaining in their perilous position from 5.30 a.m. till 1.30 p.m.

It was proposed by Captain Charles R. Egerton, R.N., seconded by Vice-Admiral Bertie C. Cator, that the silver medal of the Society be presented to Thomas Scoles, for his gallant conduct on this occasion.

May 18th, 1860, Captain the Hon. Francis Maude, R.N., in the chair.—It appearing by a letter from the honorary agent for Eastbourne, enclosing a paragraph cut from a newspaper, that William Hide with his comrades being out fishing, picked up a boat in which they found a young man deaf and dumb who had been drifted to sea, and landed him at Portland; the boat was in a sinking state, and the poor man near to perishing.

It was resolved that £1 should be awarded.

May 25th, William Stuart, Esq., in the chair.—A letter was read from Robert Roberts, master of the cutter 'Leda,' of Barking, stating the manner in which he took the crew and passengers off the ship 'Superior,' wrecked on the Lensau sand, and brought them into Yarmouth; the letter was accompanied by one from the broker of the ship.

It was moved by Captain C. R. Egerton, R.N., seconded by Rear-Admiral Bullock, and carried unanimously, that £3 be awarded, £1 to the master, 10s. to each of the three men, and 10s. to be divided among the three apprentices.

Meetings, Sermons, Collections, &c.

(*For the Shipwrecked Mariners' Society.*)

Belfast.—A public meeting was held on April 17th, in the Sinclair Seamen's Church, Thomas Sinclair, Esq., J.P., in the chair. Amongst the other gentlemen present were —Rev. Dr. Edgar, Rev. John Macnaughtan, Captain Dyer, R.N.; Gustavus Heyn, Esq., &c., &c. Mr. H. T. Miller, travelling agent, attended as a deputation. The proceedings were opened by singing a portion of the 107th Psalm, and prayer offered up by the Rev. Dr. Edgar. The Chairman, in a few introductory observations, called upon the deputation, Mr. Miller, to address the meeting. Impressive addresses were also delivered to the meeting by the Rev. Mr. Macnaughtan, Rev. Dr. Edgar, and G. Heyn, Esq. A vote of thanks was passed by acclamation to the Chairman. The Rev. Mr. Macnaughtan then offered up a prayer, after which the proceedings terminated.

Dover.—Two sermons were preached in St. John's Mariners' Church, on the 13th May, by the Rev. William Yate, a long-tried and valued friend of the Society, when the sum of £12 was collected in its behalf.

Lymington.—Mr. J. Gillatt, travelling agent, called the seamen together in the Masonic Hall, on the 23rd of March, in order to explain the objects of the Society, and its advantages to them as a class, a considerable number of whom were present, also many of the respectable inhabitants of the town. We trust much good will result.

Portsoy, N.B.—A sermon was preached in the Free Church, on the 20th May, by the Rev. Alexander Read, when the sum of £2 11s. was collected and remitted by Mr. David Wilson, the active Honorary Agent.

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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, 1860.

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:—

4 W, 12 O, 7 AP, 1 MM	48	2	3	*London.*
1 M, 1 PB	2	15	0	*Aberdeen.*
1 AP	1	0	0	*Aberdovey*
1 W	3	5	0	*Amlwch.*
1 AP, 1 M, 5 F	15	12	6	*Anstruther.*
2 M	3	1	0	*Arbroath.*
2 W, 8 O	12	2	6	*Ardrossan*
1 AP, 1 MM	5	5	0	*Berwick-on-Tweed.*
2 W, 4 O	10	4	6	*Blyth.*
4 M	10	10	0	*Bridlington.*
2 W, 2 O, 1 MM, 1 A	13	3	6	*Bridgewater.*
1 W	3	5	0	*Bridport.*
2 W, 2 O, 2 M	17	7	0	*Bristol.*
1 W	6	5	0	*Brixham.*
1 F	1	15	0	*Buckie.*
1 W, 1 O, 1 M	4	2	0	*Cardigan.*
1 M	1	12	6	*Cardiff.*
1 W, 3 O, 1 AP, 1 MM, 1 M	15	8	9	*Carnarvon.*
1 W, 2 O, 1 M	5	16	6	*Carrickfergus*
1 M	1	17	6	*Clovelly.*
1 MM	1	12	6	*Conway.*
1 W, 3 O	9	3	9	*Cork.*
1 PB	1	12	6	*Cromarty.*
1 W, 4 O	8	0	0	*Dartmouth.*
1 M	1	15	0	*Devoran.*
1 M	2	15	0	*Dinas Cross.*
2 M	4	0	0	*Dublin.*
1 W, 4 O, 1 AP	7	3	0	*Dundee.*
3 W, 7 O, 3 AP, 2 MM, 8 M	57	19	0	*Exmouth.*
1 W, 3 O, 2 PB	9	17	6	*Falmouth.*
1 AP	3	10	0	*Fareham.*
1 M, 2 F	6	10	0	*Faversham.*
1 M	1	5	0	*Fishguard.*
1 AP	2	8	0	*Filey.*
1 M	2	0	0	*Frazerburgh.*
1 W, 3 M	16	0	0	*Glasgow.*
1 M	5	5	0	*Gloucester.*
3 M	4	17	6	*Goole.*
1 W, 1 M, 1 F	11	10	0	*Greenock.*
2 W, 6 O, 2 M, 1 F	22	6	0	*Grimsby.*
1 W	3	10	0	*Guernsey.*
1 W, 4 O, 3 MM, 13 M	42	14	0	*Hartlepool.*
1 W, 2 O	4	5	0	*Hayle.*
1 F	4	2	6	*Hempstead.*
1 F	1	10	0	*Hoylake.*
6 W, 1 O, 8 M	40	9	6	*Hull.*
1 W, 2 O	4	10	0	*Inverness.*
2 W, 3 O, 1 MM	13	1	3	*Jersey.*
2 MM	5	17	6	*Kincardine.*
1 AP	2	5	0	*Kircudbright.*
1 AP	3	5	0	*Kirkwall.*
1 M	2	7	6	*Lancaster*
1 W, 2 AP	14	5	0	*Leith.*
1 W, 3 O, 5 M, 2 F	22	15	3	*Lerwick.*
1 M, 1 PB	5	2	6	*Llanelly.*
2 M	4	0	0	*Littlehampton.*
1 W	2	12	6	*Longhope.*
1 W, 5 O	9	0	0	*Lossiemouth.*
1 W	2	18	0	*Lowestoft.*
3 W, 5 O, 1 AP, 12 M	29	19	1	*Liverpool.*
1 W, 3 O, 1 M	9	7	6	*Lyme.*
6 M	13	5	0	*Lynn.*
6 M	12	14	10	*Margate.*
2 W, 3 O, 1 M	19	8	0	*Maryport.*
1 W, 1 AP, 1 MM, 4 M	20	7	6	*Middlesboro'.*
1 AP	2	12	6	*Millbrook.*
1 W, 2 O, 1 AP, 5 M	21	5	0	*Milford.*
1 W, 2 O, 2 M	13	10	0	*Montrose.*
1 M	2	5	0	*Mousehole.*
1 W, 3 O, 1 MM, 1 M	11	1	3	*Neath.*
1 W, 3 O, 1 MM, 2 M	15	17	6	*Newcastle.*
2 W, 1 O, 1 MM, 1 M	16	1	3	*Newport, Mon.*
1 W, 4 O, 2 AP	10	18	0	*Newport, Pem.*
5 W, 8 O, 4 AP, 2 MM, 28 M	113	10	6	*No. Shields.*
1 MM, 1 A	5	0	0	*Parkgate.*

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2 W, 5 O, 2 MM..	17	12	6	*Penzance.*
1 MM, 1 PB	5	0	0	*Perth.*
3 MM	7	10	0	*Peterhead.*
2 PB	3	12	6	*Pill.*
6 W, 15 O, 3 M..	38	14	0	*Plymouth.*
1 W, 4 O...	7	10	0	*Porthlethen.*
1 W.....	2	3	0	*Portinllaen.*
1 O, 1 MM	6	12	6	*Portmadoc.*
1 M.....	1	10	0	*Poole.*
2 W, 1 O	8	15	0	*Portsmouth.*
1 PB	2	2	6	*Queenstown.*
3 M.....	4	13	8	*Reawick.*
1 M.....	2	5	0	*Redcar.*
1 M.....	2	5	0	*Robin Hood's Bay.*
3 M.....	4	2	6	*Rochester.*
2 M.....	4	2	6	*Rothsay.*
1 M.....	1	10	0	*Runcorn.*
1 W, 4 O, 1 AP..	18	10	0	*Salcombe.*
1 MM, 1 M ...	4	17	6	*Scalloway.*
1 W, 2 O, 1 MM, 3 M.....	19	2	6	*Scarborough.*
5 M..... ..	11	0	0	*Seaham.*
1 W, 1 F, 5 PB..	5	2	6	*Selsey.*
1 W, 1 O, 1 AP..	4	5	0	*Shoreham.*
9 W, 14 O, 1 AP. 6 MM, 30 M, 1 A, 8 PB 148	16	6		*So. Shields.*
1 M.....	2	5	0	*Spalding.*
1 F	1	6	0	*Stornaway.*
1 MM, 1 M.....	3	12	6	*Stranraer.*
8 W, 17 O, 1 AP, 6 MM, 43 M, 1 F .149	1	6		*Sunderland.*
1 M.....	1	10	0	*Swansea.*
1 W, 6 M	16	3	0	*Teignmouth.*
1 M.....	1	17	6	*Tenby.*
1 AP, 1 F	7	5	0	*Thurso.*
1 W, 1 M	5	15	0	*Torquay.*
1 W, 1 MM, 1 M	5	15	0	*Wells.*
2 W, 6 O.....	11	15	0	*Weymouth.*
7 F.....	13	12	6	*Wick.*
3 W, 5 O, 1 MM, 8 M	38	0	0	*Whitby.*
1 W, 4 O, 3 M ..	14	10	0	*Whitehaven.*
1 M.....	1	12	6	*Wisbeach.*
1 W, 1 AP, 2 M..	8	5	6	*Workington.*
3 W, 7 O, 1 AP, 6 M.....	43	15	0	*Yarmouth.*
1 AP, 3 F	10	12	6	*Yell.*

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 111; Orphans, 209; Aged Parents, 36; Master Mariners, 134; Mariners and Apprentices, 661; Fishermen, 21; Pilots and Boatmen, 29; in all 1251 persons relieved, at an expense, inclusive of that in the succeeding table, of £2116 19 0.

A MAN OVERBOARD.—An admiralty agent on board one of our mail steamers has written the following to the "*Times*" on the subject of Life Buoys:—"Last night a valuable life was lost to this vessel, mainly, I think, for want of a real 'night life-buoy.' Poor Warn, a seaman, was employed as we left St. Vincent, about 10 p.m., in hooking the 'fish fall' over the port bow. He missed his hold, could swim but little, and, no doubt, speedily sunk. The two cutters with Cliffords' lowering gear were down in a trice, but we saw no more of the poor fellow, who, I am told, was the best man in the whole crew. The thing called a life buoy in these vessels might be at a man's elbow almost on any night, and he could not see it. It is of a ring, or, as we say, a grommet shape, and when in the water is not easily perceived by a swimmer, even in broad daylight. I will now, Sir, tell you how her Majesty's ships down to the smallest gunboat are provided—Cooke's patent night lifebuoy is supplied to every craft bearing the pendant. It has a metal staff well secured and supported between two copper cylinders three feet apart. This staff is about six feet long, and has its lower or immersed end well weighted, while its upper is fitted with a horizontal plate bearing a coil of fuse; when the buoy is dropped at night this fuse is instantly fired and displays a brilliant pale light for 20 minutes (and more) burning in fact as freely under water as above. While in active service I myself have seen many precious lives saved, and the buoys picked up again. But the beautiful contrivance seems absolutely unknown to directors of contract companies and great shipowners. I believe really, that not a merchant or private vessel afloat possesses it. Meanwhile there are multitudes of travellers on every ocean and sea and the liability to that sad event,—"A man overboard," is as great or perhaps greater than that of a man of war. A very small saving in "bird's eye maple" in "gold leaf," or green paint, or in gorgeous transparencies between decks would make up the cost of a real lifebuoy.

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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 the 31st May*, 1860.

Vessel's Name.	Port.	Amount of Relief. £	s.	d.	Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Autumn	Seaham	6	16	6	Fisher	Workington	2	16	0
Alert	Milford	0	11	0	Freeman	Liverpool	0	9	0
Arthur Gordon	London	3	12	6	Fleur de Marie	Teignmouth	3	12	6
Alice Gill	Banff	0	6	0	Falcon	Shields	0	19	6
Alphonsine Estille	Nantes	0	12	0	Frederick William	Ipswich	0	11	6
Aid	Sunderland	2	7	6	Florence Donely	Newport	3	11	6
Alceste	Liverpool	10	16	6	General Codrington	London	2	10	0
Agusta	,,	0	9	6	Great Italian	Italy	3	7	0
Aid	Middlesboro	0	12	6	George	Plymouth	0	19	6
Ann	London	0	15	0	Glencepple	Dumfries	0	7	0
Active	Cardigan	1	14	0	Hope	Whitby	3	16	0
Argo	Shields	1	3	0	Hope	Perth	0	16	6
Abeona	Liverpool	0	18	6	Highland Brigade	Whitehaven	1	10	0
Ava	Scarboro'	6	4	9	Hannah	Sandwich	1	5	6
Ann Roxby		5	16	6	Isle of Skye	Liverpool	3	12	0
Alice	Hull	0	14	6	Ida	Shields	0	12	6
Acadia	London	3	8	0	John Wesley	Dingewall	1	12	6
Blessing	Sunderland	4	15	6	Jane	Southampton	1	6	6
Belford	,,	7	10	8	Joseph Fletcher	London	4	2	6
Belmont	Stockton	0	6	6	Jane Green	Sunderland	12	1	1
Beeswing		0	15	0	James & Elizabeth	Shields	1	7	0
Breeze	London	2	18	0	Jemima	No. Shields	0	16	0
Betsy	Lynn	0	11	2	Katy Darling	Teignmouth	2	16	5
Bannyatyne	Shields	2	3	6	Lady Searle	London	10	1	6
Bell	Padstow	1	16	0	Lady Suffolk	New York	4	16	0
Brazilian	Liverpool	1	6	0	Lord Melbourne	Inverness	0	17	0
Crown	Shields	9	17	4	Little Joe	No. Shields	2	16	6
Cora	Aberdeen	0	12	6	Lyra	Whitby	0	14	4
Creole	Yarmouth	1	6	6	Lady Bruce	Grangemouth	8	4	6
Clymon	Whitby	0	16	6	Lynx	Bridport	1	15	0
Calla	Exeter	2	15	6	Mary	Jersey	0	12	0
Caroline	Fowey	1	4	0	Margaret	Shields	0	11	6
Celerity	Exeter	0	2	6	Margaret Luke	Montrose	0	18	0
Countess of Fife		0	3	0	Major	Tralee	0	2	6
Doris	Hull	1	16	0	Mary Barrintyne	Shields	3	2	6
Don Quixotte	Carnarvon	1	0	0	Mary Campbell	Bristol	0	12	6
Dominicia	Exeter	0	11	0	Mary Jane		0	15	0
Eagle	Liverpool	1	19	6	Marsden	No. Shields	0	16	0
Emily	No. Shields	1	12	6	Neptune	London	1	4	6
Eliza	Shields	10	8	6	Nancy	Teignmouth	22	9	1
Emelia Juan	Dieppe	0	6	0	Nyssia	Straden	0	11	6
Endymion	Shields	9	4	6	Nova Crana	London	1	12	6
Earsdon	London	11	17	6	North Wales	Carnarvon	3	14	6
Elizabeth	Arundel	0	10	0	Osprey	Sunderland	0	8	0
Eclipse	Colchester	0	13	6	Ocean	Shields	7	6	6
Elverton	Stockton.	0	16	6	Ochlityre		1	7	0
Elverton	St. Ives	0	11	1	Planter	Whitehaven	1	2	0
Edgar Athelling	Shields	1	18	6	Pope	Portsmouth	1	16	0
Elizabeth	Ilfracombe	0	14	6	Prince Donna	Yarmouth	2	16	0
Emanuel		2	6	6	Propicious	Holt	0	12	6
Elizabeth Lass		3	7	6	Plantaganet	Hull	0	17	6
Florence Nightingale	Frazerburgh	3	7	11	Parthian	Sunderland	0	15	6
Fairy	Peterhead	3	2	0	Paul	Falmouth	0	2	6
Flora	Sunderland	3	6	6	Regent	Swansea	2	2	6
Fortune	Newcastle	0	7	6	Rover	Exeter	2	13	0

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RELIEF TO SHIPWRECKED CREWS—*continued.*

Vessel's Name.	Port.	Amount of Relief. £	s.	d.	Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Rover's Bride.....	Sunderland	2	5	6	Three Brothers.....	Goole	3	2	0
Robert Henry.....	Looe	0	13	6	Trafalgar.....	London	0	16	6
Robert and Margaret	Sunderland	5	15	0	Thomas Ferguson ..	Invergordon	1	4	0
Rapid	London	1	10	0	Teviot	Newcastle	6	9	6
Sophia.....	Portsmouth	1	14	0	Tweed	Newport	0	11	6
Sarah	Liverpool	0	6	0	Two Johns	Colchester	1	19	6
Sir Alexander. .. .	So. Shields	5	5	11	True Briton.....	No. Shields	2	10	6
St. Laurence	,,	5	15	6	Virgola.....	London	2	18	6
Surprise	Cardigan	0	18	0	Vanguard	Whitby	9	18	6
Sarah & Isabella....	Sunderland	4	1	6	Winscales	Sunderland	0	6	6
Success	Shields	3	14	6	William.....	Milford	1	0	6
Sea Lark	Bridport	0	15	6	Wegrams	London	0	18	6
Swan	Exeter	3	1	0	Wallasia	Whitby	2	10	0
Traffic.....	Macduff	0	18	6	Youth	Jersey	0	8	0
Thomas Graham....	Lerwick	3	3	6	Yrca.....	Greenock	12	18	9
Thytatira.....	London	2	4	6					

Portfolio.

A RELIC FROM THE 'ROYAL CHARTER.'

The following beautiful and singularly touching lines were found amongst the shattered fragments of a writing desk, on the beach, amongst other wreck from the 'Royal Charter.' The desk belonged to a young lady passenger who was lost; and it is hoped that the faith so eloquently introduced in the concluding portion of the stanza was one which supported her in the hour of death:—*Old Jonathan.*

"*And so he bringeth them to the haven where they would be.*"

"Yes, billow after billow; see, they come
Faster and rougher, as her little boat
Nears evermore the haven. Oftentimes
It seems to sink and fall adown the wave,
As if borne backward by the struggling tide;
Yet mounting billow after billow, wave
On wave o'erriding, tempest-tossed, and shattered,
Still, still it nears the haven evermore.
"Poor mariner! art not thou sadly weary?"
Dear brother, rest is sweeter after toil.
"Grows not thine eye confused and dim with sight
Of nothing but the wintry waters?" True;
But then, my pole star, constant and serene,
Above the changing waters, changes not.
"But what if clouds as often veil the sky?"
Oh! then an unseen hand hath ever ta'en
The rudder from my feeble hands the while,
And I cling to it. "Answer me once more,
Mariner, what think'st thou when the waters beat
Thy frail boat backward from this longed-for harbour?"
O brother, though innumerable waves
Still seem to rise betwixt me and my home,
I know that they are numbered; not one less
Should bear me homeward, if I had my will;
For One who knows what tempests are to weather,
O'er whom there broke the wildest billows once,
He bids these waters swell. In His good time
The last rough wave shall bear me on its bosom
Into the haven of eternal peace.
No billows after! They are numbered, brother.
"Oh, gentle mariner, steer on, steer on;
My tears still flow for thee, but they are tears
In which faith strives with grief, and overcomes."

E. H. Bickersteth.

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THE SHIPWRECKED MARINER.

No. XXVIII. OCTOBER, 1860. Vol. VII.

SAILORS' HOMES.

Great good frequently arises out of evils that appear from their very nature to be without a remedy. This is evidenced in the case of many classes of people amongst us. Their condition, after a long period of suffering, becomes such as to strike the eye of the most unreflecting, so that the wise and good see the absolute necessity of endeavouring to ameliorate, if they cannot remove, the misery to which such classes are exposed, and their humane exertions seldom fail to be rewarded by witnessing the improvement produced in the classes in which they take an interest. Thus it was with the sailor. On board his ship his conduct was admirable; he knew his duty, and he did it, and was happy in its performance; the approval of his officers was his best reward, and the applause of his gallant shipmates filled his heart with pleasure. The routine of his duty often gave him a short respite from toil, and this he spent in cheerful chat with his messmates; home and its joys generally formed the theme of their conversation, and the period of their return to their native land was often calculated upon with a precision that showed how deeply they were interested in the subject. Then the amount of pay they would receive at the end of their voyage was dwelt upon, and speculations indulged in as to the delight their wives or sweethearts would feel on receiving so large a sum, and the many uses to which it would be put, not forgetting to speak with ardour on the happiness they would enjoy in being once more in the bosom of their families were it but for a few days. Thus was time often passed which should have been spent in sleep, and when at last sleep came, it brought with it dreams of

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those homes and those friends of whom they had been speaking with a tenderness often testified by moistened eyes.

Alas! poor Jack, he could not help giving way to such pleasing thoughts, although he knew, from bitter experience, how often he had returned filled with every generous feeling towards the objects of his affection and resolutions to bestow the whole of his hardly-earned wealth upon them, and how often he had failed to resist the temptations that were spread before him on every side to induce him to part with that which he had destined to a far better purpose. Every artifice, and often violence, was resorted to to deprive him of his little property, and the very day of his landing on his native soil sometimes witnessed him reduced to beggary, and left without even clothes which might have enabled him to undertake a new voyage. And what was the state of his wife and family while this was going on? Having learned that his ship had returned to port she hastened to meet him, glowing with love and filled with joy at the thoughts of their expected meeting, when she found her husband reduced to poverty, and often the inmate of an hospital from injuries inflicted upon him—nay, sometimes immured in a prison, on account of some thoughtless act of vengeance inflicted, it might be, on those who had robbed him. His unhappy wife had to return home penniless to face her starving children, and he had to go to sea again, wretchedly clothed and ill-prepared for the voyage. No one acquainted with the subject but will admit that this was almost always the case formerly, nor can it be denied that it is often the case at the present day. Thus we see that the poor sailor is not only exposed to the dangers that continually surround him at sea and on his approach to the shore, but he encounters perils on the land of a worse description, for whatever befalls him in his marine career is shared by true and brave companions, and the moral support he receives and bestows enables him and them to overcome their difficulties, or at the worst to cheer each other when certain destruction awaits them. But he finds the case widely different when he falls into the hands of sharpers and lewd women who rob and ill-treat him, no pity or assistance being given to him in his distress, as he is regarded as no better than the vile associates among whom he is found. But his escape from these dangers was, formerly, almost impossible, as he often arrived in a port where he had no respectable acquaintance, and thus, from his ignorance of the world, became an easy prey to those who lay in wait to ensnare him.

But thank God there were some who cared for the sailor, and did not limit their care for him to while he was on board ship, but sought him out

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in his haunts on shore to rescue him from the clutches of those who took advantage of his simplicity. With these benevolent individuals it became a matter for consideration how the sailor could be provided for on shore, so as to remove him from evil associates and place him beyond the reach of temptation. Hence sprang the idea of forming abodes to which he might go on his arrival in a port in which he had no friends, and where he would not only obtain every comfort at a small outlay, but where he would find protection and security, whilst his money would be taken care of, or sent to such of his friends as he chose to name, or else invested in a savings' bank for his benefit. The idea once conceived, no time was lost in giving it a practical bearing, and the first who lent their generous aid to give effect to it were Captain George C. Gambier, R.N., and Captain Robert James Elliot, R.N., who not only laboured zealously in the cause, but spent much money in the purchase of a site for the erection of a Home for Sailors in Well Street, near the London Docks, which was opened on the 1st of May, 1835, for the reception of 100 men, with a solemn dedication to God, who has given His blessing to a work which has conferred such unspeakable benefits on the sailor. The example was soon followed, and numerous Homes were established at our large seaports for the reception of sailors, private funds being the main source from which the expense was met. It is needless for us, at this day, to expatiate on the good effected among sailors and the advantage to their families by the establishment of Sailors' Homes, for this is amply proved by their extension and the support they receive from a generous public, who are becoming every day more alive to the real value of the seaman, and his importance in the scale of society; and it is now acknowledged, that although bad men may make good sailors, yet the better your men are the better will your sailors be, more worthy of trust by their employers and more beloved by their companions, who will work more zealously and harmoniously with men of good principles than with men remarkable only for their recklessness and their vices. It is now the fault of the sailor himself if he consorts with evil associates, for wherever there is a Sailors' Home opened, there he will be welcomed, and supplied not only with every comfort for his body, but also care taken to improve his morals and to lead him, by the grace of God, to care for his immortal soul—to listen to the instructions given to him in these abodes of peace and security. No one can view, without pleasure, the ample and healthy accommodation afforded at these Homes; the rooms lofty and well ventilated, the dormitories very convenient, the kitchens and culinary apparatus excellent, and every part of the building

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scrupulously neat and clean. As we contrasted the accommodation given in Well Street Home with the filthy abodes to which the seaman used formerly to resort, and to which he is now, unfortunately, too often led, we could not help wondering that men could be found to forsake the one and resort to the other; but let us hope that the more general establishment of Sailors' Homes, and a more just appreciation of their value by seamen, will have the effect of improving the whole body, by making them to shun such scenes of vice and drunkenness as sailors' lodging-houses too often present.

In order that our readers may be able to judge of the number and nature of these institutions in the Empire, we have made extracts from a return respecting them ordered by the House of Commons in the present year. They are placed in alphabetical order in the returns.

BELFAST.—There is a Sailors' Home at this port. A hired house was used as such from December 1852 to May 1859, when a new building, erected for the purpose, at a cost of £3000, was taken possession of, and is now occupied as a home. The money was raised by voluntary subscriptions. The home is supported by an annual subscription: upwards of 3500 seamen have made use of the home since its commencement in 1852, several of whom had suffered shipwreck. The charge for board and lodging is 2s. per day, or 12s. weekly. The difficulty now is to provide funds to keep up the house and establishment, which requires about £150 yearly. Applications have been made to the Admiralty for assistance, but without effect.

BRISTOL.—The Sailors' Home, which was built by public subscription, affords a comfortable place of accommodation for the seaman during his residence in the port, but from want of funds it cannot be said to be in a flourishing condition. Many causes are mentioned for this by the committee in their last report. They, therefore, make an earnest appeal to the friends of sailors generally, and of Bristol sailors in particular, to come forward more liberally than they have done in supporting it. The rules for the management of the Institution are excellent, and the charges to the seamen are very moderate; their money is taken care of by the superintendent, or placed in a savings' bank; medical attendance is given them without expense, and books of various kinds furnished for their instruction and amusement. The committee state that much good has arisen from establishing an agent at Pill, to meet the men on their arrival, and send them on to the home, but this has been attended with expense, and it forms a fresh ground of appeal for funds.

CARDIFF.—This Sailors' Home may be classed as one for all nations, as foreigners are admitted on application being made by their respective consuls. The necessary funds could not be raised in the neighbourhood, and the establishment of a Sailors' Home at this port must have failed, had not the Trustees of the Marquess of Bute come forward in the most liberal manner, and offered to build it at their sole cost; the funds raised by subscription to be applied to the furnishing. Respecting its maintenance, it was supposed that a sufficient sum would be raised by annual subscriptions, but these have fallen off by deaths and other causes, until at the present time they do not exceed £50. The subscriptions never covered more than one quarter the expenses; consequently, the Trustees of the Marquess have been obliged to come forward with between £300 and £400 per annum, or it could not have been carried on. There is no port in

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the kingdom where a Sailors' Home is of more benefit to seamen; inasmuch as it is almost a loading port, and nine-tenths of the seamen who frequent it arrive here without money: they are immediately taken into the home, and ships provided for them as soon as possible; their account for board, &c., being paid from the month's advance of wages. There is no shipping office attached to this home, but the licensed shipping agent can generally procure employment for the inmates as quickly as required. Shipwrecked men are taken in, but the honorary agent of the "Shipwrecked Mariners' Society" is authorized to render them the assistance in clothing, &c., they require, and to pay for their board, in the same manner as the other men.

Cork.—This home is for the protection of sailors of all nations. The secretary says of it:—"Her Majesty the Queen granted £100 to the institution, on its foundation in 1852. The Admiralty granted £30, in two sums of £10 and £20, in 1853-54; and their lordships granted £50 this year, applied for under the same rules as obtained grants for Portsea, Devonport, and Queenstown, being resorted to by seamen of the Royal Navy. The home was founded by Mr. Thomas Stuart, Hon. Secretary to the institution, and is supported by voluntary subscriptions and private exertions. Though under the same roof with the shipping office, the home derives no advantage from the staff of the latter establishment. Very liberal funds were subscribed for a home in Waterford a few years ago, but it fell to the ground."

Devonport.—The home here is called the Royal Sailors' Home, and it was established with the following objects in view:—To provide a comfortable board and lodging-house, with medical attendance, for men-of-war's men, marines, and merchant seamen of all nations, when paid off from ships, on leave, detained from stress of weather, discharged from hospitals, waiting to join a ship, or in any way requiring such accommodation. The house is conducted in premises well adapted for the purpose, at a rental of £126 per annum, including taxes, and is supported by voluntary contributions, and Parliamentary grants have been made to it annually, from 1855 to 1859, varying from £30 to £200.

Dover.—The Dover Sailors' Home was established 1st January, 1853. The new building was erected and opened in 1855. It was intended to be used as a home for sailors who are paid off in the port of Dover, for which purpose it has been extensively used, almost every discharged crew having availed themselves of its protection and accommodation. Forty beds are made up in the institution. There is a large library and reading-room, containing upwards of 2000 volumes of useful, scientific and entertaining books. The table is supplied with four daily and several weekly papers, together with a variety of other periodicals. The room is open from 9 a.m. till 10 p.m., gratuitously, for every class of seafaring men, and is well attended by them. Non-commissioned officers and soldiers are also admitted. There is an extensive collection of maps, charts, and sailing instructions, which are often consulted by masters of coasting vessels. A large marine barometer is placed in the porch, and another in the reading-room. This home is a refuge for shipwrecked men of all nations. Nearly 100 crews of wrecked vessels have been received there, French, Belgians, Swedes, Norwegians, Danes, &c. &c. With the assistance of the "Shipwrecked Mariners' Society," these destitute men have been forwarded to their homes, their wants supplied, and whole crews of foreigners have been clothed. The home does not receive any Annual, Parliamentary, or Royal grant. It is supported by "private exertions." The building was erected and furnished at a cost of £2000. In the last four years £600 of a debt has been paid off. There remains a liability to the amount of £90 only, which sum, above the current expenses, has to be raised to make a clean balance-sheet. The Dover Home has been of essential service in manning the navy.

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The following is an extract received from the Lords of the Admiralty upon this subject:—"Their lordships recognize the value and importance of these admirable institutions, and are sensible of the assistance rendered by many of them (by that at Dover in particular) in manning the navy."

DUBLIN.—The establishment of this institution is mainly attributable to the liberality of Captain W. H. Hall, R.N., then in command of Her Majesty's ship 'Dragon,' who himself contributed the munificent sum of £200 towards its foundation, and through whose exertions a further sum exceeding that amount was collected. The first prospectus of the Dublin Sailors' Home was issued in February, 1849. The objects of the institution were stated to be:—To provide for seamen frequenting the port of Dublin, board, lodging, and medical attendance, at as moderate a charge as possible; to protect them from imposition and extortion; to encourage them to save their hard-earned wages; and in every way to promote their religious, moral, intellectual, and professional welfare. That shipwrecked seamen of all nations should, if sent to the home, be kept free of expense to themselves, until arrangements be made with the Foreign Consuls, or the "Shipwrecked Mariners' Society," to forward them to their respective countries. That all British and Foreign seamen suffering under accidents received on shipboard be assisted in obtaining admission into the proper hospitals.

FALMOUTH.—The Royal Cornwall Sailors' Home was established here in May, 1852, in a house rented for the purpose, and by private subscriptions obtained by the exertions of a few gentlemen, which amounted to upwards of £470, to receive seamen of all nations, whether in health or sickness, shipwrecked or destitute. Under the supervision of an unpaid directory, its operations have been continued to the present in the same premises, sufficient funds not having been procured for building or purchasing a suitable house. Donations and subscriptions continue to assist towards its maintenance. Inmates pay 13s. per week, and 16s. if occupying the sick ward, should they have the means. The home provides medical attendance and medicines, at a charge of 6s., for however long the patient may require such aid. The home receives in its keeping money deposits of seamen, but is not a shipping office, nor has it a seamen's savings bank. A small library has been provided for the inmates, and newspapers.

GLASGOW.—This home has entered upon its books, between the 26th January, 1857, and the 25th January, 1858, 1,864 inmates, the receipts showing a daily average for the year throughout of 53. The advantages here afforded to seamen are—the use of most of the daily and weekly local newspapers; a well-assorted library of useful knowledge to the mariner, not forgetting his moral and spiritual welfare; also innocent amusement for the leisure hour. In connexion with the home is the Board of Trade Navigation School, established for the sole use of officers, seamen, and apprentices, where navigation is taught on the most modern principles of science, which is also supplied by the Board of Trade with globes, charts, and all necessary nautical instruments required to promote the advancement of navigation, the proper knowledge of which being so necessary to the prosperity of our mercantile navy. Inmates requiring medical advice are immediately cared for, the home being visited daily by Dr. William Greenlees. As a proof of the estimation the home is held in, those who have shared its hospitality, and shipped from and returned to the Port of Glasgow, have in every case returned to the home with a smile of gladness, showing a degree of confidence of his welcome and security under its roof; also, whenever practicable, bringing more or less of their shipmates with them. During the year the sum of £2,380 has been lodged by seamen in the hands of the superintendent, in sums varying from £2 up to £30. This alone is a striking feature of the usefulness of homes to the hardy and too often regardless tar. The principal part of the above sum has been remitted to the

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relatives of depositors through the medium of the Shipping Office, the Board of Trade affording such facilities free of charge. On the other hand, the money is returned as required. It also affords the superintendent an opportunity of checking, in a great measure, the abuse of the hard-earned money (which too often takes place), by his advice and counsel to the seaman. In many cases men so situated have been well clothed for the next voyage by the very money which is generally squandered in dissipation, bringing on disease, weakening that constitution of which so much is expected from the seaman in discharge of his duty. It is also too often the case that, in the commencement of a voyage, seamen who have been improvident on shore have rendered themselves unfit to perform those duties expected from them, solely from the dissipated life led on shore, and the worthless condition of their sea kit.

Gloucester.—Respecting the Sailors' Home established at this port, Mr. Francis Barnfield writes:—"I left Her Majesty's service in 1848, and at my own expense I furnished a home for seamen on an entire temperance principle; and it answered very well for about six years, when, after the Russian war and the introduction of free trade with all nations, our income would not meet the expenditure. Our merchants holding a committee came to my aid, and for two years last have kindly contributed £500 per annum. I cannot say whether it will be a permanent grant or not, but they wish me to state that they have hitherto given me that sum to enable me to remain to render what good I can to the seamen frequenting this port."

Great Yarmouth.—The Yarmouth Sailors' Home is now in course of erection—as a Sailors' Home and refuge for the shipwrecked, in its most extended sense; as a Shipping Office, coastwise only at present; as an Institute for beachmen, fishermen, and seamen, and for such men whose duties keep them on the shores or quays. The aforesaid building being on the shore is successively introducing, by means of its signal staff, the Government new code of signals, 1,125 vessels having been reported from the same during the present year. Meteorological returns are also sent up monthly to Admiral FitzRoy's Department in the Board of Trade. The building is being erected by private voluntary contributions, £2,860 having been subscribed for that purpose—an insufficient sum. No Royal or Parliamentary Grant, either annual or donative, has as yet been vouchsafed. The annual expenses are raised by the private contributions of the charitable, by the weekly pence of the members of the institute, the 5s. and 2s. 6d. annual subscriptions to the signal staff from owners or mariners, and the repayments for the board and lodging supplied by boarders, consuls or agents. By no means, looking to the future, sufficient for its support, without some national aid.

Greenock.—The building for the Sailors' Home at this port was erected about the year 1852; and besides the accommodation for the home, it contains a seamen's chapel, which is under the management of the Greenock Seamen's Friends' Society. The home is also placed very much, although not entirely, under the charge of the Committee of that Society. The cost of the building and of the furnishing of the home, about £2500, was entirely defrayed by private subscriptions. The home being thus erected and furnished free from debt, the Committee endeavour to make it, as much as possible, a self-supporting establishment. The superintendent has no salary from the Committee; he receives the building and furnishings rent free, and he manages the boarding at his own risk, but subject to the rules, and under the directions of the Committee. There is accommodation provided for about sixty boarders, but this can be increased if circumstances require it.

Hull.—The Sailors' Home at this port is supported by voluntary contributions and the payments of the inmates only. The Shipping Office has not yet been removed to the home, but it is trusted to accomplish that shortly. The Port of Hull

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Society for the Religious Instruction of Seamen, and Sailors' Orphan Institution, was established in 1821. Its object, as its name imports, is the moral elevation of seamen, by visitation, by the distribution of tracts and of the Sacred Scriptures, and by holding religious services on board and on shore; it extends its operation to all the ports and fishing villages upon the coast from Lynn to Hartlepool; it maintains four missionaries (one of whom resides at Hartlepool), whose whole time is devoted to the service of the Society. In 1837 the Society established an Orphan Institution for clothing and educating the orphan children of seamen who have been connected with the port; from 100 to 120 children are educated, and some fully and others partially clothed, as the funds will allow. In 1842 the Society erected the Sailors' Institute, which is separate from the Home, at a cost of £1,700 (believed to be the first erection of the kind in the world): it comprises a reading-room, open every week-day, library, orphan school, as well as a spacious hall, used as a chapel, and also for the delivery of moral and scientific lectures. About 50 portable libraries are supplied to ships belonging to the ports for the use of the seamen upon long voyages. It is contemplated to enlarge the institute at a cost of about £500; a piece of land has already been purchased for that purpose. The institution is entirely supported by voluntary contributions, and is altogether unsectarian.

Leith.—The building in which the Leith Sailors' Home is contained is not the property of the parties who take an interest in and support it, but is rented from year to year by them on an annual payment. The whole furnishings and fittings, however, of the home belong to its supporters. It is not supported either by Royal or Parliamentary grant, but entirely by private exertions.

Limerick.—The Sailors' Home has not yet been opened, owing, it is stated, in a great degree to the refusal of the Board of Trade to carry out their arrangement as to a Shipping Office with the committee of the home. It appears, however, from an official correspondence with the Board that it has no power to do what was required. The house was all completed in 1858, at a cost of £1300, and (with the exception of a small disputed account of the contractors) paid for by subscriptions raised in London, Liverpool, and Glasgow, added to a local subscription by the mercantile body here. It is much more conveniently situated for a Shipping Office than the Custom House, which is an English mile distant from the docks, yet the Board of Trade refused to occupy that part of the building which was specially built on the faith of their promise to take it at a fair rent. It is the intention of the Committee (should they succeed) to open it as a model lodging-house, affording such rational enjoyments by yearly subscriptions as would induce the sailor to live a quiet, orderly life, and avoid all the ensnaring temptations to intemperance and vice which surround him in all our seaport towns.

Liverpool.—The magnificent Sailors' Home of this port, (an engraving of which we gave in our last number,) lately destroyed by fire, and now being restored, was a boarding establishment for sailors of all nations, with the exception of Lascars, and such like men, whose habits differ so widely from those of European, &c., seamen. That it differs from the Well-street, London, home, in so far as its officers are not the officers of the Board of Trade, the Local Marine Board having offices and officers of their own, and paying to the Sailors' Home Committee an annual rental for the use of such offices. It was erected and is being restored by *private voluntary contribution*; and apart from the assistance afforded by the rental of offices, it is supported by the charge per diem for board and lodging, and by voluntary contribution. Beyond the mere boarding, &c., of seamen, the Committee assist, in every way they can, their wives, parents and friends, in getting them information, payment of allotment monies, bills of exchange, and in

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corresponding for them; and all this is done irrespective of their being in any way connected with the institution as boarders, &c.

London (Well Street Home).—May be called the parent of all the sailors' homes in the kingdom, and was built by voluntary contributions, but has never received any Royal or Parliamentary grants. The establishment (as represented in the above engraving) forms a boarding and lodging house for seamen and apprentices during the time they remain on shore, and its annual expenditure in procuring provisions and necessaries is met by the board money received from the seamen; but the extra charges incurred, by the desire of the directors, to elevate the moral character of the sailor, to secure his property, and afford him the benefit of religious instruction, &c., have been hitherto met by annual subscriptions, donations, and legacies:—since 1st January, 1851, Shipping Offices under the Board of Trade have been established in the home, which have proved highly beneficial to the sailor, affording to him protection and advantages he never before possessed.

London (Well Street Asylum).—The Destitute Sailors' Asylum was built and is entirely supported by private contributions, and has never received any Royal or Parliamentary grants. The object of this Institution is to supply shelter, food and clothing to distressed seamen of all nations, and to keep them until they can obtain employment; and since the asylum was established in the winter of 1827, it has been the means of thus relieving 39,148 destitute sailors.

London (Poplar).—Mr. Richard Green, the great ship owner, writes as follows respecting the Institution:—"I built the 'Sailors' Home,' Poplar, which was opened in 1841 for seamen in my own employ, and afterwards thrown open to the public for the benefit of seamen in other employ, and receive no contributions for its maintenance. A navigation and trade school, under the supervision of the Department of Science and Art, is attached to the left wing for the education of Officers, seamen and apprentices, the master of which receives a small grant annually towards his salary; the rest is self-supporting."

London (Home for Asiatics.)—With the exception of £30., which has been received annually for 1857, 1858, and 1859, from the Board of Trade for shipping

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Lascars, the expenses incurred at this Institution are partly paid by the inmates themselves, and the remainder by private contributions.

London (Shadwell) British and Foreign Sailors' Institute.*—Respecting this valuable Institution we are furnished with the following information: The building was erected by the British and Foreign Sailors' Society at a cost of £5,200., and opened by the Right Honourable W. F. Cowper in 1856. The cost of its erection was provided solely by voluntary contributions privately bestowed. Neither Parliamentary grant, nor Royal gift, in the ordinary sense of the phrase, was received; though the Prince Consort, on becoming Patron, kindly presented a donation of £50.; and the Emperor of the French subsequently gave 1000 francs. The building is maintained by voluntary subscriptions from year to year, the Society receiving neither Parliamentary grant nor possessing landed or funded property. Towards the cost of one branch, however, the Navigation Schools, Government aid is given through the Department of Science and Art.

Milford.—The Rev. James Morgan, B.A., Chaplain of Missions to Seamen, gives the following account of the home of which he is the superintendent:—This home was established by me last year, and comprises dormitories and sitting-room, also a reading room and library. It is conducted strictly in accordance with Sailors' Home rules and charges. The management is conducted by Captain and Mrs. Barzy; the former has been recently appointed, by the Board of Trade, shipping agent for the port. At present the institution is on a small scale, and the expenses are partially repaid by the manager, who pays a small rent for the privileges he enjoys. The trustees of a deceased clergyman pay £8 per annum towards the expense of the library; the balance I endeavour to make up by private subscriptions. Shipwrecked mariners are taken in and boarded at the reduced scale, which is paid by the Shipwrecked Mariners' Society. There is no home between Liverpool and Swansea; and as the geographical position of Milford makes it very desirable that a home on an extended scale should be placed at that port, it would be a great boon if Government would grant something annually towards its support.

North Shields (Tyne Sailors' Home).—This is a Sailors' Home for all nations. It was built and furnished by His Grace the Duke of Northumberland, at his own cost. It has an endowment fund, which has been raised by private exertions, and is supported by private voluntary contributions. It has not had any Royal or Parliamentary grant.

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* The great value of this Institution, and the great number of its stations, induce us to subjoin the following report of the proceedings at the 27th annual meeting, Sir F. N. M'Clintock, in the chair.—The report was read, which stated that, in addition to the agency at work on the Thames, the Institute is equally active on its other stations at home and abroad, which are 23 in number. At Alexandria, the Pacha of Egypt has been tolerant enough to make them a present of a ship, to be used as a floating chapel. The total income for the past year, including a balance carried over from the last audit, amounted to £3,777 and the expenditure, including £500 paid in the reduction of an old debt, amounted to £3701. The gallant chairman, who was most enthusiastically cheered, addressed the meeting, and expressed his hearty concurrence in the objects of the Institute, and his opinion of the hopefulness of the materials with which it had to deal—(hear, hear). He had been long enough at sea to be able to form an estimate of the real character of the sailors of this country, having associated with them under circumstances well calculated to draw forth their real feelings. Oftentimes when he observed the patience with which they bore up against every difficulty, and the brotherly affection with which they regarded each other, he had been made to feel that these rough, uneducated men were as richly endowed by nature with the best feelings of the heart, and were as good men as most of those who held a higher station in life—that they were as ready to receive the truth, and were more capable of improvement. But how changed became their state when they got ashore. The very moment the sailor landed he became exposed to the most contaminating influences. To remedy the evils of such a state of things was the great object of the Institute, and it was an object worthy of any society—nay of the whole nation itself—(hear, hear).

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A portion of the Tyne Sailors' Home is used for shipping offices and Marine Board examination rooms. There is also a temporary sailors' church in the establishment, for the benefit of seamen and their families, which is well attended.

PLYMOUTH.—The Committee held their 7th Annual Meeting at the Sailors' Home in Vauxhall street. During the past year the Daily Register shows that 621 Seamen have been inmates of the Home, being an increase of 78 on the previous 12 months—a fact the Committee submit sufficiently conclusive of the benefits arising from such an Establishment; many of these having been frequently inmates of the home is another additional proof of the care and comfort bestowed by those who have the immediate internal management. In support of this opinion the Committee are pleased to notice that there has been a corresponding improvement in the proceeds arising from the maintenance account as compared with the previous year; for on comparing the receipts and house expenditure for the whole 12 months the latter only exceeds the former in the small sum of £1 6s. 2d. The balance in favor of the Institution on the 31st December last amounted to £201 11s. 10d.—a sum the Committee regret to notice is a falling off compared with that of the previous year; and as no home in the kingdom is "self supporting," or able to be carried on without "Annual Subscriptions," the Committee would earnestly urge upon the friends of this Institution, and the public at large, to contribute towards its funds. The sum of £1,011 18s. 8d. has been deposited by the seamen in the hands of the Superintendent, for security and transmission to their families or friends in distant parts, thereby giving substantial evidence of the benefits arising from such an Establishment.

PORTSMOUTH.—This is another Royal Sailors' Home, and has for its object the providing board and lodging for all seamen, whether men-of-war's men or merchant seamen, or when on shore on leave or stress of weather; they are provided with single meals and beds at a specified sum, being 2s. for the whole day, or boarders at 13s. per week. Any seafaring man may go in, without any expense, to read books in the library, or the papers on the tables in the day hall, their money deposited on being paid off from their ships is also taken care of, or forwarded as required through the Board of Trade. It is supported principally by private subscriptions and donations; the Admiralty gives £200 in addition as a donation from the Parliamentary grant; the private subscriptions are about £300, which from deaths are very much decreasing daily. About £120 comes in annually from funded and other property. All mortgages have been paid off on the institution, and it is quite clear of debt; the annual expenses are not less than £800.

QUEENSTOWN.—The home at this place is open to sailors of every denomination, whether men-of-war's-men, or those belonging to the mercantile marine, without regard to nation. The establishment has been purchased and fitted out by the subscriptions and donations of those interested in such institutions, there being, however, still a debt of £75 due for the house; and were it not for the grant received annually from the Admiralty of £50 (the subscriptions and donations being very small), the institution would most assuredly fall to the ground.

RAMSGATE.—The Ramsgate Seaman's Infirmary is wholly conducted on hospital principles, and does not partake of the character of a Sailors' Home. It was built by voluntary contributions, in the year 1849, for the accommodation of sick seamen, who previously had no alternative but the public house of low caste. The infirmary is partly supported by private exertions, and partly by the payments made on behalf of the sick by the owners of vessels and others. There is no Royal or Parliamentary grant attached to it.

SOUTHAMPTON.—No Sailors' Home exists at this port, although greatly needed,

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especially as a temporary asylum for the large number of shipwrecked and otherwise distressed seamen brought here, under Consul's order from abroad, by the various mail steam ships, from whence they are from here, as from all other ports, forwarded home by the Agents of the "Shipwrecked Mariners' Society," who have instructions always to board all shipwrecked men at the Homes whenever there are any. In the year ended the 31st December last, no fewer than 558 distressed seamen were thus landed here, very many of whom were in a state of utter destitution.

STORNOWAY.—The premises used as a Sailors' Home in Stornoway is a one-storied slated house, belonging to Sir James Matheson, Superior of the Burgh of Barony of Stornoway, held gratis during his pleasure. The premises are kept by a female; the internal parts of them have been fitted up by the private exertions of Sir James Matheson and the public some years ago; but except the small sum of £17 4s. 11d., now at the credit of the treasurer, there are no funds belonging to the concern, which consists of four apartments. From such parties as are able to pay anything, the woman in charge exacts payment for the food of patients; and a medical officer, who receives a salary from Sir James Matheson, gives his attendance, &c., gratis, except in those cases where parties are able to pay something.

SUNDERLAND.—The Sailors' Home and Shipping Offices at this port were built under one roof by private contributions and mortgage on the buildings, but distinct from each other, the Shipping Offices paying a rent of £100 per annum, which is paid as interest to the mortgagee, and the Sailors' Home is supported by voluntary contributions; but it is feared, if the Government do not assist in its support, the Sailors' Home will have to be given up, as the contributions are falling off; and from the low rates charged to the seamen, it is not self-supporting. This should not be in so large and wealthy a shipping port as Sunderland.

It was our intention on commencing this paper to have made a few comments on each return, but we found that, to do justice to them, we should have extended it to an unreasonable length. We therefore thought it best to conclude with a few general remarks. Looking to the important position which some of these institutions have reached, and the good which has been derived by the sailor from all of them, we cannot but consider them a blessing, not only to the seaman, but also to his family and friends. No longer left a prey to the spoiler, Homes have been provided for him where he has nothing to fear; kind friends surround him, and judicious advisers counsel him in any emergency. Nothing is wanting for his comfort, and every effort is made to promote his happiness. There is not one of these Homes but is a testimonial to the merits of our seamen, and the anxiety of their country to guard them from the evils to which they are exposed on their arrival in port. We are so fully persuaded of the benefits they have conferred on these gallant and useful members of the community, that we think their value only requires to be widely known to secure their extension, until every one of our seaports shall be provided with a Sailors' Home proportioned to its requirements, and liberally supported by the government and by

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subscriptions among the inhabitants, for none can appreciate so truly the good done by them as those among whom they are placed. But it must be admitted on a perusal of the above extracts that, on account of the poverty of the locality in which such institutions are sometimes required, it is impossible to maintain them without more aid than private benevolence can give, and here it becomes the duty of government to step forward and give a liberal support to Sailors' Homes. To whom can the government look in times of danger for help with such certainty of receiving it as to our noble seamen, and on whom, therefore, can they better bestow a portion of that treasure which is intrusted to them by the nation for public purposes? This is not a small matter; it affects the prosperity and even the safety of our country, for unless everything is done to increase the number and advance the interests of our mariners, naval pursuits will be abandoned for others more lucrative and less hazardous, and our splendid ships will be left to rot in our harbours for want of sailors to man them.

But let us be thankful for what has been done for the good of the sailor, and accept it as an earnest of better things. When we look at the short time that has elapsed since the first Home in London was commenced, and the numbers of prosperous institutions to which it has given rise, we cannot but regard it a work and labor of love, which the Almighty has eminently blessed beyond measure, and may His blessing continue to rest upon it, and then its prosperity will increase from day to day, to the good of our seamen and the glory of His great name.

SKETCH OF THE ORIGIN AND PROGRESS OF THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

FOUNDED 21ST FEB., 1839.

[*Continued from Page* 181, *Vol. VI.*]

1857-8.—The comprehensive view taken of the Society in the opening speech of His Grace, the President, at once proves that he had not entered upon his benevolent office without fully apprehending the importance of the Society over which he had undertaken to preside, and the Committee could not be otherwise than cheered by the evident interest taken by His Grace in the work in which they had laboured so long, many of them from the very beginning. His Grace's speech, accompanied by the fact of his having sub-

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scribed Fifteen Guineas per annum in support of the funds, gives hope for the future development of the Institution, which might still further, with the blessing of God, increase its power of usefulness towards the important body of men and their families for whose benefit it was instituted.

Referring to the Annual Report for 1857, we find that the year had been a most calamitous one; the number of vessels reported at Lloyd's to have been wrecked, foundered, abandoned, stranded or missing, amounted to the frightful number of 3,300, 1,140 of which were wrecked on the coast of the United Kingdom, the Committee observe, and here we give a simple extract from the report:—

"It may be truly said, when we look to the order of your Institution, with its 500 representatives on every part of the coast of the United Kingdom, ready to receive the fainting mariners dashed upon our iron-bound shores by the boiling and raging sea, that God had heard their 'cry,' ere the sound thereof went forth, and answered it by this provision beforehand to meet them in the extremity of their need; naked, homeless, and perishing for want! That cry now lingers on the ears of the public unto whom it has been conveyed by the means of the press, and especially will it linger on the ears and hearts of the inhabitants of the coast unto whom the past winter has been prolific of scenes of the most harrowing shipwrecks,—the coast of Scotland and the Shetlands, peculiarly so,—whilst the maritime population of the other parts have had more than their ordinary visitations of sorrow and affliction from the cry of the Widows and Orphans in their need, whose husbands and fathers have fallen victims to the furious storms that have during the past year visited our sea-girt islands: the words of 'The Preacher' might be truly applied to many towns and villages on the coast, '*the mourners go about the street.*'

"Your Committee, anticipating the question ready to arise from their supporters, what have you done in the midst of this distress? readily answer,—Everything that humanity required! The naked Shipwrecked Mariners and Fishermen have been clothed, the hungry fed, the wounded, or half drowned have received medical assistance, and those who were distant from their homes have been sent to them at your expense, except when aided by the benevolent Railway and Steam-Boat Companies, who grant a free transit for the objects of your care when producing a pass from your Secretary or the Honorary Agents at the several districts. Thus, 4133 Shipwrecked Persons have been succoured between the 1st of January and the 31st of December of the past year, together with 2980 Widows, Aged Parents, and Orphans of Mariners and Fishermen, making on the aggregate the large number of 7113 persons who have partaken of your bounty within the space of twelve months, being nearly 1000 in excess of 1856, though that year was considered as abounding with fearful disasters among our shipping!"

The sudden pressure upon the funds of the Society by so many claimants

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being thrown upon it, necessitated great exertion; the relief afforded to the sufferers exceeded that of 1856 by £2,230, but notwithstanding the efforts made, the income was not raised quite £1000, and the deficit of income over expenditure exceeded £1284! It might naturally be expected that we should find the benevolent labourers cast down by such a result, instead of which, we find them expressing themselves in terms of buoyant hope, and making manifest the true principle that should be the spring of all benevolence, the rather rejoicing in the giving than the receiving, though thankful for the latter, that they say, "it will be seen by the statement of accounts, that by the Divine blessing, there has been an increase on all the items of receipt, except legacies, the total increase in the past year amounting to near £1000; this your Committee consider very encouraging, especially when they revert to their last report, which stated, that in seven years the income of your Society had doubled itself. They do not lose sight of the fact that the amount of relief had increased in the same ratio, but rejoice in it as a proof of the increasing usefulness of the Society." Truly the cattle on a thousand hills are the Lord's, and there is no lack to those that trust Him, though faith may be tried! The report therefore goes on in a vein of thanksgiving for the present good; they give expression to their happiness that they are able to report that the numbers of mariners subscribing had this year exceeded their hopes by 1300, and that they now numbered 46,300; in a pecuniary point of view, the subscriptions of the Mariners brought no benefit to the Institution, because of the extra relief which they obtained both for themselves and their families above those of non-subscribers who were sufferers from shipwreck; but as the Committee kept steadily in view, that by inducing them to care for themselves and families by the regular annual payment of even so small a sum as 3s. they obtained over them a moral victory, and at the same time added to their comfort, and made the hearts of their widows and orphans, should they leave any, "sing for joy;" they could rejoice, even with a deficit of £1284, that so much real good had been done to 7113 persons in the short space of one year, and that during the eighteen years since the establishment of the Society, 7997 Widows and Aged Parents of drowned Fishermen and Mariners, 13,054 Orphans, and 47,883 Shipwrecked Mariners had received substantial relief in the hour of their greatest distress!

In tracing the progress of this noble Institution, it is impossible to overlook the care of those who guide it, to seize on every opportunity of enlarging its sphere of usefulness, and here at this stage of its journey, when it has arrived at a position equal, if not superior, in importance to any institution in the land, in a national point of view, we stop to look back, and in doing so, cannot help feeling thankful for that peculiar Providence which has evidently watched over the work. Established in 1839 under very favourable circumstances, as to the hope of public support, it seemed as it were only feeling its way, the

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amount of relief afforded being in 1845 only £1541 11s. 7d., as shewn by the Annual Report; now it is upwards of £10,000. In the latter end of that year a change of Secretaries took place: in 1846, all the railways on being applied to, most liberally gave the Society a free pass for shipwrecked men forwarded through its instrumentality. The Comptroller-General of the Coast Guard kindly gave authority to have vessels carrying the Society's Flag reported from certain stations indicated in a plan submitted to him. An important addition, as bearing on the expansion of the Society's usefulness, was made to its official staff by the appointment of a Travelling Secretary, whose duty it would be to bring to the knowledge of the Committee the actual state of the various agencies, stir them up, and establish new ones where necessary.

In 1847 the Committee, encouraged by the bequest of £500 from Andrew Macklew, Esq., proposed to the General Meeting of the Subscribers an enlargement of the bounty of the Society, by the giving small Annual Grants, not permanent, but to be applied for from time to time, to the Widows of Drowned Mariners having young children, in order to help them over the first few years of their Widowhood, until the children got a little out of hand so as to free them to work; this proposal was unanimously agreed to, a scale of relief to be given to Seamen subscribers, their Widows and Orphans, was printed and published, by which was proposed a further extension of good to them, by making the Widows and Orphans of those who might die from the effects of injuries, &c., in their calling, eligible for relief on a reduced scale; this manifestation of the desire of the Committee for the benefit of the families of our seamen produced immediate effect; in the first quarter of 1848 3000 men joined, and in the course of the year, 4235! since when, their numbers have steadily increased, doubtless to be attributed, with the blessing of God, to the spirit of true benevolence and Christian charity which characterizes all their actings, and which has established the fullest confidence among mariners generally.

In the report before us, we find, in the like spirit that they had got up a meeting, presided over by the Lord Mayor, Alderman Finnis, who kindly gave for the occasion the Egyptian Hall in the Mansion House, at which meeting a large and influential assemblage were gathered, to which Lord Henry Cholmondeley read a brief statement of the views of the Committee in seeking the establishment of the Hospital, after which, the following resolution, proposed by Capt. the Hon. Francis Maude, R.N., seconded by the Rev. Dr. Cumming, of the Scotch National Church, was carried unanimously: Resolved—"That this Meeting having had before it the fact that, while the Seamen of the Royal Navy have their Greenwich, and the Army their Chelsea Hospitals, there is no similar provision for the Merchant Seamen of this great mercantile country, consisting of upwards of a quarter of a million of men, when worn-out and disabled, it therefore considers it highly

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expedient that a Hospital or Hospitals should be raised as a place or places of refuge for the Worn-out Mariner of all grades of the Mercantile Marine, when aged and disabled, and having none to care for him, and that a scheme of Out-Pensions should be grafted on it, to assist those who may prefer to remain with their friends. That it is expedient upon these grounds: First,—that a body of men unto whose care and courage are entrusted the most important interests of the empire, ought to be viewed as servants of the community, and cared for as such; second,—that by such means they might be more bound to their country, for the defence of which in time of need they are necessary to its independent existence as a nation; third,—that they might be raised in self-esteem, by being preserved from pauperism, and, it may be hoped, a moral improvement of their character be gradually effected."

The Resolution was supported by a tellingly practical speech from its gallant proposer, and with great effect by its reverend seconder, who, in the course of it, evidently evinced a kindred spirit with the movers in this most desirable object; the Rev. Doctor said, speaking of the seamen, "Let them but feel they had at home those who were worth defending, and they would, when traversing the broad bosom of the ocean, regard Old England as something more than a mere romance; that it was not a mere '*Vox et præterea nihil*"—they would associate it with all that makes that which is the most musical word of human speech, the word 'home,' and Jack would be inclined to say as the minstrel has sung—

"Breathes there a man with soul so dead,
Who never to himself has said,
This is my own, my native land;
Whose heart has ne'er within him burned,
As home his footsteps he hath turned
From wandering on a foreign strand:
If such there breathe, go, mark him well
For him no minstrel raptures swell—
High though his titles, proud his name,
Boundless his wealth as wish can claim;
Despite those titles, power and pelf,
The wretch concentred all in self,
Living, shall forfeit fair renown,
And, doubly dying, shall go down
To the vile dust, from whence he sprung,
Unwept, unhonoured and unsung." *

[*To be continued.*]

VISITS TO THE SEA COASTS.

[*Continued from our last number.*]

THE county of Cornwall forms a peninsula at the south-western extremity of England, and is bounded on the north by the Atlantic Ocean and the Bristol Channel, and on the south by the English Channel, which also washes its western craggy shore; it is called the land of the wild, the picturesque, and the imaginative; it is singular in its geographical position and characteristics,

* See report of Meeting, in "*The Shipwrecked Mariner*," for October, 1857, No. xvi. Vol. iv. page 202.

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as also in its external features and subterranean treasures, possessing scenery the most romantic and sublime, heaths various and rich, mountains high and barren, mines numerous and prolific, harbours small and great, with boats, nets, and fishermen in great abundance.

FALMOUTH has an excellent harbour, where there is sufficient accommodation for 500 sail of vessels to ride in perfect safety, and situated on a very convenient part of the coast, with respect to the Western Ocean, with free ingress and egress at all times of tide, having, at the eastern side of the entrance, on a lofty headland called St. Anthony's Point, a signal station and lighthouse, elevated 65 feet above the level of the sea, and shewing (during the night) brilliant flashes every 20 seconds, which may be seen at a distance of twelve miles.

Considerable alterations and improvements have been made here since the days of Queen Elizabeth, when Sir Walter Raleigh visited the harbour on his return from the Coast of Guinea, and found but one solitary house in addition to a mansion, the seat of an ancient family; being, however, struck with the advantages of the harbour, and from his representation of it to the Council it soon attracted notice: building commenced, and the place was fixed upon as a packet station for the arrival and departure of mails, which was continued here for more than a century, from which Falmouth shortly became a considerable town, and in 1851 had upwards of 8,000 inhabitants.

The introduction of transatlantic steam navigation having some years ago superseded the old government sailing packets, and the ports of arrival and departure of mails being changed to Southampton and Liverpool, the maritime population have been reduced nearly 2000 persons; since that period, however, the advantages and facilities of the harbour have become more extensively known, and, as a port of call for vessels of all nations, it perhaps stands unrivalled; so many as 2000 ships have been known to call here in one year for orders alone.

The port possesses a patent slip, wet dock, and several building yards which are in active operation, and to meet the increasing requirements of the place other docks are in the course of erection, which, under the superintendence of Mr. Abernethy, the engineer, are advancing rapidly towards completion, from whom we learn that there is every probability of the dry dock and gridiron being available for shipping purposes before the next winter.

The import trade of the place comprises timber, guano, fruit, wines, hemp, grain, flour, coals, &c., &c., the export is chiefly copper and lead ore, with tin, fish, and granite, which, being the staples of the county, are shipped from all the ports within the Fal, both coastwise and foreign. There is connected with the port an extensive oyster and trawl fishery, and, in addition to the general shipping, a fleet of 13 pilot cutters of 45 tons burthen each.

Among the various institutions of the place, there is one which presents to every boatman rescuing a person from drowning, a guinea, and this sum is

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augmented should the person apparently drowned be resuscitated; and, besides the various churches and chapels, there is a very neat Bethel-room, conveniently situated for the seamen, connected with which is a library and reading-room. The Royal Cornwall Sailors' Home has been in successful operation for eight years. The harbour is defended by batteries and guns from St. Mawes and Pendennis Castles, the latter being built chiefly of granite, and extending, with its fortifications, over a mile and a-half in circumference, and mounting many pieces of heavy ordnance. Some four or five leagues to the southward, is

THE LIZARD, whose name is considered to have originated in the shape of the land as seen from the Channel, or the variegated serpent-like colour of the cliffs, or from the Cornish word, Liazherd, signifying a projecting headland; it is the most southward promontory of England, and is a very bold looking land, having two lighthouses upon it, and, in clear weather, day and night, may be seen at a distance of 20 miles.

This is the renowned Cape, the last land of their native Isle that was visible to many who were never again destined to re-visit its shores, and the first seen by joyous spirits whom years and climes had long separated; from hence vessels outward bound, on voyages which have become matters of history, took the observation by which they were to sail over the bounding deep to unvisited shores, and where proud ships of war dated their departure to scenes of disaster or of conquest. But here we cannot linger, nor notice all the items of interest about the headland; we can, however, remind our seamen readers that under old "Lizard Head," about a mile to the westward of the lighthouses, there is good anchorage in 5 fathoms, with the wind from N.E. to E.S.E., well-sheltered (especially at low water) by the Stag Rocks, and now shape our course for

MOUNT'S BAY, which is only a few miles further west, and a remarkably fine bay it is, affording shelter, with good anchorage, to large fleets of ships from the effects of strong breezes from the east, south, and west. Probably this bay takes its name from an insulated pyramidical congregation of rocks, called St. Michael's Mount, upon the top of which is a castle, rearing its lofty head some 230 feet above the level of the sea, and which is situated on the northern side of the bay, about 400 yards from Marazion, with which it is connected at low water by a causeway of stone embedded in the sand. There are many traditionary and legendary stories connected with this ancient spot, whose circumference is little more than a mile, and it has been visited by many illustrious persons: in 1846 Her Majesty and Prince Albert honoured the Mount with a visit, which is commemorated by a tablet in the wall of the pier, and a brass foot-step where Her Majesty first placed her foot on landing. There is a snug little harbour at the base of the Mount, and a pier which will allow vessels of 500 tons to lay alongside to discharge, the importation being timber, coal, and iron, for the use of the neighbouring mines. The population is about 150, chiefly pilots and fishermen.

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Bordering on the bay are a number of fishing towns with small coves or harbours, but in the collar of it, about three miles from the mount, is

PENZANCE, near the Land's End, the most westernly town of note in England, and the port where all the vessels and boats belonging to these various coves are registered, having a harbour of sufficient size to accommodate a large number of ships, but dry at low water; there is a noble pier 700 feet in length, at the end of which is a light-house bearing a steady red tidal light, elevated 33ft. above the sea, and may be seen at a distance of nine miles.

At one time there was a pretty good foreign trade to this port, which has fallen away very much during the past two years, but there is still a considerable importation of coals, timber, corn, iron, &c., the exports being copper, tin, fish, &c., &c.; the number of vessels on the books of the Custom-house amount to 82, with a tonnage of 7628, carrying on an average six men each. There is also an excellent Life-boat here belonging to the "N. L. B. Institution." Of fishing vessels there are 324, of about 17 tons, and carry seven men each, besides smaller boats employed in hooking and crabbing.

Thus, we find that of the population of Penzance, which at the last census was upwards of 9000, some 500 are seamen, and of the fishermen who reside here, at Newlyn, Mousehole, and the other towns in the bay, there are about 3000, who with their families live entirely upon the benevolence of the ocean, and yet, great as this number appears, it is but a mere fraction even of the thousands in Cornwall who live by the same means, following the fish in their seasons, and extending their operations as far as the Isle of Man, east coast of Ireland, and up the Channel as far as Plymouth.

The boats in which these men pursue their hazardous calling are lugger-rigged, good sea boats, sail fast, and lay near the wind; if at any time the wind is so great as to render it dangerous to carry sail, a light raft is constructed of spare spars, to which a hawser is fastened, and veered out a-head, by which means they are hove too under the lee of the raft, and with sea room will weather out a heavy gale; although open and undecked, the fishermen place every confidence in them, and a few years ago one of them, of about twenty tons, fully manned and equipped, undertook a passage to Australia, which was successfully completed, calling at the Cape, from which place they were honoured by carrying the mails. (See our 2nd Vol., p. 29.)

The fish upon which these men chiefly depend are herrings, pilchards and mackerel. At the time of our visit, the latter season had just drawn to a close, and many of the boats were leaving for Ireland, in search of herrings. We are glad to find that the mackerel season has this year been one of the best ever known upon this coast, any deficiency in numbers has been well supplied in price, and the facilities afforded by the railway have, to the Cornish fishermen, proved a great boon. We hope the herring and pilchard seasons, which have yet to follow, will well repay these hardy men who toil at sea.

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It is a pretty sight to see the fleet proceed to sea, and return from the fishing ground after a successful take; all is bustle and business, every hand employed, male and female, from the child of only a few summers to the man of hoary hair, sorting, packing, hugging, wheeling, and carting, until the whole is cleared and breathing time returns, then follows the examination and repairs (if required) of nets, which are made up of many tons of twine, each boat having at least a mile in length, and will, to use their own expression, "reach a bra way;" these of course demand considerable attention, hence the old remark referring to this class of men, always fishing or mending their nets.

But no, not "always," there are many of the fishermen of Mount's Bay who are pious, warm-hearted Christian men, who like

> Peter the fisherman of old,
> For Christ their Lord are very bold,
> But feel these words of Jesus true,
> "Without me ye can nothing do."

Consequently, the places of worship in the various towns to which they belong are well attended, the sabbath strictly observed, and, compared with olden times, present now a steady race of people.

PORTRUSH.—This, as we find from Slater's Directory, is a flourishing and improving little port in the north of Ireland, in a convenient position for maritime trade, and beautifully situated as a place of resort for persons in quest of health or sea-side recreation. It is situated in the parish of Ballywillan, Co. Antrim, and is distant from Coleraine about six miles.

Many things conspire to promote the prosperity of this place. The circumstance of a direct communication being now established, by railway, between it and Coleraine, Ballymena, Belfast, &c., &c., materially increases its importance, whilst the active trade which is carried on by steamers between it and Liverpool, Glasgow, and Londonderry, contributes to its commercial advancement.

The harbour is situated within the sheltering projection of a rocky peninsula, and is further protected from the Atlantic swell by the stone piers which snugly enclose its quiet little haven. It is well for the mariner whose vessel rides at anchor there, while the wintry "north-wester" sweeps the neighbouring coast; but if he should still be outside he will find that to make this harbour is a task attended by difficulty and danger if there should be, as sometimes is the case, a heavy send of a sea right on to the mouth of the harbour, occasioned by the recoil of the waves from the neighbouring beach.

Though Portrush is so brisk and busy a little place, yet there are at present only two vessels belonging to the town. The fishing here is inconsiderable, there being only about six yawls, averaging two tons each, spritsail rigged, and carrying a crew of four men, engaged in this branch of industry. During the summer season the fishing is less prosecuted than in winter.

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Hitherto there has not been a Life-boat stationed at Portrush, but it is now gratifying to know that the wishes of a local Committee, organized to take measures to supply this deficiency, are about being accomplished by the "Life-boat Institution," as soon as the necessary arrangements are completed. The earnest and practical interest evinced by the local Committee and friends of this humane project at Portrush is well worthy of imitation, and may such sympathy for the perishing mariner meet with a similar result at other exposed points of our coast. There are several places of worship in this little town, though there is not yet a "Bethel" for the use of seafaring men.

For tourists and invalids Portrush possesses strong and varied attractions, amongst which may be mentioned the facilities which are here afforded for boating, bathing, taking invigorating walks and rides in the proximity of the town to the far-famed Giant's Causeway, and the various interesting places of resort which cluster around that wondrous scene.

SLIGO is an important and improving seaport town, situated in a valley, surrounded by a highly picturesque and mountainous region. The harbour lies at the head of the extensive bay, which derives its name from that of the town. The appearance of bustle and activity at this port is calculated to produce a favourable impression on the observer respecting its commercial condition. Such an opinion is fully warranted, for, at the present time, several large vessels are here employed in the export and import trade. 368 ships arrived in this port between the 31st July, 1859, and the 31st July, 1860, registering 56,417 tons; 21 ships belong to the port, measuring 3,827 tons, manned by 190 men and boys. In the year 1810 only a few sloops could be said to belong to the place.

Many vessels continue to arrive from abroad with cargoes of timber, flax-seed, &c., and a considerable trade is carried on with Glasgow, London, and Liverpool. Provisions, principally, form the material of exportation. In the butter and corn markets enterprising purchases are made. The fishery is very extensive, stretching from Ballina Bridge to Abbey Point. There is also a salmon fishery. There are many points of attraction about Sligo, possessing peculiar charms for the intelligent tourist, and eliciting profound admiration from those who have time, inclination, and taste to examine and appreciate them. The ruins of the Abbey of Sligo are deservedly admired. This structure, originally founded about 1252, and re-erected, after its destruction by fire in 1414, soon after that catastrophe, is still "majestic, though in ruins." Lough Gill, situated about two miles from Sligo, is considered by some to be by no means inferior, in point of scenery, to Killarney.

When the line of railway, which is now in progress, betwixt Sligo and Dundalk is completed, increased sources of improvement will be opened up to this town and neighbourhood.

WESTPORT is situated in the midst of scenery singularly grand and beautiful,

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and at the south-western extremity of Clew Bay which is justly regarded as one of the wonders of Ireland. The prospect which is presented to the view of the traveller approaching the town by the Castlebar-road is truly magnificent. The hills of Neptune, Achill, Clare Island, and Croagh-Patrick towering aloft in the distance, and far below the elevation of the road, the expanse of Clew Bay, studded with picturesque islands, stretching away into the far-off west, form a panorama of surpassing loveliness and sublimity. Clew Bay is afforded important protection from the heavy swell of the Western Ocean by the islands of Achill, Achill Bay, and Clare.

The town of Westport has an air of neatness and cleanliness, of which creditable mention has been made by the celebrated Dr. Johnson. At the port, which is about a half-a-mile from the town, there are warehouses and wharfs, on a scale sufficiently large for Dublin. The trade of the place, however, though it has been progressing for some years past, does not appear to have arrived at such a stage of advancement as to require the extensive warehouse accommodation referred to.

There are some 20 hookers about 10 tons each, with an aggregate number of 40 men and boys, 6 fishing boats, hooker rigged, 50 rowing boats with 200 nets. There are also about 20 resident sailors and 300 fishermen, some of whom are only occasionally employed as runners. There is a Life-Boat situated on the island of Innistyre, under the care of the coast-guard. About 100 vessels enter this port annually, of a hundred tons burden on an average each.

Considerable quantities of grain, principally oats, together with oatmeal are exported here. The imports comprise timber, foreign wheat, tobacco, tea, wine, spirits, sugar, and various goods of British production. The import and export dues of the port amounts to about £1200 per annum.

GALWAY is situated on undoubtedly the finest bay in Ireland. From its peculiarly favoured position this port possesses great advantages for carrying on an extensive trade, both domestic and foreign, being the terminus of the Midland Great Western Railway. So early as the year 1278, Galway was a place of note. Some of the ancient castles are still in existence and display evidences of skilful and lasting masonry. About the 14th century, and until a much later period, extensive commerce was carried on between this port and France and Spain. The richer merchants of the town made periodical visits to the latter country, and returned not only with Spanish commodities but with Spanish ideas, which became observable in the style of houses which arose, the furniture they contained, and the light textures and bright colours that obtained the preference for ladies dresses. The latter peculiarity is still conspicuous amongst the peasantry of the town and surrounding district.

GALWAY BAY, from the islands of Arran, which form the great natural breakwater between it and the Atlantic is about 22 miles in length to the

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roadstead, or 24 miles to the town. Its navigable breadth varies from about 3 to 6 miles. From the boldness of the western shores of the Arran Isles, and the peculiar shape of the lofty peaks on the mainland—the "twelve pins" of Connemara on one side, the Brandon hills on the other—together with other landmarks familiar to nautical men, it is accessible in all weathers. A revolving light upon one of the islands is easily discernible at a distance of 20 miles seaward. There are but two rocks of any importance in this bay, namely, the Margaretta and Blackrock. It is in contemplation to replace the buoy upon the former, and the finger-post on the latter by light-ships or substantial towers. For the more complete security of ships in the roadstead it is in contemplation to construct a breakwater between Mutton Island and the mainland, a distance of about two miles. This island may be termed the natural breakwater to the harbour, but, as its position is rather longitudinal than across the bay, it is, in certain states of the wind, wholly inefficient. The light on this island can be discerned within a mile or two of Arran. In connection with the breakwater are to be constructed ample graving docks for the repairing of ocean steamers and large ships which may frequent the port, or put in, in distress.

The trade of Galway, for the last twenty years, presented a melancholy contrast to its ancient maritime importance, long lines of stores falling into decay, cattle browsing in the yards attached, or roaming in undisturbed security on the verdant docks! Lough Corrib, containing an area of 30,000 acres, connected by a canal with the sea, and navigable for a distance of 38 or 40 miles, affords on its banks numerous mill sites and inexhaustible water power. Already two small steamers are profitably employed navigating its waters.

The facilities afforded by this spacious and noble bay, and its numerous baylets and creeks, for an Atlantic trade, are beginning to be recognized. Glowing anticipations are entertained by some thoughtful and well informed men regarding the future commercial importance of Galway. The establishment at this port of the Packet Station of the Atlantic Steam Navigation Company has done much to increase the probability that the hopes thus cherished will ultimately be realized.

Already the town seems to be awaiting, in a state of preparation, these "coming events," which some persons think are already "casting their shadows before them," involving the future prosperity of this "citie of the tribes." The costly machinery necessary for so great an undertaking has been provided, and, with judicious management, it bids fair to obtain a larger portion of the emigration between Great Britain and America. The incidental advantages to Galway, and, indeed, to Ireland generally, from this becoming, to some extent, the *high road* to the western world, have scarcely been over-estimated. Queen's College, a handsome gothic structure, built of grey limestone, stands within about half a mile of the town. A very excellent hotel, that would do credit to any part of the kingdom, joins the railway terminus. Large shops

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have recently been established, and a floating dock, comprising five acres, and calculated to admit vessels of 500 tons burthen, is already in requisition.

In the improvement of the harbour the sum of £30,000 has been expended since 1832. The islands of Arran, stretching across the entrance of the bay, form a natural breakwater, and the construction of a pier to increase the security of the anchorage is likely soon to be accomplished.

The exports are now very considerable, consisting of corn, butter and provisions, for the English and Scotch markets. The extensive herring and other fisheries, carried on in the bay and its various creeks and harbours, give employment to a numerous, hardy and industrious population. An extensive salmon fishery is also worked, and a considerable quantity of eels are taken at the proper season. The fishery here, though apparently possessing an inexhaustible supply of all kinds of sea-fish, whether owing to the poverty, indolence, or want of enterprize of the fishermen, is, in comparison with the fisheries on the English or Scotch coasts, for weeks at a time almost wholly unproductive. There are no fish-curing stores, no harbors of refuge for the tiny craft employed in bad weather, no impetus given to increased exertion on the part of hundreds of simple-minded primitive-looking men, who, without any provident forethought, are content to earn a scant subsistence.

A large number of the fishermen and their families live in a portion of Galway situated on the harbour, and known by the name of "The Claddagh." The population of this place numbers now about 2000. They have many peculiarities which distinguish them from the people of the town. They rarely intermarry with the latter and have laws of their own, and are governed by a sort of mayor or monarch-elect, designated the "King of Claddagh."

There are 300 sailing boats, called hookers, in the bay. These have one mast and are sloop rigged, carrying mainsail, foresail and jib. They are in size from 2 to 12 tons each, are well modelled, sail admirably, and are capital sea boats. They carry six men during some parts of the year, and at other times have a crew of four or five. There are three or four owners to each boat; these, together with their grown sons, would number about 1000 or 1200 fishermen in Galway.

On the southern shore of the bay are situated the celebrated Burren oyster beds, which, during a portion of the season, give remunerative employment to the people living in the neighbourhood. Lobster fishing is successfully prosecuted at Arran and the adjacent shores. Besides the large number of fishermen and boatmen there are about 60 regular seamen belonging to the port.

There is no Life-boat at present here. It has been stated to the writer, by a gentleman long resident here, that as the water in the bay is for the most part comparatively smooth, a ship going ashore in it—a circumstance of rare occurrence—always finds her own boats, or those of the coast-guard, sufficient for saving life.

(*To be continued.*)

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WRECKS AND CASUALTIES.

THE annual report of the Surveyor-General (Captain Robertson, R.N.) for 1859, relating to wrecks and casualties on the coasts of the United Kingdom, has been issued. It appears that the ships and lives lost on the coasts during the past year are in excess of the numbers recorded as lost in any previous year. As compared with 1858, there are 1,416 casualties, against 1,170; and 1645 lives lost against 340. This increase is chiefly attributable to the violent gales of October 25 and 26, and of October 31 and November 1 and 2. In the former gale there were 133 total wrecks and 90 casualties resulting in serious damage, and 798 lives were lost. This number, however, includes the loss of 446 lives in the 'Royal Charter.' In the latter gale there were 27 total wrecks, and 27 casualties resulting in partial damage, and there was a loss of 51 lives. Besides this, 424 lives were lost at once in the 'Pomona,' on the 28th April, and 56 in the 'Blervie Castle,' on or about the 20th of December. In the classification of the casualties according to the cargoes of the ships, it appears that the ships which have suffered most are as follows—viz., laden colliers, 506 in 1859, against 377 in 1858; light colliers, 71 against 41; ore ships, 130 against 101; and ships with passengers and a general cargo, 42 against 14. The greatest number of casualties have happened to ships between 14 and 20 years old; next between 20 and 30; and then to comparatively new ships, or ships between 3 and 7 years of age. It also appears that 64 were upwards of 50 years old, three of this number being between 80 and 90, one between 90 and 100, and one above 100 years old. The classes of vessels which have suffered most are as follows—viz., schooners, 491; brigs, 292; sloops, 127, and barques, 123; that the number of casualties to vessels between 100 and 300 tons is 493: between 50 and 100 tons, 455; and below 50 tons, 306; whilst the number to vessels from 300 tons to 1,200 tons and upwards is only 160. The wreck chart appended to the report shows that the wrecks and casualties on the east coast are 621, against 514 in 1858; on the south coast, 136 against 89; and on the west coast, 466 against 304. There is a decrease in the number on the Irish coast, viz., 99 against 168 in 1858; and also on the Scilly Islands, viz., from 14 in 1858 to 3 in 1859. There is a slight decrease in the number on Lundy Island, but a great increase in the Isle of Man, viz., from 6 in 1858 to 28 in 1859. The number of ships to which casualties happened, commanded by masters possessing certificates of competency is 217, against 344 commanded by masters holding certificates of service, and 597 commanded by masters not required by law to have certificates.

It is computed that the loss of property caused by wrecks and casualties on the coasts of the United Kingdom during the year 1859 was, in cargoes, £893,000, and in ships £870,000, being a total loss of nearly two millions. As to the nature, causes, and result of the casualties—in 1859 the wrecks and

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strandings involving total loss amounted to 527 against 354 in 1858, and those involving partial loss to 540 against 515 in 1858. The total number of strandings, &c., being 1,067 against 867 in 1858. The number of collisions involving total loss is 58 against 50 in 1858, and of collisions involving partial loss is 291 against 251; the total number of collisions being 349 against 301 in 1858. It appears that 116 collisions happened between 6 a.m. and 6 p.m., against 76 in the daytime in 1858; and that 233 happened in the night between 6 p.m. and 6 a.m., against 225 in the night in 1858; also that only 89 happened between April and September inclusive, and 260 happened between October and March inclusive. There is an increase in the whole number of collisions in 1859 over the number in 1851; and it appears, on reference to Tables 14 and 15, that the causes of this increase are as follows:—Bad look-out, 83 against 47 in 1858; neglect of rule of road, 78 against 38; error in judgment, 25 against 7; and inevitable accident, 49 against 24. There is, however, a decrease under the head of "Neglecting to show lights," and under several other headings; but, on the whole, the increase in the number of collisions is 48. There is a decrease in the number of wrecks and strandings on the outlying sands and rocks, viz., 123 against 150 in 1858.

The means for saving life have received due consideration and attention during the past year. The number of lifeboats now stationed on the coasts of the United Kingdom is 158, being an addition of nine to the number included in the return for 1858. Several new stations for mortar and rocket apparatus for saving life from shipwreck have been established during the present year, and the rocket apparatus has been substituted for the mortar, where it was considered more suitable to the requirements of the locality. The apparatus at some of the old stations has been discontinued altogether, so that, although a great improvement in the apparatus has taken place during the year, there is no increase in the number of stations. Exclusive of passengers, 10,538 hands were on board ships to which casualties happened; of the number on board, the lives of 3,977 were actually imperilled. Of the number on board 2,332 were saved, whilst the number lost was 1,645, a larger number than previously recorded as lost in any one year. This great loss of life is owing chiefly to the nature and circumstances of the casualties and to the very severe state of weather, and is not in any manner to be attributed to inefficiency or want of skill in the apparatus for saving life, or of the officers and men by whom it is managed. Many wrecks, *e. g.*, 'Pomona,' 'Royal Charter,' 'Blervie Castle,' happened at times and places when assistance was impossible. The numbers saved in 1859 are as follows:—291 by life-boats, 260 by the rocket and mortar apparatus, 1,009 by luggers, coast-guard boats, and small craft; 766 by ships and steam vessels; 6 by individual exertions of a meritorious character; making a total as above stated of 2,332.

A very favourable contrast with the present severe losses among shipping will be found recorded in a little return of "Transport Services, during 1854-5,

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and 6," not before published, by which it appeared that 666,136 officers, men, women, and children, were conveyed in Her Majesty's ships of war, hired transports, and freight ships, without the loss of a single life; and that in conveying 80,062 horses and mules, the loss did not amount to 2 per cent. This return also shows that the Transport Board, consisting of Captain Craigie, R.N., Major Robertson, and Mr. Drew, of the Mercantile Marine, appointed by Sir James Graham, for this service, not only protected the lives of those intrusted to them, but by care and energy, effected a saving of £1,080,540 per annum, of which £597,720 arose from a decrease of shipping employed; £480,820 by gradual reduction of freightage. It seems that, whereas, at the end of 1854 and early in 1855, large steamers were engaged at from 50*s.* to 55*s.*, and sailing vessels from 20*s.* to 32*s.* per ton, monthly; in January, 1856, the rate paid for large steamers was only 38*s.* to 40*s.*; small, 30*s.* to 32*s.* 6*d.*; and sailing vessels 15*s.* to 18*s.* per month. A saving between £60,000 and £70,000 per month was also effected, by a provisional arrangement with the owners of certain large transports, the services of which were not immediately required.

If it be true (writes the *Mercantile Register*) according to the opinion of the sagacious French historian, that England's greatness consists not only in the extent of her colonies, in the patriotism and courage of her armies, in the vast ramifications and solid bases of her commercial enterprises, but pre-eminently in the glorious institutions for charitable and benevolent purposes, which, free of access, liberal in management, ever appealing to suffering humanity, without regard to race, country, or religion, to come and accept the alleviations which are in their power to bestow, are to be seen in almost every parish in London; if this be true, we say, surely a society which proffers immediate relief to the very men who are instrumental in retaining for England, not only her commercial but her political greatness, should meet with that continued and universal support which will enable it to extend its help to every case which properly belongs to its special purpose.

There surely need be no reason for any very urgent appeal in favour of the SHIPWRECKED MARINERS' SOCIETY. Who has not during the late fearful gales which have blown round the English coast, felt that brave fellows who are the very sinews of our country were out on the wild sea battling with the storm for life? Who cannot picture to himself the exhausted swimmer, endeavouring to save himself when there is no more duty to be done on his sunken ship? Who would not sympathize with the bereaved widow and stricken children, when the news comes that all hands are lost?

The Shipwrecked Mariners' Society relieved 10,354 widows, orphans, and shipwrecked persons last year, which causes their expenditure to be £3,000 in excess of their income during the last three years.

This should not remain in arrear, and we appeal to the British public in behalf of the British sailor and his little ones.

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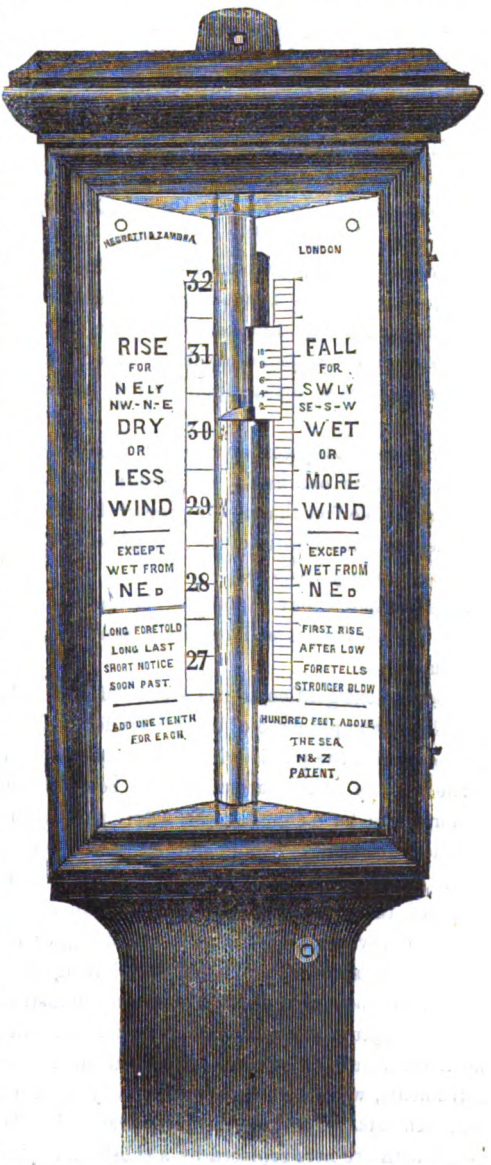
BAROMETERS FOR THE COAST.*

PUBLIC attention has frequently been called to the invaluable use of a barometer for indicating a coming storm. It not unfrequently happens that a notice of a gale is given by a barometer two or three days before it actually takes place. It seems plain that with such powers placed providentially in our hands the calamities now endured by our fishermen and coasters might in many instances be avoided. A good barometer in a public situation would warn them in time what to expect, and they could thus be frequently able to avoid the terrible consequences of storms, so often at present proving fatal to them.



Rear-Admiral Fitz-Roy, F.R.S., has compiled so thoroughly practical a Manual for the use of a barometer, that seafaring men or fishermen may soon become perfectly familiar with the indications of the instrument. Some time since, as Chief of the Meteorological Department of the Government, he obtained the sanction of the Board of Trade to supply some forty of our poorer fishing villages with barometers, some of which have been of great service to the fishermen.

It is, however, evident

* We are indebtsd to the Editor of *The Life Boat* for the above article on this very important subject. We trust that many benevolent persons will show their sympathy for our poor fishing villages, by purchasing barometers for their use, and setting them up, as is now done with so much advantage with drinking fountains, in neat stone pillars.—*Editor S. M.*

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that something more is absolutely required, in order to make barometers generally available for our fishing and seafaring population: it is therefore satisfactory to find that this important subject has been taken up practically by the National Life Boat Institution.

Admiral Fitz-Roy, who is a member of its Committee, gives the undertaking his cordial and valuable co-operation. The Admiral's own Manual, as well as large placards containing extracts from it, will be extensively circulated on the coast, fully explaining the working of the barometer.

It is proposed to fix such instruments wherever found useful and practicable, on conspicuous parts of the Society's Life-boat houses, which are situated on most parts of the coasts of the United Kingdom.

To carry out effectually this plan, the Institution has, fortunately, the machinery at hand, for to each of its Life-boats is attached a permanent coxswain, who receives a small annual salary for his superintendence of the working part of the Life-boat establishment. It is proposed to instruct such of these men as are found capable, in the indications of the barometer, so that they will act as so many storm-warners in the town or village in which they reside.

It will be readily conceived what beneficial results may accrue to life and property among our hardy sea-coast population from this important step. It is a lamentable fact that at the present day the masters of our smaller coasting and fishing craft hardly ever think of consulting a barometer, if indeed they have opportunity to do so.

It is estimated that a good barometer cannot be fixed at a Life-boat house under £6, so that it will require a considerable sum to carry out the plan effectually.

A benevolent gentleman has presented to the Institution £50, to be applied specially to the purchase of barometers for its Life-boat stations; and we cannot doubt that the public will readily make up what may be further required.

The making of the barometers has been intrusted to Messrs. Negretti and Zambra, who have supplied the before named forty instruments to the Board of Trade, for various fishing stations on the northern coast, and also a number to the British Meteorological Society, for the coast of Northumberland. The object of the Institution will be to obtain a good instrument, and one that will not easily get out of order in travelling, or require renovating at frequent intervals; in short, a barometer that having been once set up at a Life-boat station, will be a permanent instrument of instruction, and one that will not entail any future expense to the Society. In order to meet these requirements, the makers have, therefore, introduced the following changes in the regular instruments, which, we think, may fairly come under the head of important improvements. The brass or ivory scales that barometers are generally furnished with are here replaced by a substantial plate of porcelain, on which the

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degrees and figures are prominently engraved, and permanently blackened in, so that, as far as the divisions and figures are concerned, there will be no danger of their becoming faded or obliterated. This is a very important improvement, especially for an instrument that has of necessity to be placed in an exposed position, where the mariner may be able to consult it at any time, even in the middle of the night, should he wish to do so.

The mercurial tube of the barometer is of large diameter, so as to render the mercury easily visible, and show the slightest variation; and is so constructed that the liability of air entering it, is, we may say, entirely obviated; for it is a well known fact that, if a small particle of air by any means finds its way *up* the tube of a barometer, let the quantity be ever so minute, the indications of the instrument are erroneous, and no longer to be relied upon. To prevent these accidents, a trap is laid at the bottom of the tube, near the part called the cistern, so that if any air should find its way into the tube, it cannot possibly pass the trap, but is there detained, and the instrument is in no way deteriorated or injured by its presence. These tubes are, moreover, "boiled." The operation of boiling a barometer tube consists in filling the tube with mercury, and then causing the mercury to boil by placing the full tube over a charcoal fire; it is an operation attended with considerable risk to the tube and operation, and for this reason is seldom carried into practice, and in the majority of barometers made it is altogether neglected. The size of the mercurial column averages four-tenths of an inch, so that, altogether, instruments of the greatest efficiency will be obtained. A great change has also been effected in the old system of marking the scales with Fair, Change, Rain, &c.—words which in reality have often a tendency to mislead, and to throw discredit on barometrical indications. The plan to be adopted in the Life-boat barometer is shown in the accompanying engraving. This has been arranged systematically.

We subjoin a synopsis of Admiral Fitz-Roy's instructions on the use of Barometers:—

The barometer should be set regularly by a duly-authorized person, about sunrise, noon, and sunset.

The words on *old* scales of barometers should not be so much regarded for weather indications as the *rising* or *falling* of the mercury; for if it stand at *changeable*, and then rise towards *fair*, it presages a change of wind or weather, though not so great as if the mercury had risen higher; and, on the contrary, if the mercury stand above *fair* and then fall, it presages a change though not to so great a degree as if it had stood lower: besides which, the direction and force of wind are not therein noticed.

It is not from the point at which the mercury may stand that we are alone to form a judgment of the state of the weather, but from its *rising* or *falling*; and from the movements of immediately *preceding* days as well as hours,—

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keeping in mind effects of change of *direction*, and dryness, or moisture, as well as alteration of force or strength of wind.

It should always be remembered that the state of the air *foretells coming* weather, rather than shows the weather that is *present*—(an invaluable fact too often overlooked)—that the longer the time between the signs and the change foretold by them, the longer such altered weather will last; and, on the contrary, the less the time between the warning and the change, the shorter will be the continuance of such foretold weather.

If the barometer has been about its ordinary height, say near thirty-inches at the sea-level, and is steady or rising, while the thermometer falls, and dampness becomes less,—north-westerly, northerly, or north-easterly wind, or less wind, less rain or snow may be expected.

On the contrary, if a fall takes place with a rising thermometer and increased dampness, wind and rain may be expected from the south-eastward, southward, or south-westward.

A fall with low thermometer foretels snow.

When the barometer is rather below its ordinary height, say down to near twenty-nine inches and a half (at sea-level), a rise foretels less wind, or a change in its direction towards the northward—or less wet; but when it has been very low, about twenty-nine inches, the first rising usually precedes or indicates strong wind—at times heavy squalls—from the north-westward, northward, or north-eastward; *after* which violence a gradually-rising glass foretels improving weather, if the thermometer falls; but if the warmth continue, probably the wind will back (shift against the sun's course), and more southerly or south-westerly wind will follow, especially if the barometer's rise is sudden.

The most dangerous shifts of wind, or the *heaviest* northerly gales, happen *soon* after the barometer *first* rises from a very low point; or if the wind veers *gradually*, at some time afterwards.

Indications of approaching changes of weather, and the direction and force of winds, are shown less by the height of the barometer than by its falling or rising. Nevertheless, a height of more than thirty (30.0) inches (at the level of the sea) is indicative of fine weather and *moderate* winds; except from east or north, *occasionally*.

A rapid rise of the barometer indicates unsettled weather; a slow movement the contrary; as, likewise, a *steady* barometer, which, when continued, and with dryness, foretels very fine weather.

A rapid and considerable fall is a sign of stormy weather, and rain or snow. Alternate rising and sinking indicates unsettled and threatening weather.

The greatest depressions of the barometer are with gales from S.E., S., or S.W.; the greatest elevations, with wind from N.W., N., or N.E,, or with calm.

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A sudden fall of the barometer, with a westerly wind, is sometimes followed by a violent storm from N.W., or N., or N.E.

If wind sets in from the E. or S.E., and the gale veers by the south, the barometer will continue falling until the wind is near a marked change, when a lull *may* occur; after which the gale will soon be renewed, perhaps suddenly and violently, and the veering of the wind towards the N.W., N., or N.E., will be indicated by a rising of the barometer, with a fall of the thermometer.

After very warm and calm weather, a storm or squall, with rain, may follow; likewise at any time when the atmosphere is *heated* much above the *usual* temperature of the season.

Not only the barometer and thermometer, but appearances of the sky and clouds, should be vigilantly watched.

Signs of Weather.

Whether clear or cloudy, a rosy sky at sunset presages fine weather; a red sky in the morning bad weather or much wind, perhaps rain; a grey sky in the morning, fine weather; a high dawn, wind; a low dawn, fair weather. *

Soft-looking or delicate clouds foretell fine weather, with moderate or light breezes; hard-edged, oily-looking clouds, wind. A dark, gloomy, blue sky is windy; but a light, bright blue sky indicates fine weather. Generally the *softer* the clouds look, the less wind (but perhaps more rain) may be expected; and the harder, more "greasy," rolled, tufted or ragged, the stronger the coming wind will prove. Also, a bright yellow sky at sunset presages wind; a pale yellow, wet; and thus, by the prevalence of red, yellow, or gray tints, the coming weather may be foretold, if aided by instruments, almost exactly.

Small, inky-looking clouds foretell rain; light scud clouds driving across heavy masses show wind and rain; but if alone, may indicate wind only.

High upper clouds crossing the sun, moon, or stars in a direction different from that of the lower clouds, or the wind then felt below, foretell a change of wind.

After fine clear weather, the first signs in the sky of a coming change are usually light streaks, curls, wisps, or mottled patches of white distant clouds, which increase, and are followed by an overcasting of murky vapour that grows into cloudiness. This appearance, more or less oily or watery, as wind or rain will prevail, is an infallible sign.

Light, delicate, quiet tints or colours, with soft, undefined forms of clouds, indicate or accompany fine weather; but gaudy or unusual hues, with hard, definitely-outlined clouds foretell rain, and probably strong wind.

When sea-birds fly out early and far to seaward, moderate wind and fair weather may be expected. When they hang about the land, or over it, sometimes flying inland, expect a strong wind, with stormy weather. As many

* A high dawn is the break of day, seen above clouds, instead of the horizon.

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creatures besides birds are affected by the approach of rain or wind, such indications should not be slighted by an observer who wishes to foresee weather.

Remarkable clearness of atmosphere near the horizon, distant objects, such as hills, unusually visible; or raised (by refraction), and what is called "a good *hearing* day," may be mentioned among signs of wind, if not wet, to be expected.

More than usual twinkling of the stars, indistinctness or apparent multiplication of the moon's horns, halos, "wind dogs" (fragments or pieces of rainbows, sometimes called "wind-galls"), seen on detached clouds, and the rainbow, are more or less significant of increasing wind, if not approaching rain, with or without wind.

Lastly, the dryness or dampness of the air, and its temperature (for the season) should *always* be considered, *with other* indications of change, or continuance of wind and weather."

On barometer-scales, the following contractions may be useful:—

RISE	FALL
FOR	FOR
N. E.LY.	S. W.LY.
NW.-N.-E.	SE.-S.-W.
DRY	WET
OR	OR
LESS	MORE
WIND.	WIND.
EXCEPT	EXCEPT
WET FROM	WET FROM
N.ED.	N.ED.

When the wind shifts against the sun,
Trust it not, for back it will run.

First rise after very low	Long foretold, long last;
Indicates a stronger blow.	Short notice, soon past.

CROSSING THE LINE.

THE following interesting account we have just transcribed from a letter of a near relative, an officer in one of H.M. ships, and will, we doubt not, amuse our readers. He writes:—

"I will endeavour to give you a description of the mystic ceremony of shaving those who have never before crossed the line. We were in the cabin, on the evening of the 9th of November, when the First Lieutenant came and reported to the Captain, that 'Neptune had just hailed the ship,' so we left off playing and went on deck with the Captain. Neptune says, 'What ship is this?' 'Where from?' 'Where bound?' The Captain

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replies, giving the necessary information, so then Neptune informs him that to-morrow morning, at nine o'clock, he with his court will come on board and initiate the novices into the mysteries of shaving on entering his domain. The band strikes up, 'Rule Britannia,' and Neptune retires. A blaze being seen at the stern, all who were not previously up to the dodge, make a rush there to see what causes it. Then a deluge of water is poured on them from the tops, and they only see a lighted tar-barrel floating away astern. We then made sail again, and resumed our game in the cabin. On going on deck the next morning, we found a pond, formed by tying up a sail by its four corners, on the starboard gangway, between the launch and the bulwarks. Water is pumped into this to the depth of about four feet. At 9 a.m., 'Neptune' seated with 'Amphitrite' and their two children, a boy and a girl, on a triumphal car, dragged by ten men, dressed as bears, guarded by a strong division of special constables of the Equatorial police, and attended by the shaving staff, consisting of the barber and his assistants with the pole, and a barrel of tar for shaving soap, three razors made of iron-hoops, serrated like saws, and the doctor, with a bottle of salt water and a box of pills, rode from the forecastle to the quarter-deck, preceded by the band, playing 'Cheer boys, cheer,' and 'Rule Britannia,' &c. He then accosted the Captain, who wished him good morning, and asked after the health of Amphitrite and the children, and gave him permission to commence the shaving operations. All the fire-buckets and hoses, which were laid on full of water, were in full requisition.

Neptune then took up his position close to the shaving stage, on which the barber and his staff mounted. This stage was on the edge of the pond, to which you ascended by means of a ladder. The shaved people were seated on this, with their face to the quarter-deck and their back to the pond, so that a gentle tip sends them over into the pond, where the ten bears are stationed for the purpose of ducking them. Neptune now ordered all who had not crossed the line to be taken below in charge of the police, and then to be brought up one by one as their names were called. Capt. S. was the first, then Lieut. P., then came my turn. I was escorted on deck by two constables, then blind-folded and marched to the barber's stage amid a shower of salt water poured on me from fire buckets and hoses from every one who had crossed the line previously. I mounted and seated myself on the stage, was shaved, and then the bandage being taken off, was tumbled over into the pond head foremost, where the bears seized me, and kept my head under till I got to the other end and scrambled up out of the sail, I fancy looking like a drowned rat. I now came back to the quarter deck and witnessed the rest of the officers and men undergo the operation. Any one who happened to struggle was well blacked with the shaving paste (tar and grease), and got twice as much ducking as any one else. The doctor, too, often prescribed some physic, and putting the neck of the bottle in the man's mouth, compelled him to swallow some salt water. Every

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one was soon wet through (officers and men), and kept continually sousing one another with water and playing the engine on each other. There was a splendid supply of water kept up by means of the donkey engine. They shaved about 400 people in all, between 9 and half-past 11. The men then gave three cheers, and after drying up the decks they went to their dinner. We had a cold, kind of picnic, dinner that day, for cooks, stewards and servants all made a holiday of it. Some of the dresses of Neptune and his submarine acquaintance were got up very tastefully. He had a highly polished tin crown and venerable wig on, and Amphitrite and the children were also capitally got up. The little boy who took the daughter's part had flaxen ringlets made of oakum. The dresses were very much after the fashion of a strolling theatre.

THE AWKWARD SQUAD AT SEA.

A GRAPHIC description* has been penned of the scene which would infallibly ensue were the finest line-of-battle ship in the service, with insufficient training of its crew, to be suddenly brought into action.

"The first night has passed away, a night of sorrowful regret to the young landsmen, of gloom to the newly raised seamen, of high hopes to the younger officers, and careful reflection to the elder. Blithe morning finds the gallant fleet (yet, oh! how different in efficiency from what it will be in a few months) still urging its course to the hostile shores. There is a slight swell, and the marines, together with the smock-frocks, though not quite sea-sick, look what is termed 'rather seedy.'

"The bells of the fleet are striking two (that is, nine A.M.), and the quick eyes of the signal midshipman have detected three little bundles rapidly ascending to the flag-ship's main-royal mast-head. The small bundles burst, and display three bright hued flags, which, duly interpreted, mean 'Exercise great guns and small arms with shot.' A stir and bustle succeed the announcement; and while the drum beats to quarters, the men hurry to their stations, but with much awkwardness, and not little mutual obstruction. Some landsmen,

> 'Whose wits are in the corn-fields,
> Whose wits are not here,'

have forgotten the gun they are stationed at, and one such wanderer, being recognised, is called to his quarters; but the landmark he had chosen overnight to assist his memory is, unhappily, removed; it was the portable fire-engine ('that 'ere turnip cutter,' Lubin calls it), and he shakes his head negatively.

* "The Past and Future of the British Navy," by Capt. the Hon. E. Plunkett; quoted by Hans Busk, in his recent work "On the Navies of the World." (Routledge & Co.)

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"With some shuffling and confusion the guns' crews have got into their places and wait for orders.

"Let us fix our eyes on a particular gun. It is the tenth gun on the middle deck of H.M.'s ship 'Britannia,' 120, and the few trained hands having been quartered either on the lower or other decks, the gun's crew are all novices. Numbers 1, 2, 3, 4, 5, and 6, are merchant sailors, newly raised men; 7, 8, and 9, are young marine recruits; 10 and 11, are rustics from Somersetshire, with flaxen hair and pudding heads; 12, is an Irish hodman; 13, a cockney pickpocket, 'under a cloud.' A young midshipman of fifteen, from Eton, who has fortunately learned his own gun exercise, is the instructor. With the sanguine confidence of youth, he imagines that *his* subdivision will soon attain perfection, forgetting the many weeks of hard work which such knowledge cost himself; but there is up-hill work before him. He has got the guns' crews to call their numbers right. 'Zomersetshire' at first insisted upon calling 'vour hundred and vifty-five,' which was his number on the 'watchbill,' and the Irishman roars out 'a tousand and ten,' because it is his number on the 'ship's books.' No. 3 has learned that the powder should precede the shot: he had previously laboured under the contrary impression. No. 6 has learned to present the right end of the rammer to No. 4, though in doing so he picks the teeth of No. 3, and gives 5 a black eye. No. 4 has succeeded in ramming home, after losing one rammer overboard, (this is set down to sulkiness, and he is black-listed accordingly). The young midshipman giving the 'detail,' has explained that 'at the word *point!* No. 1 retires to the full extent of the trigger line.' This No. 1 performs to the letter, evidently wishing the trigger line twice as long, but he is not so successful in placing himself properly. The attempt to 'lean well over on the right knee, keeping the left foot well clear of the recoil,' produces a grotesque attitude, resembling a spread eagle, or a clown's on the stage, and the effort to look steadily along the sight,' causes terrible contortions of his countenance, with the shutting of the wrong eye.

"By the time the word 'ready' is given, No. 1 has shut both his eyes, and stands grinning fearfully, like the original Saracen's head. The country bumpkins have improved on the example of 'No. 1 the captain,' and while shutting their eyes, they also stop their ears with their thumbs, thus exhausting the remaining patience of the young Etonian. At last the word 'fire!' is given, and No. 1, who has been warned to 'spring up to the safety position on the left,' does it so effectually as to make 'a cannon' off the left rear man, and pocket himself down the hatchway. Some of the other numbers have also sprung up to the 'safety position,' not quite certain as to what direction the guns usually recoil in, and the bumpkins are still standing open-mouthed, in expectation of a *second* explosion. In the meantime, although no enemy is in sight, there is a fair average of wounded, through their own clumsiness; and

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a young assistant-surgeon is heard to say, of a man with a ghastly-looking compound fracture, 'It will make a *vara* pretty case of amputation.' A few shells have exploded through want of skill in those who handled them, killing and wounding a score or two, which leads to a 'general order' against their use, except where artillerymen or seamen gunners are embarked.

"A signal from the flag-ship closes the exercise, which has been got through 'as well as can be expected,' yet certainly not as well as might have been wished. Thus ends the first essay with raw crews, who nevertheless only want time and practice to make them perfect. Are they sure of either?

"The commander-in-chief, who is too sensible a man to complain of that which his experience led him to expect, has nevertheless quietly observed to the captain of the fleet, 'It is just as well that this day's practice was not against an enemy.'"

Nor can this picture, limned as it is by a master hand, be deemed in any way too highly coloured.* Under such circumstances as those Capt. Plunkett supposes, the exhortations, the invectives or the entreaties of the officers of any ship, would prove of little avail were she to encounter a well-disciplined opponent, her own crew having been but recently collected, and having had no opportunity of acquiring a knowledge of their duties.

It will be sufficient here to cite one instance. In August, 1812, the 'Java' was captured by the American 'Constitution,' under circumstances precisely analogous to those above alluded to. On that disastrous day, the British frigate, manned almost entirely by raw landsmen, was in thirty minutes reduced by the superior gunnery of the American to a sinking state, having lost, in that brief space, one hundred killed and wounded, while the Americans had but seven killed and as many wounded. The 'Java,' from sheer inexperience and want of skill, missed the opportunity, which the seamanship of her gallant captain (Lambert) had gained for her, and failed at a critical juncture to pour a raking broadside into the stern of the 'Constitution.' It would not, unhappily, be difficult to cite, from our annals, more than one similar misfortune springing from the same sad cause.—*Leisure Hour.*

MISCELLANEOUS.

THE NAVY DURING THE LAST 100 YEARS.—The *Times* in the course of a summary of the return moved for by Mr. Horsman, which has just been published, and from which some interesting facts may be gleaned as to the increase and decrease of the naval estimates and naval strength of this country during the last 103 years, says:—

* The gallant captain here supposes what would have taken place in a line-of-battle ship suddenly sent to sea with but few trained gunners, but this would not be likely to occur again, as in the event of a ship being manned on an emergency, a proportion of trained men-of-wars' men would probably be drafted from other ships in exchange for a like number of newly raised men: the marines, too, are now well instructed in the gun drill before being embarked, so that each well disciplined crew would form the nucleus for two ships, and then with our reserves, and volunteers from the merchant service, we have no doubt our navy would give as good an account of an enemy as heretofore. The necessity, therefore, of a reserve force at all times is very apparent.—Editor S. M.

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The return comprehends the periods between 1756 and 1859, during which time we were engaged in no less than 13 wars,—viz., four with France, three with Spain, two with America, one with Holland, two with China, and one with Russia—and spent in naval estimates a collective sum of £795,497,113 10s. 7d., or a larger amount than is at present represented by the national debt. While the strength of the navy in men is not much above 5,000 more than it was in 1756, the estimates of the two periods are very different, the estimates for 1756 being £3,349,021 3s., and for 1859-60 £9,878,859. We merely point out this vast discrepancy, as we are at the same time well aware that the increased expenditure in the present day for wear and tear by machinery, coals, superior armaments, and superior vessels is absolutely necessary. In the year 1756 the total number of men borne was 52,809, and the estimated expense £3,349,021 3s. For the next seven years, in consequence of the war with France, we find a vast increase in the number of seamen, insomuch that in 1762 the number borne was 84,797, and the estimates for the navy £5,954,251 12s. 9d. Peace being proclaimed in 1764, this vast mass of men was reduced to 20,603, and the navy estimates fell in like proportion to £2,094,800 9s. 3d., these numbers being further reduced in 1768 to 15,511 men, and £1,526,357 0s. 11d. This is the lowest point ever reached in our naval estimates.

On the breaking out of war with America in July, 1774, they again rose to the sum of £2,104,917 4s. 3d., and gradually increased up to the conclusion of the war to £8,063,285 12s. 9d., with an increase of 105,443 men. During this period, however, it must not be forgotten that the country was involved at the same time in a struggle with France, Spain, Holland, and America. In 1782, on the recognition of American independence, and in 1783, on the conclusion of peace with Spain, France, and Holland, the estimates again fell, and continued to fluctuate between £2,000,000 and £3,000,000 sterling, with an average of about 25,000 men borne. The war of the French Revolution breaking out produced the ordinary effects, and the estimates rose as the funds fell. In 1793, when war was declared, the number of men borne was 59,042, and the estimates £3,971,915 5s. 10d.; in the next year they increased to £5,525,331 11s. 3d., with an increased list of 83,891 men borne on the books. Stride by stride they advanced, until in 1801 they rose to the enormous sum of £16,857,037 0s. 2d., when the number of seamen and marines was 131,959. On the conclusion of the Peace of Amiens they again, for a short time, fell; but the stirring events of the period, the unsettled condition of Europe, and the want of confidence in France, precluded them from finding a peace level, and although there was a decrease of more than £6,000,000, yet they still remained £6,000,000 above the estimates of 1793, when the war commenced.

Then ensued the great war with France from 1803 to 1815, when the naval expenses and naval strength of the country advanced with gigantic strides, so that for four years—viz., the years 1811-12-13-14, they were always over £20,000,000, and in the latter year reached the enormous sum of £23,504,070 19s. 11d., with a force of 126,414 men, which force, however, was not equal to that of 1813, when our ships were manned by no fewer than 147,047 men. Down went these estimates again on the conclusion of the peace, and continued in that condition up to the pet year of the non-alarmists, who believe in the good intentions of every country but their own, when they were only £4,434,783, and provided for only 26,041 men. From that time they have progressively increased up to our own days. The Chinese war of 1840 seems to be guilty of this increase; for although peace was concluded in 1842-3, the naval estimates only temporarily declined to rise again with fresh vigour and culminate in the year 1856-57, when this country was at war with Russia. In that year they reached the sum of £16,568,614, and maintained a force of 60,659 seamen and marines.

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They again fell on the conclusion of peace to more than £6,000,000, and in the year 1858-59 were £9,878,859, of which but a comparatively small portion was expended on the pay and maintenance of 58,380 men. What effect the present Chinese entanglement will have upon them we must leave to the judgment of our readers.

MEN REQUIRED FOR THE NAVY.—A return has just been issued of the number of men which would be required to provide the established or estimated complements for the whole of the steam vessels afloat, building, and converting. For our ships of the line we should require in all 50,620 men; for frigates, 20,055; for nine blockships, 5,535; for four ironcased ships, 1,900; for 21 corvettes, 5,690; for 95 sloops, 13,545; for 27 smaller vessels, 1,987; for 192 gunboats, 8,086; for eight floating batteries, 1,680; for 61 transports, tenders, &c., 2,804; and for four mortar vessels, 840. In all the total number of men required would be 112,742; or 95,813 officers and seamen and 16,929 marines.

THE ENGLISH AND FRENCH NAVIES COMPARED.—A thick pamphlet has just been published from the pen of M. Cucheval Clarigny, the subject of which is a comparison of the naval and military forces of England and France. The preface states that it was originally written by order of the Government, and not for publication; but that, in consequence of misstatements, it has been thought advisable to give it publicity. The following is the statement it makes of the strength of the French and English navies. The strength of the English fleet is taken, says the author, from the *Navy List* of the 1st of July, 1860. The effective strength of the French fleet on the 1st of August, 1860, is given. Only the ships afloat are put down; those on the stocks are not mentioned. The comparison would have been complete and to the purpose if these last had been enumerated:—

	Ships Afloat.		
Steam Fleet:—	French.		English.
Steam liners	35	..	63
Steam frigates	38	..	41
Smaller vessels, including transports which are not fighting ships	195	..	388
	268	..	492
Ships of the line	8	..	30
Frigates	27	..	63
Inferior vessels	89	..	106
	124	..	199

PRINCE ALFRED.—The *United Service Gazette* says, that Prince Alfred is being brought up in the service precisely the same as if he were the son of a private gentleman. He messes with the midshipmen, keeps his regular watch, dines occasionally in the ward room, and takes his turn to dine with the Captain. He is treated by his messmates as in all respects like one of themselves—is called to order by the caterer, and runs the same risk of being made the subject of a practical joke as any other young gentleman—himself, however, being generally pretty forward in the business of playful mischief. Upon one question, that of smoking, the young prince is sternly

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denied the privilege indulged in by other officers. That growing weakness of the age, most mischievous in its consequences, particularly when carried to excess, is prohibited as far as Prince Alfred is concerned, and upon one occasion, we believe, His Royal Highness had his leave stopped for a fortnight for being detected in the act of "blowing a cloud."

A Cunard Reckoning. These Seamen.—In a voyage to America, some nine years since, on the seventh or eighth day out from Liverpool, Capt. L—— came to dinner at eight bells as usual, talked a little to the persons right and left of him, and helped the soup with his accustomed politeness. Then he went on deck and was back in a minute, and operated on the fish, looking rather grave the while. Then he went on deck again; and this time was absent, it may be three or five minutes, during which the fish disappeared, and the *entrées* arrived, and roast beef. Say ten minutes passed—I can't tell after nine years. Then L—— came down with a pleased and happy countenance this time and began carving the sirloin. "We have seen the light," he said: "Madame, may I help you to a little gravy or a little horseradish?" or what not? I forget the name of the light, nor does it matter. It was a point of Newfoundland for which he was on the look-out, and so well did the 'Canada' know where she was that between soup and beef the captain had sighted the headland by which his course was lying. And through storm and darkness, through fog and midnight, the ship had pursued her steady way over the pathless ocean and roaring seas so surely that the officers who sailed her knew her place within a minute or two, and guided us with a wonderful providence safe on our way. Since the noble Cunard Company has run its ships, but one accident, and that through the error of a pilot, has happened on the line. By this little incident (hourly of course repeated, and trivial to all seagoing people) I own I was immensely moved, and never can think of it but with a heart full of thanks and awe. We trust our lives to these seamen, and how nobly they fulfil their trust! They are, under Heaven, as a Providence for us. While we sleep, their untiring watchfulness keeps guard over us. All night through that bell sounds at his season, and tells how our sentinels defend us. It rang when the 'Amazon' was on fire, and chimed its heroic signal of duty and courage and honour. Think of the dangers these seamen undergo for us, the hourly peril and watch, the familiar storm, the dreadful iceberg, the long winter nights when the decks are as glass, and the sailor has to climb through icicles to bend the stiff sail on the yard. Think of their courage and their kindnesses in cold, in tempest, in hunger, in wreck!—*Cornhill Magazine.*

Sea Sickness.—Some way or another the British mariner does not seem to feel as much commiseration for these unfortunate persons as the real misery of their situations might inspire even into the most hardened hearts. "He didn't ought to do it here, sir," said an old sailor to me one night (I admit that on the night in question other feelings than that of scientific curiosity drew me occasionally to the bulwarks of the Eagle). Why can't you go to the side you dirty brute?" This soothing question was directed to an unfortunate French gentleman, who was positively livid with misery, and as capable at that moment of reaching the side of the lively craft as he would have been of taking command of the ship. But we will not linger on the miseries of that middle passage. I think, however, I shall not be far wrong when I say the foreign gentlemen don't like it.—*Once a Week.*

Blue-Jackets in New Zealand.—I can only, in passing, notice the gallant exploit of Captain Cracroft, of the 'Niger,' and his band of blue-jackets. This feat has done

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much in the way of intimidation; the Maori now dreads the sight of a sailor. Cracroft, however, had a narrow escape; as he and his men were entering the Pah, pell-mell with the insurgents, a native took deliberate aim at him, and was in the act of firing when a sailor, who saw him, cut him down. An amusing episode, it is said, took place in the Pah. £10 reward had been offered by him to the first man who took the rebel flag. Four sailors got hold of it simultaneously, and in their eagerness to secure the prize, they temporarily forgot the hubbub around them, and their own danger, and began to pummel each other with their fists.—*New Zealand Examiner.*

An Order of Britannia.—After a most interesting detail of chivalrous acts of courage performed by Captains in the Mercantile Navy, the *Cornhill Magazine* asks—"why is there not an Order of Britannia for British Seamen? In the Merchant and the Royal Navy alike occur almost daily instances and occasions for the display of science, skill, bravery, fortitude in trying circumstances, resource in danger. In the first number of our Magazine a friend contributed a most touching story of the M'Clintock expedition, in the dangers and dreadful glories of which he shared; and the writer was a Merchant Captain. How many more are there (and, for the honour of England, may there be many like him!)—gallant, accomplished, high spirited, enterprising masters of their noble profession! Can our fountain of honour not be brought to such men? It plays upon captains and colonels in seemly profusion. It pours forth not illiberal rewards upon doctors and judges. It sprinkles mayors and aldermen. It bedews a painter now and again. It has spirited a baronetcy upon two, and bestowed a coronet upon one noble man of letters. Diplomatists take their Bath in it as of right; and it flings out a profusion of glittering stars upon the nobility of the three kingdoms. Cannot Britannia find a riband for her sailors? The Navy, Royal or Mercantile, is a service. The command of a ship, or the conduct of her, implies danger, honour, science, skill, subordination, good faith. It may be a victory, such as that of the 'Sarah Sands;' it may be a discovery, such as that of the 'Fox;' it may be heroic disaster, such as that of the 'Birkenhead'; and in such events Merchant Seamen, as well as Royal Seamen, take their share. Why is there not, then, an Order of Britannia? One day a young officer of the 'Euryalus' may win it; and, having just read the memoirs of Lord Dundonald, I know who ought to have the first grand Cross."

The Union-Jack.—We extract from the *Art Journal*, another definition of the name to that which has appeared in our former numbers. The term "union-jack" is one which is partly of obvious signification, and in part somewhat perplexing. The "union" between England and Scotland, to which the flag owed its origin, evidently supplied the first half of the compound title borne by the flag itself. But the expression "jack" involves some difficulty. Several solutions of this difficulty have been submitted, but, with a single exception only, they are by far too subtle to be considered satisfactory. A learned and judicious antiquary has recorded it as his opinion, that the flag of the union received the title of "union-jack" from the circumstance of the union between England and Scotland having taken place in the reign of King James, by whose command the flag was introduced. The name of the king in French, "*Jaques*," would have certainly been used in heraldic documents: the union flag of King "Jaques" would very naturally be called, after the name of its royal author, *Jaques' union*, or union *Jaques*, and so, by a simple process, we arrive at union-jack. This suggestion of the late Sir Harris Nicholas may be accepted, I think, without any hesitation. The term "jack" having once been recognised as the title of *a* flag, it is easy enough to

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trace its application to *several* flags. Thus, the old white flag with the red cross is now called the "St. George's Jack;" and English seamen are in the habit of designating the national flags of other countries as the "Jacks" of France, Russia, &c.

INEXTINGUISHABLE MARINE LIGHTS.—A light of a novel character, which, from its being inextinguishable by water, bids fair to be very valuable to seamen, has been lately introduced and patented by Mons. Silas, a French gentleman. This light has been duly tested, and can be recommended. An illustration of the value of such lights in some emergencies has lately occurred. On the 5th of November last, at about 4 a.m., the ship 'Canton' was driven ashore near Rye. The night being dark and very thick, the vessel could not herself be distinguished. A light was seen for a short time, but, not being repeated, her position could not be ascertained, nor was it known whether she was in danger or not. At daylight she had gone to pieces, and all her crew, excepting two, had met with a watery grave. As there were two life-boats stationed within reach of the spot, had their crews been aware of the situation of the ship, the lives of twelve unfortunate men might probably have been saved. Now it may be fairly presumed that at the time when lights ceased to be visible from the shore, the only available light had been extinguished by the sea on board the ill-fated ship. If she had then had stowed in convenient places on her upper deck a supply of M. Silas's floating inextinguishable lights, which self-ignite on coming in contact with water, one of them might have been thrown overboard from time to time. These, floating to the shore, to which they would have been quickly carried by the waves, and casting their brilliant rays far and near, would have told their own tale, and would have been so many eloquent although silent appeals to the sympathy of those on shore, who would no doubt have done their best, at the risk of their own lives, to succour their fellow-creatures in such dire need of their aid. We believe that floating lights, such as above referred to, would not cost more than 5s. or 6s. each: they will burn brightly for about half an hour, and continue alight for a much longer time; there will, therefore, be no excuse for any ship being unprovided with them on the plea of expense.

THE EARL OF DUNDONALD'S AUTOBIOGRAPHY.—Our venerable Earl is writing the history of his life as another famous Scotsman wrote the history of England—backwards. He began with the interesting volume which we had the honour to review about his South American services. He now takes up the earlier period, and tells us about his first adventures, when he was the famous and dashing Lord Cochrane, so much admired by our grandfathers. We need not say that we are too glad and proud that there should be such a man surviving to tell us such a story, to be critical as to the order in which the narrative appears. Everything about Lord Dundonald's biography is strange and romantic. His ancient family was ruined by an alternate course of Jacobitism and Whiggism—winding up with unappreciated scientific discovery in the person of the last Earl. He inherited an earldom—and a gold watch. As a lad, his name was borne at the same time on the books of a ship and a regiment, yet he did not go afloat till he was seventeen. He was liker Nelson than any officer of his generation, but never had the luck to serve under him. He performed brilliant exploits, and acquired celebrity and friends, but failed to obtain command of a squadron, however small. Ruined for a time by trial, owing to the faults of others, he recovered all his honours, and outlived all his enemies. He has freed Republics, captured frigates, driven a French fleet ashore, been taken and retaken, and is still writing lucidly and admirably at 85 years of age. It is a career—for Lord Dundonald is also a man of science and speculation and study—which recalls that of a far older breed of men: the Raleighs, Willoughbys, and Herberts of Cherbury. Our ancestors would have handed him down

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to us in a ballad, a stately portrait, and a folio; and here are we occupied with his adventures, in a smart blue octavo, for the pages of a review. Nevertheless, we must catch the spirit of the old gallantry breathing through his book, and show our contemporaries of the new generation what kind of man still survives amongst them.—*Athenæum.*

My destination, writes Lord Dundonald, was originally the army, whether accordant with my taste or not—for my father was not one of those who considered it necessary to consult the inclinations of his children in the choice of a profession; but rather how he could best bring family influence to bear upon their future interests. Unfortunately for his passive obedience theory, my penchant was for the sea; any hint, however, to this effect was peremptorily silenced by parental authority, against which it was useless to contend. My uncle, the Hon. Captain, afterwards Admiral, Sir Alexander Cochrane, had the sagacity to perceive that, as inclination became more rooted with my growth, passive obedience on this point might one day come to an end. Still further, he was kind enough to provide against such contingency, should it arise. Unknown to my father he had entered my name on the books of the various vessels under his command; so that, nominally, I had formed part of the complement of the 'Vesuvius,' 'Carolina,' 'La Sophie,' and 'Hind'; the object—common in those days—being to give me a few years standing in the service, should it become my profession in reality. Having, however, a relative in the army who possessed influence at the Horse Guards, a military commission was also procured for me; so that I had simultaneously the honour of being an officer in His Majesty's 104th Regiment and a nominal seaman on board my uncle's ship. By way of initiation into the mysteries of the military profession, I was placed under the tuition of an old sergeant, whose first lessons well accorded with his instructions not to pay attention to my foibles. My hair, cherished with boyish pride, was formally cut, and plastered back with a vile composition of candle-grease and flour, to which was added the torture incident to the cultivation of an incipient *queue.* My neck, from childhood open to the lowland breeze, was encased in an inflexible leathern collar or stock, selected according to my preceptor's notions of military propriety; these almost verging on strangulation. A blue semi-military tunic, with red collar and cuffs, in imitation of the Windsor uniform, was provided, and, to complete the *toute ensemble*, my father, who was a determined Whig partisan, insisted on my wearing yellow waistcoat and breeches; yellow being the Whig colour, of which I was admonished never to be ashamed.

A more certain mode of calling into action the dormant obstinacy of a sensitive high spirited lad, could not have been devised than that of converting him into a caricature, hateful to himself and ridiculous to others. As may be imagined, my costume was calculated to attract attention, the more so from being accompanied by a stature beyond my years. Passing one day near the Duke of Northumberland's palace, at Charing Cross, I was beset by a troop of ragged boys, evidently bent on amusing themselves at the expense of my personal appearance, and, in their peculiar slang, indulging in comments thereon far more critical than complimentary. Stung to the quick, I made my escape from them, and rushing home, begged my father to let me go to sea with my uncle, in order to save me from the degradation of floured head, pigtail, and yellow breeches. This burst of despair aroused the indignation of the parent and the Whig, and the reply was a sound cuffing. Remonstrance was useless; but my dislike to everything military became confirmed; and the events of that day certainly cost His Majesty's 104th Regiment an officer, notwithstanding that my military training proceeded with redoubled severity.

A Bird's Practical Joke.—One day a party of ladies paid us a visit aboard, and several had been hoisted on deck by the usual means of a "whip" on the mainyard.

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The chair had descended for another "whip," but scarcely had its fair freight been lifted out of the boat alongside than the unlucky parrot piped "Let go!" The order being instantly obeyed, the unfortunate lady, instead of being comfortably seated on deck, as had been those who preceded her, was soused over head in the sea!—*Autobiography of a Seaman, by the Earl of Dundonald.*

The Mud-Larks of London.—The Rev. J. H. Wilson delivered an address in the Sailors' Institute, Shadwell, on "The Mud-Larks of London." Mr. Wilson showed that there were from 500 to 600 of these people, chiefly boys and girls, who lived by searching the mud of the Thames at low-water, and that they were thus engaged both in summer and in winter. They lived in courts and alleys on both sides of the river, but, for the most part, between London-bridge and Blackwall. The earnings of the mud-larks were from £2000 to £3000 a-year, that being the amount they would receive for bones, coal, and other articles thrown into the river, or dropped from the coal barges. At the close of the meeting, several friends came forward to assist in forming a committee to consider the best means of promoting the moral and social welfare of the mud-larks of London.—*City Press.*

REWARDS FOR SAVING LIFE ON THE HIGH SEAS AND ABROAD.

The following are the rewards granted by the "Shipwrecked Mariners' Society" during the past quarter, viz.:—

June 15.—Captain the Hon. Francis Maude, R.N., in the chair. A letter was read from Captain John Rippe, of the 'Pengen Oliver,' stating that John Dodds, an able seaman on board that vessel had jumped overboard to save a man's life, while the vessel was going 7½ knots, all sail set, studding sails on both sides, and commending him to the consideration of the Committee.

It was resolved unanimously on the motion of Captain C. R. Egerton, R.N., seconded by Captain J. S. Lean, R.N., That the Silver Medal of the institution be awarded to John Dodds, as a testimony to his gallantry and heroic devotion in endeavouring to save the life of another.

June 22.—Captain the Hon. Francis Maude, R.N., in the chair. A letter was read from Captain Smithett, superintendent of the Royal and Imperial Mail steamers, running to Dover, Calais, and Ostend, together with a letter from W. Thomsett, Esq., H.M., Vice-Consul at Calais, testifying to the high character of Mons. Beauvois, and to the authenticity of the documents forwarded, and also to his great and successful exertions in saving many lives from Shipwreck both from English and French vessels wrecked on the coast near Calais.

The Committee having considered the testimonial and the fact that Mons. Beauvois did on various occasions most heroically and devotedly risk his own life for the preservation of those of others.

Resolved unanimously on the motion of Captain C. R. Egerton, R.N., Seconded by Sir C. R. Rowley, Bart., that the Gold Medal of the institution be awarded to Mons. Beauvois, as a mark of their high sense of the humanity, devotion, and courage exhibited by him on the various occasions alluded to.

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REWARDS FOR SAVING LIFE ON THE COASTS.

The following are the rewards granted by the "Life Boat Institution," during the past quarter:

July 5, August 2, and Sept. 6.—Sir Edward Perrott, V.P., in the chair. A reward of £5 2s. was paid as expenses on the Alnmouth lifeboat, rescuing eight men from the brig 'Ann of Blyth,' which was wrecked near Alnmouth, Northumberland, on the 12th June. It was reported that the shipwrecked crew had hardly been taken off before the ship's masts fell, providentially clear of the Life-boat, otherwise everyone on board of her would have been instantly killed.

A reward of £8 was also voted to the crew of the Shoreham Harbour Life-boat for their persevering exertions, aided by the Coastguard, in rescuing, after three noble attempts and at the peril of their lives, the crew of nine men from the brig 'Pike,' of Shoreham.

Rewards amounting to £39 were also voted to the crews of the institution's Life-boats stationed at Newhaven, Brighton, Camber, Boulmer, and Seaton Carew for either going off with the view of saving life, or assembling so as to be ready for any emergency during the heavy gales which prevailed in May and June. The silver medal of the institution and £1 were voted to Gunner Leese, and £2 to Corporals D. Banister and Allan Kay, in acknowledgment of their gallant conduct in aiding to rescue the crews of the brig 'Annie,' of Shoreham, and schooner 'Woodside,' of Shields, which were wrecked between Bletchington and Newhaven, on the Sussex coast, during the heavy gale of the 2nd ult.

A reward of £13 was voted to the crew of the Lyme Regis Life-boat, for going off on the night of the 20th July, during a gale of wind, and assisting, by putting some of her crew on board, to bring safely into port the schooner 'Ceres,' of Shields, and her crew of five men.

A reward of £7 10s. was also voted to the crew of the Southport Life-boat, for putting off on the 26th ult., to the rescue of the crew of three men of the smack 'Hope,' of Dublin, which, during a heavy gale of wind, was seen in distress on the Horse Bank, near Liverpool. The sea at the time was making a complete breach over the wreck, and the poor men who were on it had given themselves up for lost, as owing to the darkness of the morning, they did not see the Life-boat until she was within about 200 yards of them. With some difficulty they were rescued from their very perilous situation, through the able management of Rockliffe, the coxswain of the Life-boat, and the shipwrecked crew were afterwards brought safely on shore.

The thanks of the institution, inscribed on vellum, were ordered to be presented to Mr. Alexander Gould, captain pilot at Aberdeen, in testimony of his valuable services in assisting, with the Aberdeen Life-boat and other means, in saving, during the last two or three years, the crews of several vessels which had been wrecked near Aberdeen.

A reward of £4 was given to a boat's crew, for putting off and taking from the rigging, at considerable risk of life, the crew (two men) of the sloop 'Britannia,' of Preston, which, during a heavy gale of wind, had sunk off Southport on the 26th July. The poor men had been in the rigging five hours when rescued, their vessel having sunk immediately after taking the ground.

A reward of £6 was also voted to the crew of the Lytham Life-boat, for putting off with the view of rendering assistance to vessels in distress during the heavy storm of Sunday, the 26th July.

Payments, on each of the above occasions, having been made to various Life-boat establishments, the proceedings closed.

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MEETINGS, SERMONS, COLLECTIONS, &c.

(For the Shipwrecked Mariners' Society.)

IPSWICH.—Sermons were preached in Zoar chapel, on the 26th August, by its minister, Mr. W. Felton, who had been formerly a sailor, when after two very impressive appeals to crowded congregations, the sum of £8 was collected, and remitted to the central office by Mr. A. R. Taylor, the zealous Honorary Agent.

NEWBURGH, FIFE.—A sermon was preached on the 20th August, by the Rev. Dr. Anderson, in the Established Church, when the sum of £6 8s. 8d. was collected and remitted by the active Honorary Agent, Mr. James Marshall.

WHITBY.—A sermon was preached in the Parish Church, Sneaton, on the 26th August, by the Rector, the Rev. J. B. Broderick, M.A., when the sum of £1 12s. was collected.

CORRESPONDENCE.

To the Editor of THE SHIPWRECKED MARINER.

44, ASHBURNHAM GROVE, GREENWICH,
March 9th, 1860.

SIR,—Believing as I do, that many shipwrecks have been caused by error in the supposed distance of the land, &c., I beg to send you a simple Formula, which I consider of great value, and recommend that it may be stamped for immediate reference on the frame-work of every quadrant and sextant. It will be particularly useful to vessels passing lighthouses, and also to ships sailing in company, as by its means, dangerous proximity and its often fatal consequences may be avoided. The advantage of the Formula to the Mariner is obvious, it causes no trouble and requires no tables, it may be worked instantly by a pencil, a piece of chalk, or by some persons even mentally. It is not a strictly mathematical truth in all cases, but in every angle not exceeding a few degrees, its correctness is beyond the requirement of the mariner.

FORMULA.

$$\frac{3438}{\angle \text{ of object}} \times \text{height} = \text{distance}$$

Or divide 3438 (minutes of the circle) by the angle subtended by any object, the height or length of which is known (reduced also to minutes) the product multiplied by the said height will be the distance required.

Thus, a lighthouse or ship's mast 80 feet subtended an angle of 50 minutes $\frac{3438}{50} \times 80$ will give 5500, or the distance required in feet,

I am, Sir, your obedient servant,

MAT. CURLING FRIEND, Lieut. R.N.

N.B.—If the Angle contains seconds, the constant 3438 must be multiplied by 60.

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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, 1860.

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:—

13 W, 23 O, 2 AP, 1 M	78	5	6	*London.*
1 M	2	0	0	*Aberdeen.*
1 W, 2 AP	6	13	0	*Appledore.*
1 W, 2 AP	4	16	0	*Arbroath.*
1 M	1	15	0	*Ayr.*
1 MM, 1 M	4	10	0	*Banff.*
1 M	1	12	6	*Bangor.*
1 M, 3 F, 1 PB	10	15	0	*Barra.*
1 PB	2	7	6	*Beumaris.*
1 MM	2	0	0	*Belfast.*
1 MM, 1 F	4	12	6	*Berwick-on-Tweed.*
1 W, 4 M	16	5	0	*Blyth.*
2 M	2	10	0	*Bosham.*
1 M	2	17	6	*Brighton.*
1 W, 6 O	13	0	0	*Bridgewater.*
1 W, 2 M	7	7	6	*Bristol.*
2 W, 7 O, 1 MM, 2 M	23	16	3	*Brixham.*
2 M, 2 F	6	15	0	*Buckie.*
1 M	1	15	0	*Clifden.*
1 W, 2 AP	5	5	0	*Clovelly.*
1 W, 2 O	4	10	0	*Cork.*
1 M	1	15	0	*Crookhaven.*
8 M	15	12	6	*Dover.*
1 W, 3 O	5	13	9	*Drogheda.*
2 W, 3 O, 1 M	14	8	6	*Dundee.*
1 M	1	2	6	*Dublin.*
1 W, 3 O	3	19	0	*Edinburgh.*
1 W, 2 O	7	2	6	*Elie.*
1 M	2	15	0	*Emsworth.*
2 W, 2 O, 1 M	11	8	9	*Exeter.*
2 W, 5 O, 3 AP, 2 MM, 1 M	29	7	6	*Exmouth.*
1 F	2	10	0	*Eyemouth.*
1 MM	2	7	6	*Fethard.*
1 AP, 36 M	97	5	0	*Filey.*
1 M, 1 F	4	5	0	*Falmouth.*
1 M	1	12	6	*Fishguard.*
1 PB	2	0	0	*Folkestone.*
1 F	2	7	6	*Garmouth.*
1 W, 4 O	3	10	0	*Glasgow.*
3 O	8	6	3	*Goole.*
1 W, 3 O, 1 M	12	17	0	*Grangemouth*
1 M	1	10	0	*Gravesend.*
2 M	5	7	6	*Greenock.*
1 W, 1 MM, 4 M	14	5	0	*Guernsey.*
7 W, 12 O, 1 MM, 13 M	94	15	0	*Hartlepool.*
1 M, 1 F	3	5	0	*Harwich.*
2 W, 3 O	12	16	3	*Hastings.*
1 AP	3	10	0	*Hempstead.*
2 W, 2 M	11	0	0	*Hull.*
1 M	1	15	0	*Inverness.*
4 W, 1 O, 1 AP, 1 M	29	3	9	*Ipswich.*
1 W, 2 O	4	10	0	*Jersey.*
1 W	3	3	0	*Kincardine.*
1 AP, 1 F	3	0	0	*Leigh.*
1 W, 3 O	8	6	3	*Leith.*
1 M	1	17	6	*Lerwick.*
1 W, 1 O	3	6	0	*Limekilns.*
1 AP	3	10	0	*Limerick.*
1 MM, 1 M	4	17	6	*Littlehampton.*
4 W, 2 O, 3 M	23	2	6	*Liverpool.*
2 W, 1 O	7	18	9	*Lossiemouth.*
3 W, 4 O, 1 AP, 1 M, 1 F	29	5	6	*Lowestoft.*
1 W	3	5	0	*Lyme.*
5 W, 5 O, 4 AP, 3 MM, 10 M	71	18	9	*Lynn.*
1 M	2	0	0	*Maldon.*
1 W, 1 O	2	14	0	*Maryport.*
1 W, 2 O, 3 MM, 4 M	18	2	6	*Middlesboro'.*
1 W, 3 O	7	9	3	*Milford.*
3 M	6	7	6	*Mistley.*
1 W, 2 M	4	2	6	*Montrose.*
1 W	2	15	0	*Mousehole.*
1 W, 6 O	14	7	6	*Neath.*
2 M	4	7	6	*Newcastle.*
1 W	2	18	0	*Newhaven.*
1 M	1	15	0	*Newport, Mon.*
1 MM	2	10	0	*Newport, Pem.*
17 W, 32 O, 2 AP, 3 MM, 25 M, 2 F	206	18	3	*No. Shields.*
11 F, 1 PB	20	17	6	*Parkgate.*
1 W, 2 O	5	0	0	*Pembroke Dock*

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2 W.....	5	11	0	*Perth.*	2 M, 5 F.....	13	12	6	*Stornaway.*
1 M.....	1	15	0	*Pill.*	1 M.....	3	10	0	*Stromness.*
1 W, 1 O, 1 MM, 2 M.....	19	14	3	*Plymouth.*	2 W, 7 O, 1 M ..	20	15	0	*Stockton.*
1 W, 3 O.....	3	6	0	*Portinllaen.*	9 W, 18 O, 1 MM, 27 M	238	17	6	*Sunderland.*
1 M.....	1	10	0	*Portmadoc.*	1 W, 1 O.....	3	15	0	*Swansea.*
1 M.....	2	0	0	*Portsmouth.*	1 W, 1 O, 2 M ..	12	3	9	*Teignmouth.*
1 MM, 1 M.....	3	15	0	*Pwllheli.*	3 W, 8 O, 2 AP..	26	12	6	*Weymouth.*
1 M.....	2	2	6	*Runcorn.*	1 MM	1	12	6	*Ulverstone.*
1 M.....	1	12	6	*St. Ives.*	1 W.....	6	0	0	*Wells.*
1 AP, 2 M	6	0	6	*Sandwich.*	1 W, 2 O.....	7	2	6	*Wexford.*
5 W, 18 O, 4 M.	48	5	0	*Scarboro'.*	1 M.....	1	12	6	*Wick.*
3 W, 10 O, 2 AP, 1 MM, 3 M....	42	5	9	*Seaham.*	2 AP, 6 M	25	5	0	*Wisbeach.*
1 F.....	3	7	6	*Selsey.*	1 AP, 2 MM, 3 M	14	12	6	*Woodbridge.*
1 MM, 10 M, 1 W, 1 O	24	13	9	*Shoreham.*	1 W, 4 O, 1 MM, 1 M.....	10	0	0	*Whitehaven.*
1 M.....	2	0	0	*Southampton*	2 W, 5 O, 3 AP, 12 M, 1 F	86	10	6	*Whitby.*
12 W, 15 O, 1 AP, 2 MM, 17 M ..	55	8	6	*So. Shields.*	2 W, 2 O.....	9	0	0	*Workington.*
2 M.....	4	10	0	*Southwold.*	3 M.....	6	2	6	*Wivenhoe.*
1 F.....	0	19	6	*Stranraer.*	9 W, 22 O, 1 MM, 11 M	94	14	6	*Yarmouth.*

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 430; Orphans, 785; Aged Parents, 42; Master Mariners, 31; Mariners and Apprentices, 473; Fishermen, 19; Pilots and Boatmen, 21; in all, 1801 persons relieved, at an expense, including that in the succeeding table, of £2739 17s. 3d.

THE GREAT STORM OF OCTOBER 25, 1859.—Rear-Admiral Fitzroy explains the nature of the storm which wrecked the 'Royal Charter.' Combining various reports, he has ascertained it to have been a complete horizontal cyclone. Travelling bodily northward, the area of its sweep was scarcely 300 miles in diameter. While the central portion was advancing northward, not uniformly, but at an average rate of about twenty miles an hour, the actual velocity of the wind, circling (as against watch-hands) around a small "lull," was from 50 to nearly 100 miles an hour. At places westward of its centre, the wind appeared to "back" or "retrograde;" shifting from east through north-east, and north to north-west; while at places eastward of its central passage the apparent change, or veering of wind, was from east, through south-east, south-south-west, and west to north-west. Our channel squadron, not far from the Eddystone, had a rapid—indeed, almost a sudden—shift from south-east to north-west, being in or near the central lull, while at Guernsey, the wind veered round regularly. The sudden shift off the Eddystone occurred about three, or soon after, and at half-past five it took place near Reigate. From eastern parts of England the central portion of the storm moved northward and eastward, places on the east and north coast of Scotland having strong easterly and northerly gales a day later than the middle of England. When the 'Royal Charter' was wrecked, Elgin and Banffshire were not disturbed by wind. When it blew hard from east to north on that exposed coast the storm had ceased, or almost ceased, in the Channel and on the south coast of Ireland.

IRISH WIT.—An Irish sailor, a giant of known bravery, who was in a boat at the siege of Copenhagen, kept down his head while a shot from a battery was flying over the boat. "For shame, hold up your head," thundered the officer in the stern. "I will, Sir, when there is room for it," was the witty reply.

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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 the* 31st *August,* 1860.

Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Albus	New York	1	10	0
Ann Mills	Sunderland	1	11	6
Ann	Plymouth	2	19	6
Anna Bell	Poole	2	2	7
Annie Walker	Demerara	2	5	0
Ant	Scarborough	0	5	2
Arcadia	London	6	14	10
Belvidere	Shields	1	14	2
Boxer	Colchester	1	8	8
Calla	Exeter	0	11	1
Canning	London	0	3	3
Carrick Fergus	Glasgow	3	16	2
Catherine Pemberton	London	0	6	2
Charlotte	Woodbridge	2	14	7
Cognac Packet	Harwich	0	11	11
Comet	Inverness	0	6	3
Comet	Tain	2	17	3
Cornelius	Scarborough	1	5	6
Countess of Durham	Sunderland	1	17	6
Countess	Lossiemouth	1	10	0
Cyrus	Yarmouth	5	13	10
Daring	Stockton	1	3	6
Dominica	Exeter	1	12	6
Donna	Liverpool	1	4	7
Dove	Lowestoft	1	5	0
Earl Talbot	No. Shields	3	1	2
Edgrallutun	Shields	1	6	0
Edith	Hartlepool	2	13	5
Effort	Yarmouth	0	8	7
Eliza Jones	Portmadoc	2	14	0
Eliza and Henry	London	2	12	6
Emily Martin	,,	8	5	0
Emily	No. Shields	1	18	11
Enterprise	Yarmouth	0	7	1
Evan	London	2	12	6
Exeter	Poole	0	8	7
Fairy	London	5	10	0
Fairy	Peterhead	30	17	11
Fairy	Yarmouth	2	18	1
Falcon	Guernsey	6	2	6
Falcon	Shields	6	5	5
Fire Tower	London	2	6	0
Friend	Whitby	0	11	4
Fourteen	Newcastle	1	18	5
Fleur de Lise	Teignmouth	3	18	2
Forest Queen	Portsmouth	0	8	2
Glendower	London	0	5	3
Guard	Rochester	2	5	0
Gratitude	Brixham	1	18	0
Harbing	London	4	2	6
Hercules	Liverpool	1	3	1
Havannah	Glasgow	2	2	4
Hebe	So. Shields	1	10	0
John	Goole	1	1	0
Isabella Peake	Exeter	0	13	3
Idea	Shields	0	15	4
Inkermann	Greenock	4	7	8
Janet	Dover	5	1	3
Jane Green	Sunderland	14	15	5
Jane	Exeter	0	13	10
John & Ida	London	2	17	6
Jenny Lind	Ipswich	0	4	10
Julia	Ostend	0	4	6
Julia	Liverpool	0	15	1
Lady Sale	Lynn	3	3	10
Leonard Wright	No. Shields	3	13	2
Lustre	,,	6	19	11
Lady Cambrian	,,	0	12	10
Lord Raglan	Sunderland	0	9	3
Lady Inglis	Shields	1	7	8
Lord Gough	Whitby	0	12	6
Mary	Portsmouth	16	17	1
Margaret	Berwick	12	17	7
Mary Ann	Seaham	3	0	8
Mary Ann	Yarmouth	1	9	4
Mary Ann	Harwich	1	10	3
Mary Ann	Brixham	4	12	8
Mary McDonald	Leith	5	8	4
Minuet		0	0	3
Miseltoe	Liverpool	0	11	9
Matilda	Shields	3	5	2
Neptune	London	2	6	7
Nicholay	Finland	1	6	3
Ocean Breeze	Sunderland	2	0	3
Plough	Whitby	4	10	7
Pride	Exeter	2	8	0
Peace & Plenty	Sunderland	0	9	5
Porcupine	London	3	0	0
Prima Donna	Yarmouth	1	3	3
Providence	Goole	1	6	0
Plantaganet	Liverpool	1	2	10
Rose	Bordeaux	7	18	0
Rapid	Portsmouth	1	0	3
Rover	London	10	7	6
Rosena	Shields	3	5	6
Star	Sunderland	0	5	3
Sole Bay	Lowestoft	1	11	11
Sir W. Chaytor	So. Shields	1	11	1
Sophia	Portsmouth	0	11	1
Seconda	Malta	0	15	6
Sir Chas. Napier	London	1	19	10
Sea Serpent	Hull	0	9	5
Saranac	Cardiff	0	5	6
Sarah	Ipswich	1	5	3
Sarah & Emma	Liverpool	2	5	9
Sultana	,,	0	6	5
Souvenir	Jersey	0	18	6
Thyatira	London	6	13	11
Theresa	Grangemouth	0	4	4
Transit		1	11	1

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RELIEF TO SHIPWRECKED CREWS—*continued.*

Vessel's Name.	Port.	Amount of Relief. £	s.	d.	Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Templar.....	Hartlepool	5	16	6	Wasp.....	London	1	17	6
Theodore.....	London	1	3	7	Woodcock.....	Carnarvon	0	3	0
Theruday	Sunderland	0	13	8	Winscoles	Sunderland	1	12	6
True Blue.....	Teignmouth	2	3	0	X. L.....	Whitby	5	4	1
Tivey Lass	Cardigan	1	0	6	Zephyrus.....	Shields	0	12	10
Victoria	Liverpool	1	2	7					

SAILORS' YARNS.—It would scarcely be credited in the present day, the almost total want of anecdotal power, or the faculty of telling a story, which pervaded all hands. Not only was there little or no invention, but even repetition did not seem to improve the original fault of bad telling. The same anecdotes or stories were repeated over and over again, with little or no variation, and the listeners were like children, who, when once you have told them a story, do not like the smallest deviation, either in word or deed, from the original text. It is at once and for ever stereotyped into their brain. If I have heard the story of a distinguished admiral and the midshipman's pig once, I have heard it a thousand times. It seemed a never-failing source of amusement and interest. Never palling upon the ear, it never came *mal à propos*, whether at the festive board or in the watches of the night. A poor pig is supposed to have fallen overboard at sea by some mischance, but although the admiral and other officers are at the time walking the deck, it does not create the sensation that might be expected, simply because no one knows to whom the pig belongs. At this moment, when all are in doubt what amount of trouble should be devoted to save the life of a pig, the admiral's steward whispers in his ear, "admiral's pig." The whole scene is now changed, and every exertion made to save life. The ship is hove to, the boats are about to be lowered, the admiral is nearly frantic with excitement; and there is a tradition that in these few minutes of anxiety, he muttered audibly some very excellent moral reflections upon the uncertainty of life, and the vanity of earthly riches and honours. But the whisperer was again at his ear. Two words changed the whole scene—"midshipman's pig." In a moment the whole storm was allayed. In a clear and decided tone of voice orders were given, "Keep fast the boats, and make sail." The admiral retired to his cabin, muttering to himself "Midshipman's pig! poor piggy must die."—"*Reminiscences of the Royal Navy in the Good Old Times,*" *by Captain Arch. Sinclair, R.N.*

A REMARKABLE ANSWER TO PRAYER.—A fisherman in the Isle of Portland, having had a very bad fishing season, was in great distress. His son-in-law, T. C., who was the parish clerk, was a man of decided piety, and great prayerfulness. At family worship one morning he prayed most earnestly that God would send help to his father-in-law. His wife said to him, Tom, "thou hast prayed very fervently to-day, *I believe God will hear thy prayers.*" The next day his father-in-law was digging for bait in the mere, opposite the parsonage, and almost the first spadeful of sand and mud that he took up had in it five guineas of the early part of George III.'s reign. Tom's wife heard of the providential discovery before her husband, and on his return to dinner said to him, "sure enough God has heard thy prayers, for father has found five guineas almost the first spadeful he dug up." Tom's father-in-law was thus enabled to discharge his debts, and to supply himself with needed food. Never before or since had money been found in that mere. One of these guineas has been preserved by the present incumbent, St. John's, Portland, as a memento of the Divine faithfulness in answering prayer, and as a proof that the effectual fervent prayer of the righteous man availeth much.

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ANNUAL GRANTS TO WIDOWS.

List of Widows Relieved in July, who were also relieved at the time of the death of the Husbands, but who are permitted to apply annually for further Relief while they have Children under Fourteen Years of Age, or are themselves above Fifty years of Age, and without Children.

No.	Name.	Age.	Number of Years a Subscriber.	Number of Children.	Agency.	Amount.	No.	Names.	Age.	Number of Years a Subscriber.	Number of Children.	Agency.	Amount.
1	Harriett Bennett	37	15	Four	London	3 5 0	84	Elizabeth Twatt	58	3	None	Lerwick	1 0 0
2	Francis Shepherd	23	8	One	,,	1 8 0	85	Christiana Hughson	38	1	Three	,,	1 6 0
3	Caroline Chambers	38	2	Five	,,	1 17 0	86	Margaret Donaldson	44	4	Two	,,	1 8 0
4	Harriett Spence	33	7	One	,,	1 8 0	87	Margaret Leask	55	1	None	,,	1 0 0
5	Catherine Liddell	41	5	Three	,,	1 15 0	88	Johanna Linklater	30	8	Two	,,	1 15 0
6	Magdalena Nichols	40	10	One	,,	1 12 9	89	Jane Nelson	29	8	Three	,,	2 1 0
7	E. L. Marriett		7	Two	,,	1 13 0	90	Ann Gifford	36	8	Three	,,	2 1 0
8	Elizabeth Hall	67	5	None	,,	1 0 0	91	Isabella Wilson	39	12	Three	Limekilns	2 10 0
9	Mary Ann Grant	57	3	None	,,	1 0 0	92	Catherine Thomson	43	8	Two	,,	1 15 0
10	Elizabeth Smith	40	6	Two	,,	1 11 0	93	Isabella Wilson	41	7	One	,,	1 8 0
11	Jane Allan	43	5	Three	Aberdeen	1 15 0	94	Elizabeth Wilson	73	2	None	Liverpool	1 0 0
12	Jane Matthew	63	7	None	,,	1 3 0	95	Barbara Garrick	54	5	One	,,	1 5 0
13	Jane Henderson	52	7	One	,,	1 8 0	96	Christiana Moody	30	6	Two	,,	1 11 0
14	Barbara Taylor	31	6	Three	,,	1 17 0	97	Elizabeth Voisey	45	4	One	,,	1 0 0
15	Isabella Maclean or Rigg	32	13	Four	Alloa	3 0 0	98	Mary Henning	32	5	Two	,,	1 10 0
16	Sarah E. Alchrone	30	10	Three	Barking	2 5 0	99	Mary Stark	39	5	Five	Looe	2 5 0
17	Maria Rook	53	6	One	Barnstaple	1 6 0	100	Mary Harner	43	12	Five	Lyme	3 4 0
18	C. Good	39	7	One	Beer	1 8 0	101	Susan Jary	40	10	Two	Lynn	1 16 0
19	M. A. Griffin	26	10	Two	,,	1 19 0	102	Eliza Cuthbert	41	5	Three	,,	1 15 0
20	Ellen Mann	59			Blakeney	1 0 0	103	Mary Ann Staines	50	5	One	,,	1 5 0
21	Ann Hewitt	52	6	None	Boston	1 1 0	104	Ann Sampson	42	7	One	,,	1 8 0
22	Elizabeth Hutchinson	55	13	None	Bridlington	1 10 0	105	Harriet Snelling	36	5	Five	,,	2 5 0
23	Ann Sizewell	63	12	None	,,	1 8 0	106	Mary Peeps	51	11	One	,,	1 19 0
24	Mary Ann Ferrell	41	10	One	Brixham	1 12 0	107	Elizabeth Rippingale	66	9	None	,,	1 5 0
25	Maria Soper	38	3	One	,,	1 7 0	108	Eliza Sands	47	6	Two	,,	1 12 0
26	Margaret Green	26	4	Two	Buckie	1 8 0	109	Emma Slipper	37	4	Three	,,	1 13 0
27	Nancy Nicholas	34	8	Three	Cardigan	2 15 0	110	Faith Webb	29	4	Two	,,	1 8 0
28	Sarah Harris	33	4	Three	Colchester	1 10 0	111	Charlotte Guy	47	4	Four	,,	1 17 0
29	Catherine Merrick	35	8	One	Cork	1 9 0	112	Pleasance Simmons	34	4	Three	,,	1 12 0
30	Rose Maclaughlan	57	2	None	Culdaff	1 0 0	113	Rachel Oliver	30	7	Two	,,	1 11 0
31	Mary Doherty	60	1	None	,,	1 0 0	114	Mary Richardson	49	8	Three	Lytham	2 1 0
32	Mary Morgan	28	9	Three	Dinas Cross	2 3 0	115	Widow Price	49	5	Two	Maryport	1 10 0
33	Jean Cramond	46	6	One	Dundee	1 7 0	116	Susan Chesterfield	43	6	Five	Mevagissey	2 8 0
34	Janet Reekie	48	14	Two	,,	2 7 0	117	Mary Ann Pearson	57	6	One	Middlesboro'	1 6 0
35	Isabella Lindsay	48	11	Three	,,	2 8 0	118	Jane Mathias	40	6	Two	Milford	1 11 0
36	Mary White	33	6	Two	,,	1 12 0	119	D. Ridley	41	4	Two	Newcastle-on-Tyne	1 8 0

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37	Isabella Thomson	65	2	Two	Edinburgh	1	0	0	130	Mary Ann Bennett	41	5	One	Newcastle	1	5	0
38	Agnes McRuvie	51	5	One	Elie	1	5	0	131	Mary Ann Watson	48	7	Two	„	1	11	0
39	Mary Gibbing	80	15	None	Exmouth	2	2	0	132	Margaret Hollandworth	39	5	One	„	1	5	0
40	Ann Marchant	50	13	None	„	1	10	0	133	Veronica Wilson	65	3	None	„	1	0	0
41	Mary Ann England	45	14	Three	„	2	14	0	134	Jane Wright	48	8	Three	„	2	1	0
42	Ann Ross	54	11	One	Filey	1	12	0	135	Elizabeth Dee	34	11	None	„	1	7	0
43	Mary Ferguson	28	10	One	„	1	11	0	136	Ann Archbold	49	8	Two	„	1	16	0
44	Susannah Haxby	35	7	Three	„	1	19	0	137	Ann Williams	52	7	One	Newport	1	8	0
45	Sarah Menear	48	6	Five	Fowey	2	7	0	138	Ann Reynolds	40	8	One	„	1	9	0
46	Widow Kelso		6	Two	Glasgow	1	12	0	139	Mary Irvine	68	7	None	North Shields	1	2	0
47	H. R. Ainslie	33	9	Three	Grangemouth	2	3	0	140	Margaret Phillips	61	13	None	„	1	10	0
48	N. De Moriepied	29	11	One	Guernsey	1	14	0	141	Margaret Sims	40	10	Two	„	2	0	0
49	Elizabeth Parker	54	9	Two	Hamble	1	18	0	142	Ann Tulloch	47	5	One	„	1	5	0
50	Mary Bielby	37	2	Five	Harrington	1	19	0	143	Frances Cooper	44	5	Two	„	1	10	0
51	Isabella Daws	50	11	Two	Hartlepool	2	1	0	144	Mary Newham	58	9	None	„	1	5	0
52	Ann Dale	39	8	Four	„	2	7	0	145	Mary Beagle	39	8	Three	„	2	1	0
53	Susannah Pearson	40	10	Four	„	2	13	0	146	Isabella Taylor	34	5	Two	„	1	10	0
54	Alice Brown	45	9	One	„	1	12	0	147	Sophia Kirby	45	10	Four	„	2	12	0
55	Mary Smith	51	4	Two	„	1	8	0	148	Elizabeth Cornfoot	47	3	Three	„	1	10	0
56	Martha Ann Jones	60	9	None	Hull	1	5	0	149	Ann Welch	61	2	None	„	1	0	0
57	Susannah Scholey	47	3	Two	„	1	6	0	150	Annabella Gillespie	39	7	Two	„	1	13	0
58	Eliza Wells	41	4	Three	„	1	12	0	151	Esther Maclean	61	5	None	„	1	0	0
59	Elizabeth Ansdell	40	11	Five	„	3	1	0	152	Elizabeth Johnson	41	4	Two	„	1	8	0
60	Mary Wells	63	4	None	„	1	0	0	153	Ann Bertram	47	5	One	„	1	5	0
61	Elizabeth Johnson	54	3	None	„	1	0	0	154	L. Wood	60	4	None	„	1	0	0
62	Jane Winsor	27	8	Two	„	1	16	0	155	Mary Buckham	63	11	None	„	1	8	0
63	Sarah Vincent	43	3	Two	„	1	6	0	156	Jane Gibson	66	11	None	„	1	8	0
64	Sarah Whittaker	50	5	Two	„	1	10	0	157	Mary Farrow	36	10	Five	„	2	19	0
65	Rachel Polfoeman	29	6	One	„	1	6	0	158	Ann Poolton	31	11	Three	„	2	8	0
66	Harriett Bell	61	10	None	„	1	5	0	159	Margaret Adamson	40	9	One	„	1	11	0
67	Eliza Fowler	55	5	None	„	1	0	0	160	B. Weatherhead	34	5	Three	„	1	15	0
68	Deborah Cauham	44	9	Three	„	2	3	0	161	Ann Evans	38	5	Two	„	1	10	0
69	Hannah Salmon	64	8	None	„	1	3	0	162	Anna Thomas	44	4	Four	Padstow	1	17	0
70	Hannah Chaplin	40	5	One	Ipswich	1	5	0	163	Jane Cornish	47	8	Two	Penzance	1	15	0
71	Louisa Snell	41	3	Five	„	1	19	0	164	Margaret Maclaren	40	11	Three	Perth	2	8	0
72	Alice Hadman	63	1	None	„	1	6	0	165	Jane Patterson	45	2	Six	Plymouth	2	0	0
73	Jane Jack or Bremner	69	14	None	John O'Groats	1	0	0	166	Ann Pratt	40	9	Four	„	2	10	0
74	Jane Sinclair	71	3	None	„	1	0	0	157	Sarah Pester	62	7	None	Perth	1	2	0
75	Janet MacNie	37	2	Three	Kincardine	1	6	0	158	Catherine Jones	42	9	Six	Portenllaw	3	2	0
76	Elizabeth Jameson	53	2	Two	„	2	3	0	159	Jane Mc'Clymont	47	5	Two	Port Patrick	1	10	0
77	Tassie Macqueen	65	12	None	„	1	0	0	160	Sarah Long	56	5	One	Portsmouth	1	5	0
78	Mary Cochrane	56	1	None	„	1	0	0	161	Frances Mory	58	2	None	Ramsgate	1	0	0
79	S. Keillar	31	7	Three	„	1	19	0	162	Sarah Goddard	56	4	Two	„	1	8	0
80	Agnes McClure	26	5	Two	Larne	1	10	0	163	Sarah Blackburn	36	4	One	„	1	3	0
81	Mary Anderson	31	8	Two	Leith	1	16	0	164	Mary Ann Lewen	56	5	None	„	1	0	0
82	Elizabeth Dennis	36	7	Four	„	2	5	0	165	Elizabeth Cooper	29	12	Four	Robin Hood's Bay	2	17	0
83	Margaret Irvine	35	6	Two	Lerwick	1	11	0	166	Barbara Furrer	45	15	Three	Scarborough	2	16	0

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ANNUAL GRANTS TO WIDOWS,—*Continued.*

No.	Names.	Age.	Number of Years a Subscriber.	Number of Children.	Agency.	Amount.
167	Elizabeth Fuller	60	5	None	Scarborough	1 0 0
168	Ellen Crothy	28	7	Two	Sligo	1 13 0
169	Widow Selby	38	4	Two	Southampton	1 8 0
170	Anna Schinkfield	32	7	Three	„	1 19 0
171	Elizabeth Pye	27	7	Three	South Shields	1 19 0
172	Mary Macdonald	23	8	One	„	1 9 0
173	Margaret Young	43	6	One	„	1 6 0
174	Jane Armston	37	3	Three	„	1 10 0
175	Martha Curry	39	4	Seven	„	2 11 0
176	Phillis Williamson	59	4	None	„	1 0 0
177	Margaret Gray	34	9	Two	„	1 17 0
178	Margaret Hume	30	10	Two	„	1 19 0
179	Margaret McFarlane	64	12	None	„	1 8 0
180	Mary Scott	59	10	None	„	1 6 0
181	Sarah Hunter	59	8	None	„	1 3 0
182	Elizabeth Sturgeon	66	4	None	„	1 0 0
183	Jane Dixon	69	8	None	„	1 3 0
184	Anna Laws	36	12	Two	„	2 3 0
185	Dinah Watson	30	5	One	„	1 5 0
186	Isabella Mortimer	21	7	One	„	1 8 0
187	Jane Elstob	36	7	Four	„	2 5 0
188	Jane Forrest	41	11	Two	„	2 1 0
189	Orphans of Morton	—	11	Two	„	2 1 0
190	Mary Lee	33	10	Three	„	2 5 0
191	Sarah Ann Mowatt	30	4	Three	„	1 8 0
192	Ann Hodson	38	7	Two	„	1 13 0
193	Jane Day	55	2	—	„	1 0 0
194	Margaret Henderson	50	10	One	„	1 12 0
195	Ann Mowatt	43	10	Two	„	1 19 0
196	Jane Wood	31	10	Five	„	2 19 0
197	Elizabeth Starling	29	5	One	„	1 5 0
198	Eleanor Kirton	56	6	None	„	1 1 0
199	Elizabeth Oliver	33	3	Four	„	1 15 0
200	Ann Whittington	30	5	Two	„	1 10 0
201	Sarah Lock	34	9	One	„	1 11 0
202	Anna M. Campbell	32	8	None	„	1 4 0
203	Orphans of G. Peel	—	8	Three	„	2 1 0
204	Ann Vart	39	3	Two	„	1 6 0
205	Mary Ann Clark	40	12	Two	Staithes	2 3 0
223	Ann T. Devine	33	3	Four	Sunderland	1 15 0
224	Margaret Greenwood	49	10	Two	„	1 19 0
225	Elizabeth Mordey	34	1	Four	„	1 10 0
226	Jane Hellyer	53	12	None	„	1 8 0
227	Elizabeth Wilkinson	32	13	One	„	1 17 0
228	Mary Hodgson	33	8	One	„	1 9 0
229	Ann Briggs	39	3	Three	„	1 10 6
230	Prudence Smith	39	14	One	„	1 19 0
231	Mary Brownrigg	34	6	Two	„	1 12 0
232	Elizabeth Macray	36	11	Three	„	2 8 0
233	Sarah White	37	10	Four	„	2 12 0
234	Charlotte Carr	36	7	Two	„	1 15 0
235	Ann Keys	49	8	Two	„	1 15 0
236	L. Thompson	63	8	None	„	1 3 0
237	Sarah Jane Lister	28	5	Two	„	1 10 0
238	Ann Turnbull	49	6	Two	„	1 12 0
239	Sarah Haynes	31	9	Three	„	2 3 0
240	Jane Robson	44	7	Four	„	2 5 0
241	C. Seymour	62	5	None	„	1 0 0
242	R. Benton	30	9	Three	„	2 3 0
243	Thomas Hall	25	6	Two	„	1 11 0
244	Sarah Deane	30	1	Three	„	1 11 0
245	Isabella Gibson	32	6	Two	„	1 12 0
246	Sarah Wicks	50	11	None	„	1 7 0
247	Sarah Hodgson	52	11	Two	„	2 1 0
248	Elizabeth Green	37	13	One	„	1 17 0
249	Mary Ann Kemp	46	5	One	„	1 5 0
250	Elizabeth Dixon	40	10	Three	„	2 5 0
251	Elizabeth Alderson	56	9	One	„	1 11 0
252	Margaret Rooks	48	14	Five	„	3 10 0
253	Margaret Worrington	58	6	None	„	1 1 0
254	J. Noble	35	9	Five	Whitby	2 16 0
255	A. Fewster	33	3	Four	„	2 0 0
256	E. Redman	29	5	One	„	1 5 0
257	E. Smeaton	39	9	Five	„	2 16 0
258	J. Brown	58	8	—	„	1 3 0
259	S. Hellyers	37	7	Three	„	1 19 0
260	M. Greig	36	3	Two	„	1 6 0
261	E. Taylor	43	5	Three	„	1 15 0

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206	Rachael McMellan	36	9	Five	Stornaway	2	16	0	262	M. Carling	37	5	Two	„	1	10	0
207	Mary Macdonald	45	9	Four	„	2	10	0	263	E. Cole	33	8	Three	„	2	1	0
208	Lily Macdonald	33	2	Five	„	1	16	0	264	S. Sanderson	37	6	Four	„	2	2	0
209	Janet Crighton	37	5	Three	„	1	15	0	265	E. A. Holt	38	4	Three	Whitstable	1	11	0
210	Janet McMillan	46	9	Four	Stranraer	2	10	0	266	C. Harrison	50	5	Two	„	1	10	0
211	Eliza Stevenson	43	5	Two	„	1	10	0	267	C. Swanson	72	1	—	Wick	1	0	0
212	Elizabeth McCulloch	64	2	None	„	1	0	0	268	E. Geddes	39	6	One	„	1	6	0
213	Jean Mowatt	40	4	Three	Stromness	1	12	0	269	E. Blackwell	43	1	Five	Wivenhoe	1	13	0
214	E. Harvey	27	6	One	Sunderland	1	7	0	270	C. Miller	37	9	One	Yarmouth	1	11	0
215	D. Donovan	37	1	Two	„	1	11	0	271	M. Mays	44	9	Two	„	1	17	0
216	A. Blundell	39	10	Two	„	2	0	0	272	L. Weatherall	60	1	—	„	1	0	0
217	B. F. Flett	56	8	Two	„	1	13	0	273	M. A. Barber	45	10	Two	„	1	19	0
218	Dorothy Hindmarsh	56	5	Two	„	1	10	0	274	E. Miller	75	12	—	„	1	9	0
219	Margaret Allen	66	5	None	„	1	0	0	275	P. Gallant	64	6	—	„	1	1	0
220	Margaret Thompson	29	6	One	„	1	6	0	276	J. Newstead	47	10	Three	„	2	5	0
221	Agnes Pollen	34	6	One	„	1	6	0	277	S. Stalworthy	30	8	Four	„	2	7	0
222	Elizabeth Esson	71	7	None	„	1	3	0	278	E. H. Sheenan	59	9	—	Youghal	1	5	0

NOTE.—Three hundred and seven Widows, a list of whom appeared in our twenty-sixth number, page 114, Vol. 7, were also relieved in January, making, with the above a total of *five hundred and eighty-seven widows* (not including orphans) of drowned Fishermen or Mariners, who are thus receiving *Annual Grants* to the amount of £938 13s. 6d. yearly, to help to pay the rents of their cottages; the interest of the funded property of the "Shipwrecked Mariners' Society" being set apart in aid of this benevolent purpose.

THE SCHOOLMASTER'S PROMISE.—"Boys," said our old schoolmaster smilingly, one day, "I am about to bargain with you for good behaviour. I desire that you will conduct yourselves with decorum for one week, and I will promise to show you a curiosity—what no man ever saw, and, having shown it to you, what no man will ever see again." An anxious week followed—a week of curiosity, bewilderment, hope, and pleasure in embryo. Out of school it was all the talk —"what no man ever saw, and what no man shall ever see again!" What could it be? Another, and another day, until at last Saturday dawned upon our gladdened young hearts. Nine o'clock came; every urchin was at his post; books and slates all in readiness; every task fully committed to memory. Altogether a charming state of affairs. An active mind, not wedded too closely to orthodox ideas, would divine at once the great advantage of rewards and kindness over oppression and cruelty. "Tinkle, tinkle!" sounded the bell—that bell had a voice as well as a tongue. Mr. Birchem entered, seated himself, then raised the lid of his desk, and drew the wonderful thing forth—adjusted his ominous-looking spectacles astraddle his nasal projection, and proceeded to the solemn ceremony, saying, "The hour has at length arrived. Behold in my upraised finger a single filbert. In this filbert is a kernel," ceremoniously breaking the shell and exposing the tiny thing to view, he continued, "This no man ever saw;" then opening his capacious jaws he thrust in the mysterious kernel, crushed and swallowed it! "Boys," exclaimed he, with great emphasis, "boys, you will never—I shall never—no man ever will see that kernel again! Your lessons, you rascals, every dog of you!"

NOTE ON TRAFALGAR.—Lord Nelson's well-known valet, Tom Allen, lived for some time close to me, he being then retained in the service of Sir William Bolton. I met Tom almost every day in my walks, and often got into chat with him about his brave and noble master, Lord Nelson. Among other things, I spoke of his wearing his decorations at Trafalgar. Now Tom, who had been with him in so many other engagements, was by mere accident prevented from arriving in time on that last memorable occasion, having left London after his Lordship, and not arriving till the battle was over, and his master's career of glory brought to a brilliant close. But it may be amusing to record Tom's opinion and observations. He said, "I never told anybody, that if I had been there Lord Nelson would not have been killed; but this I have said and say again, that if I had been there he should not have put on that coat. He would mind me like a child; and when I found him bent upon wearing his finery before a battle, I always prevented him." "Tom," he would say, "I'll fight the battle in my best coat." "No, my lord, you shaun't." "Why not, Tom?" "Why, my lord, you fight the battle first; and then I'll dress you up in all your stars and garters, and you'll look something like." Thus poor old faithful Tom Allen gave himself credit for having saved his master's life by his rigid discipline in attire on former occasions; and it was evident that he was of opinion that he should have saved it once more at Trafalgar. Tom's accounts of other memorable events of Nelson's life were given with equal *naivete*. His old age was rendered comfortable in Greenwich Hospital, where he held the office of pewterer till his death.—*Notes and Queries.*

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Portfolio.

OLD PETER.

Peter was an old sailor. A vessel in which he once shipped was struck by lightning, and one of his shipmates was killed. It sobered Peter. It made him think, he said, of the judgment-day. He went to his locker, and took out his Bible. "I want to find the Pilot that can weather me through that storm," said Peter; "it's scary business, shipmates, to find us on a lee-shore there, with the rocks of our sins right 'longside, and hell yawning not far off."

Peter took to his Bible. He did not make much headway until he came into port, and went straight to a Bethel, or sailors' church, which he did as soon as he was off duty.

"I want to find the good Pilot," said Peter to the minister after service.

"The great Captain of your salvation, Jesus Christ," said the minister; "he's here. He's nigh to every poor sinner that calls upon him."

"I'm one on 'em," said Peter, the tears streaming down his sunburnt cheeks, "and I want to ship in His service. I am pretty near waterlogged in my sins; I ha'n't any chart, compass, or anchor, and I'm drifting to perdition. I want the Pilot that went to the fishing smack on Galilee, and said to the skipper when he was well-nigh sinking, '*It is I; be not afraid.*' How shall I get at him?"

"Down on your knees, Peter, and pray; tell Him just how you feel, and just what you want, and don't give up or put off till you find Him; for he says himself, '*Ask, and you shall receive; seek, and you shall find.*'"

Peter and the minister knelt down to pray in the Bethel, for the people had gone, and Peter cried mightily unto the Lord. "*Save me, Lord, or I perish,*" was the burden of his prayer.

From that time Peter was a "new man." His shipmates saw that he was indeed the old weather-beaten tar he was before, but a changed spirit was in the man. Instead of the swearing, drinking, reckless, spending old Peter, he was sober, humble, anxious to have everybody else ship in the same service he had.

"Don't put it off," he used to say. Testament in hand, he is talking to an old sailor. "I must take time to think of it," says he. "To think of what?" cried old Peter. "Whether you are a sinner? You know you are. Whether you'll be lost if you die as you are? You know you will. Whether the Lord Jesus can save you? You know He can. Breakers are ahead. Your anchors won't hold you. *Don't put it off.*"

"I am not so bad as you think; I am not so bad as others," says another.

"But you are bad enough," cries old Peter. "The best sinner on earth is too bad for heaven. One sin ruined Adam. You are drifting,—you know where. Your keel will soon ground on the rocks. Would that you would cry out now, '*God be merciful to me a sinner!*' A storm is brewing. Hail the great Pilot. Don't put it off."

Old Peter loved the young people. "Bless God that you are young," he used to say. "'They that seek Me *early* shall find Me.' The great Captain of our salvation loves the young. Ship in his service, boys. 'Remember *now* thy Creator in the days of thy youth, while the evil days come not;' then your rudder never 'll snap; you 'll never drag your anchors; the devil's craft will never run into you. Ship in God's service, boys, and *don't put it off!*"—*Christian Treasury.*

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THE SHIPWRECKED MARINER.

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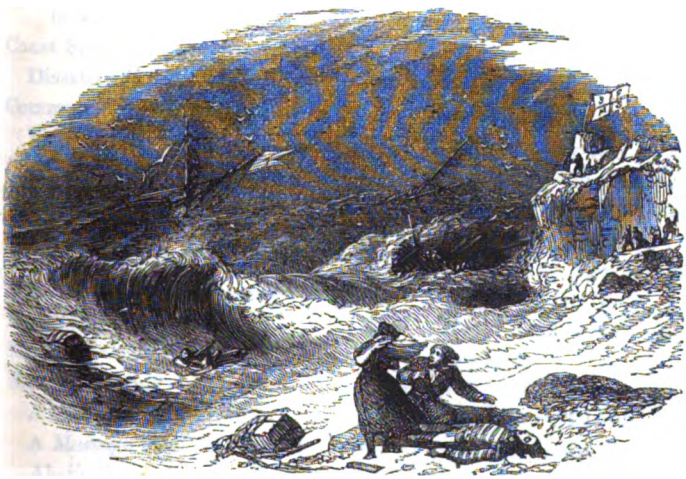

"They that go down to the sea in ships, that do business in great waters; these see the works of the Lord, and His wonders in the deep."—PSALM cvii. 23, 24.

"The blessing of him that was ready to perish came upon me, and I caused the widow's heart to sing for joy."—JOB xxix. 13.

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The attention of Sailors is especially called to this Publication, which has no other object than their benefit. We shall be glad of any communications which may conduce to that end, either from them or their friends. Any of the Honorary Agents will thankfully receive orders for it. We gratefully acknowledge the encouragement we have received, and especially the liberal donations sent by kind friends to meet the expense of publishing it. The profits go to the funds of the "Shipwrecked Fishermen and Mariners' Royal Benevolent Society," which for brevity is called the "Shipwrecked Mariners' Society."

The quarterly numbers will be forwarded to any address POST FREE, for 6d. each number or 2s. per annum, PAID IN ADVANCE, or bound in annual volumes, since 1854; containing the four numbers for each year, for 3s. 6d. each, which may be remitted in Postage Stamps, to Francis Lean, Esq., R.N., Shipwrecked Mariners' Society, Hibernia Chambers, London Bridge, S.E., to whom Post Office Orders should be made payable at the General Post Office, and all communications addressed.

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THE SHIPWRECKED MARINER.

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THE THIRD CHINA WAR.

Of all the hard necessities to which nations are exposed, the hardest is that of engaging in war, particularly when they are animated with a sincere desire to live at peace with all the world. But the case is greatly aggravated when a humane and highly civilised nation is driven into war by the conduct of another, beneath them alike in moral status and material power. Convinced, however, that there is no escape from war at all times, it has been found advisable, in order in some measure to mitigate its attendant calamities, to lay down certain laws for its regulation, and these laws are rigorously observed by all nations having any regard to their character. These laws have been of long standing, and are well understood in Europe, where their observance has been found too beneficial to allow them to fall into desuetude. But these laws are utterly unknown to, or disregarded by, Eastern nations, and hence in their wars with Europeans, or "White Barbarians" as the Chinese term us, they are guided by no fixed principles, and often engage in war without a just cause, and pursue it without mercy, ignorant or regardless of the fact that war is most unjustifiable when it has not for its object the eventual establishment of an honorable and durable peace. With just such a nation have we been engaged for a third time in war, and such is the faithless character of our opponents that we cannot look with reasonable certainty to any term when we may hope to enjoy a long continuance of peaceful relations with them upon a sound and honorable basis, for practice has taught us that the moment the pressure of force is withdrawn from them they disregard all their engagements, however solemnly entered into, and take the chance of the vengeance to which they may expose themselves for their treachery, trusting to some lucky loophole through

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which they may escape when the day of reckoning comes. In all our dealings with Chinese officials our good faith and straightforward conduct, has been met by the deepest duplicity, and far from feeling ashamed of their behaviour they consider that they deserve credit for conduct that has accomplished the only purpose they had in view, the obtaining of a present advantage. In vain has war followed war and suffering been endured; the lessons they have received have produced no effect upon them; and although our troops were by the last accounts under the walls of Pekin, they pursue the same tortuous policy that has brought their present misfortunes upon them, and they cannot see that their true interest and even their safety depends on their adoption of the maxim respected by those enemies whom they are pleased to consider as mere barbarians—that honesty is the best policy. This is the true state of our relations with them at this moment, and we have nothing left under the circumstances but to insist upon such material guarantees from them, as shall compel them to deal honestly with us, and abandon a system of duplicity that has brought them nothing but misery and loss.

But there is another point of view in which we must regard this subject: we must look at the state of the Chinese Empire as a whole, and when we do this we cannot fail to be struck with the extreme folly of its government in bringing down the vengeance of the outraged barbarians upon its head at this particular time. With an empire falling to pieces through its own inherent weakness, suffering from a rebellion that is eating into its very vitals—a rebellion that defies all its power, and which has even gone the length of having established something like a government in its wealthiest and most populous provinces, it is perfectly suicidal that the Emperor's government should involve itself in war with powers who can crush it into the dust, and only refrain from doing so from motives too exalted for its appreciation. This seems like fatuity on the part of the Chinese Government, but its course of action may have a deeper spring. It is a remarkable fact that the rebels lay claim to some knowledge of Christianity, and a desire to come under its benign influence. It is true that the cruelty which they have practised to such a fearful extent shows but little of the spirit of Christianity, but we must not forget that they form a portion of a nation, the members of which have the power of putting their own children to death, and not unfrequently do it, and people who kill their own offspring cannot have much regard for the lives of others. Nevertheless, if they have the smallest knowledge of even the outward blessings of Christianity it must lead

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them to desire more, and eventually, by the blessing of God they may, from being worshippers of lifeless idols, be led to cast them to the moles and bats, and acknowledge the only true God, and Jesus Christ whom He has sent.

Delivered from the bonds of a degrading superstition, and acting in the true spirit of the Christian religion, the leaders of these rebels who now carry fire and sword through the plains of China, may found a new empire on the ruins of that which is now going to decay, and on those very altars where now incense is burned to gods of wood and of stone, native Christian preachers may proclaim the glad tidings of salvation. Here is a boundless field for missionary enterprise, and in which even now zealous teachers are at work. Here are no impediments of caste, as in India, to hinder the spread of the Gospel. May God, in His good providence, raise up thousands to lead and millions to follow.

We shall now proceed to give an epitome of the proceedings of the allied forces in China since the disaster that befell them when attempting to pass up the River Peiho. Finding the plenipotentiaries of the combined forces of England and France could get no answer to their demand for permission to pass up to Tien-Tsin, it was resolved that they should ascend the river with their escort, consisting of several gunboats, under command of Rear-Admiral J. Hope, and the force thus employed succeeded in removing many obstructions to their course, which was found to be a work of exceeding difficulty and labour. It was discovered that every means had been taken to render the Taku Forts impregnable, and they were provided with artillery and manned with a large body of Tartars. Nothing daunted by these appearances the admiral and his gallant little convoy moved up the river, fighting their way with great spirit. These occurrences took place at the close of June, 1859, and the result was that several of our gunboats were destroyed, the admiral himself was severely wounded while gallantly leading his men on board a gunboat, which suffered so much damage that he was forced to go on board another to conduct the action; 89 officers and men were killed, and 345 officers and men wounded. The remainder of the force was then withdrawn, covered with glory for the noble defence they had made against an overwhelming force. The Chinese had not given the slightest intimation of their intention to attack our people until they opened fire upon them from batteries that had been carefully masked, while their guns were served with a skill and precision that showed they were well prepared for us.

This event excited an immense sensation, and all parties were loud in condemning the Chinese for firing upon an Ambassadorial escort, and an

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appeal was made to their respective governments by the envoys. On the news reaching England it was resolved that measures should be taken as soon as possible, in conjunction with France, to avenge the injury done to us by the unjustifiable slaughter of our countrymen and the insult offered to our honour. But, as the scene of operations was so far distant from England, a long time necessarily elapsed before this could be attempted. In the meantime, however, nothing was left undone to secure the sending out such an expedition from this country and from India as would ensure the accomplishment of the object in view, and it is a singular circumstance that in the force last sent from India there were some bodies of Sikh cavalry, the very men who fought so valiantly against us in the Punjaub a few years since, this not being the first time they had fought on our side, having rendered good service against the rebels during the late insurrection in India, and we only do them justice when we state that on the present occasion they were distinguished for their steadiness and courage in battle, and the propriety of their conduct when not in action.

No warlike operations were undertaken until the arrival of reinforcements from Europe and India; but proper camping grounds were chosen by the Allies for their respective forces, each at some distance from the other, by this means preventing any chance of collision between them. The French took up their position at a place called Chee-foo, and the English at Talien Whan, where every necessary precaution was taken to secure the health of the troops, and that they might be properly supplied with provisions and other requisites, which they were well enabled to do by means of their vessels. And it is no small credit to them, and it speaks well for the disposition of the Chinese people towards us, that, notwithstanding we were at war with their government, they behaved in the most friendly spirit towards our people, and furnished them with abundance of provisions at reasonable prices, so that their position was rendered as comfortable as circumstances would admit, and they were buoyed up with the expectation that effective measures would be taken at the proper time to avenge their injuries, and bring this unhappy war to a successful termination.

In due course the expected reinforcements began to arrive, and every preparation for recommencing the war was made. These preparations having been completed and our forces increased to the necessary proportion by continued arrivals, the British army were removed from their rendezvous at Talien Whan and forwarded on the 24th of July for the Peiho. The British and French commanders had arranged the business so that they departed for the Peiho on the same day. The British force

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was said to be complete in every respect: while the French were deficient in numbers, were short of artillery, and had no cavalry, and were without sufficient means of transport. But the force altogether was so powerful, the number of vessels of the Allies being no less than 260, including 26 English and 6 French Gun Boats, under the command of Vice Admiral Sir James Hope, bearing to the assault 16,000 of the best troops in the world, supported by the *canons rages* which spread havoc at Solferino, and the still more redoubtable Armstrong Guns, (the shells from which are said to splinter into 49 pieces,) that it was hoped the very appearance of such an Armada would have induced the Chinese to come to terms; but in this hope they were deceived, for the Chinese, trusting to the effective nature of their own preparations for defence, made no sign, and it was evident that they would yield to nothing but the strong arm. Before the English departed it was arranged that the 99th regiment and a portion of Colonel Rotten's battery of artillery should remain to protect the place against attack, it being kept for an hospital station.

The wished-for day of their landing in the Peiho at last arrived. On the 1st of August last, and, after encountering many disagreeables, from the nature of the ground and the state of the weather, the troops of the Allies landed in good order. The place chosen for debarkation was within range of the Peitang Southern Fort, but no attempt was made to interrupt their progress; and they were soon made aware of the cause of this inaction on the part of their enemies, for they found that the forts, north and south, had been abandoned. Our troops thereupon took up their quarters in the city of Peitang, possessing a population of 20,000 people. On the 3rd a *reconnaissance* was made by our troops, and a skirmish took place between them and a body of Tartars, who were speedily driven off. We had about 14 men wounded in this affair. On the 12th an advance was made, the Tartar camp was attacked and broken up, and the Allies then directed their march upon the celebrated Taku Forts, before which they had sustained such a disaster in the previous year. On their passage to these forts they had to attack and capture the town of Sinho, as well as a fortified town on the right bank of the Peiho, called Tangkoo, which was effected without much loss to the Allies, but with a great deal of trouble; for the Tartars defended the fortifications with much spirit. Their fire, however, did little damage to our people, as it was very badly directed. Their guns at last being pretty well silenced, storming parties of the 60th Rifles and the Royals scaled the walls, and drove what remained of the garrison out of the town. This took place on the 14th of August. While this was

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going on, a battery which was supposed to have been silenced in the morning opened fire again. It was situated on the south-side of the river, and perceiving that its fire was directed upon our hospital, where Dr. Rennie was amputating a man's leg at the time, Captain Willis, R.N., of H.M. Ship, 'Chesapeake,' crossed the river with a small party of sailors, in a cockle-shell of a boat, and spiked the guns of the battery, blowing up the junks which were near it. After Tangkoo was taken the 2nd division of troops kept possession of it, and the 1st returned to Sinho. Other affairs took place between the belligerents, but our space will not permit us to give details respecting them. These did not prevent the advance of our troops on the Taku Forts, although they caused some delay.

It having been determined upon to make a joint attack on the Taku Forts by the Allies, every disposition was made to ensure success, and on the 20th August orders were issued for the attack on the North Forts, by 1500 English and the same number of French troops, with a very heavy siege train, including several 8-inch mortars, and two Armstrong batteries of six guns each. For this service the regiments selected were the 44th, 67th, and the Royal Marines, the whole under Major-General Sir Robert Napier. The road to the forts was cut up by canals and ditches, the plain through which they marched being ankle deep in mud. The night before the attack was spent in improving their defences and constructing bridges to enable them to approach the fort. The same evening (the 20th) the gunboats of the Allies took up their position within 1400 yards of the mouth of the river, and all was ready for the attack by daylight. The action then began by the Chinese opening fire on our troops, which was speedily answered by them, and a tremendous discharge of shells and rockets poured into the fort. At seven o'clock the grand magazine of the fort exploded, but this did not daunt the enemy, who kept steadily to their guns. At eight, the storming parties above mentioned, having closed round their rear, opened a heavy fire on the parapet and embrazures, and, in conjunction with the French, at last succeeded in scaling the walls and driving the defenders out at the point of the bayonet, every inch of the ground, however, having been gallantly disputed by them. The conduct of the Chinese coolies in the service of the Allies was deserving of every praise, and they assisted in a considerable degree in hastening the capture of the fort. At three P.M., the remainder of the northern forts were surrendered, and in the evening all the southern forts, as well as the whole province of Pechelee, by the Governor; after which all hostilities were to cease, for, to use the words of the Governor of the province, "a firm

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and secure peace was established once more." Thus in one day fell all the famous Taku Forts, which it had cost the Chinese so much labour, time, and money, to render impregnable, and the road to Pekin was open to the Allies, the remainder of the fortifications in the way being contemptible. Our loss in these operations was comparatively small against the service which had been rendered, while that of the Chinese was very heavy. Upwards of 500 guns were found in the forts, along with enormous quantities of munitions of war. Our loss is officially stated to have been—officers wounded, 22; men killed and wounded, 178.

Notwithstanding the statement of the Governor of the province of Pechelee, that peace had been happily restored, and that he would come and settle the details, he never made his appearance again, and nothing was left for the Allies but to march right on to the capital, and there settle the business with the Brother of the Moon, or, as the sailors called him, the Son of a Gun, and this they prepared to do.

They accordingly set out with this intention, the Earl of Elgin leaving the Taku Forts in the 'Granada' on the 25th August, and arriving at Tien-Tsin the same night; the army followed, marching on the right bank, and meeting with no resistance. Here another celestial actor appeared on the scene in the person of Kweiliang, who declared that he possessed full powers to treat, and actually caused the envoys of the Allies to carry on negociations on this understanding during a whole fortnight; but at last when called upon to sign the new Treaty, he said he had no power to do so. In the meantime, it was made known that the Emperor had called out the whole force of the country, under command of Prince Sankolinsin, who had conducted the defence of the Taku Forts, and that troops were being concentrated round Pekin. No way daunted at this news, and full of indignation at the treachery they had experienced, the envoys, along with the Allied army, once more set forward for Pekin. In the meantime our troops were supplied with all kinds of provisions and fruits in abundance for which they paid, but it was understood that the French were not so particular in this respect. Up to this point the Chinese are said to have lost between 2000 and 3000 men. Nothing occurred afterwards in the way of negociations, as our plenipotentiaries declared they would not treat any more until they reached Pekin, and our march was uninterrupted until on the occasion of some gentlemen being sent forward, on the 18th of September, to choose a spot for the approaching army to encamp upon. These gentlemen were Mr. Consul Parkes, Mr. Loch, secretary to Lord Elgin, Mr. De Norman, Colonel Walker,

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quarter-master, Captain Brabazon, an engineer officer, Lieut. Anderson, Mr. Thompson, and Mr. Bowlby, the *Times* correspondent. When they arrived they found the ground occupied by an immense Tartar force, who took some of them prisoners, while the rest with difficulty escaped, and brought the information to Lord Elgin. Scarcely had the news arrived when it was learned that the Tartars, 30,000 strong, were approaching, and an attack by them shortly began. The whole force of the Allies when landed did not exceed 3000 men, and these had been much lessened by the necessity of leaving detachments at different points to keep the communication with their base of operations open. However, instant preparations were made for defence against this unexpected attack, and the enemy was received on his arrival with such a fire from our artillery, served with admirable skill, that, after several desperate attacks, during which upwards of 2000 of his men were killed, he fled in the utmost disorder. Prince Sankolinsin commanded in person at this affair. Great anxiety was felt concerning the fate of Mr. Parkes and his party, but messengers were sent to our camp from Pekin to say that they were safe and well treated. Our division lost 1 killed, and 16 wounded; 36 guns were taken by the Allies.

After this signal defeat of the enemy fresh attempts were made by the Chinese at negociation, and two Commissioners now appeared on the scene, one of them being a brother of the Emperor. They said they were really intrusted with full powers to conclude a treaty, but Lord Elgin and Baron Gros told them decidedly that no negociations would be entered into until the prisoners were delivered up, whereupon they withdrew. It was then determined to march upon Pekin, and the army was put in motion after resting two days. When they came up with the Tartar host they found them strongly posted, their centre resting on a fine bridge over a canal, before which some strong works had been erected, and their wings extending a great way; indeed they appeared in clouds, and showed a threatening front. Our troops, however, gallantly advanced against them, and a hot action ensued. On this occasion the Armstrong gun rendered good service, and the enemy were cut up in masses. At last they gave way, and fell back upon Pekin. Their loss must have been very great. Forty-three guns were taken from them. Our loss was two killed, and twenty-nine wounded. Our cavalry did excellent service here, although the ground was unfavourable for cavalry movements, from the number of ditches and the sharp stubble in the rice fields which pierced the feet of the horses. This may be considered as the last blow struck by the Chinese for their old dominion. Commissioners soon after reached the Allies with offers of sub-

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mission. The position of the Allied army was little changed between the 22nd September and the 3rd October. On the 6th another advance took place and the Yueng-min-yuen, or Summer Palace of the Emperor, was taken and plundered. The quantity of precious articles found in the palace may be judged of from the following statement, which appeared in the *North China Herald* of October 20:—

"No pen can describe correctly the scene that took place in the palace when it was seized. Indiscrimate loot was allowed. The public reception hall, the state and private bedrooms, ante-rooms, boudoirs, and every other apartment were ransacked; articles of vertu, of native and foreign workmanship, taken, or broken if too large to be carried away, ornamental lattice work, screens, jade stone ornaments, jars, clocks, watches, and other pieces of mechanism, curtains and furniture—none escaped from destruction. There were extensive wardrobes of every article of dress; coats richly embroidered in silk and gold thread, in the Imperial Dragon pattern; boots, head-dresses, fans, &c., in fact, rooms all but filled with them. Store rooms of manufactured silk in rolls, such as may be bought in Canton at 20 dols. to 30 dols. per piece. By a calculation made in the rooms, there must have been 70,000 or 80,000 pieces. Hundreds were thrown down and trampled on, and the floor covered thickly with them, men were throwing them at each other, and all taking as many as they could carry. They were used instead of rope to secure the loading of carts filled with them. Throughout the French camp were hundreds of pieces, some heaped up, others used to make tents or beds and coverlids.

"A party of French went through the apartments with sticks, breaking everything that remained— mirrors, screens, panels, &c. It is said that they did so in revenge for the barbarous treatment the released prisoners, their countrymen, had received. A treasury containing a large quantity of gold ingots and sycee silver was to be divided between the English and French. In one of the ante-rooms of the state bed-room at the Summer Palace, the Treaty of Tien-tsin, in English and Chinese, signed by Lord Elgin, was found."

On the 7th October, on a demand being made for the release of the prisoners, Messrs. Parkes and Loch, a French officer, and seven or eight other prisoners were delivered up. They had been most cruelly used, and Captain Anderson and Mr. De Norman had died from the barbarous treatment they received. To show the cruel manner in which they were treated, a letter in the *North China Herald* says, "they were, whilst with Sankolinsin's army, treated in a most cruel manner; forced to kneel before every mandarin, however petty, their faces rubbed in the dust; they were bound with their hands behind them, and carried on horses to Tung-chow, and thence, in the same state, in one of the carts of the country, to Pekin, when they were placed in dungeons, and remained so until ten days before their release. Mr. Parkes was beaten when he did not instantly reply to a question, and Mr. Loch because he did not speak Chinese. Within the last week these atrocities have been discontinued, and they have met with some considerations." Of the fate of Capt.

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Brabazon, Mr. Bowlby, the *Times'* correspondent, Colonel Dubost, of the French Artillery, and several others, French and English, nothing was known; still there was little room for hope that they were alive.

On the 12th everything was prepared for the assault, general orders being issued with that view; but just before the threatened attack an official named Hangchun came out of Pekin, and said that all the demands of the Allies would be acceded to. The city was then delivered up, and the allied troops took possession of the gates, and were quartered on the walls which are sixty feet broad on the top and paved. In the meantime the Emperor and his family had fled into Tartary, and the immense bodies of Tartar cavalry, who had rather harassed than fought with our troops, had disappeared, and the stranger lorded over the city that had been governed in peace for ages by its Emperors, and had never seen the face of a foe; and such was the miserable defence made by the Chinese, of a place they held in the highest reverence, that it may truly be said to have fallen beneath the wind of the sword!

To add to the distress of the miserable Emperor, who is said to be addicted to intemperance, a rebellion is reported to have broken out in the western provinces. Thus he has a king, established in Nankin (the ancient capital of China) and who holds the southern provinces in defiance of his power, and has done so for ten years,—a rebellion in the west—the Russians ready to seize the north, and, to crown all, his capital in the power of a handful of foreign soldiers, whom the whole military force at his command could not cut to pieces or drive into the sea. What will be the end of these things it is not difficult to foresee. The empire will be dismembered, and those to whom it may be apportioned will be compelled to give satisfactory securities that they will rule according to just laws, keeping faith with all men, whether strangers or subjects, and dealing with foreign governments on fixed and honourable principles. Then we may hope to see this empire of treachery, cruelty, and idolatry broken in pieces, and the day arrive when peace and goodwill may be proclaimed through the Gospel to this hitherto benighted people, numbering as it is said, 360 millions, or one-third of the whole human family.

Whilst we are writing the following despatch has been received:—

"Foreign Office, Dec. 15.

"Intelligence has been received at the Foreign Office, this afternoon, through St. Petersburg, from Pekin, up to the 9th of November, stating that peace was concluded on the 26th of October, and the ratifications exchanged. On the 5th of November the allied forces evacuated Pekin, and the Emperor was expected immediately to return to the capital."

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In closing this paper we should not be doing our duty if we did not express our high satisfaction with the conduct of all our countrymen engaged in this great enterprize. Far removed from home, it was not to be expected that everything should be done as it ought to be done; but it appears that nothing was neglected—nothing wanted to secure the success of the expedition, and that the respective forces both by sea and land did their duty in a manner that amply justified the confidence placed in them by their country, and upheld their ancient character for courage and conduct, and most happy are we to learn that their losses have been so small, bearing no proportion to those inflicted upon their enemies, as a just punishment for their previous treacherous attack on our gallant seamen at the Taku Forts.

THE TWO ADMIRALS.

LORD DUNDONALD.

One of the great characters of a past generation has just departed. After attaining to an age beyond man's ordinary lot; after outliving envy, obloquy, and malice, after suffering much, doing more, and triumphing at last, Lord Dundonald has closed in peace and honour the days of his eventful life. History can produce few examples either of such a man or such achievements. There have been greater heroes, because there have been heroes with greater opportunities; but no soldier or sailor of modern times ever displayed a more extraordinary capacity than the man who now lies dead. He not only never knew fear, but he never knew perplexity, and was invariably found master of the circumstances in which he was placed. Nothing can exceed the audacity of his designs or the singularity of his successes; although, owing to the jealousy or spite of his superiors, his exploits were usually confined to spheres comparatively unimportant or remote. In some respects his character resembles that of the Napiers; more closely, perhaps, that of the famous Earl of Peterborough; but it would be difficult to represent him except by a narrative of his deeds. He was a man who lived in action, and who surprised the world by successive strokes of his genius or daring. Defoe might have written his adventures, but Clarendon could never have drawn his portrait.

The fourth quarter of the last century was but just commencing when Thomas Cochrane was born. At that time the Europe of old times still survived, and had shown, indeed, no obvious symptoms of decay. There was a King of Poland, an Empire of Germany, a Republic of Venice, and an ancient Monarch of France. Neither the United States of North America nor the Empire of Brazil had become known to the world; indeed, the latter state was founded as an episode of service, by Cochrane himself. Everything was in the old fashion, and so continued during the seventeen years which the

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young Scot devoted to the work of preliminary education. Then he made a start, and then, as it happened, the world made a start also. Young Cochrane joined his first ship exactly at the time that the Revolution was triumphant in France, and its principles were proclaimed in tones of thunder to a terrified world. It was an age of advancement, and he turned the opening to good account. In five or six years' time he was the idol of seamen and the wonder of the British navy. The authorities, whose anger he had already provoked, took good care to restrict his opportunities, but any chance was fair enough for Cochrane. The Admiralty gave him a ship of 158 tons burden—that is to say, about half as big as the smallest steam tug now borne on the effective list of the navy. It carried 14 guns, of so moderate a calibre that Captain Cochrane used to store away a broadside of shot in his coat pockets. Its chief cabin was so small that his most convenient way of shaving was by putting his head through the skylight, and turning the deck into a dressing table. However, with this craft he put to sea, and in the course of thirteen months accomplished greater feats of arms than the most pompous inscription ever ascribed to Louis XIV. He actually captured no fewer than 50 vessels of the enemy, mounting between them 122 guns, and one of these prizes was a powerful frigate of 32 guns and 319 men. But the little cruizer's own turn came at last, and she was seized by three French line-of-battle ships. Lord Cochrane thus became a prisoner of war, but, by way of improving his time, he set to studying the cut and set of the sails used in the French navy, and investigating the sources of that superiority which the French vessels undoubtedly possessed. He seems also to have ruminated to good purpose on the circumstances of his capture; for when, on another occasion, he was again chased by three ships of the line, he tried a new manœuvre with complete success. Finding that he could not escape by speed, he shortened every stitch of sail at the same minute, and brought his ship abruptly to a standstill. His pursuers, surprised by so unexpected a trick, shot past him by the impulse of their own speed, and before they could turn upon their anticipated prize he was off and away. His resources, indeed, in such straits were inexhaustible. Once he deceived an enemy of superior strength by hoisting false colours. The pretence passed muster, but the enemy prepared to send a boat off, which would have exposed the trick. Lord Cochrane upon this ran up the yellow flag, to denote that there was infection on board, and his prudent adversary stood aloof accordingly.*

* Whilst cruising off the Spanish coast, in 1805, he made a great number of prizes, amongst which was the 'Fortuna,' with specie to the amount of £150,000, besides a considerable quantity of merchandize; but he generously returned 10,000 crowns to the Spanish captain and supercargo. In April, 1809, he was selected to command a fleet of fire-ships intended for the destruction of the French fleet, then lying at anchor and blockaded by Lord Gambier in the Basque Roads. On the night of the 11th of that month he went on board one of the explosion-ships, containing 1500 barrels of gunpowder, and performed the hazardous service confided to him most effectually. For his signal gallantry on this occasion he received the Knighthood of the Bath. As M.P. for Westminster, he declined to accede to the vote of thanks proposed by Government to Lord Gambier, who had held the chief command of the Basque Roads affair, and that nobleman was subjected to a court-martial, but acquitted. His own prospects of promotion were ruined by his constant opposition to the Ministry, and by the stock-jobbing transactions of 1814. Early in the year a false report was spread that Napoleon had fallen, on which the funds suddenly rose, and Lord Cochrane and several of his

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We need be at no pains to recapitulate the incidents of this wonderful career. Lord Dundonald has told the story of his own life so recently and so well, and we have since repeated it so fully in our columns, that it will be more, perhaps, to our purpose if we glance for a moment at those points of the hero's character which proved so injurious to his professional prospects. When we read of his proceedings we certainly are not surprised at their results. He was everything which a man in office would dislike, and sixty years ago men in office could give more effect to their dislikes than they can at present. The "official mind" is probably much the same as ever, but it is now kept in check by public opinion.

Lord Cochrane's superiors did not misjudge his abilities or disparage his power. They merely held that, though power and ability were very good things, obsequiousness and pliability were better. They considered that there were plenty of brave men in the navy who would take ships and win battles as well as Cochrane, without raising, as he did, unpleasant questions or making inconvenient complaints. He presumed upon his services so far as to demand fair play and justice not only for himself, but for those who served under him, and he met the Ministers' refusal with so bold a tongue that every "Government officer" stood aghast at his audacity. Of course this would never do in the days of Lord St. Vincent. It might do now, because real merit would find support out of doors, and a man who had established his claims to command, would receive preferment whether he was in favour at head quarters or otherwise, just as General Sir Charles Napier was sent to India. But in Lord Cochrane's time popular opinion was but imperfectly developed. There was but one spot, in fact, where it was wont to receive any formidable expression, and that was in the borough of Westminster. To Westminster, accordingly, Lord Cochrane repaired, and from Westminster he was sent, at the head of the poll, into the House of Commons, where his denunciations of naval abuses were so vigorous that it was thought best to give him employment in order to get him out of the way.

It is of little avail now to speculate on the results which might have been attained if a spirit so ardent as that which has just departed had been allowed full play in the convulsions and chances of the last great war; but, when we look at the exploits which Lord Cochrane accomplished with insignificant means, it seems impossible to doubt that in rejecting his services we threw away one of our best hopes. Napoleon himself said of one of his designs, that if it had been executed as Cochrane desired, it would have destroyed a whole

friends sold out to a large amount. Tried on a charge of being concerned in propagating the report, a jury found him guilty of fraud, and Lord Cochrane was, on the 5th of July, sentenced to a heavy fine, a year's imprisonment, and to stand in the pillory. He was also deprived of the Order of the Bath, of his rank in the navy, and expelled from the House of Commons. One part of the sentence—the pillory—was remitted. The electors of Westminster again chose him for their representative, and, under circumstances of extraordinary daring, he broke out of prison and appeared in his place in Parliament, but we believe Sir A. Alison has done no more than an act of justice, when he declared his conviction, as an historian, that Lord Cochrane was innocent. In 1818 Lord Cochrane accepted the command of the Fleet of the South American state of Chili. Subsequently he was by the Emperor Don Pedro appointed to the command of the Brazilian Fleet, and in 1823 was by that monarch created Marquis of Marenham. His lordship next gave his services to Greece, and was employed in that country from 1827 to 1828. In 1830, King William IV. reinstated Lord Dundonald in his rank in the British navy.

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French squadron; and the Spaniards of South America regarded him exactly as the Beloochees regarded Sir Charles Napier, and dubbed him with the title of "The Devil."

Such was the man who, for the satisfaction of official prejudice, was in a great measure lost to his country at her hour of need. Valuable as were his services, they were probably unimportant in comparison with those which he was competent to render. Let us hope, then, that we have seen the end of such doings as these, and that in any future emergencies our future Dundonalds may find both their places and their rewards without obstruction from official conceits or political malice.

The Correspondent of the *Manchester Guardian*, writing on his Lordship's pecuniary affairs, says, "I feel I am violating no confidence, but, on the contrary, adding another to the many titles of respect which crown the memory of this great man, when I inform your readers, on perfectly reliable authority, that Lord Dundonald died literally penniless. His account at his banker's was overdrawn, and the Castle of Dundonald, with the 15 acres belonging to it, was mortgaged for £400. And this man had claims which it makes one blush to think our Government should ever have resisted, to large arrears of back pay, which were withheld when his honours were restored. He did not even live to see his banner as a Knight of the Bath replaced in St. George's Chapel at Windsor—though this has been done since his death—owing, I believe, to the very strenuous action of the Prince Consort in the matter. Surely it would not have been too much for the Ministers, or the Admiralty, or both, to have 'made act of presence' at the funeral of this man—so noble—so long-suffering—so cruelly wronged—so grudgingly and imperfectly atoned to. I believe that Lord Dundonald has left the materials for a third volume of his autobiography in pretty complete order.* He expired at his residence at Kensington, at the ripe age of eighty-five, and his remains were interred in Westminster Abbey.

SIR CHARLES NAPIER.

The group of illustrious men who came into the world in the same decade with the French Revolution is fast dying out. The survivors of that epoch are now more than three score and ten years of age, and very few of them are left. To-day, Nov. 7th, 1860, we have to chronicle the departure of one more of the small group—Admiral Sir Charles Napier. It has often been our duty in the later years of his life to speak plainly of the gallant old Admiral, but in anything that may have fallen from us, we hope that we have never forgotten his real merits. These were of no mean order, and fairly entitle him to the admiration and gratitude of his countrymen. In his name is summed up all

* Lord Dundonald is known to have suggested several valuable hints for the improvement of our steam navy. During the late war with Russia, his Lordship wrote to various members of the Government, offering to destroy Sebastopol in a few hours, with perfect security to our own forces; but his plans, after examination by a Committee, were rejected by the Government. His famous invention for destroying an enemy, is said by the *Court Journal*, to be the filling of shells with a gas of so potent a nature that, when liberated from the bursting missile, it would poison the atmosphere round for many yards, killing those who breathed it.

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that he was. A Napier is a man possessed of high spirits, immense courage, great ingenuity, prodigious egotism, and a critical or theoretical faculty which incites to deeds of astounding audacity. And so another Napier, another of the "Ready, aye, ready," school, is gone. We shall never more see his ruddy, jolly countenance twitching under his broadbrim, as in his blue coat and white trousers he trudged down to the House heavily burdened with a speech on the sorrows of the navy. He has fired his last gun; he is gone to the haven of another world. We will forget long speeches and wordy letters, to remember him only as he was in his prime,—the daring and the brilliant captain.

He was born at Merchistoun-hall, in the county of Stirling, on the 6th of March, 1786. His family trace their descent from the celebrated inventor of logarithms. His father, after whom he was named, was the second son of Francis, the fifth Lord Napier. He entered the navy at the age of 13 as a volunteer, and served on board a variety of vessels, from sloops to flagships, on many different stations, from the North Sea to the Mediterranean, and from the Mediterranean to the West Indies. These were the mighty Nelson days, bnt it was not Sir Charles Napier's good fortune to be engaged in any of the great naval battles for which the early part of the present century is renowned. Our cruisers however, were on every sea, and Napier had not a few opportunities of distinction in fighting single vessels of the enemy, in cutting out merchantmen, and in attacking West Indian islands, such as St. Thomas and Martinique. In an action with a French corvette of 22 guns he had his thigh broken by a shot. In the attack upon Martinique he won great applause for his temerity in scaling the ramparts with but five men, and in planting the Union Jack on Fort St. Edward. He won promotion as well as applause for his conduct in a subsequent affair, when he assisted Sir Alexander Cochrane (now a well known name) in chasing three French ships of the line, and in capturing one of them—a 74. He pressed the enemy so hard, and did them so much damage, that his commander made him captain at once, and the Admiralty were not slow to confirm the appointment. The next that we hear of him is in the Peninsula, amusing himself in the campaign with his cousins George, Charles, and William Napier. Here "Black Charles," as he was called by his cousins, saw a good deal of land fighting, was, indeed, talking to the other Charles when a bullet entered the nose of the latter, lodged in the jaw, and shattered the bone. In November, 1810, Charles James Napier writes to his mother, "Black Charles is a queer fellow as ever crossed me, and as honest a one," and then he gives the copy of a letter which the queer fellow, on quitting the army, addressed to the First Lord of the Admiralty:—

"Sir,—My leave of absence is just out. I don't think it worth remaining here, for I expect you will give me a ship, as I am almost tired of campaigning, which is a rum concern.—" C. N."

The result of this appeal was an appointment to the 'Thames,' 32. In this vessel, and in the 'Euryalus,' we find him performing many signal services,

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silencing batteries, landing troops, capturing merchantmen and whole fleets of gun-boats, driving on shore vessels which he could not capture, and finally operating with distinguished ability against Baltimore with a division of boats under his orders.

When the peace came, Napier, like many another gallant spirit, found himself condemned to inactivity. After 14 years' waiting he found employment again in the 'Galatea,' on the Portuguese coast, and it was in this period of his life that he first acquired a great position before the public. In performing his service for the British Government, he became interested in the affairs of Portugal, and ventured both to express his opinion as to the feasibility of certain operations, and to exert himself in the cause of Don Pedro. Considerable sympathy was felt in this country for Don Pedro, and an expedition under Captain Sartorius left the Thames in support of his claims. Eventually the command of this expedition devolved on Captain Napier, who succeeded in vanquishing the fleet of Don Miguel. He encountered this fleet, consisting of two line-of-battle ships and two frigates, besides several corvettes, brigs, and a xebeque, on the 3rd of July, 1833. He attacked at once, and brought the action to a speedy close by boarding the enemy from his flag ship. Short as the conflict was, it was decisive, for both the ships of the line, one of the frigates, and one of the corvettes remained in his possession. He was thanked for an exploit which placed the Queen upon the throne, was honoured with the title of Viscount Capo San Vicente, and was appointed Admiral-in-Chief of the Portuguese fleet. Napier, however, was dissatisfied with subsequent dealings which he had with the Government, and especially with the reduction of the fleets, and he soon quitted the Portuguese service in disgust. He had earned so much distinction, however, that it was not difficult for him to find employment in England. He was, in 1839, appointed second in command of the Mediterranean fleet, under Sir Robert Stopford, and he came in for some fighting on the Syrian coast. He is a very prominent figure in the storming of Sidon, in the defeat of Ibrahim Pasha among the mountains of Beyrout, and most glorious of all in the reduction of Acre. Sir Charles Napier among the mountains of Beyrout would no doubt again be described by his cousin as "the queerest fellow he ever came across," and as he led the British tars, riding an ass, covered with a great straw hat, wielding a huge stick, and followed by his dog Pow, he raised many a laugh. But if Napier on land cut a queer figure, he appeared in a different light on his native element. The attack on Acre was a very brilliant affair, in which he won golden opinions, though it must be remembered that he was only second in command, and that to Sir Robert Stopford belongs at least some of the credit which Sir Charles seemed inclined to appropriate entirely to himself. We are not now going to open up a controversy which has long since been exhausted. The Admiral accused the Commodore of disobeying orders, and the Commodore blamed the Admiral for want of alacrity. It is enough to say that the storming of Acre

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was at once a great military and a great political event, and that Napier on his part more than justified his reputation for dash and daring. He was made a Knight Commander of the Bath, and shortly afterwards, on his return to England, he was appointed to the command of the Channel Fleet.

It was now that he began to work his critical faculty. He exposed many naval abuses, and he suggested not a few reforms, some of which he had the good fortune to see adopted before he died; but he carried these attacks too far, and rendered his suggestions of doubtful value, through the personality of style which he exhibited in common with his cousins. It is not wise in an admiral who hopes for employment to accuse one minister of effrontery, to sneer at another as a fool, and to treat of all with asperity. It is not wise in any man to reduce a great public question to a contest of personalities, to be perpetually complaining that his merits are not recognised, and to insist upon it that the neglect of his suggestions is to be explained by the spitefulness of opponents. This, however, Sir Charles Napier was too frequently in the habit of doing, and he did it to the very last. When the Russian war broke out, all the indiscretions of his pen and tongue were forgotten, and, with much effervescence of champagne at the Reform Club, he was appointed to the command of the Baltic Fleet. With what result? We need not repeat the story of what he did *not* accomplish. We are content in this moment of sorrow to take his cousin Sir William Napier's estimate of what he did accomplish:—

"He caused the 30 sail composing the powerful Russian fleet to shrink like rats into their holes; he took Bomarsund, caused Hango to be blown up, interrupted the Russian commerce, and for six months kept in a state of inaction certainly 80,000 or 90,000 good troops. He restored and enlarged the knowledge of the Gulf of Finland to navigation; ascertained what large vessels can do there, and what they cannot do; when they can act alone, when with troops, and when gun-boats can be used with effect. He carried out an ill-manned, undisciplined fleet; he brought back unharmed a well organised, well disciplined one, with crews exercised in gunnery and seamanship—in fine, a fleet now really what it was falsely called when it started—that is to say, one of the most irresistible that ever floated on the ocean for all legitimate purposes of naval warfare."

As usual, Sir Charles got into difficulties with his superiors, and he was not intrusted a second time with the command of a fleet. There were fierce recriminations, which had better now be forgotten. Sir Charles consoled himself for the loss of the Baltic fleet, by becoming a second time the representative of a metropolitan borough in Parliament. He was an ardent Radical, after his hearty honest fashion, and as such had, in 1841, after his Acre exploit, recommended himself to the electors of Marylebone. After the Baltic cruise he won the sweet voices of Southwark, in the representation of which borough his death creates a vacancy. The fatigues of the recent session proved too much for even his iron frame. About ten days since he was

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seized with dysentery, and, though the progress of the disease seemed checked at first, he suffered a relapse, and died on the 6th November, at his residence, Merchistoun Hall, near Portsmouth. In private life he was revered and respected as a tender father and a faithful friend.

Sir Charles Napier married the widow of Edward Elers, Esq., R.N., whose son perished whilst in command of the 'Avenger' steam frigate, when she was wrecked on the Sorelle Rocks in the Mediterranean. Sir Charles had only one child, a daughter.

A subscription is being set on foot by the crews of Her Majesty's ships on the home station, to be afterwards extended to the whole of the navy, for the purpose of erecting a monument to his memory at Portsmouth, "in testimony of their gratitude for the many benefits his able advocacy had been the means of obtaining for them." His remains were borne to the grave by eight seamen who had served under his command during the greater part of his professional career. The "Diario do Governo" published an order to the officers and men of the Portuguese Navy to assume mourning for the space of three days, in memory of his death, he having been Count of Cape St. Vincent, in the Portuguese Peerage. Moreover, the keel of a war schooner has been laid in the Royal Arsenal, at Lisbon, which is to be called the "Admiral Napier," in commemoration of his services in the war of independence.—*Chiefly from the Times, Nov. 2nd* and *7th*, 1860.

GRACE DARLING AND HER FATHER.

THE 'Trio,' of Arbroath, which was wrecked on the Farne Islands, on the coast of Northumberland, in the storm of October last, struck on the rocks within three yards of the spot where the steamer 'Forfarshire' was wrecked in 1838. The sea ran so high, and the wind was so terrific, that the crew were afraid to take to their boat. The men, therefore, jumped into the water and were washed on to the rocks, many of them being dragged back several times by the force of the

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"undertow," and only saving themselves with great difficulty by the aid of tangles and other seaweed. The boat itself was blown right off the deck, alighting on the rock many feet distant, bow on, and being split up the centre by the shock. The men were about twelve hours on the rock, the sea being so high that no boat could possibly put out to rescue them. Towards evening, when the storm had abated, a crew, headed by James Darling, the father of the heroine Grace Darling, who had been watching the wreck all day, put out a boat from the Longstone Lighthouse, and rescued the men. Old Darling is now seventy-five years of age, is hale, hearty, and energetic still, and has been Superintendent of the Longstone Light for a period of fifty years. The captain and crew of the 'Trio' speak most reverentially, as they well may, of the brave old lightkeeper.

By the kindness of the "Society for Promoting Christian Knowledge," we are enabled to give, from their little work "*Shipwrecks and Adventures at Sea*," this engraving of Grace and her Father on the occasion of the wreck of the 'Forfarshire,' with a valuable cargo, and 60 persons on board, of whom about 40 were passengers. At the terrible crisis when the ship struck, the captain lost his self-possession entirely, and his wife demanded, in cries of despairing anguish, that assistance and protection which he was in no condition to render. A number of sailors and passengers, most of whom were asleep when the ship struck, and the chief mate, bent on self-preservation, began lowering the quarter-boat. The shrieks and cries of the females, as they rushed upon deck, mingled with the roaring sea, the dashing breakers, and the screams of unnumbered wild fowl disturbed in their resting places, produced a scene which baffled description. Nine persons escaped after being exposed in an open boat to a tempestuous sea during the night, and were picked up by a Montrose sloop at eight o'clock the following morning, and landed at Shields.

The vessel, in the interim, had separated into two parts, the fore part, in which were the captain, his wife, and a few others, remained fast on the rock; but, ere long, the captain and his wife were drowned; the situation of the rest was almost hopelessly perilous, and became momentarily more so. Each succeeding wave threatened to engulph them; and as their strength grew feeble, the raging billows assaulted them with increasing fury. Numbed with cold, they could hardly hold on to the wreck, while, from time to time, huge billows rolled completely over them with a force that literally rent the clothes from their persons, and reduced them to a state of utter exhaustion.

Towards morning the cries of the unfortunate people on the wreck about a mile distant, were heard by Grace Horsley Darling, who awoke her father, and as soon as day broke he launched the boat, and prepared to go to the rescue. The old man, noticing the state of the tide and weather, and penetrated with the perilous nature of the attempt, hesitated to proceed; but his daughter,

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after keenly regarding the wreck, and discovering from some movements that living beings were still clinging to it, seized an oar and stepped into the boat. The old man followed her, and together they rowed off to the wreck, through a dim mist and a sea in which a boat could hardly be expected to live. The father, with much difficulty, and after many attempts, succeeded in landing on the rock, and, to save the boat from being dashed to pieces, the daughter rowed off amidst the furious billows, which, but for her dexterity in the guidance of the little coble, would have hurled it in fragments among the breakers. By the exercise of the utmost skill and caution, the nine survivors on the wreck were got into the boat and conveyed to the lighthouse. Here their wants were supplied for some days by the same kind hands which had delivered them from death. Owing to the state of the weather, the mainland could not be reached for the two following days, during which time the survivors received every possible comfort and kindness that the household in the lighthouse could afford. The noble courage of Grace Darling, then 22 years old, excited the enthusiastic admiration of the whole kingdom, and placed her in the same rank with the best and bravest of her sex. A subscription, amounting to about £700, together with other suitable presents and flattering testimonials, marked the general estimation by the public of the determined courage of the young heroine, who, however, did not long survive to wear the honours she had so nobly won, having died of consumption four years after, on the 25th October, 1842. May others be stirred up by her example to be as useful in their day and generation.

COMMUNICATION FROM A STRANDED VESSEL TO THE SHORE.

THE Committee of the "Shipwrecked Mariners' Society" have long felt the need of a means of communicating with the shore *from* a wrecked vessel herself, independent of any mode of establishing the same from thence, which, from many circumstances, often fails, and thus many valuable lives have been lost. They, in consequence, advertised for inventions, hoping to obtain so desirable an object, and although they yet hope to find a more *certain* mode than has as yet been produced and available under every circumstance; they very gladly and thankfully give publicity, by permission of the designers, to some of the plans submitted.

Several gentlemen have suggested kites, viz., Captain Brown, R.N., Registrar General of Seamen, Lt. G. F. Dawson, R.N., Mr. Thos. Henderson, of North Shields, the Rev. J. B. Harbord, Chaplain H.M. Ship 'Donegal,' Lt. Geo. S. Nares, of H. M. Ship 'Britannia,' &c., all of which have different points of excellence, but that of Lieut. Nares, being by the Committee most approved, that gentleman has undertaken to experiment upon it, in order to test the availability of his suggestions, especially as applicable to coasters and

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small vessels, where the loss of life is experienced for want of means available from the vessel herself; when his plan has been thoroughly tested, it will be made as public as possible. In the meantime we notice a plan of Mr. Samuel Laing, of Millwall, which, under certain circumstances, we have no doubt might be the means of saving life, especially on a dead lee-shore. It consists simply of a machine made like an umbrella, the covering being either India-rubber or strong canvas, painted white, the spreaders being outside instead of in, as in an umbrella, and to be made of tough wood two-inches square. Mr. Laing proposes that this should be made fast to a spar 14ft. or 15ft. long, and 4in. or 5in. in diameter, and a manilla or coir-line made fast to the heel of the spar, which would keep it end on, so that both sea and wind would act to propel it on shore. It appears to us that carrying an extra spar of the size named may be inconvenient in a small vessel, and that the umbrella head might be so formed as to be made available with any spar,—it is evident that a difficulty suggests itself where there happens to be a strong long shore current. We, however, hope our readers may be stirred up to furnish us with their remarks on this all-important subject.*

We insert the following from Captain Newenham, R.N., as placed in our hands, together with a model:—It is

A detailed description of a "SAFETY RAFT" *for saving life* "FROM A SHIP" *on shore, and the* MATERIALS FOR MAKING WHICH ARE POSSESSED BY EVERY VESSEL, AS PART OF HER ORDINARY EQUIPMENT. *Invented and made by* Commander W. P. NEWENHAM, R.N.

Firstly.—The component parts are two ship's hatches or gratings, lashed across each other securely for the greater buoyancy and bearing afloat.

Secondly.—Two empty casks; water casks are always on deck, slung and firmly secured on the hatches, being bunged up by two reversed handspikes, and which answer the purposes of masts, on the foremost of which a sail (cut

* In a report to the Board of Trade, made by Captain Jerningham, of her Majesty's ship 'Cambridge,' of certain experiments with mortar and rocket lines, for the purpose of ascertaining the feasibility of affecting a communication with the shore from a stranded vessel, the result was most satisfactory. The means adopted for carrying this out was by attaching lines to a shot in a similar manner to that in ordinary use with the Manby apparatus. These shots were fired from ships' heavy ordnance of various calibre, viz., 10 inch and 8 inch guns, 32-pounder guns whose length of bore varied from 6 to 9 feet, and from 24-pounder and 12-pounder brass howitzers. The principal object in view was to ascertain the practicability of retaining the line fast to the shot when fired from guns, as well as the probable range likely to be obtained under the various directions of the wind, it being presumed that in the majority of the cases the wind would blow in the direction of the shore, and thereby aid the flight of the projectile and the line, whereas the contrary would generally be the case with the Manby apparatus fired from the shore. The results have proved most satisfactory, the shot having seldom separated from the line. In conclusion, Captain Jerningham calls their lordships' attention to the great importance of substituting Manilla for all other hemp in the use of life apparatus, it being cheaper, stronger, lighter, more durable, more elastic, buoyant, and takes up less space. When balled up in bags or baskets one man can carry four lines, four rockets and staves, and communicate with the wreck alone, whereas the box and frame are costly, cumbersome, and require at least three men to carry them and the rockets. He suggests that experiments should be carefully carried out for the purpose of ascertaining the limits of range, size of lines, and other circumstances connected with the important fact of saving life from shipwreck. This at present is not sufficiently ascertained, for had the 'Royal Charter' fired a common shell with a Manilla strop, toggled in the fuze hole attached to any small rope, and discharged it with a few ounces of powder, the range required was so short that the life of every man might have been saved.

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triangularly from any of the sails, leaving lengths of the bolt ropes, to answer for sheets), may be secured by the upper corner of it, and the sheets rove through the two ring bolts of the athwartship hatch, and led aft and belayed for greater spread of the sail.

Thirdly.—A kedge or other *small* anchor or grapnel, lashed securely to the fore part *(underneath)* of the raft to gripe into the beach when it grounds on it, and to resist the force of the back water, while every *on-shore wave* will throw the raft higher and beyond its influence, as well as give more elevation to a *second line* on the mast, on which to pass along *from the ship to shore* either

Fourthly.—A *hammock*, *basket*, or *cot*, the first kept extended by a boat-hook or other light spar with individuals therein.

Fifthly.—As in all cases of wreck much confusion must exist, I propose slinging the reel with deep sea lead or other line in the stays of the after mast, as represented in the model, rather than having it rolling about on board, taking *especial care* to fasten one end of the line or lines to a ring bolt on deck; or if a mast be standing to it, for the greater elevation and security of it, and the *safe* transit of the traveller, *hammock*, *basket*, *or cot.*

Sixthly.—One or two steady seamen should man the raft to secure it when it had reached the shore, as well as to attend to all details in its passage, particularly to the reel and lines, and their weight with the anchor would act as ballast to prevent it capsizing; the life-lines at the sides would secure them from being washed overboard "*en route*" to land. The lines traversed and snaked across are for the same purpose.

Seventhly.—Two oars are secured diagonally to give more bearing and buoyancy, as also, if the coast should be desolate and treeless, one to rig up a triangle or other framework with the two handspikes, to sustain and pass along the traveller hammock on the second line attached to, and rove through a single block for that purpose.

I have proved the efficiency of the raft by the conveyance of a bucket of water to and fro across a river from my cutter without other aid. The idea was suggested to me by an empty cask coming to my feet from a wreck less than a quarter of a mile from the shore, and to which I was vainly endeavouring to get off in a boat, as the crew, 14 in number, were clustered on the bowsprit, and perished one by one before our pained sight and *helpless efforts* to relieve them. I exclaimed at the time "O, if those poor souls had had the presence of mind to attach a line to that cask, we could *have hauled off to their assistance* with the boat."

Conclusion.—As every vessel must have all the foregoing materials on board, and which any seaman can readily and promptly put together; and as the raft seems to me to combine what the "Shipwrecked Mariners' Society" *(a noble one)* desires to accomplish, one of "*cheapness and simplicity*," I

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humbly but confidently submit the rude model, my own work (save the turned casks), now sent to their office for competition, and as a candidate for the "£50 reward" offered by them in the *United Service Gazette* of the 21st of July last.

W. P. NEWENHAM, Commander, R.N.,

Taunton, 31st July, 1860.

P.S.—I have added two "*Studding-sail booms*" to the raft to give *greater buoyancy*, as also to furnish, with the oars and handspikes, additional means of making a scaffolding on shore for the transit of the travelling basket, cot, or hammock. To prove the efficacy of such means of communication with the shore, I would refer the Society to the rude "*Chingada*" or "*Catamaran*" fishing boats of Pernambuco, made of a few rough pieces of timber about seven yards in length and two and-a-half in breadth, which go many miles to sea, carry a *large* shoulder-of-mutton sail, and with only *one man* to manage each. I have met them twenty miles off the land, and, while on the coast, I never heard of the loss of one of them.—W. P. N.

We have also had "Allen's Apparatus" under notice, which, under certain circumstances, would be available, but we are at present not at liberty to describe it. In our next number we hope to enter more fully into the subject in general, and to give the result of the experiments now being made.

THE CHASE.

On the 8th of November, 1810, when we were lying in that splendid harbour the Cove of Cork, and quietly refitting our ship, an order came for us to proceed to sea instantly, on a cruise of a week off Cape Clear, in quest of an enemy's vessel, reported to have been seen from some of the signal towers on the west coast. We were in such a predicament, that it was impossible to start before the next morning, though we worked all night. Off we went at last; but it was not till the 11th that we reached our appointed station. Towards evening it fell dead calm, at which time there were two strange sails in sight; one of them a ship, which we 'calculated' was an American, from the whiteness of his sails—the other a very suspicious, roguish-looking brig; but as both of them were hull down, much of this was guess-work.

As the night fell, a light breeze sprung up, and we made all sail in the direction of the brig, though she was no longer visible. In the course of the middle watch, we fortunately got sight of her with our night-glasses, and by two in the morning were near enough to give her a shot. The brig was then standing on a wind; while we were coming down upon her, right before it, or nearly so. The sound of our bow-chaser could hardly have reached the vessel it was fired at, before her helm was up; and in the next instant her booms were

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rigged out, and her studding-sails, low and aloft, seen dangling at the yard-arms. The most crack ship in His Majesty's service, with every thing prepared, could hardly have made sail more smartly.

For our parts, we could set nothing more, having already spread every stitch of canvas; but the yards were trimmed afresh, the tacks hauled closer out, and the haulyards sweated up till the yards actually pressed against the sheeve-holes. The best helmsman on board was placed at the wheel; and the foot of the foresail being drawn slightly up by the bunt slab-line, he could just see the chase clear of the fore-mast, and so keep her very nearly right a-head. The two forecastle guns, long 9-pounders, were now brought to bear on the brig; but as we made quite sure of catching her, and did not wish needlessly to injure our prize, or to hurt her people, orders were given to fire at the sails, which, expanded as they now were before us, like the tail of a peacock in his fullest pride, offered a mark which could not well be missed. Nevertheless, the little fellow would not heave to, for all we could do with our forecastle guns. At four o'clock, therefore, we managed to get one of the long 18-pounders on the main-deck to bear upon him from the bridle-port. Still we could not stop him, though it was now bright moonlight, and there was no longer any tenderness about hurting his people, or injuring his hull. The vessel, however, at which we were now peppering away with round and grape-shot, as hard as we could discharge them from three good smart guns, was so low in the water, that she offered, when seen end on, scarcely any mark. How it happened that none of her yards or masts came rattling down, and that none of her sails flew away, under the influence of our fire, was quite inexplicable.

The water still continued quite smooth, though the breeze had freshened, till we went along at the rate of six or seven knots. When the privateer got the wind, which we had brought up with us, she almost kept her own, and it became evident that she was one of that light and airy description of vessels which have generally an advantage over larger ships when there is but little wind. We, therefore, observed, with much anxiety, that about half-past four the breeze began, gradually, to die away, after which the chase rather gained than lost distance. Of course, the guns were now plied with double care, and our best marksmen were straining their eyes, and exerting their utmost skill, confident of hitting her, but all apparently to no purpose. One or two of the officers, in particular, who piqued themselves on knowing how to level a gun on principles quite unerring, in vain tried their infallible rules to bring our persevering chase to acknowledge himself caught.

By this time, of course, every man and boy in the ship was on deck, whether it was his watch or not; even the marine officer, the purser, and the doctor, left their beds—a rare phenomenon. Every one was giving his opinion to his neighbour; some said the shot went over her, some that they fell short; and the opinion that she was a witch, or the Flying Dutchman, or some other phantom,

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was current amongst the sailors, whilst the marines were clicking their flints, and preparing to give our little gentleman a taste of the small arms when within their reach.

While things were in this anxious but very pleasurable state, our foresail flapped slowly against the mast—a sure indication that the breeze was lulling. The quadruple rows of reef points were next heard to rattle along the topsails—sounds too well known to every ear as symptoms of an approaching calm. The studding-sails were still full, and so were the royals; but, by and by, even their light canvas refused to belly out, so faint was the air which still carried us, but very gently, along the water, on the surface of which not a ripple was now to be seen in any direction. As the ship, however, still answered her helm, we kept the guns to bear on the chase without intermission, and with this degree of effect, that all her sails, both low and aloft, were soon completely riddled, and some of them were seen hanging in such absolute rags, that the slightest puff of wind must have blown them away like so many cobwebs. By five o'clock it was almost entirely calm, and we had the mortification to observe, that the chase, whose perseverance had kept him thus long out of our clutches, was putting in practice a manœuvre we could not imitate. He thrust out his sweeps, as they are called, huge oars requiring five or six men to each. These, when properly handled, by a sufficiently numerous crew, in a small light vessel, give her the heels of a large ship, when so nearly calm as it now was with us. We were not going more than a knot through the water, if so much, which was barely enough to give us steerage way.

The Frenchman got out, I suppose, about fifteen or twenty of these sweeps, and so vigorously were they plied, that we could see by the moonlight, and still more distinctly when the dawn appeared, that the foam was made to fly in sheets at each stroke of these gigantic oars, which were worked together, by their looms being united by a hawser stretching fore and aft. Our chief anxiety now was to pitch a shot amongst his sweeps, as one successful hit there, would have sent half his crew spinning about the decks. But we were not so fortunate; and in less than an hour he was out of shot, walking off from us in a style which it was impossible not to admire, though our disappointment and vexation were excessive. By mid-day he was at least ten miles ahead of us; and at two o'clock, we could just see his upper sails above the horizon. We had observed, during the morning, that our indefatigable little chase, as soon as he had rowed himself from under the relentless fire of our guns, was busily employed in bending a new suit of sails, fishing his splintered yards, shifting his top-gallant masts, and rigging out fresh studding-sail booms—all wounded, more or less, by our shot. As the severe labour of the sweeps was never intermitted, we knew to a certainty that the chase, though small, must be full of hands, and, consequently, it was an object of great importance for us to catch him. Of this, however, there now seemed but very little chance and our own

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crack marksmen, now quite crest-fallen, were driven to the poor excuse of declaring that the moonlight on the water had deceived them as to the distance.

It really seemed as if every one on board had been seized with a fever—nothing else was thought of, or talked of, but the French brig; every glass, great and small, was in requisition, from the pocket spy-glass of the youngest midshipman, to the forty-inch focus of the captain. Each telescope in its turn was hoisted to the cross-trees, and pointed with a sort of sickening eagerness toward the lessening speck on the distant horizon. One might also have thought, that the ship was planted in a grove of trees, in the height of spring time, so numerous were the whistlers. This practice of whistling for a wind is one of our nautical superstitions, which, however groundless and absurd, fastens insensibly on the strongest-minded sailors at such times. Indeed, I have seen many an anxious officer's mouth take the piping form, and have even heard some sounds escape from lips which would have vehemently disclaimed all belief in the efficacy of such incantation.

But it would be about as wise a project to reason with the gales themselves, as to attempt convincing Jack that his invoking the wind can be of no sort of use one way or the other. He will still whistle on, I have no doubt, in all time to come, when he wants a breeze, in spite of the march of intellect; for as long as the elements remain the same, a sailor's life—manage it as we will—cannot be materially altered. It must always be made up of alternate severe labour and complete indolence—of the highest imaginable excitement—and of the most perfect lassitude. If I were not anxious at this moment to get back to my chase, I think I could shew how these causes, acting upon such strange stuff as sailors are made of, leads to the formation of those superstitious habits by which they have always been characterised.

In the course of the afternoon, we perceived from the mast-head, far astern, a dark line along the horizon, which some of our most experienced hands pronounced the first trace of a breeze coming up. In the course of half an hour, this line had widened so much that it could easily be perceived from the deck. Upon seeing this, the whistlers redoubled their efforts; and long before sunset, our hearts were rejoiced by the sight of those numerous flying patches of wind, scattered over the calm surface of the sea, and called by seamen catspaws—I presume from the stealthy, timorous manner in which they seem to touch the water, and straightway vanish again. By and by, the true wind, the ripple from which had marked the horizon astern of us, and broken the face of the mirror shining brightly every where else, indicated its approach, by fanning out the skysails and other flying kites, generally supposed to be superfluous, but which, upon such occasions as this, do good service, by catching the first breath of air, that seems always to float far above the water. One by one the sails were filled; and as the ship gathered way, every person marked the glistening eye of the helmsman, when he felt the spokes of the wheel pressing against his hand, by the action of the water on the rudder. The fire-engine had been carried into the tops,

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and, where its long spout could not reach, buckets of water were drawn up and thrown on the sails, so that every pore was filled, and the full effect of the wind was exerted on the canvas.

The ship now began to speak, as it is termed; and on looking over the gangway we could see a line of small hissing bubbles, not yet deserving the name of spray, but quite enough to prove to us that the breeze was beginning to tell. It was near the middle of November, but the day was as hot as if it had been summer; and the wind, now freshening at every second, blew coolly and gratefully upon us, giving assurance that we should have no more calms to trouble us, whatever might be our other difficulties in catching Monsieur Frenchman.

Of these difficulties, the greatest by far was that of keeping sight of the brig after it became dark. We overhauled him, however, so fast, that we had great hopes of getting near enough to be able to command him with the night-glasses, in which case we made pretty sure of our prize. The night glass, it may be right to explain, is a telescope of small power, increasing the diameter of objects only about eight times. It has a large field-glass; and, in order to save the interception of light, has one lens fewer than usual, which omission has the effect of inverting the object looked at. But this, though inconvenient, is of little consequence in cases where the desideratum is merely to get sight of a vessel without seeking to make out the details..

Meanwhile, as we spanked along, rapidly accelerating our pace, and rejoicing in the cracking of the ropes, and the bending of the lightest and loftiest spars—that butterfly sort of gear which a very little wind soon brushes away—we had the satisfaction of observing that the little privateer had not yet got a mouthful of the charming wind which, like the well-known intoxicating gas, was by this time setting us all a-skipping about the decks. The greater part of the visible ocean was now under the influence of the new-born breeze; but, in the spot where the brig lay, there occurred a belt or splash of clear white light, within which the calm still lingered, with the privateer sparkling in its centre. Just as the sun went down, however, this spot was likewise melted into the rest, and the brig, like a poor hare roused from her seat, sprang off again. We were soon near enough to see her sweeps rigged in—to the delight, no doubt, of her weary crew, whose apprehensions of an English prison had probably kept up their strength to a pitch rarely equalled.

As the twilight—the brief twilight of winter—galloped away, a hundred pairs of eyes were almost jumping out of their sockets in their attempts to pierce the night; while those who had glasses kept scrubbing them without mercy, as if they imagined more light would be let into the tube the more they injured the lenses. One person, and only one, continued, as he asserted, to see the chase, faintly strung, like a bead, on the horizon. I need not say that this sharp-sighted gentleman was nailed to his post, and ordered on no account to move

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his head, fatigue or no fatigue. There happened to be a single star, directly over the spot to which this fortunate youth was directing his view, with as much anxiety as ever Galileo peered into the heavens in search of a new planet. This fact being announced, a dozen spy-glasses were seen wagging up and down between this directing star and that part of the horizon, now almost invisible, which lay immediately below it. Many were the doubts expressed of the correctness of the first observation, and many the tormenting questions put to the observer as to which way the brig was standing? what sail she had set? whether we were drawing up with her or not? as if the poor youngster had been placed alongside of the vessel. These doubts and fears were put an end to, or nearly so, by bidding the boy keep his eye fixed on what he took to be the chase, and then, without acquainting him with the change, altering the ship's course for half a minute. This experiment had scarcely been commenced before he cried out, "I have lost sight of her this very moment! I saw her but an instant ago!" And when the ship's head was brought back to the original course, he exclaimed, "There she is again! just to the right of the star."

This star served another useful purpose at the same time The man at the wheel could see it shining between the leech of the foretop-sail and that of the top-mast studding-sail, and was thus enabled to steer the ship with much greater steadiness then he could possibly have done by the compass alone. Before midnight, as the breeze had freshened greatly, and we were going at the rate of nine knots an hour, we had drawn up so much with the privateer that every one could see her with the naked eye, and the gunner with his mates and the marksmen who had lost their credit on the proceding night, were fidgetting and fussing about the guns, eager to be banging away again at the prize, as they now began, rather prematurely, to call her—little knowing what a dexterous, persevering, and gallant little fellow they had to deal with, and how much trouble he was yet to give us.—*Basil Hall's Fragments of Voyages and Travels.*

(*To be continued.*)

LIGHTNING CONDUCTORS.

THE ancient Romans decreed a civic crown to every man who saved the life of a citizen, and held him to be more worthy than the soldier who had destroyed a hundred enemies. Adopting this noble idea, what must be our feeling towards those who have saved hundreds of citizens. The dreadful effects produced by the electric fluid, and the number of lives lost thereby, have induced men of science to avail themselves of the discovery of Franklin, and to apply it to the formation of conductors, by which the lightning may be drawn from the atmosphere, and its force spent harmlessly in the earth. The beneficial effects of their labours are manifest every day, and where due precautions are taken

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the occurrence of disasters from lightning are very rare. The cases, as far as can be known, of the loss of life and the destruction of property on record are innumerable. If this is true as regards *terra firma*, what must it be at sea, where the sailor is exposed to many dangers from which the landsman is free. Nothing can equal the dread that must be felt on board ship when the announcement is made that the vessel has been struck by lightning, and that the only escape from a frightful death by fire is to seek an easier exit by drowning. What the feelings of persons so situated must be, we know too well from many late instances of ships on fire. We have one consolation on this point, however, which is, that as far as danger of fire from lightning is concerned, a remedy can be applied of certain efficacy, and when we see the list of ships that are known to have been thus destroyed, we cannot but consider that those who neglect to adopt the means of averting the danger, labour under a very heavy responsibility.

We have now lying before us an authentic list of 104 ships, varying from 300 to 1000 tons, struck by lightning in different quarters of the world, almost every one of which was totally destroyed, many with very valuable cargoes, and the unfortunate crews of a great number of them perished with their ships within the space of a few years. It is a very sad thing to think of such mournful events; but it is better that they should be extensively known than that they should be buried in oblivion; for where prevention can be applied against an apprehended danger, it ought to be applied without delay. On this very important subject Sir W. Snow Harris, inventor of the system of lightning conductors in use in the Royal Navy, addressed a letter to the First Lord of the Admiralty, in which he entered fully into the subject, which letter ought to be carefully read by every one interested in the preservation of our shipping, and the fact particularly dwelt upon by Sir William should never be forgotten, "that for at least 28 years in which his system has been in use there is no single instance of damage by lightning in any vessel in which it has been carried out; and at this instant damage to her Majesty's ships by the destructive element of lightning has positively vanished from the records of the Royal Navy." Here we have a statement capable of proof, and respecting which not a doubt can exist, that the means of safety are within reach, and yet it appears that those means are neglected, and systems are adopted which are shown to be entirely useless, the object in adopting them being to effect a saving of expense. The law compels shipowners to adopt many measures involving expense, but this obvious means of saving life and property is left to choice or chance. Could not the underwriters at Lloyds' interfere in this matter, and agree to refuse to insure vessels unprovided with lightning conductors? The law lays heavy burdens upon shipowners, but this is a burden that ought to be cheerfully borne, inasmuch as it affords effectual protection in circumstances of manifest danger to life and property. Sir William states his case in so clear

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and powerful a manner, that we need no apology for giving his letter *in extenso*:—

To the Right Hon. the First Lord of the Admiralty, &c.

SIR,

1.—THE large annual amount of destruction by Lightning to Merchant ships frequently employed for the conveyance of H.M. troops and stores, as also for the purposes of emigration and other services, is a matter of very serious moment when considered as a public question; on which account I venture, most respectfully, to submit to you the following facts and observations, with a view, as far as possible, to the removal of a calamity so ruinous and so detrimental to the national interests.

2.—It may be shewn, upon positive evidence, that merchant ships and cargoes exceeding in value a million sterling have actually perished by the terrible effects of Lightning, within a comparatively few years. How many have perished in a similar way, without any record of such destruction, and hence set down as missing ships, it is quite impossible to say; but, from the evidence furnished by cases upon record, there is every reason to believe that the number is very considerable, and that a large proportion of ships not heard of after going to sea, and hence entered as missing ships, have actually perished in consequence of having been struck by Lightning: that is to say, they have been either burned, sunk, or in some way wrecked or destroyed.

3.—This question being a question based on positive facts, I beg permission, first, to submit for your information and consideration, the annexed list of 100 merchant ships, either partially or totally destroyed by Lightning, or otherwise severely damaged, together with such abridged details as are essential to the illustration of the case: you will then at once see, as I feel assured, of what serious moment is this question to the national interest, and its relation to that department of H. M. government over which you have the honor to preside. You will observe, for example, that the transport ship 'Marian,' No. 69 of the annexed list, conveying H. M. 47th Regiment from China, was struck by Lightning off the Cape of Good Hope, in June, 1843, the decks ripped up, the ship set on fire, five men killed, and but for the wonderful exertions of the soldiers must have been totally lost. Nos. 49 and 73, are again cases of this kind. Nos. 58 and 95, are cases of ships employed for emigration. No. 59, a similar ship, is a case of an emigrant killed by lightning in his berth: here is quite enough to shew the great impolicy of allowing the lives of emigrants and others embarked for foreign lands—to say nothing of the Queen's troops and stores in various parts of the world—to remain open to the fatal power of a destructive natural agency, seeing that a practical and efficient means of security is at hand, and that damage by Lightning in the royal navy is now unknown.

4.—This subject does not seem to have altogether escaped the attention of that department of the Board of Trade to which questions relating to merchant ships are usually referred; but nothing effectual has ever been done. The Board of Admiralty also require, in certain general terms, that merchant ships taken up for the service of the government shall have, what is usually denominated, "Lightning Conductors," without any specification whatever as to efficiency. The consequence is, that the ship owner, under the pressure of a false economy, *provides his vessel with the cheapest article he can obtain at all calculated to satisfy the required condition of "Lightning Conductors."* Hence, ships of the merchant navy employed by H. M. government are usually furnished with no better security from Lightning than may possibly be derived from the chance use of small linked chains or ropes of wire; these are often put on board the ship packed in a box, and remain, in many instances, in the ship's hold, as is seen

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in a great variety of instances of ships damaged by Lightning. No. 76 is an example of this neglect.

5.—These chains or wires, when applied, are set up from the royal mast head, along the backstays, and over the ship's side into the water, being open to every sort of damage incidental to a ship's rigging; they are often broken in gales of wind and storms.—As a means of protecting the ship from Lightning they are very inefficient. Here is a recent and most remarkable instance: it appears by the Log and other official reports of H. M. ship 'Havannah' that whilst anchored at Panama, in July 1857, near the United States Flag ship 'Independence' and the United States corvette 'John Adams,' one of the terrible thunderstorms incidental to the Southern climates of the Pacific enveloped the three ships. Lightning struck the 'Independence,' destroyed the small wire conductor, together with the topgallant mast and royal yard, and shivered the main mast: another discharge is said to have melted the chain conductor of the 'John Adams.' H. M. ship 'Havannah,' having the certain and capacious system of electrical conductors employed in the royal navy, experienced no ill effect whatever. Other remarkable instances are found in the log of H. M. sloop 'Hazard.' In May and June, 1846, off Sumatra, and again at Borneo, Lightning struck the ship, destroyed the small wire ropes placed in the ship for an experimental trial as lightning conductors, shivered the main topmast, which, in falling, stove in the gun-room deck and did much other damage. In H. M. sloop 'Bittern,' again: In Jan. 1844, the small wire conductor, placed also in that vessel on trial, failed to protect the ship; the topgallant mast was shivered, eight men struck down on deck, and sent to the hospital. From these and many other analogous instances the Admiralty Commissioners, appointed in 1839, to enquire into the best means of securing the royal navy from lightning, state, in their report, that the lightning conductors for ships in common use are liable to lead to serious accidents, and that they "cannot but regard them as a temporary and inadequate expedient."* Yet this is the "dangerous and inadequate expedient" which, according to the existing state of things, is permitted in merchant ships carrying the Queen's troops and stores, in various parts of the world, notwithstanding that the most experienced naval and scientific authorities† especially appointed by the Board of Admiralty to enquire and report on the subject protested against it. Is it then any great matter of astonishment to find such terrible destruction by lightning, in the merchant navy, as that seen in the annexed list? Moreover, the loose way in which such uncertain expedients are applied by persons totally ignorant of the subject, and who exercise their own discretion as to whether they will apply them or not, being often swayed by superstitious terrors and prejudices relative to such conductors, is further calculated to increase the danger. In the royal navy, H. M. ships are made integrally safe from Lightning: the conductors form part of the ship itself, and the officers and crew have nothing to do with the matter. *The consequence is, that, for at least twenty-eight years, in which such a system has been in use, there is no single instance of damage by Lightning in any vessel in which it has been carried out: and at this instant, damage to H. M. ships by the destructive element of lightning has positively vanished from the records of the royal navy.*

6.—I do not contend for the application of an efficient system of Lightning Conductors to be tyrannically imposed upon the whole merchant navy, upon all classes of vessels, however insignificant; that the owner should be required to have such con-

* See Parliamentary Papers "Shipwreck by Lightning," ordered by the House to be printed February, 1840.

† The Commission consisted of the late Rear-Admiral Griffiths, Admiral Sir James Gordon, Captain James Clarke Ross, Professor Daniell, Mr. Fincham.

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ductors in their vessels whether they will or no: all that must necessarily remain an open question, and find its way upon its own merits, as all such questions are sure eventually to do. It is only in the more especial cases of large-class ships, employed in emigration, the conveyance of troops and stores, and other great departments of any branch of the Public Service, to which these observations are meant to apply, —cases in which the government already interferes, in securing life and property, by insisting on the ship being properly equipped with the requisite number of anchors, boats, life buoys, and other necessary stores, &c.

7.—By the 292nd clause of the Shipping Act, it is provided that no ship carrying more than Ten Passengers shall proceed to sea without being furnished with a Life-boat, life buoys, &c. "to be at all times fit and ready for use." If then merchant ships of a certain class be required to be provided with a given number of boats life buoys, anchors, cables, &c. and other means of saving life and property, *a fortiori* they should be made secure against the destructive element of Lightning—a source of Shipwreck in every kind of form, and by which they may suddenly and at any instant be burned, sunk, or otherwise wrecked, as the annexed list of vessels destroyed by Lightning very fully shows. The owners of the vessels say they insure their ships and property; it is with them altogether a money question. The insurers, on the other hand, look to averages and chances, and think the occasional destruction of a ship not altogether detrimental to their interests. They are hence unwilling to meddle with a question which may end in lowering the rate of Insurance; and thus, between the two, and the absence of all legitimate interference on the part of H. M. government, life and property is continually sacrificed.

8.—Some of the circumstances attendant on the cases in the subjoined list are quite frightful. The 'Bayfield,' No. 6, struck off Sierra Leone, was about 400 tons. The master and crew were knocked down senseless, the vessel's timbers trembled under the shock, large splinters of the spars covered the decks. The electrical discharge passed by the masts into the hold, and in a few minutes the ship was on fire fore and aft; the master and crew were driven to the boats, and finally witnessed the total destruction of their vessel. After intense privations, they reached Sierra Leone.

The burning of the 'Walter Scott' is described in the Annual Register for 1835. Lightning shivered the foremast, entered the forecastle, and completely raked the vessel; set fire to the cargo so thoroughly that the captain, crew, and passengers roused from their beds, hurried at once into the boats; within an hour the ship went down. Mrs. Hamilton and Sir Isaac Coffin were passengers in this vessel. The seamen, struck senseless, were with difficulty got into the boats. "The moment the long boat and the gig left the vessel, the masts went over the side; the flames burst forth in greater magnificence than ever: the thunder still roared, the Lightning flashed, and the two small boats were speedily left alone upon the billows." After much suffering during the remainder of the day and succeeding night, they were picked up by the ship 'Saladin.'

The following protest of the master of the 'Orwell' is not an unimportant document in the illustration of the destruction of ships of the merchant navy by Lightning:

"That on the 19th of February, 1838, it blew very hard from N.W. with heavy squalls and rain; the gale continued all night, and was accompanied by a great deal of thunder and lightning; that at half-past two, p.m. on the following day (20th February) the ship was struck by the Lightning, which set fire to and burnt nearly the whole of the sails, did considerable damage to the masts, spars, and rigging, and knocked down the master and several of the crew; that the heavy rain soon extinguished the fire in the rigging, but immediately afterwards they found that the vessel was on

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fire in the lower hold, and that the spare sails in the cabin were also burning; that all hands were immediately set to work to cut away the cabin and deck to get at the fire; that, finding it increasing, they hove down a quantity of water amongst the cargo, at the same time throwing everything overboard that came to hand in the cabin; that after cutting through into the hold, they found several bales of cotton on fire, and in order to get this extinguished, they had to throw some of the cargo overboard; that after great labour and exertion, they at length succeeded in getting the last bale of cotton that was on fire from the bottom of the ship; about ten or eleven, p.m. all hands were set to work the pumps, as the vessel was making a great deal of water; that at eleven, a.m. on the 21st of February, the vessel *was struck a second time by the Lightning*, which shivered the main mast, main-top gallant mast, and damaged the larboard pump."

9.—I am really very sorry to have troubled you with so long a communication; but I trust the importance of the question and its bearing on the public interest will be favourably considered in the way of apology for the liberty I have taken; and, that everything being duly considered, H. M. government may be led to take some steps in giving to merchant shipping, under its control, the same amount of protection from Lightning as it thinks absolutely requisite for ships of the royal navy, for the Mail Steam Packets, and other vessels more immediately under the direction of the government.

I have the honor to be, &c.
W. SNOW HARRIS.

Our space forbids us to give the list, but can any one, after reading this letter, refuse to acknowledge that the profession of a sailor is of a most hazardous nature to those who embark in it, or that those who do embark in it should have every possible protection afforded to them, every kindly care bestowed upon them? In cases like those above-mentioned, while the passengers on board are paralysed with terror or driven to distraction, the sailors on board are expected to be as calm and collected as if nothing was the matter, and they generally are so with but rare exceptions. It is in times of danger and difficulty that the truly brave come out in their real character, and the British sailor has ever been found forward in the discharge of his duty, however perilous that duty may be, and there are so many examples of this on record, that there is no wonder that Old England is proud of her gallant tars, and anxious for their safety and comfort. In taking leave of the subject we beg to impress upon our influentiul countrymen to attend to the question of which we have been treating, as it is one deeply affecting our naval strength and our maritime prosperity.

VISITS TO THE SEA COASTS.

[*Continued from our last number.*]

CORNWALL.—There are no scenes of nature more diversified and more absorbing in interest than those about

THE LAND'S END, the huge granite rocks forming a barrier to the tumultuous

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sea, which, during the many years of its restless tossings, and its frequent tempestuous raging, has carved out at its own pleasure, shafts as if cut with a chisel, columns and gigantic arches, endlessly various in rugged forms, perpendicular in some parts and shelving in others, receding into caves through which the impetuous billows roar with tremendous fury, even in the finest weather, but when the tempest rages, it is awful, appalling, and terrifically grand; it seems as if the elements of earth, water, and air were engaged in a desperate war of extermination, and that nature was involved in the issue.

Difficulty has sometimes arisen in ascertaining which is really the rocky promontory designated the Land's End, as Cape Cornwall, being in the immediate vicinity, rears its lofty head much higher; we give, therefore, for the benefit of our readers the following quotation, from good authority.

"The Land's End, when first seen at a distance, appears in two round hummocks, on the highest of which is a spire-steeple; upon nearer approach, on the outermost point, which is low, another spire will appear. By these marks the Land's End is easily known. It may be seen in clear weather 7 or 8 leagues off. Cape Cornwall lies $3\frac{1}{2}$ miles N.N.E., $\frac{1}{4}$ E. from the Land's End."

On and about this part of the coast are a number of rocks, which are distinguished by various names, and marked on the chart, such as the "Rundlestone," "Wolf-rocks," "Shark's-fins," "Brissons," "Veney," &c., which have, in by-gone days, proved fatal to many a good ship, and also to their crews; our seamen are therefore strongly recommended to give them a wide berth. About three miles to the northwest of the Land's End are several masses of rocks called the

LONGSHIPS, upon the largest of which is a light-house built of granite, and constructed on an ingenious principle by a Mr. Smith, who obtained a grant from the Trinity House for that purpose, and was rewarded by a certain rate levied on all ships passing the Land's End. British ships pay a half-penny per ton, and foreigners a shilling each vessel, which averages a revenue of about £3000 per cent. The rock upon which the light-house stands rises about 60 feet above the sea, consequently the light is well elevated, and may be seen at a distance of fourteen miles. This steady fixed light has been and still is a great boon to mariners, both in coasting round the land and coming in from abroad, and before its erection in 1797 many vessels every year were wrecked on, or about, this wild rocky place, but happily it is now a rare occurrence. West about twenty-six miles, and midway between France and Ireland, are the

SCILLY ISLANDS, an interesting group of about one hundred in number, abounding in fine bold views, and possessing every advantage of harbour, soil, and climate, and inhabited by a race of people who are well skilled in the arts of agriculture and shipbuilding, as well as in those other branches of trade which are so necessary to the comfort and conveniencies of life.

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These Islands are used to some extent as an harbour of refuge, every road-stead being well protected by Islands at the N.W., N., N.E., E., S.E., and S.W.; as many as 300 sail of vessels have been sheltered at one time among them, St. Mary's roads alone being capable of containing 200 sail, and in which at low water there is sufficient for a line-of-battle ship to ride afloat, with excellent holding ground of blue clay, and by the extension of the pier an excellent breakwater might be created, and the harbour considerably enlarged, affording additional accommodation and security to vessels visiting the Islands.

Of the entire group only some four are inhabited, of which St. Mary's is the chief, its circumference being about nine or ten miles, with a scattered population of about 1600, while the population of the whole is not more than 3000.

Druidical remains are profusely scattered, and a Danish fortification stands out prominently on the chief island, also the remains of what is called Cromwell's Castle, beside which there is the Star Castle, built in the reign of Queen Elizabeth, and in the late war with France this was the principal rendezvous of the western squadron under Sir Edward Pellew.

About fifty sail of vessels belong to the port, the largest of which is about 600 tons register, and nearly the whole of this fleet have been built here. There are also fifteen good pilot-boats belonging to the isles, the owners of which are constantly on the look out for ships, and therefore, what with ship-building (which is carried on pretty extensively), fishing and sailing, a considerable number of the Scillonians procure their income, as might be presumed, from the sea, while the remaining part attend to the cultivation of the fertile soil, taking care to be well provided with potatoes, which, coming early into the London market, amply reward them for their toil, tons of which are annually sent from these isles, bringing, in some instances, a return of £5000 in one season.

The proprietor, Augustus Smith, Esq., M.P., has his residence on Tresco, in a beautiful spot, with gardens the like of which are seldom seen, commanding splendid views of all the principal sounds, and from the hill on which his flag-staff is placed he sees the whole extent of his domains, North and South, East and West; the proprietor has directed much attention to the education of the young, for which purpose there are schools on the four principal islands, viz.: St. Mary's, Tresco, St. Agnes and St. Martin's, beside churches and chapels.

These islands are considered very healthy: of this perhaps sufficient proof is afforded by the great age to which the inhabitants attain; there are many persons now living upon them very aged, amongst whom are twenty whose united ages amount to 1,700 years, most of them being able to attend to their various occupations, and between Christmas 1842, and Midsummer 1849, forty-two persons were interred whose united ages amounted to 3579.

Yet beautiful and healthy as they are, the Scilly Islands have been the cause

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of death to many of our hardy seamen, who have left behind widows and orphans to mourn their loss. When once entangled and surrounded by this fearful network of rocks, many of which are partially, or altogether hidden from view, their destruction appears inevitable, and perhaps few places have proved more fatal, in years gone by, and made greater inroads on the masses of those

"Whose path is on the mountain wave,
Whose home is on the deep,"

than the Scilly Isles. We do not wonder at the anxiety of all seamen to give them a wide berth; fearful and appalling are the known records, while many of whom no such records are kept on earth, have sunk like lead in the mighty waters, seen alone by the Omnipresent eye. Sad indeed are the following items of intelligence.

Sir Cloudesley Shovel, returning in the 'Association,' from Toulon, in 1707, in company with several other ships of war, in which were many distinguished personages, struck upon the Gilston and went down in two minutes, when every soul but one perished. The 'Eagle,' 70 guns, and the 'Romney,' 50, lost at the same time, and all hands perished; in all about 2,000 men. In 1841 the 'Thames' steamer, from Dublin to London, was lost, and out of 65 persons only four were saved. A Dutch barque, in 1844, lost all hands but two.

There are, however, *now* two-first class lighthouses shedding forth their friendly lights to warn the mariner on nearing this romantic and dangerous group of islands; one on St. Agnes, which is well elevated, and another on the Bishop's, the western extremity of the isles, recently erected and rising 150 feet above the level of the sea, which sent forth its first silent warning in September, 1858, since which time (we are informed) there has not been a wreck upon the islands.

The first attempt was to construct on the Bishop's a light-house of iron, which was totally destroyed before its completion by a terrific storm in February, 1850. The one now standing is of granite, and has braved the storms of two winters, which have been most severe, the huge mountainous waves dashing furiously, not only against it, but over it, hiding it sometimes from the view of the spectator, making both the house and its keepers "exceedingly fear and quake," and in January 30th, 1860, so terrific was the gale, and so fearfully heavy the sea, that it smashed to pieces the fog-bell of 5 cwt., which was elevated 110 feet above the sea, yet it weathered the storm, although "*The rain descended, and the floods came, and the wind blew, and beat upon that house; but it fell not, for it was founded upon a rock.*"

LIMERICK*, which has been called the "City of the Violated Treaty,"

* In our 24th No., Vol. VI, we slightly touched upon the important ports of Limerick and Waterford; upon a more recent visit, we are enabled to give a more detailed description of them.

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maintains a high rank amongst the towns of the "Emerald Isle," although the maritime trade of the port has, within the last ten or twelve years, undergone much modification and experienced considerable decline. Independently, however, of the commercial position of Limerick, there are many circumstances that render valid her claims to some distinction.

The early history of the place is very interesting, and after a perusal of it, the visitor to that locality need not be surprised to find many of the inhabitants fond of recounting those passages in that history which they regard as romantic and chivalrous.

The Shannon, on the eastern bank of which, and about 60 miles from the sea the city is situated, is a noble and beautiful river. It is navigable as far as Limerick for vessels of 500 tons, though ships of that tonnage generally discharge a portion of their cargo in lighters before hauling alongside the Quay.

That part of the river called the *Pool* is about half a mile from the city, and is a capital roadstead. From there the spectator has before him a delightful and much admired prospect. To the northward lies the picturesque chain of the Cratloe hills; to the westward about five miles in the distance, and apparently blocking up the river at that point, rise the dense woods of the demesne of Trovoe; to the south spread out the fertile lands of the county of Limerick; and to the eastward lies the city. There are three steamers regularly plying on the lower Shannon, for the conveyance of passengers and goods.

A very fast little steam boat runs, during the summer season, in connexion with the Limerick and Foynes railway, and is quite a favourite with those who prefer expedition in their journey to the pleasure of beholding the varied beauties of the river, which can be viewed to so much advantage by travellers who proceed by the old and direct route to and from Limerick.

During the summer months considerable numbers of the inhabitants of the city and surrounding country descend the river in order to reach the favourite watering place, *Kilkee*, which is situated on the west coast, about 20 miles N.E. of Loop Head. Here the invalid, inhaling the invigorating breeze, or the man of business, enjoying his season of delicious relaxation, may well, while gazing on the long rollers of the Atlantic bursting against the precipitous and resounding cliffs, think of the men who "*go down to the sea in ships and do business in great waters*," and feel a lively sympathy for those who, driven by stress of winds and waves, experience the perils and sufferings of the shipwrecked mariner.

From Kilkee cars convey passengers to Kilrush, whence Limerick can be reached in about three hours. The city of Limerick is supposed to have been founded about the year 155, and some writers maintain that the Regia of Ptolemy was none other than that ancient town. St. Patrick is said to have

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visited it about the middle of the fifth century. Some very early records of Limerick notice it as a Danish settlement; by that people it was plundered in 812, and about the middle of the same century they made it one of their principal maritime stations, surrounding it with walls and towers, which enclose the area now occupied by the English town. Before the eleventh century, that portion of the city called Limerick was a place of commercial importance, and, like Galway, was visited frequently by foreign merchants.

In the year 1174 it was in the possession of the English; in the year 1197 a charter was accorded to it by King Richard to elect a Mayor. It is remarkable that this privilege was not enjoyed by the citizens of London until ten years after that period; and until the thirteenth century neither Cork nor Dublin had a mayor. This circumstance has been referred to in attestation of the importance in which, at so early a stage in its history, the city was held.

Limerick, which was considered the strongest fortress in the kingdom, has weathered the storms of many a siege, and its inhabitants are recorded to have fought with valour and perseverance. In the year 1690 the forces of King William were brought against it, but this opposing army was withdrawn without subduing it. In the following year the town was again invested by William's army, commanded by General de Ginkell. On this occasion the siege was protracted and sanguinary. In the defence of Thomond Bridge one of the most serious conflicts of the period took place, when 600 Irish were slain, 150 drowned, and above 100 taken prisoners. The celebrated treaty of Limerick terminated these operations. This treaty is said to have been signed on a large stone near Thomond Bridge, within sight of both armies.

In 1760, Limerick was declared to be no longer a fortress, and the dismantling of its walls and other defences was immediately commenced and completed by slow degrees, as the extension of the improvements rendered it necessary. On the breaking out of the American war not less than three volunteer corps were readily formed under the names of the Limerick Union, the Loyal Limerick Volunteers, and the Limerick Volunteers. After the termination of that contest, the improvement and extension of the city were renewed with great spirit.

The city, situated in an extensive plain watered by the Shannon, is composed of three portions,—the English town, the Irish town, and Newtown-Perry. The latter is the fashionable quarter, and was built wholly within the last 50 years. It is situated on elevated ground parallel with the course of the river, and is acknowledged to be one of the handsomest towns in Ireland.

Limerick was formerly an important place for exporting grain and provisions. At that time a fine fleet of schooners, principally employed in the trade to London, was owned there; and some large brigs, barques, and ships, engaged in the passenger and timber trade with North America, hailed from the port. But the maritime trade has greatly declined of late years, and the

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number of vessels has become proportionably reduced. At present the shipping consists of a few colliers and timber vessels, and a fleet of five screw steamers. The latter monopolize so much of the trade between the city and the English ports as the railways do not absorb. A number of foreign vessels, principally with grain from the Mediterranean, arrive at the port, and the seamen that are met with here are for the most part Italians, French, and Austrians. There is now a large floating dock at Limerick with gates 75 feet wide. A Sailors' Home was recently erected here, but it has never been opened, as there are at present hardly any sailors to be found at the port, except a few such foreigners as have been just described.

Almost the only kind of fishing carried on about Limerick is for salmon, and as that fishery forms an important branch of industry, a few remarks in reference to it will not be out of place.

The salmon fisheries of the lower Shannon, or the tidal portion of the river, are very valuable. There are one hundred weirs for taking the fish between Limerick and Kilrush, a distance of 50 miles. Besides these there is a great chartered Lax weir fishery situated at the former place. Before the introduction of the present code of fishery laws, the last-mentioned fishery was let by the corporation (the owners) on a lease of 90 years, for £300 a year rent. The fisheries have, however, so much improved, that the lessee's interest was lately sold to Mr. Malcolmson, of Waterford, for £10,000.

The kind of boat used in the salmon fishing is what is called a gondola, a small flat-bottomed row-boat that draws only a few inches of water. The number of these boats is about 70, and the number of fishermen at Limerick about 220. The kind of net used is the "draft" and the "snap" net; the former is worked by three and the latter by four men. When the fishing season is over, the men engage in various kinds of labour during the winter. In the spring of the year a very good price is obtained for the fish, and during this part of the season from 1s. to 2s. per lb. is paid for it. Nearly all the fish taken here are exported to England. The extension of railways in Ireland has greatly incresed the value of the salmon fisheries. During the past year. 298 tons of this fish were conveyed by the Great Southern and Western Railway, and 82 tons by the Midland line; while the quantity of fish of all kinds conveyed last season by the former was 897 tons, and by the latter 867 tons. The salmon fisheries of Ireland are regulated by a special code of laws. Each engine must pay license duty according to its power of capture. The enforcement of these laws is confided to a board of conservators who are elected by the license payers, and whose chief duty is to protect the fish in the spawning season. The system has been found to work so well that it is about being introduced into Scotland, having been recommended by a committee of the House of Lords last session. It is also to be extended to England.

WATERFORD is the chief port and city of a county of the same name in the

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province of Munster. The port, which is situated on the river Suir, was known at an early period of its history by the name of *Cuan-na-Griath*, signifying, in the Irish language, "The Haven of the Sun." The writer has not learned from any reliable source to what circumstance the application of this brilliant title is to be ascribed. Conjecture might, without perhaps being over fanciful, refer the origin of this appellation to the beautiful features of the surrounding scenery. Afterwards this port had appropriated to it the more sombre name of *Gleann-na-Gleodh*, meaning "The Valley of Lamentation," in allusion to a sanguinary conflict between the Irish and the Danes, in which the former, who were victorious, burned the city to the ground. Another name by which Waterford was known to the Irish and Welsh was Portlargi, "The port of the Thigh," from the resemblance which the river at this place bears to that portion of the human figure. Its present name is of Danish origin, and was derived from a ford across St. John's River, which at this place forms a junction with the river Suir. The original foundation of this city is by some persons referred to the year 155; but one thing seems certain respecting the time when it was first regarded as a place of commercial importance, which was about the year 853, when it was rebuilt by the Danes or Ostmen.

The city, the early history of which is very interesting, stands on the southern shore of the river, and, like other towns in Ireland, it bears evidences of the vicissitudes through which it has passed. At one time a place of great strength, and encompassed by walls, its inhabitants possessed an independent and sovereign authority, and were for a long time the objects of dread throughout a considerable extent of country. For a lengthened period this colony avoided all intimate connexion with the native inhabitants of the country, and retained its ancient customs, manners, &c., unaltered. In 1643 it endured a bombardment by the forces of Cromwell, one of the balls from whose cannon remains embedded in a portion of the ancient city walls, and presents an expressive memento of that assault.

The town consists, in the most northern parts, of wide and airy streets and well constructed houses. It contains various public edifices and charitable institutions, and possesses two parish churches and several Protestant dissenting places of worship.

The quay, of so much importance to the maritime interests of Waterford, is undeniably superior to any similar structure in Ireland, or perhaps (if we adopt the opinion pronounced by the tidal commissioners) in the kingdom.

It extends in an uninterrupted line for about a mile, and has a general width of about 70 yards. The depth of water is sufficient to allow vessels of about 500 or 1,000 tons to unload at the floating jetties which, rising and falling with the tide, afford important facilities for loading and discharging. At the lower end of the quay stand the remains of a large tower, of Danish

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origin, which at one time formed a portion of the city walls; and from the upper extremity you enter upon the bridge, 832 feet in length and containing 39 arches, which communicates with the suburb of Ferry Point. From the hills at the northern side of the river an imposing view is presented of the city and the surrounding scenery, but it is in descending the river that the ever varying beauties of the prospect, and the striking advantages that pertain to the harbour, may best be contemplated.

The harbour may be considered to extend from the city to the confluence of the rivers Suir and Barrow, and thence to the entrance, in all about 20 miles. From Passage, where 500 sail of vessels may safely ride at anchor, to the sea, lies a fine estuary two and a half miles in breadth at the entrance. Outside the harbour the coast is bold and rocky, but between Waterford on the east and Youghal on the west, it has the deep indentations of Dungarvan Harbour and Tramore Bay.

The maritime trade of Waterford is still maintained in a lively state, but when the writer visited that port last autumn, the British shipping there bore but a very small proportion to the number of foreign vessels at the quay, and lying abreast of it in the stream.

The exportation trade in cattle, corn, provisions, &c., amounted, in the year ending the 31st of March, 1860, to two millions sterling, and in the same year 2,250 vessels entered the harbour.

About 180 vessels, amounting in the aggregate to 26,328 tons, are registered in the Custom House. The fishing craft (which are included in the foregoing estimate) are few in number and inefficient in condition. It may be inferred from this remark (and the inference is quite true) that the fishing here is much neglected. There is, however, excellent trawling ground, extending for about ten leagues, in a south-easterly direction, convenient to this port, and the numerous steamers plying there seem to invite to a vigorous prosecution of the fishing by the valuable facilities which they afford for obtaining ready sales and good prices in the English markets. Fishermen with heavy craft come from Dublin and that direction, and spend months in the summer catching and curing cod, ling, &c., and then sending the produce home, where they get some £20 per ton for their fish; whereas double that sum might be realized by sending it fresh from Waterford.

A few enterprising fishermen, capable of taking charge of good fishing boats, would meet with encouragement at this port; so much so that the appearance of some men of this description would be likely to induce parties on the spot to provide the boats. It has been even stated by a gentleman well acquainted with, and long resident at the port, that some wealthy persons are prepared to build or to buy suitable craft, provided the right kind of men were forthcoming.

Happily shipwrecks on this immediate coast have of late been of rare

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occurrence. A Life-boat is stationed at Tramore, about 9 miles from the mouth of Waterford harbour, and two rocket stations are in that vicinity.

It may well be gratifying to the sailor, and to the many who wish him well, that such a practical interest is taken in the establishment of Life-boats on those parts of our coasts where shipwrecks most frequently occur; and it is a subject for similar gratification that the "Shipwrecked Mariners' Society" has been enabled to prove "a friend in need" to so many who have been mercifully rescued from an untimely ocean grave, by affording to each one that required it, food and clothing, and furtherance to his home. Few indeed, if any of our seafaring friends, would hesitate to acknowledge that these friendly services in his behalf are deserving of gratitude, not only to his earthly benefactors, but to Him especially from whom every good and perfect gift proceeds. And if it is pleasing to recall with thankfulness the various acts of kindness which some of us may have experienced at the hands of some human friend, how much more joyous ought it to be to ponder the mercies which our Heavenly Friend has given us so richly to enjoy. How grateful should we be when we take a retrospective view of the path of life which we have already trod, and look around over the wide field of our present position, as thickly sown with mercies as the meadows are in spring time sprinkled with wild flowers, or as old ocean's surface, when over it the wintry tempest careers along, is bestrewed with the snowy crests of the heaving billows. Oh! yes, our Divine Benefactor "is good to all; he is kind to the unthankful and the evil." If the seaman is conscious of a thrilling sense of gratitude for the Life-boat that rescues him from the foundering ship, and for the friendly hospitality which the "Shipwrecked Mariners' Society" exercises towards him in his time of need, how much more deeply is his gratitude demanded by the fact, that a means of rescue has been provided for saving—what is of far greater importance to him than life—even his soul.

Yes, the Life-boat, (to use a figure of speech) that the Gospel discloses, has long been launched and now floats buoyantly within hail, is ready to receive the sinner on board, whether he be seaman or landsman, and convey him to a hospitable shore, where every provision has been made for his permanent happiness.

How sweetly sounds above the din and turmoil of guilt's "troubled sea" the Saviour's gracious voice, "*Look unto me and be ye saved:* "I am the way, the truth, and the life, no man cometh unto the Father but by me," "*him that cometh unto Me I will in no wise cast out.*" Jesus is to the believing soul what the Life-boat is to the sinking mariner.

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MISCELLANEOUS.

THE ROYAL AND MERCHANT NAVIES.—During the past month a good deal of discussion has been going on in the public press with respect to the relative advantages of the navy and mercantile marine, a subject originally broached by a writer in the *Times*, who asserted, with the most unblushing effrontery, and in total ignorance of the facts of the case, that of the two services, the navy was the worse fed and the worse paid. As the circulation of this may injure the Royal Service in the estimation of the uninitiated, we hasten to put the question on its right footing.

Every man entering the navy gets gratuitous bedding and mess traps. He must pay for those things in merchant ships. Every man entering the navy is allowed rations free, more than he can eat, of most excellent quality, and is paid for what he saves. He is not so paid in the merchant service, nor generally so well fed. Every man entering for ten years' continuous service in the navy, as well as every boy on reaching eighteen, gets gratuitous clothing, worth about £2 10s., in addition to the bedding, worth about 16s. There is nothing similar in the merchant navy. He also at present receives bounty money on entering the navy, which he generally spends, as money is spent, when flush, at naval seaports. Instead of going to his ship, too, he gets some crimp to take him, who is paid "bringing money" by order of the Admiralty, and who spunges "Jack" freely besides. To the honour of the merchant service, there is nothing of either kind in it. If the seaman in the Queen's service has a very good character he may have a good-conduct badge bearing 1d. a-day after three years' service, 2 badges after eight years' service, and 3 badges after thirteen years' service; and, notwithstanding "One who knows the Service," which is the signature of the writer in the *Times*, who states that the men are in a state of chronic mutiny, there are thousands of men wearing one, two, or three badges in the navy, thus proving both good behaviour and continuance of men, without their "running" at "every opportunity." The wages of an able seaman, continuous service, are £2 9s. in the navy; he may have his one, two, or three badges, with 1d. a day for each besides,—he may be a qualified "diver," and have a penny a-day also for that—he may also be a seaman gunner 1st class, and have 4d. a-day, or 2nd class, with 2d. a-day in addition; and there are no such additions to pay in the mercantile marine, which does not average above £2 10s. a month for about ten months in the year, the remaining two months he is generally out of employ, and, unlike the navy, gets no wages while on leave. There are other additions to pay in the Royal Navy, but these are the principal; and there are various grades of 1st and 2nd class petty officers, chief petty officers, and the rating of leading seamen, to which good men may look forward—to say nothing of the "warrant" and the far-off "commission" in the distance—and these highly-paid grades amount to a goodly number in the whole fleet. Then we come to pensions. Under the continuous-service system a man may become a short-service pensioner after 10 and 15 years. The long pension is granted to men who have volunteered for any period above five years' service since 1853, after 20 years' service from the age of 18, instead of after 21 years' service from the age of 20, which is the period for non-continuous service men. Men, and even boys, are also pensioned or paid gratuities in the navy when invalided, and for wounds and accidental hurts—with Greenwich Hospital open to receive them—a provision for the contingencies of life not to be found in the merchant service, or any private service on shore; and when a system of Naval Barracks, as it is currently reported, shall have been carried into effect with a generous hand, more will be done to popularize the Navy than by any other means; and will

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soon prove a better recruiting agent than the £10 bounty. It will give the sailor home, near which his family can settle, and where, by being insured a fixed portion of his service in the Reserve, he will see the certain prospect of a considerable part of his time for pension in his own country. The Barrack-home will afford many comforts hitherto unknown to the sailor.

Royal Naval School.—A Swimming Bath having been constructed, at an expense of upwards of £500, so far as to render it available during the summer months, has been in use, under careful regulations, since the spring of 1858; during which period a large number of the Pupils have learnt to swim. The benefits of frequent bathing, both as a source of health and recreation, are of great importance, and our most eminent Physicians have considered it as of more general utility than any other kind of exercise or sport. Independently of its influence on health and cleanliness, a no less important advantage may be added, viz., that of teaching the art of Swimming—so essential to the preservation of life under circumstances of danger from which few are exempt. A great number of the pupils of this school embrace professions in which the easy precaution of Swimming would to them be invaluable. The two seasons in which the Bath has been in use during the four summer months have satisfied the Council of the great advantage of rendering it available throughout the year. They are now, therefore, receiving donations to enable them to cover in the building, providing for good ventilation, approachable under a covered way from the Chapel Arcade, and all the requisite machinery and apparatus for making the water tepid. The Bath has been built purposely with a view to its ultimate completion according to the original design; for which purpose about £300 are now required. Her Majesty, with the Prince Consort and many noblemen and gentlemen, including former and present pupils with their relatives, have marked their interest in the welfare of the school by contributing towards the Bath Fund. Messrs. Drummond and Co., Bankers, Charing Cross, and all the Navy Agents, will receive donations, however small, which may also be sent by post office order, payable at New Cross, or in postage stamps, to Alfred Eames, Esq., Secretary, Royal Naval School, New Cross, Kent, S.E., in aid of the "Swimming Bath Fund." A letter from an old pupil, of which the following is a copy, has been addressed to the Editor of the 'Morning Post,'—

"Sir,—The recent wreck of the 'Royal Charter' exemplifies, in a way to reach the hearts of all, the fearful risks to which all who '*go down to the sea in ships*' are exposed, but it also enables us to realize the advantages that a knowledge of the art of swimming confers upon the shipwrecked. The waters are our highway, as they are to no other people in the world, and yet we do not qualify ourselves to traverse them. There have been shipwrecks enough to shew us that the best swimmer on board becomes the prince and arbiter of the company. He who can carry a rope to shore, as in the case of the recent disaster, or pull the greatest number of helpless beings after him to a rock, is like a heaven-sent messenger to the rest. No other manual exercise or sport can be so useful or so invigorating. Yet how few sailors even are expert swimmers! It has been my duty to muster all hands for bathing in the beautiful climate of the Mediterranean, and out of a crew of 200 men not 30 could swim! No public school, or private one of any pretension, should omit encouraging this thoroughly English and manly sport. At Eton, no pupil is allowed to boat on the river until he shall have obtained a swimming certificate. Under these circumstances, I ask you, sir, for a small space, as an old pupil of the Royal Naval School, New Cross, and one who has seen large numbers of lives lost for the want of the easy precaution of swimming, to bring under your kind notice

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a project for the completion of the swimming-bath in that valuable institution. When I tell you that there are upwards of 200 sons of naval and marine officers receiving their education there, a large number of whom embrace the professions of their fathers, I am sure you will give a corner in your journal for the promotion of such an object. This School is, in truth, a nursery for the British naval officer; and, seeing that its benevolent foundation provides for the education of a number of the less affluent of that service, it has peculiar claims on the public—naval as well as non-naval—for support. Let us, then, encourage the art of swimming in every educational establishment in the kingdom; but let us, at any rate, at once give the Naval School a bath for its scholars, if only in testimony of the recent magnificent behaviour of our splendid Channel fleet. Yours respectfully, A Lieutenant, Royal Navy. Harwich."

Boat Building by Machinery.—The Lords of the Admiralty have recently inspected some very ingenious machinery in a factory near Regent's Park, the invention of a clever American gentleman. The object sought to be obtained is the saving of time, labour, and expense in boat building; and when we state that by the process in question a cutter of 36 feet in length can be turned out of hand ready for the water in 10 hours, we have said enough to shew the extraordinary character of the means used to produce such a result, especially when it is considered that the same work performed by the process now in existence could not be finished under eight days.

The Patagonian Mission.—In our fourth volume, page 194, we gave an account of the life and death of Captain Allen Gardiner, R.N., the pioneer of this most praiseworthy, yet disastrous mission. Another vessel, bearing his honoured name, carried another missionary party, including his only son, to the scene of his martyrdom, to plant the banner of the Cross amidst the benighted inhabitants of Terra del Fuego. But a fatality has attended this second enterprise, for the melancholy intelligence last year arrived of the brutal and unprovoked murder of Captain Fell, his brother (the mate), the crew of five sailors, and Mr. Phillips, a Catechist, by the natives. It may here be stated, that the excellent and devoted Christian labourer and efficient seaman, Captain Fell, laboured as a Thames Missionary in the service of the British and Foreign Sailors' Society for 4½ years, and that he quitted it at the close of 1857, on account of failing health, in order to take charge of the schooner, 'Allen Gardiner,' the little vessel attendant upon the stations of the Patagonian Missionary Society. Still wishing, however, to retain his connexion with the Institution, he requested that he might be regarded as an Honorary Agent, engaging to avail himself of every opportunity to carry out amongst his brethren of the sea the objects of the Society. In this capacity he sent home occasional reports of his continued and zealous labours. He was supplied with a Bethel Flag, hymn books, and tracts, and embraced every opportunity of visiting ships riding at anchor, or moored in all harbours on parts of the American coast south of the La Plata, and at the Falkland Isles. His health being thoroughly re-established, a long course of useful labour seemed to lie before him; and it was only in 1859 that his wife and child followed and joined him at that distant sphere. These hopeful prospects have been thus early and cruelly blighted; and a sharp stone flung by the unerring hand of a treacherous savage, was in all probability the instrument of his destruction. On Sunday, the 6th of November 1859, whilst engaged in Divine worship, in a house erected for Mission purposes, at Woo-ly-a, in the Beagle Channel, the natives interfered, and one of their number was slain within the building, the rest were struck down and slain as they ran towards their boat, with the exception of the Catechist and another, who succeeded in reaching it. The oars, however, having

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been previously craftily removed, their escape was prevented, and a stone hurled against Mr. Phillips' temple hastened his end, while his companion was also speedily despatched. The scene was witnessed by the cook, the only man left in charge of the schooner, who immediately lowered himself into the remaining boat, and in the end most marvellously escaped. He is the only survivor, and brings the heavy tidings of this deed of blood. Thus are there new names to be added to the list of Christian men, who, not holding their lives dear, have devoted themselves unreservedly to the Missionary cause, and become martyrs in the service of the Lord. But whilst we mourn the sad bereavement thus endured, it is a joy unspeakable to feel assured that these dear brethren have joined the noble army which is continually before the Throne, and form a portion of that happy multitude escaped out of great tribulation, having washed their robes and made them white in the blood of the Lamb.

SERMONS, COLLECTIONS, &c.

For the "Shipwrecked Mariners' Society."

BURNHAM, SOMERSET.—The annual sermon was preached in the Parish Church, on the 14th October, by the Vicar, the Rev. T. Williams, (Life Governor), when the sum of £7 17s. 2d. was collected and remitted by the Honorary Agent, Mr. James Campbell. A lecture was also delivered, on the 22nd November, by the Rev. Heneage Gibbes, M.D., when the sum of £2 9s. 6d. was collected in aid of the funds.

HYTHE.—A sermon was preached in the Parish Church, on the 21st October, by the Rev. B. Kingsford, (Incumbent), when the sum of £7 11s. 8d. was collected and remitted by Mr. Edward Palmer, the Honorary Agent.

HOWTH, DUBLIN.—The Rector, Rev. R. Lawrenson, kindly advocated the claims of the Society in the Parish Church, on the 7th October, when the sum of £5 12s. 8d. was collected and remitted by Mr. Thomas Halsey, Honorary Agent.

IPSWICH.—On the 9th October three sermons were preached in Bethesda Chapel, by the Rev. T. Poock, (Minister), when the sum of £12 was collected and remitted by the Honorary Agent, Mr. A. R. Taylor.

LIMEKILNS, N. B.—The annual sermon was preached in the Parish Church, on the 16th ult., by the Rev. Dr. Johnston, (Life Governor), when the sum of £6 5s. was collected and remitted by Mr. James Young, Honorary Agent.

LIVERPOOL.—A sermon was preached in the Mariner's Church, by the Rev. W. Maynard, M.A., (Chaplain), when the sum of £7 16s. was collected and remitted by the Honorary Agent, Capt. Bevis, R.N.

LOUTH, LINCOLN.—Mrs. B. Hyde, of Louthfield House, has kindly forwarded a collection of £5, including the sale of work.

STIFFKEY, NORFOLK.—The Rev. R. B. Brereton, (Rector), kindly preached in aid of the Society, in the Parish Church, on the 21st October, when the sum of £2 1s. 4d. was collected and remitted by Mr. J. Howard, Honorary Agent.

REWARDS FOR SAVING LIFE ON THE HIGH SEAS.

THE month of October, 1859, will long be memorable for a succession of terrific gales, which destroyed many a gallant ship, including the 'Royal Charter,' and hundreds of valuable lives. On the 27th of that month a Whitby vessel, named the 'Jane,' was driven upon the Dogger Bank, in the North Sea. Her crew were in imminent danger of death, when Mr. Abraham Martin, master of the brigantine

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'Albion,' of Guernsey, providentially hove in sight. During the long period of five hours, and in the face of a very heavy gale from the westward, he exerted himself most strenuously to effect their salvation, which he had the joy of doing. The shipwrecked mariners had lost their all, and Capt. Martin added generosity to humanity by providing them with clothes, and every necessary, at his own cost. Two days afterwards, and while the rescued crew were yet on board the 'Albion,' Captain Martin fell in, near Coquet Island, with a Yarmouth sloop named the 'Superb,' which, from the injuries she had received in the course of these gales, was in a sinking state. Her crew—to whom was added the master's wife—expected every moment to be their last; but the brave mariner resolved that it should not be so, if humanity, combined with nautical skill and boldness, could achieve their deliverance. For this purpose a boat was lowered from the 'Albion,'—Mr. John Robinson, master of the 'Jane,' who had so recently been rescued from death, volunteering to make one, with seamen from the 'Albion,' to man her boat,—and away they went to the rescue. Great were the difficulties and imminent the peril they had to confront; but, triumphing over all, the heroic seamen accomplished their errand of mercy. Mr. Hurst, the master, his wife, and the crew of the 'Superb,' were brought safely on board the 'Albion,' and landed at South Shields on the 30th October,— the kindness of Capt Martin in the meanwhile, as Capt. Hurst afterwards publicly declared, "deserving the thanks of every true Englishman."

But these are not solitary instances of the generosity, humanity, and noble-mindedness of Capt. Martin. On five occasions previously he had been the means, under Providence, of saving crews at sea. The Guernsey Chamber of Commerce, at a general meeting held in January last, recorded its sense of such noble conduct, and the President was directed to convey to him a memorial of the Society's appreciation of his services in the cause of humanity; and the Lieutenant-Governor was requested to represent the facts of the case to the "Royal Humane Society of England." The result of His Excellency's representations was, that the matter was eventually referred from that Institution to the "*Shipwrecked Mariners' Society*;" and at a meeting of the Committee, which took place on the 24th February, with Admiral Sir Henry Hope, K.C.B., in the chair, it was unanimously resolved, upon a motion made by the Right Hon. Lord H. Cholmondeley and seconded by Capt. the Hon. F. Maude, R.N., that the silver medal of the Society be awarded to Capt. Martin for the humanity and courage displayed by him. See our 26th number, page 107.

The medal, which was transmitted to the honorary agent at Guernsey, bears on its obverse the following inscription:—"Presented for heroic exertions in saving life from drowning: Job. xxix. 13." These words are encircled with Nelson's memorable signal-motto, "England expects every man will do his duty." The name of the recipient is engraved on the outer rim. The Committee suggested that it should be presented publicly by the Lieutenant-Governor.

The occasion of a public *fête* was selected for the presentation of the merited reward. Accordingly, during the militia review on the New Ground, and immediately after the troops had marched before His Excellency, the commanding officers of regiments assembled at the saluting-point, to which the whole of the regimental colours had been brought, and, the officers and staff-serjeants forming three sides of a square, Capt. Martin entered within the enclosure, accompanied by Mr. H. Stickland, honorary agent of the "*Shipwrecked Mariners' Society*" and Mr. Whicker, who represented the owners of the 'Albion.'

The Lieutenant-Governor then addressed him as follows:—"Capt. Abraham Martin! It was with very great pleasure that I acceded to the request of the Chamber of Com-

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merce of this island, and forwarded to the Secretary of State an account of the eminent services rendered by you, in the dreadful storms of October, to the crews of the vessels 'Jane' and 'Superb,' in the North Sea, by which the lives of ten individuals were saved. We all remember the terrific hurricane which raged on that occasion; and if we, safe on shore, felt its force, how much more must you have been exposed to its fury! Such gallant actions as yours equal, if they do not surpass, the brilliant bravery of the British soldier in the bloody breach. It is therefore with infinite satisfaction that I am enabled to present you with this medal, awarded to you for your gallant conduct on that occasion; and I request Capt. Brock, R.N., an officer covered with honours and distinguished in all parts of the world, to decorate you, as belonging to a service more immediately and intimately connected with yourself than I am."

Captain Brock, R.N., C.B., Naval Aid-de-Camp to His Excellency, (and who is also Chairman of the Committee of the Guernsey branch of the Society), then decorated Capt. Martin, whom he addressed in brief, but fervently appropriate terms, expressing a hope that there would be increased and ever-increasing co-operation between the Royal Navy and the merchant service, adding his obligations to His Excellency for imposing on him so agreeable a duty, as to be made the instrument of doing honour to a brother seaman.

His Excellency then called for three cheers for Capt. Martin, which were given most heartily, and several times repeated, by those assembled around. When silence was restored,

Capt. Martin returned thanks in the following words:—"General Slade! I thank your Excellency for the interest you have taken on my behalf, on account of the manner in which I did my duty in rescuing the crews of the 'Jane' of Whitby, and 'Superb' of Yarmouth. I am proud at receiving this medal through your hands, and prouder still that it should be in the midst of such a multitude of my fellow-countrymen. I trust, Sir, that should I again be placed in a similar position, the event of this day will prompt me to renewed energies on behalf of the perishing. I beg, Sir, you will be kind enough to convey my thanks to the Shipwrecked Fishermen and Mariners' Royal Benevolent Society, for their kindness in awarding this medal to me, assuring them that I esteem it as a great honour conferred on me. I have the honour again to thank you, Sir."

The gallant master-mariner then retired amidst loud cheers.

In our last number, Vol. VII., page 223, we mentioned that a silver medal had been voted to John Dodds, able seaman, for his gallantry in endeavouring to save the life of a fellow-creature, since which we have received the following interesting account of its presentation at Newcastle on Tyne.

At a special meeting of the Local Marine Board on 17th July, 1860, for the purpose of presenting the silver medal of the Society to Mr. John Dodds, for heroic exertions in saving life from drowning, when the Mayor, J. Blackwell, Esq., presided. His Worship addressed the Board as follows:—

"It was very satisfactory to him, on this the first occasion of his appearing there, that an opportunity was afforded him of manifesting regard towards an individual who had displayed such undoubted—he might say, such surpassing courage on an occasion of great importance to the life of an individual. The meeting was well acquainted with the circumstances which had brought them together. Mr. John Dodds, seeing a fellow-creature fall overboard, leapt into the water, at the greatest risk to his own life, to save the life of another. He (the Mayor) knew not a nobler act—an act of greater heroism and courage than one of this description—or one which displayed a spirit of such vast importance to society, and which in every age of the world had met with

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commendation—namely, a disregard for personal safety to accomplish an object essential to the existence of a fellow-creature. (Applause.) It was the same courage which enabled individuals in the field to meet toils and dangers in defence of their country. It was the same courage which enabled others on the water to contribute to the protection and safety of this kingdom; and he trusted that England would never be without persons of equal daring and courage, to be shown on all proper occasions, either in defence of their country, or in the preservation of the life of a fellow-creature. (Hear.) He did not know that he could add anything more than to express the high regard he felt individually for Mr. Dodds, and the pleasure it afforded him officially to show respect to an individual who had acted in the manner Mr. Dodds had done on the occasion referred to. He now called upon Mr. James Potts, the honorary agent of the '*Shipwrecked Mariners' Society*' at Newcastle, to give any explanations required."

Mr. Potts then rose and spoke as follows:—Mr. Mayor and gentlemen, We meet to do honour to a townsman; and in thus carrying out the wishes of the Shipwrecked Mariners' Royal Benevolent Society, I feel the town is honoured in having such a worthy and noble son as John Dodds, and it may not be amiss to state he is not the first of our tars who have distinguished themselves—for it is on record that Mr. Anthony Belt, third officer of the 'Bourneuf,' for having, at the peril of his own life, jumped overboard and saved the life of one of his shipmates, and also having, at the same time, displayed undaunted courage and heroic conduct on the occasion of the wreck of that vessel near Torres Straits, on the 3rd August, 1853, was awarded the gold medal of the Society; and so recently as the 22nd May, at the wreck of the steamer 'Malabar' in Galle Harbour, bound for China, when there are some twenty vessels in port, but two only send boats—the first (English) is swamped in the heavy surf; the other (French) gets under the ladder and fills; but the men are active and quickly bale her out; both have their skippers on board. The Englishman is Peter Upton, commanding the barque 'Waverley,' of Newcastle. Lord Elgin dispatches Mr. Loch to thank him in the name of his Government, and I am sure all England will second that vote of thanks. And a few years ago, when Mr. George Thompson was on an anti-slavery tour in the United States, and a price was put on his head in that country, refuge was afforded him on board a Newcastle vessel lying in the harbour of Boston, the 'Satisfaction,' commanded by Captain Henry S. Straker, by whom he was safely conveyed to St. Andrews, British America. That vessel was the property of the late Mr. George Straker. These instances of efforts made by our townsmen in behalf of humanity and freedom, I take this to be a fitting opportunity to refer to, and which are alike due to the memory of those by whom they were made, and an honour to the town and port in which we are now met. (Applause.)

Mr. Potts in presenting the medal to Mr. Dodds, expressed a hope that he might long live to enjoy it, and that when he had served his generation, it might be handed down as an heir-loom in his family as a testimony to his heroic deeds.

Mr. Dodds made a suitable reply. He is twenty-seven years of age, and it appears was seaman in the barque 'Peregrine Oliver,' 409 tons register, of Lynn, Capt. John Rippon, when on the 29th February, 1860, she was on her passage from Adelaide to London, the carpenter fell overboard. Dodds immediately jumped after him and attempted his rescue. He was about an hour in the water.

In our 7th volume, page 107, we recorded the award by the Committee of the Gold Medal to Mr. B. Germein, and Silver Medals to two boats' crews for the bravery and humanity displayed by them on the occasion of the wreck of the 'Admella,' off South Australia, since which we have received a letter from His Excellency, Sir Richard Graves MacDonnell, Governor of Adelaide, in which he says—"I shall not fail to

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transmit to you full details of the proceedings connected with the presentation of the medals, and of the steps taken to transmit them to those who may be unable to attend on that occasion. I would, however, do a great injustice to the feelings of those brave men, of myself, and of this community at large, were I to defer expressing to you the grateful acknowledgments of all here, for the prompt and discriminating manner in which your Society has stamped its approval, in a form recognised and honoured throughout the civilized world, on those untiring and repeated efforts of gallant daring, which, even amidst the prolonged horrors of the wreck of the 'Admella,' afford us still much to remember with pride and gratitude. The men who have so nobly risked their lives have already enjoyed an ample pecuniary recompense; but as no thought of reward or honour, and as nothing but the instinctive promptings of a generous humanity could have called forth their heroic exertions so suddenly in the hour of danger—so, I will venture to say, that even now, when those exertions are over, no reward can be more acceptable to them than the appropriate honorary distinction conferred by the medals of your Society, and those of the Privy Council of the Board of Trade, unless it be a reward beyond the reach of any institution to give or take away—the feeling that whilst they did their duty their heroism was, under Providence, not wholly unavailing."

We feel assured that His Excellency's sentiments will find a ready echo in the hearts of the brave men of whom he speaks and of the community in general. We only deplore in common with others that an unexpected and severe attack of illness should at the last moment have deprived Sir Richard MacDonnell of the pleasure which he had anticipated of presenting in person the medals so feelingly and willingly bestowed by Her Majesty's Government and the '*Shipwrecked Mariners' Society*' in accordance with His Excellency's representations.

The distribution of the medals took place, however, on the 7th of Sept. The Exchange at Adelaide was filled with a concourse of spectators, who assembled to witness the interesting ceremony, the duty of distributing the medals having devolved upon His Honour the Chief Justice. Among the company present were the Hon. the Chief Secretary, the Hon. the Attorney-General, the Hon. the Commissioner of Crown Lands, the Hon. the Commissioner of Public Works (the Hon. the Treasurer was unavoidably absent), the Hon. S. Davenport, the Hon. J. Morphett, the Hon. G. Tinline, the Hon. A. Forster, the Lord Bishop, His Worship the Mayor, the Very Rev. the Dean, the Ven. the Archdeacon, &c. &c.

Chief Justice Sir Charles Cooper said, he had the honour of being deputed by the Governor to present to the brave men who had been instrumental in saving a few of the lives from the wreck of the 'Admella,' those medals which had been awarded to them by the Board of Trade and by the Shipwrecked Mariners' Royal Benevolent Society. He could assure them that it was a great mortification to His Excellency that he could not be present, but he was confined to his bed with a severe attack of sciatica. He might have postponed the interesting ceremony, but he did not like to disappoint the men who had come to Adelaide on purpose to receive their medals. He, therefore, waived his own personal feeling, and deprived himself of the gratification which it would have afforded him to distribute the medals himself. His Excellency took a very great interest in the matter, and had done so from the first news that was received of the wreck. His despatches, which he would presently read, would show this. The Governor had thought him (Sir C. Cooper) the fittest person to represent him on that occasion, because Her Majesty had been pleased to appoint that under certain contingencies he was to supply the Governor's place. He was there to present those brave men with the best reward which they could have. He felt proud of being called on to perform that pleasing duty. Britain was always famed for brave and hardy seamen,

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and so long as her seamen continued what they were she need never fear for her safety. His Honour then read the correspondence which had taken place with reference to the subject between the Home Government and His Excellency, which would show the interest taken by their friends in England in the case.

Upon the distribution of the medals to Mr. Germein and the two boats' crews, three cheers were most heartily given, and the assembly then dispersed.

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 4th.—Thomas Chapman, Esq., F.R.S., in the chair. A report was read from Captain Shaw, the harbour-master at Ramsgate, stating that the Northumberland prize Life-boat had on the night of the 24th ultimo, in conjunction with the commissioners' steam tug, been instrumental in saving, during a heavy gale and terrific sea, the crew of nine men from the barque 'Linda,' of Whitby, which had foundered on the Goodwin Sands, on that tempestuous night. In the performance of this service one of the crew of the Life-boat, named Henry Venion, was by a heavy sea completely washed out of her; but by God's mercy he was saved. It was past 3 o'clock in the morning before the shipwrecked crew were brought into Ramsgate, where, on landing, the master of the 'Linda' expressed a strong conviction that his ship would probably float on the Goodwin. This was a most providential interposition as the sequel will show. The Life-boat with her gallant crew again proceeded, in less than an hour, in company with the steamer, towards the fatal Goodwin. On their arrival they found the 'Linda' full of water and rapidly breaking up; but on looking over the sands at the dawn of day they saw a large ship with her three masts gone, the sea making a complete breach over her, and her numerous crew holding on for their lives. Not a moment was now to be lost. But how was the Life-boat to get through such heavy broken water? The crew and Life-boat must be imperilled in this great venture. The noble craft, like a thing of life, ultimately succeeded in approaching the wreck, from which, one by one, thirteen poor creatures were rescued from inevitable death. The vessel proved to be the barque 'Ariel' of Gottenburg, with a cargo of deals, to Marseilles. The boat belongs to the Royal Harbour Commissioners of Ramsgate, and has, during the last seven or eight years, been instrumental in rescuing 110 shipwrecked sailors from a watery grave. The crew will be rewarded by the commissioners, in addition to receiving salvage, for their intrepid and important services.

A reward of £4 was voted to the crew of the Dundalk Life-boat for rendering important services to the fishing smack 'John James,' of the Isle of Man, which, in a heavy sea and thick fog, had stranded on Dundalk Bar, on the 18th ult. It will probably be remembered that a friend of the Life-boat cause had placed in the hands of the "Shipwrecked Mariners' Society" £105, to help to plant this important Life-boat station.

A reward of £16 to the crew of the lugger 'Diana,' of Deal, and the silver medal to Thomas Trott, one of her crew, for their gallant and prompt services in putting off and saving at considerable risk of life ten men of the Norwegian brig 'Poseidon,' which had sunk on the Goodwin Sands on the 25th ult. The lugger, which sustained considerable damage, drove into Ramsgate about noon, when the ten shipwrecked men, with their faithful dog, were landed amidst the cheers of hundreds of persons, who crowded the pier.

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A reward of £14 to the crew of a Pakefield yawl for putting off in the night and rescuing, after repeated attempts, the crew of the 'Adam Young,' of North Shields, which had recently sunk on the Holm Sand, on the Suffolk Coast. In proceeding to the vessel's assistance the yawl was compelled to cross the Newcome and Holm Sands through a heavy surf, it blowing very hard at the time, with heavy squalls. On reaching the vessel the yawl's crew found it impossible to board her, in consequence of the heavy sea that was breaking over the sands. They were therefore obliged to let go an anchor outside of her, with a spring on the cable, to sheer down to her. They saw that the vessel's boat had been knocked to pieces, and that she herself was rapidly sinking. After several attempts a communication was effected between the yawl and the vessel, and by means of a warp the yawl was brought under the jibboom of the ship, from which her crew of four men were taken by means of another line, one by one, into the yawl, and safely landed in Lowestoft harbour.

Nov. 1.—Thomas Baring, Esq., M.P., F.R.S., in the chair. The third service clasp was voted to Captain Wasey, R.N., inspecting commander of the Coast Guard, for putting off in the Fleetwood Life-boat, and saving sixteen persons from the barque 'Vermont,' of Halifax, Nova Scotia, which was wrecked on Barnett's Bank, three miles from Fleetwood, on the 20th ult. Ten pounds were also voted to pay the crew, and other expenses attending the same.

A reward of £4 10s. was also voted to the crew of the Appledore Life-boat, for saving five persons from the schooner 'Druid,' of Aberystwith, which was wrecked on Bideford Bar, on the 9th ult. Various other rewards were also ordered to be paid to the crews of Life-boats.

The thanks of the institution were ordered to be given to Mr. Wemyss, M.P., Captain Dougal, R.N., and other gentlemen, for assisting to launch the St. Andrew's Life-boat, when she proceeded off and rendered, in conjunction with a steam tug, some important services to several fishing boats from Buckhaven, which, during the hurricane of the 3rd ult. had drifted out of the Firth of Forth. At the time a subscription was given by the spectators on the spot for the maintenance of this boat; the poor fishermen themselves sending £3 for the same object a few days afterwards, with expressions of much thankfulness.

December 6th.—Thomas Chapman, Esq., F.R.S., V.P., in the chair. A reward of £6 was voted to the crew of the Life-boat at Hauxley, for saving five men of the schooner 'Susan and Isabella,' of Dundee, disabled in the Coquet Road, Northumberland, on the 23rd ult. The tempestuous weather of the previous night had canted the vessel's cargo, and her crew early the next morning were only too glad to abandon her while in such a dangerous position. Captain Hepplewhite, the harbour-master, had again gone off in the Life-boat, and for his valuable services was thanked by the institution.

A reward of £7 10s. to the crew of the Newbiggin Life-boat, for rescuing three men from the schooner 'Rose,' of Lynn, which was wrecked on the Northumberland coast, on the 23rd ult.

A reward of £6 to the crew of the Life-boat at Filey, for saving five men of the brig 'Flying Fish,' of Whitby, totally wrecked off Filey on the 10th ult. The brig was a very old craft, being 77 years old. Her owner and master had weathered the storms of 71 winters, and had spent 60 of them at sea, 50 having been on board the 'Flying Fish.'

A reward of £20 to the crew of the Life-boat at Lyme, for putting off, on the night of the 14th ult., when it was as dark as pitch, and rescuing three men of the smack 'Elizabeth Ann,' of Lyme. This was considered the most daring and gallant Life-boat service of the year, it having been performed at great risk of life. Dark and cold as

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was the night, the inhabitants of the town assembled in hundreds on the beach to welcome the safe return of the Life-boat.

A reward of £14 to the crew of the Middlesborough Life-boat, for putting off on Sunday night and rescuing eleven men of the brig 'Prodroma,' of Stockton, stranded on the East Gase Sand, near Seaton Carew. Soon after she stranded her crew began to burn tar barrels in token of distress. The Life-boat was towed down to the scene of the disaster by a steamer, and she afterwards, during a pitch dark night, succeeded in taking off the crew and in bringing them safely to shore. The brig soon afterwards fell over, and broke up during the night. In the morning the whole shore was covered with broken wreck.

A reward of £11 to the crew of the Life-boat at Yarmouth, for putting off on the night of the 18th ult., and saving six men of the schooner 'Admiral Hood,' of Rochester, wrecked on the North Sand, off Yarmouth. A communication had been effected with the wreck by means of the rocket apparatus, but it was deemed too dangerous to haul the men in the cradle of the apparatus through the heavy surf.

The Life-boat at Newhaven, Sussex, had also put off late on the night of the 14th ult., and had assisted, during a sudden gale of wind, to bring a steam dredge, with nine men on board, to a place of safety.

It was reported that the Life-boats at Ramsgate, Shields, Scarborough, and Aberdeen had also been the means of saving a large number of persons from various wrecks during the heavy gales of last month.

Captain Tudor, R.N., who had, for his previous gallant services in the Wick Life-boat, received the medal of the Society, was presented with the second-service clasp of the institution, in acknowledgment of his intrepid and prompt services, in putting off in a ship's boat, manned by nine men, and saving two persons, at much risk of life, from the 'Martha,' of Wick, which, during a heavy gale of wind, was wrecked near that place on the 20th ult.

The thanks of the institution, inscribed on vellum, and £1, were also presented to Mr. Samuel Clarke, pilot of Teignmouth, for his general valuable services in the Life-boat of that town, and particularly for his prompt and very laudable exertions in assisting to save the crew of a fishing boat which had capsized on Teignmouth Bar, during squally weather and heavy sea, on the 10th ult. The five other men who had put off with Clarke in the boat, received £2 10s.

A reward of £3 to three pilots of Pill, near Bristol, for saving three Frenchmen belonging to the schooner Jeune Honoré, which had been in collision in the Bristol Channel with an Austrian brig.

Payments having been made on various Life-boat stations, the proceedings closed.

THE CHRISTIAN'S VOYAGE.

None that embark at God's command
For Heaven, can e'er be lost;
All safe escape to Canaan's land,
However tempest-tost.

Though winds may blow, and storms arise,
And rocks and sands appear;
The Saviour to His people flies,
And bids them not to fear.

Though seeming on destruction's brink,
While the dread tempests roar;
However tossed they shall not sink,
But safely reach the shore.

Though neither sun nor stars appear
For many days in sight;
Trust in the Lord, be of good cheer,
And He shall guide you right.

Then let the Saints in God confide,
And on His promise rest;
They shall the storms of life outride,
And be for ever blest.

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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, 1860.

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 W, 30 O, 10 AP, 21 MM, 10 M..	96	3	4	*London.*
6 W, 8 O, 1 MM, 6 M, 1 P,.....	42	0	0	*Aberdeen.*
3 W, 1 O, 5 M, ..	18	5	6	*Appledore.*
2 W, 5 O, 2 AP, 3M	24	4	0	*Arbroath.*
1W, 1 O, 2 M....	10	3	6	*Ayr.*
2 W, 3 M.....	11	10	0	*Bacton.*
1 W, 2 O, 2 M....	8	2	0	*Banff.*
4W, 2 O, 1 AP, 6 M, 2 F, 1 P, ...	45	10	6	*Barra.*
1 W, 1 O, 2 MM, 4 M, 1 F	16	3	0	*Ballycastle.*
1 W, 1 O, 2 M....	8	0	0	*Barlochan.*
1 W, 1 O, 1 AP, 1 MM, 2 M....	19	4	0	*Beaumaris.*
2 W, 1 AP, 4 M, 1F	17	3	3	*Belfast.*
1 W, 3 O, 2 M ..	17	15	0	*Berwick.*
2 W, 4 M.....	15	9	6	*Blakeney.*
1 W, 2 O, 1 MM, 12 M, 2 F, 2 P..	49	7	6	*Blyth.*
1 MM.....				*Bosham.*
1 W, 1 O, 1 AP, 12 M, 4 F, 1 P..	25	7	0	*Bridlington.*
2 W, 1 AP, 3 M ..	18	4	9	*Bressay.*
4 W, 1 O, 2 AP, 1 MM, 6 M, 3 F,	43	15	6	*Bristol.*
4 W, 2 O, 1 AP, 1 MM, 3 M....	22	15	6	*Brixham.*
5 W, 3 O, 2 AP, 1 MM, 6 M, 1 P.	47	3	0	*Buckie.*
1 W, 2 M.....	8	1	6	*Cardigan.*
1 W, 4 O, 2 AP, 2 M	19	15	7	*Castletown.*
1 W, 1 MM	6		1	*Cromer.*
1 O, 1 MM, 3 M..	7	1	9	*Cork.*
1 MM, 2 M.....	5	19	0	*Cowes.*
1 W, 2 O.....	6	10	0	*Culdaff.*
1 W, 3 M.....	7	1	0	*Cullivoe.*
2 W, 1 AP, 1 MM, 2 M	9	5	0	
2 AP, 3 M, 2 F. ..	11	1	0	*Dartmouth.*
2 W, 4 O, 11 M, 4 F, 1 P	18	7	0	*Deal.*
1 W, 3 M.....	6	3	6	*Devoran.*
1 W, 3 O, 2 AP, 5 M	20	16	0	*Dover.*
2 W, 1 MM, 1 M..	9	10	0	*Dunbar.*
4 W, 4 O, 3 AP, 2 MM, 8 M, 1F, 2P	42	11	0	*Dundee.*
3 W, 5 O, 11 M..	2	11	0	*Edinburgh.*
1 W, 3 M	7	16	0	*Exeter.*
3 W, 2 O, 4 AP, 5 M, 1 P	24	7	6	*Exmouth.*
1 W, 1 O, 1 M	4	7	9	*Falmouth.*
4 W, 2 O, 3 M....	8	10	0	*Filey.*
1 W, 2 M, 1 F ..	6	14	0	*Fishguard.*
2 W, 13 M	17	14	0	*Flint.*
1 W, 2 O, 1 AP ..	6	8	6	*Fraserburgh.*
1 W, 1 O, 1 AP, 1 MM, 22 M....	17	10	0	*Fowey.*
4 W, 1 O, 1 MM, 13 M	22	13	0	*Galway.*
2 W, 2 O, 1 AP, 1 MM, 2 M....	11	9	0	*Girvan.*
1 W, 2 AP, 1 MM, 5 M, 1 F	13	11	0	*Glasgow.*
2 W, 3 O, 1 MM, 3 M	9	17	0	*Gloucester.*
1 AP, 2 MM, 5 M.	7	6	0	*Goole.*
4 W, 2 O, 1 AP, 3 M	17	5	0	*Grangemouth*
2 W, 2 M.....	5	10	0	*Grays.*
1 AP, 3 MM, 6 M, 1 F	8	3	6	*Greenock.*
3 W, 1 O, 2 M, 2 P	12	19	0	*Greenwich.*
4 W, 3 O, 1 AP, 3 MM, 11 M ..	24	17	6	*Grimsby.*
3 W, 5 O, 1 AP, 2 MM, 22 M, 1 F	24	14	3	*Guernsey.*
1 W, 3 MM, 5 M, 1 F..... ...	9	17	0	*Harrington.*
19 W, 14 O, 2 AP, 4 MM, 24 M, 8 F, 2 P.....	90	1	6	*Hartlepool.*
2 W, 2 O, 4 MM, 2 M, 2 F, 3 P....	17	10	3	*Harwich.*
1 W, 2 O, 1 AP, 1 MM, 2 M, 1 P	7	10	0	*Hayle.*
1 W, 1 MM, 1 M,	8	9	0	*Hempstead.*
15 W, 5 O, 2 AP, 3 MM, 26 M, 3 F, 5 P	98	15	0	*Hull.*
3 W, 1 O, 5 M, 1 F	27	1	0	*Ipswich.*

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4 W, 5 O, 1 AP, 13 M	27	10	0	*Inverness.*
2 W, 3 M	11	5	6	*Jersey.*
5 W, 1 O, 1 AP, 3 M	19	10	0	*Johnsharen.*
1 W, 1 MM, 2 M..	10	17	6	*Kincardine.*
1 W	4	15	0	*Kircaldy.*
1 AP, 1 M	8	0	0	*Kirkwall.*
1 W, 1 AP, 2 M, 2 P	9	11	0	*Leigh.*
3 W, 4 O, 1 MM, 14 M, 1 P	29	17	0	*Leith.*
6 W, 11 O, 2 AP, 2 MM, 13 M, 1 F, 7 P	39	5	0	*Lerwick.*
1 W, 2 O, 2 M ..	14	0	0	*Limekilns.*
1 W, 1 M	7	0	0	*Littlehampton.*
8 W, 4 O, 1 AP, 2 MM, 6 M, 3 P..	54	7	0	*Liverpool.*
3 W, 4 O, 1 MM, 1 M	14	16	0	*Lochcarron.*
2 W, 2 O, 1 AP, 4 M	19	0	0	*Londonderry.*
2 W, 3 O, 1 MM, 8 M	19	15	0	*Lossiemouth.*
4 W, 5 O, 1 AP, 2 MM, 12 M, 1 F	18	16	0	*Lowestoft.*
4 W, 5 O, 1 AP, 13 M	23	1	0	*Lynn.*
1 W, 1 O, 12 M, 1 F	14	16	0	*Lytham.*
1 W, 3 M	8	0	0	*Macduff.*
8 W, 1 O, 1 AP, 1 MM, 13 M, 1 F, 3 P	47	10	3	*Margate.*
2 W, 2 O, 1 AP, 5 M, 1 F	23	1	6	*Middlesboro'.*
5 W, 5 O, 1 MM, 16 M	27	6	0	*Milford.*
1 W, 2 M	9	0	0	*Mistley.*
1 W, 1 AP, 3 M..	13	16	0	*Montrose.*
3 W, 4 O, 1 MM, 4 M, 1 F	29	10	0	*Mumbles.*
3 W, 1 O, 2 AP, 15 M, 4 F	44	17	6	*Newcastle.*
1 W, 1 AP, 1 MM, 12 M, 1 P	19	10	0	*Newburgh.*
2 W, 3 O, 2 AP, 3 M	25	16	3	*Newport.*
19 W, 2 O, 1 AP, 2 MM, 50 M, 3 F, 5 P	240	18	6	*No. Shields.*
2 W, 1 AP, 3 M..	12	0	0	*Orford.*
1 W, 2 M, 2 F	7	15	0	*Parkgate.*
3 W, 1 O, 5 M ..	17	10	0	*Perth.*
1 W, 3 O, 1 AP, 2 MM, 12 M, 2 F..	19	1	0	*Peterhead.*
3 W, 1 M, 3 P	8	4	6	*Pill.*
1 P				
3 W, 1 O, 2 AP, 2 M, 2 P	15	10	0	*Plymouth.*
2 W, 1 AP, 1 MM, 2 M, 1 F, 4 P ..	17	3	4	*Poole.*
3 W, 2 O, 1 AP, 2 MM, 8 M	24	10	0	*Portsmouth.*
1 W, 1 M	5	15	0	*Portsoy.*
1 W, 2 O, 1 M	11	10	0	*Pwllheli.*
2 W, 1 O, 8 M	40	15	0	*Queenstown.*
1 W, 3 O, 1 AP, 5 M	18	0	0	*Ramsgate.*
1 W, 1 MM, 4 M	12	16	0	*Robin Hoods' Bay*
1 W, 3 O, 1 MM, 6 M	14	0	0	*Runcorn.*
2 W, 1 O, 3 M	15	0	0	*Salcombe.*
4 W, 1 O, 2 AP, 3 MM, 5 M, 1 F. 1 P	26	0	0	*Scarboro'.*
2 M	5	10	0	*Scilly.*
4 W, 2 O, 1 MM, 3 M, 1 F	18	15	6	*Seaham.*
3 W, 1 O, 2 M	19	5	6	*Sheerness.*
2 W, 1 O, 6 M	25	17	6	*Shoreham.*
3 M	8	15	0	*Sligo.*
23 W, 14 O, 7 AP, 6 MM, 59 M, 8 F	259	15	6	*So. Shields.*
1 W, 6 M	27	10	0	*Southwold.*
2 W, 4 O, 2 M	12	0	0	*Staithes.*
3 W, 2 O, 1 AP, 1 MM, 12 M	27	15	0	*Stockton.*
1 W, 1 O, 3 M	10	16	0	*Stornaway.*
3 W, 4 O, 1 AP, 11 M, 1 F, 1 P	29	0	0	*Stonehaven.*
4 W, 3 O, 1 AP, 1 MM, 6 M	22	19	0	*Strangford.*
3 W, 1 O, 2 M	19	14	0	*Stromness.*
21 W, 10 O, 6 AP, 3 MM, 70 M, 3 P	284	14	6	*Sunderland.*
1 W, 1 O, 2 M	9	0	0	*Teignmouth.*
1 O, 1 M	7	10	0	*Troon.*
1 W, 1 O, 2 M	8	15	0	*Voe.*
2 W, 7 M, 1 P	30	16	0	*Wells.*
1 W, 2 AP, 3 M	8	19	6	*Warkworth.*
1 W, 1 O, 5 M ..	17	3	6	*Wexford.*
5 W, 2 MM, 9 M..	25	10	0	*Whitchaven.*
5 W, 2 O, 3 AP, 1 MM, 15 M, 2 F..	69	17	0	*Whitby.*
3 W, 1 AP, 12 M..	41	14	0	*Wick.*
1 W, 4 O, 1 MM, 3 M, 2 P	19	10	0	*Wisbeach.*
4 W, 3 O, 1 MM, 4 M	18	19	0	*Woodbridge.*
2 W, 4 O, 1 AP, 3 M	17	15	0	*Workington.*
6 W, 8 O, 1 AP, 2 MM, 17 M, 8 F.	85	16	7	*Yarmouth.*

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 396; Orphans, 291; Aged Parents, 102; Master Mariners, 113; Mariners and Apprentices, 735; Fishermen, 78; Pilots and Boatmen, 82; in all, 1797 persons relieved, at an expense, including that in the succeeding table, of £3015 15s. 11d.

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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 Sept., and the 30th Nov.*, 1860.

Vessel's Name.	Port.	Amount of Relief. £	s.	d.	Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Anna Maria	Nantes	1	17	6	Duff.....	Portsmouth	0	6	11
Atalanta	Exeter	3	15	0	Dutchtrader	Weymouth	0	2	6
Amelia.....	Shields	9	4	10	Emma Tully	London	0	12	6
Antelope.....	Liverpool	0	10	6	Eugenie	Scarborough	0	14	6
Amelia Hill.....	Whitby	14	13	2	Everton	London	4	12	6
Aunt Mary	Newcastle	4	15	0	Expert.....	Seaham	4	8	6
Ann Anderson	Dublin	11	16	6	Ellen	St. Dogmells	0	12	0
Ann Louisa	Shields	1	14	6	Egyptian.....	Poole	2	4	0
Agnes	Perth	1	16	4	Ellen Sophia	Bideford	0	4	8
Alnwick	London	4	11	4	Emma	No. Shields	6	0	4
Arno.....	Newcastle	0	15	4	Egbert	London	0	15	0
Ann	Chandon	1	10	0	Edmund Peer	Wisbeach	20	3	0
Admiral Hood	Rochester	2	5	2	Enterprise	Fraserburgh	24	9	6
Admiral Codrington..	Lynn	3	13	6	Enterprise	Banff	1	6	0
Antagonist	Jersey	1	2	8	Edith	London	2	1	0
Agenovia.....	Cowes	6	5	6	Elizabeth.....	Aberystwith	2	8	0
Ann	Hartlepool	5	10	2	Eliza	,,	5	18	0
Alma	Ipswich	9	7	0	Edith	Liverpool	2	9	6
Apollo	London	12	3	11	Empire.....	London	7	19	8
Amety	Cardigan	3	10	0	Eliza	Shields	0	13	6
Arlaxartex	Exeter	3	10	0	Earnest	London	0	3	8
Alfred	Sunderland	2	9	8	Friends	,,	3	2	0
Admiral Napier	Wisbeach	0	6	1	Fanny	Whitby	0	12	6
Ann Jane.....	Ramsgate	0	6	7	Fairy	London	2	17	6
Ann	London	0	19	9	Fame	Dundee	0	3	0
Barbadoes	Greenock	10	19	8	Friendship	Goole	5	6	0
Braham Castle	Lossiemouth	0	7	6	Fourteen.....	Newcastle	0	18	6
Borderer	London	2	7	6	Fanny	Hartlepool	0	3	8
Bell	Whitehaven	8	9	6	Flyingfish	Whitby	2	8	9
Betsey	Yarmouth	1	4	2	Five Friends	Glasgow	5	0	0
Blessing	Berwick	2	2	0	Fulmer...	London	1	4	6
Berelay	Southampton	0	15	8	Flower.....	Castletown	1	18	3
British Empire	Bridgewater	1	3	0	Fulmer	Yarmouth	2	13	0
Byzantium	Sunderland	8	7	0	Ganges.....	London	2	4	6
Black Prince	London	1	10	0	George Andrews....	Whitby	4	17	6
Conway	Liverpool	19	14	10	Gitanna	Bristol	0	11	6
Crimea.....	,,	0	12	6	George and Maria ..	Blyth	1	14	8
Cinnatus	Sunderland	13	19	0	George and William.	Hull	0	17	6
Chase	Hull	36	19	0	Giventi	Limekilns	2	7	6
Comet	Brighton	1	2	0	Guthries	Kirkcaldy	2	8	4
Connaught	Galway	8	9	9	Giles	Tevine	0	10	6
Clumi	Banff	1	9	6	Grange	Scarborough	6	17	9
Christiana & Magnut	Bristol	2	14	6	George William	Sunderland	0	4	0
Cheerful	Aberystwith	0	17	10	Grut Bey.....	London	0	5	6
Ceeily	Scarborough	5	6	0	Gipsy Maid.....	,,	7	0	0
Choice	Hull	1	6	0	Guthries	Dysart	3	3	6
Crusader	Liverpool	0	18	6	Glenbervie	Glasgow	17	18	10
Cyrus	Dundee	0	19	6	G. Doightwith	Shields	2	7	9
Choice.....	Newcastle	4	10	9	Hero	Glasgow	2	4	6
Choce	No. Shields	2	14	9	Hope	Ramsgate	0	11	6
Charity	Goole	1	4	10	Hydra	Jersey	4	9	4
Diana	Dundee	7	12	6	Hannah	Lynn	0	18	6
Durham	Sunderland	1	3	6	Jay	Wisbeach	2	17	0
Despatch.	Macduff	1	7	6	John and Isabella ..	Sunderland	3	2	6
Derby	Inverness	2	15	6	James	Montrose	2	4	6

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RELIEF TO SHIPWRECKED CREWS—*continued.*

Vessel's Name.	Port.	Amount of Relief. £	s.	d.	Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Island	Cork	0	13	0	Prince Regent	Exeter	2	11	10
John	Belfast	2	10	0	Pandold	Lynn	6	6	6
James	Wade	0	5	0	Panther	Glasgow	0	3	8
Jane	Wick	2	4	6	Planet	London	2	17	6
Jameson	Newcastle	4	13	3	Parker	Glasgow	0	7	6
Jackson	Shields	5	9	6	Renard	Jersey	4	10	0
J. Wilson	Beattock	0	13	6	Rosella	Shields	0	14	0
Isabella	Blyth	2	16	10	Robinson	Hartlepool	5	15	5
Kent	Sunderland	4	3	10	Red Rover	Colchester	1	9	6
Kitty	Newcastle	0	19	0	Rose	Whitby	2	5	8
Lively Cruiser	Portsmouth	1	17	6	Ruby	Shields	2	9	0
Linda	Whitby	5	7	6	Rachael	London	0	17	3
Lydia	Dundee	4	3	0	Rose	Lynn	1	12	0
Legman	Glasgow	4	2	6	Rapid	Portsmouth	1	18	6
Letitia	Liverpool	0	7	5	Receprocity	Liverpool	3	8	6
London	S. Shields	0	5	9	Sunbeam	Whitby	1	2	4
Laurina	London	5	8	0	South Picton	Bristol	3	12	6
Lady Inglis	Shields	1	15	6	Sister	Pwllheli	4	2	6
Letitia	Longford	0	12	1	Speculation	Dartmouth	24	19	8
L. Armant	Bayvan	0	10	0	Satillita	Whitby	6	4	6
Lydia	Aberystwith	0	10	0	Signan	Glasgow	0	4	3
Mary	Whitby	5	2	9	Scolia	Montrose	3	11	6
Mars	Scilly	0	12	6	Sarah	Fraserburgh	4	9	0
Mora	,,	0	16	4	Speed	Portsmouth	1	16	9
Maggie Walker	Dublin	0	3	0	Shepherdess	Liverpool	3	18	0
Mary Ann	Aberdeen	5	4	9	Sloan	London	4	14	0
Marsden	No. Shields	1	3	9	St. Laurence	Shields	5	17	6
Maria	Hartlepool	0	10	0	St. Sauveur	St. Malo	0	6	0
Maid of Athens	Blyth	0	4	6	Sarah	Fraserburgh	0	5	2
Melone	So. Shields	1	10	0	Swallow	London	2	17	6
Merchant	London	5	17	6	Trio	Arbroath	1	18	6
M'Leod	Shields	0	2	6	Two Friends	Glasgow	3	10	0
Molino	Hull	0	9	2	Tirool	Wick	4	15	0
Ms. Pollard	Liverpool	0	12	6	Vigilant	Whitby	1	16	0
Martin	Lowestoft	3	9	8	Venus	Shields	0	10	6
Mary and Sarah	,,	1	18	0	Valiant	,,	0	5	0
Margaret	Ulverstone	1	10	0	Vermont	Caligor	0	16	6
Margaret	Dundalk	1	10	0	Venus	Exeter	2	10	6
Mermaid	Newcastle	2	17	6	Union	Ipswich	3	2	2
Mermaid	London	6	17	0	Union	Whitby	8	1	0
Murray	Newcastle	5	9	6	Vine	Dundee	1	2	6
Nautilus	Scarborough	5	7	6	Vine	Newcastle	0	11	2
Nemisis	Liverpool	9	7	6	Waterfield	Sunderland	1	9	6
New Astley	Sunderland	3	19	8	Wemesia	Liverpool	3	15	6
Nina	Shields	0	12	6	Waterwitch	Whitby	0	10	6
Orphans' Friends	Sunderland	5	6	6	Wellington	Newcastle	0	7	6
Oak	Whitby	0	19	6	William Adventurer	Lowestoft	0	16	4
Orphans	Milford	0	12	6	William & Ann	Shoreham	2	0	0
Odiff Russie	Odessa	0	13	6	Wansbeck	Shields	0	12	6
Plantaganet	London	0	8	6	Worthy	Devon	0	14	10
Punjaub	Sunderland	6	17	6	Warrior	London	2	7	6
Port Dundas	Kirkcaldy	1	17	6	Zegnan	,,	0	12	6

OUR BECKY AND THE SAILOR.—A young damsel who is engaged, and will shortly be united, to a gallant son of Neptune, lately visited the Mariners' Church. During the sermon the minister discoursed eloquently and with much earnestness of the dangers and temptations of the Sailor. He concluded by asking, "Is there one who thinks anything of him who wears a tarpaulin hat and blue jacket, or a pair of trousers made of duck? In short, is there one who cares aught for the poor Sailor?" A little girl, a sister of the damsel, jumped up, and looking archly at her sister, said in a tone loud enough for every one to hear, "Yes, Sir, our Becky does."—*Western Morning News.*

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Portfolio.

THE SHIPWRECK OF ST. PAUL.

"*And the rest, some on boards, and some on broken pieces of the ship; and so it came to pass that they escaped all safe to land.*" "*And he shook off the beast into the fire, and felt no harm.* Acts xxvii. 44, xxviii. 5.

This is a beautiful conclusion of a history, which, during the providence wherein Paul the apostle and his companions were in shipwreck, afforded a large opportunity for the exercise of faith. The issue, it appears, was not doubtful from the first; for an angel of God had assured Paul, that God had given unto him the lives of all that sailed with him. And so it proved; yea, the very wreck of the ship furnished out means for the people's safety. Now, believer, here is a very precious instruction for thee. In the exercises of thy life, learn from hence to abide firmly by the promise, when everything leading to its accomplishment seems to fail. God hath said, that eternal life (with all its preliminaries) is in His Son; and that he that hath the Son hath life, and shall not come into condemnation. Now let what will arise, after this declaration of God, like the storm and shipwreck of the Apostle, these are intervening circumstances with which thou hast nothing to do. Do thou take hold of the promise; for the promise hath its claim upon God, this cannot fail, whatever else may fail. And, though like Paul in this voyage, "*neither sun nor stars in many days may appear,*" and no small tempest be upon thee, Jesus is still at the helm, and thou shall assuredly escape to land. Yea, the very wreck of all things around thee shall but the better minister to this great end.—*Hawker's Evening Portion.*

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Life-boat of the Roya

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PENSIONS AND A GREENWICH HOSPITAL

FOR THE

MERCHANT NAVY.

Supported by Voluntary Subscriptions.

It is a fact that England is the only maritime country of any consequence that has no *National* provision for her Merchant Seamen—*No provision* for the men by whose skill and courage her vast commerce is conducted across the mighty deep, and who are the main instruments of her greatness—*No link*, such as is now proposed, to bind to their country those brave and hardy men, by whose toil her Merchants have become Princes, and her Shipowners and Manufacturers loaded with wealth—*No place of refuge*, when destitute and incapacitated to toil at sea, either from old age or by some of the thousand casualties to which they are so pre-eminently exposed!!

At a large and influential Meeting held at the Mansion House, in the City of London, the Right Hon. the LORD MAYOR in the Chair, the following Resolution was unanimously carried, viz.—

"That this Meeting having had before it the fact, that while the Seamen of the Royal Navy have their Greenwich, and the Army their Chelsea Hospitals, there is no similar provision for the Merchant Seamen of this great mercantile country, consisting of upwards of a quarter of a million of men, when worn-out and disabled!

"It therefore considers it highly expedient that an Hospital or Hospitals should be raised as a place or places of refuge for the Worn-out Mariner of all grades of the Mercantile Marine, when aged and disabled and having none to care for him, and that a scheme of Out-Pensions should be grafted on it, to assist those who may prefer to remain with their friends."

The above Society, by its Act of Incorporation, 1850, having received power from the Legislature to hold lands and build Asylums, to establish Pensions and Savings' Banks, or any other Institution that may be for the benefit of Mariners, the Committee have now determined, in dependence on God, to endeavour to establish a Fund for granting a Pension, at the age of sixty, *or before if worn out or disabled*, to all Master Mariners and Mariners subscribing to the Fund; and also to found a Hospital or Hospitals for the Merchant Navy like unto Greenwich. The plan adopted is, that every Master Mariner, who wishes to establish a *claim* to a pension, shall pay 2s. 3s. 4s. or 5s. per month, and every Mariner 1s. per month; but the *claim* shall not be considered to be *established* until the Subscriber has paid to the Fund five years. To aid the Subscriptions of the Mariners, every exertion will be made to establish a Supplemental *Benevolent* Fund with the aid of the public, which the Committee hope will not be withheld. The Government has been applied

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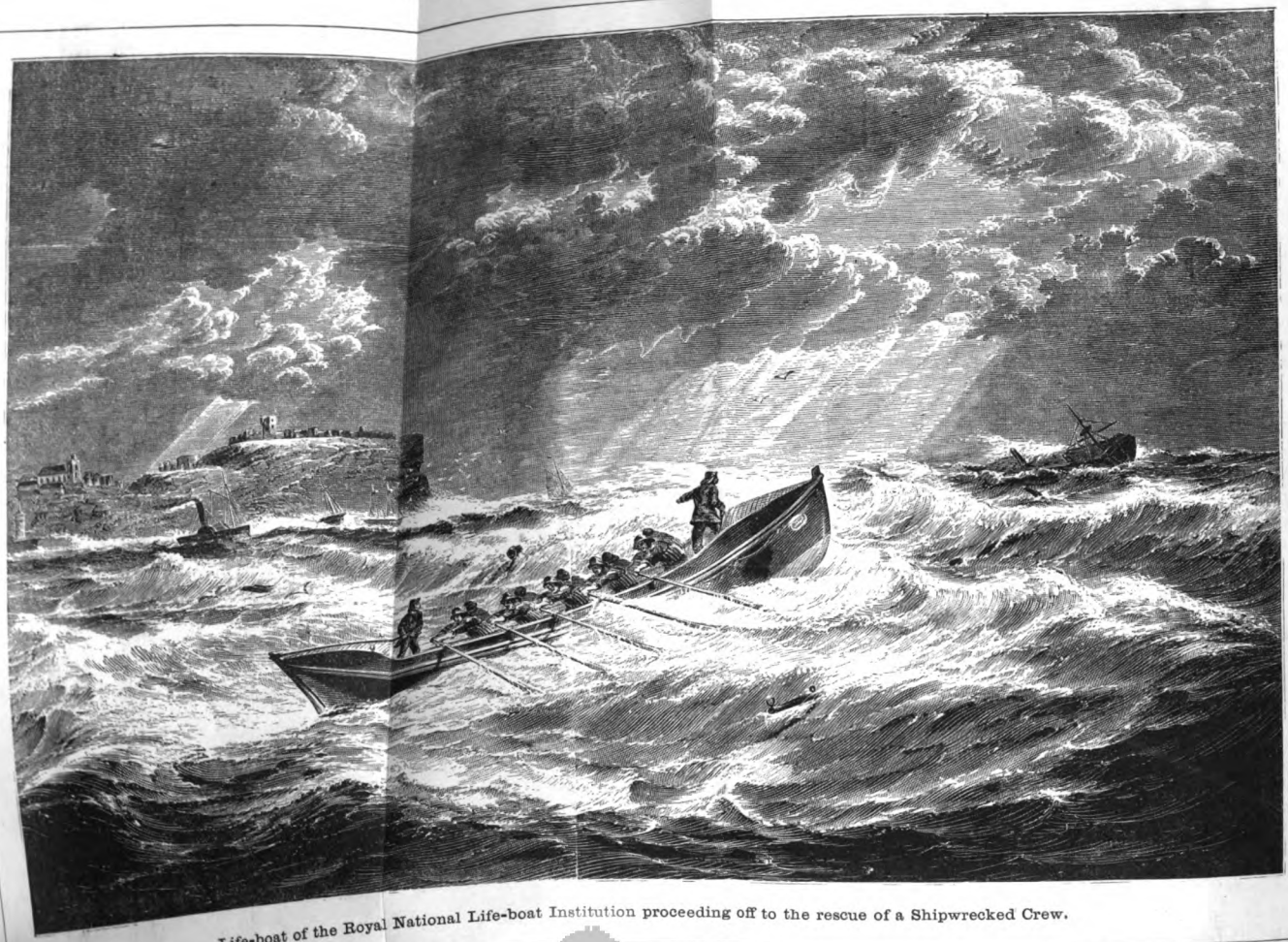

Life-boat of the Royal National Life-boat Institution proceeding off to the rescue of a Shipwrecked Crew.

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to for aid, but has given no decisive answer—though it is believed that if many seamen come forward and subscribe, help will be afforded. The Supplemental Fund the Directors will use in making additions to the Pension, which the Subscriber may *lawfully* claim on behalf of his own payments,* and otherwise at their discretion; it being felt desirable that funds not subject to a *lawful* claim, should be open to be used in such a manner as may be most for the benefit of Seamen as a body. In establishing the Hospital, the Society gives £5000 to head a subscription, and the Committee hope for the aid of the Public and Subscriptions from, the Mercantile Marine Service at large. All Master Mariners desirous of creating a claim for admission to it, will pay £2 at one time, or by four instalments, paid yearly or otherwise, and a Mariner by the payment of £1. On the reception of a Pensioner into the Hospital, the Pension, with any addition to it from the Benevolent Fund, will be appropriated towards his maintenance. The first Hospital for 500 men (which will be open to all Seamen-subscribers until full) will be built (D.V.) on the banks of the Thames; and should funds be forthcoming from the public or otherwise, other buildings may be raised in other parts of the country—each House being governed by the same rules as to admission, but under the supervision of a Local Direction. It is considered that as Pensions will be established, the enjoyment of this provision in the bosom of their families will be greatly preferred by the seamen; and that, consequently, none will wish to come into the Hospital but those who are without relative ties, and are aged, infirm, and helpless, to whom it would form an honourable and comfortable retreat, which their pension could not procure from hirelings; and having subscribed to the Building, they would have the honest satisfaction of having helped to raise it, mingled with a feeling of gratitude to their countrymen who have benevolently aided in the work.

In order to encourage and promote habits of industry among the inmates of the Hospital, it is proposed to set apart a portion of each building, where such articles may be manufactured as sailors are accustomed to make, the profits on the sale of each article to belong to the individual who may have made it.

* The Government Actuary has calculated the Tables for the Pensions, which will be published as soon as ready.

Donations and Annual Subscriptions from the benevolent will be thankfully received in Stamps, Cheques, or Post Office Orders, by Messrs. Williams, Deacon & Co., Birchin-lane, City, Bankers to the Society; by all the London and County Bankers; by the several Metropolitan Navy and Army Agents; by the Honorary Agents throughout the Kingdom; by Messrs. Hatchards, Piccadilly; Nisbet & Co., Berners-street, Oxford-street; Messrs. Seeleys, Fleet-street and Hanover-street; by the Travelling Agents and Collector; and by the Secretary, Hibernia Chambers, London Bridge, S.E.

Form of Bequest.

"*I give and bequeath to the Treasurer (for the time being) of the 'Shipwrecked Fishermen and Mariners' Royal Benevolent Society,' London, the Sum of*
for the General purposes of the intended HOSPITAL FOR WORN-OUT AND DISABLED MERCHANT SEAMEN; *and I do hereby charge and make my personal Estate liable for the payment of the same.*"

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THE SHIPWRECKED MARINER.

No. XXX. APRIL, 1861. Vol. VIII.

MARITIME CALAMITIES.

It is our mournful duty to record some of the most fearful disasters that have ever befallen our brave seamen, accustomed as they are at all times to face danger and death in the performance of their duty. On the 9th of February, and the following day, a storm raged along our coasts with a fury more resembling a tropical tempest than what our seamen call an ordinary gale; and here we may remark that of late years we have been visited with gales of no ordinary severity, leaving proofs of their violence on our unprotected shores—still unprotected, notwithstanding the incessant cry of the public for harbours into which our endangered shipping could run for safety, a cry hitherto disregarded, but which we feel convinced will one day make itself heard with a power that will drown the clamour of other and minor interests. Can anything be more dreadful than the conviction that were proper means taken a large amount of the loss of life and property, misery and suffering, might be avoided? We know well that this can only be done at a great expense; but we also know that these sad disasters swallow up a considerable proportion of the national wealth, and we cannot doubt that in the end the truest economy would be found in the first outlay, and certainly we should induce a larger number of valuable men to embark in the sea service when they knew that measures were wisely and generously taken to protect them from dangers to which they are now needlessly exposed. Let us indulge a hope that at last this important matter will receive the attention that it deserves.

The storm of the 9th February passed over a wide extent of coast, and inflicted such an immense number of disasters that the bare enumeration of them would occupy too much of our space, and be too painful for perusal. Several events of deep interest occurred during this awful period, which

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we record with mingled grief and admiration. The first was that of the loss of Captain John Mac Neill Boyd, of H. M. S. 'Ajax,' and six of his gallant crew, who perished in their humane efforts to save the lives of some seamen in Kingstown Harbour. It appears that during a blinding storm of snow and sleet, a vessel made a desperate attempt to enter Kingstown harbour; but the gale fairly lifted her out of the sea, and dashed her upon the pier. Helpless men were seen for a moment struggling amidst the broken timbers and floating cargo. Captain Boyd, of H. M. S. 'Ajax,' picked out a number of his crew, and with them strove to wrest whom he could from death. Anxious only for the safety of others, unmindful of their own, these brave men did not see, or seeing, did not regard the perils around themselves. While they were drawing one of the shipwrecked out of the foam, a wave of awful power swept over them, and they were gone! They died not in taking life, but in saving life, and if this country honours greatly those who fall in battle, she mourns deeply for those who die to rescue men. They had done their duty to their country; they perished performing their duty to mankind. Captain Boyd was well known and deeply esteemed. Gentle, yet firm in his command, his office was revered while the man was loved; his kindliness never diminished his authority; affability never lessened respect. Hospitable, generous, courteous, pious, he was the type of a true Christian gentleman, and a brave English sailor. Perhaps his best eulogium is to say that his crew were like him in conduct and in courage. A few, chosen out of many, shared his fate, but there was not a man or boy on board who did not wish to be with their commander at the last. Long stationed in Kingstown harbour, the crew of the 'Ajax' were an example to the seamen of that port. The English navy can ill spare either such officers or such men.

We observed with much pleasure that the Government, upon learning the fate of Captain Boyd, promoted his naval son to the rank of Lieutenant, and subscriptions have been raised in Londonderry, his native town, and in London and Dublin, to erect a suitable monument to his memory.

The next incident of harrowing interest during the storm was the loss of the lives of twelve of the crew of the Whitby Life-boat, which was thus stated by the Rev. William Keane, perpetual curate of Whitby, in a letter to the *Times*, dated February 9:—

"We have had a fearful storm to-day at Whitby; half-a-mile of our strand is already strewed with seven wrecks. Our new Life-boat was but launched a few months ago, and was manned with the old crew of the finest picked seamen in Whitby. Five times during the day had they braved the furious sea, and five times returned with crews saved from vessels in distress. A sixth ship was driven in behind the pier. The men

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all exhausted though they were, again pulled out, but before they had gone fifty yards a wave capsized the boat. Then was beheld by several thousand persons—within almost a stone's throw, but unable to assist—the fearful agonies of those powerful men, buffeting with the fury of the breakers, till one by one, twelve out of thirteen sank, and only one is saved. I have to add that eleven out of these twelve were married, and have left families; and I am sorry to say that I myself know that, owing to the severe winter to fishermen, nearly all are left destitute. Whitby will do its duty to its bravest hands; but I feel assured that an old Life-boat's crew, who have saved hundreds of our fellow-creatures from such a fate as this, and at last perished in the noble discharge of duty to the public, will have the wants of their bereaved families cared for by the readers of the *Times*."

Through this sad event forty poor children have been left orphans, and eleven widows, unto whom the "Shipwrecked Mariners' Society" voted the sum of £102 7s. through their active Honorary Agent, Captain John N. Lawson, who had a most arduous time of it in attending to the wants of the poor castaways, providing many of them with medical attendance.

While we are recording these calamities the last words of Nelson are sounding in our ears:—"England expects every man will do his duty;" and if ever there was a duty claiming performance, it is that of taking care—generous care of the widows and orphans of those who thus nobly perished in doing their duty. Theirs was not the lofty ambition of men who merely desired to leave behind them a gilded name to dazzle the eyes of posterity. They were humble individuals, gaining their daily bread by the labour of their hands, but their hearts were made of that sterling stuff that is the distinguishing characteristic of the Briton, and under a strong sense of duty they dared everything and feared nothing. Honoured be their memory.

To give our readers some idea of the ravages of the storm, we select the following from the letter of R. W. Jackson, Esq., to the *Times*, dated Hartlepool, February 10:—

"The fearful loss of life and destruction of shipping which has taken place in Hartlepool Bay to-day, induces me, by letting the facts be known at once in a few words through your columns, to endeavour to rouse public opinion as to the necessity for measures being taken to avert and mitigate these constantly-recurring national calamities.

"A heavy gale set in, early this morning, from E.S.E. to E.N.E., and continued with great violence during the day. About eleven o'clock a.m., it being then not half flood-tide, a large fleet of ships in the offing were obliged to bear up and run for Hartlepool Bay for refuge and to save life, it being impossible for them, as the gale was blowing, to get off the land on either tack.

"A scene of fearful and distressing confusion ensued. Many ships entered the two tidal harbours, and were saved; but, in the course of five hours, fifty ships were wrecked; as nearly as can be calculated, thirty of them are total losses; of many not a vestige remains; and eight foundered with every soul on board, whilst thousands on shore were looking on unable to render assistance.

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"Not less than £150,000 of property, and a large number of valuable lives, have thus been sacrificed, in Hartlepool Bay alone, in a few hours of broad daylight.

"There are ships from every port on this coast, laden and light, but principally laden. Many are of large size, well found and well manned, and bound from neighbouring northern ports for long foreign voyages. Many, also, were foreign ships. The two Life-boats of the West Hartlepool Harbour Company, the Seamen's Life-boat, and the Life-boat of the National Society at the old harbour of Hartlepool, were engaged for many hours, and succeeded in saving a large number of valuable lives.

"Such, sir, in a few words, is the story of this day's calamities in Hartlepool Bay alone, though it is certain we have yet to hear of a large increase of them; and does it not imperatively demand that steps be immediately taken to mitigate or prevent recurrences of such disastrous national misfortune?"

Is there one person in this country who can read of these frightful disasters without feeling his heart pained to the core? Is there one who would not do all in his power to prevent their recurrence? We are sure there is not one, and we implore every one to exert his influence in this great cause. There are societies in active operation to alleviate the distress consequent on them, but a few such calamities as those which have just fallen upon our shipping would soon sweep away their funds and leave them powerless to help the unfortunate.

During the past year we were appalled by perusing the record of the numerous disasters which befel our shipping, but the first quarter of the present year has rivalled its predecessor in the violence of the gales which have swept our coasts, causing the wintry blasts to shake our dwellings, and reminding the "gentlemen of England who live at home at ease" of the poor drowning mariner, who, after struggling in vain to prolong life against the fury of the elements, is thus aptly described by Falconer in his "Shipwreck," when—

> "All faint to Heaven, he throws his dying eyes,
> And, Oh! protect my wife and child, he cries;
> While gushing streams roll back the unfinish'd sound,
> He gasps! and sinks amid the vast profound."

And shall his appeal be heard in vain? The Shipwrecked Mariners' Society, through the aid of a benevolent public, say emphatically, No!

In former times, when ships were wrecked on the coast, the poor cast-away seamen had to beg their way home, singing through the streets of the towns, and sometimes acquiring the habits of mendicants. Now, to their credit be it spoken, they almost universally pay (nearly fifty thousand of them,) their half-crown a-year to this Society, which gives them the right to apply for relief from its funds, and the Society has agents, generally a naval officer, shipowner, or retired captain, to whom, without any loss of self-respect, they can apply for aid, and who promptly attends to their comfort, and supplies them with travelling expenses to reach their homes. This is carried out so efficiently, and with so little noise, that few persons have any idea of the extent to which

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it is done. But it is obvious that the Society must distribute considerably more than it receives from the sailors themselves, and hence the necessity of all who are interested in shipping particularly, and all benevolent persons generally, manifesting their benevolence in aiding the Society to do the immense amount of good it is doing. This is a work of home philanthropy. If sailors were wrecked nowhere but on the island of Tahiti, the shores of New Zealand, or in the Channel of Mozambique, and if all who were wrecked were mulattos, lascars, or negroes, we could make a very sentimental and romantic story of their sorrows and their sufferings, though the Society relieves every shipwrecked person without distinction of clime or creed, but those for whom we are pleading are more especially our own countrymen and their wives and children. Such being the fact, we cannot be sentimental when we state for the information of our readers that the Society relieved last year no less than 7247 shipwrecked persons, and 3844 widows and orphans of fishermen and mariners, at a cost of upwards of *twelve thousand pounds!* Thus did this good Samaritan respond to the heart-stirring appeal of the tempest-tossed mariner in the words of Scripture, in a temporal sense, "thou called'st upon me in trouble, and I delivered thee, and heard thee when the storm fell upon thee."

The claims of this Institution need no other advocacy than the bare fact, that at their weekly meetings in February, the Committee voted no less a sum than £2794 towards the relief of shipwrecked persons, besides widows and orphans, whose husbands and fathers perished in the late severe and unprecedented gales. This was only one month's contribution towards distress of which no previous calamity at sea ever afforded a parallel, and is not inclusive. We cannot, we think, be too urgent with our readers for support, for be it remembered by the public at large, that this Institution is *entirely* supported by voluntary contributions, and although so munificent a sum has been granted to those afflicted families we have mentioned, there is still a greater drain upon the funds, inasmuch as the "Shipwrecked Mariners' Society" defrayed the cost of restoring, by the Railways, the poor shipwrecked sailors to their homes. This additional item of expenditure will make the cost of the gales of February alone to the funds of their exchequer upwards of £3000!! We beg therefore to subjoin, as an illustration of facts not to be controverted, a letter from Mr. Simpson Armstrong, jun., the zealous agent of the Society at Hartlepool, to the secretary, dated February 10th, which may be taken as a specimen of all the agents reporting from the N.E. coast of England:—

"Dear Sir,—Please forward on receipt a few railway warrants, both sorts; I am quite out, and there are a great many more men to forward home. Yesterday was a day not to be forgotten. I cannot give you the faintest idea of it. You will see in the papers upwards of sixty vessels on shore at Hartlepool; a great sacrifice of life. I have been up since daylight on Saturday morning and nearly done up with work. Have had a great deal of trouble to get lodgings for so many—nearly four hundred men; the most of them have lost the whole of their clothing. I shall want a large sum remitted

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from you; will let you know how much in a day or two. I am very thankful my health has been such as to attend to my duties. I expect the expense will be immense. I have done my very best, and gone the most economical way about it."

The various maritime journals, have abounded with melancholy intelligence of calamities at sea and on our shores, and of the consequent necessity that exists, especially on our north-east coast, for harbours of refuge, indeed it is a mere repetition of a "twice-told tale" to say that hundreds of lives, and hundreds of thousands of pounds worth of valuable property are annually sacrificed for want of them. The Hon. Mr. Liddell, M.P., made an earnest and eloquent appeal to the House of Commons on the subject of Harbours of Refuge. All that the Government have done—and they hope the expedient will be regarded with satisfaction—is to bring in a bill conferring additional powers on the Public Works Loan Commissioners to make advances of money, "to facilitate the construction and improvement of harbours, to abolish passing tolls, and for other purposes," which is considered to be a fair instalment of the really important recommendations of the Refuge Harbour Commissioners.

In the painful position in which the Society has been placed by the dreadful pressure upon them, the following appeal has been addressed to the public:—"The Committee of the "Shipwrecked Mariners' Society" have been called upon for help from every part of the coast of the United Kingdom. Widows and orphans and shipwrecked men; naked to be clothed; hungry to be fed; and, far from home, to be sent there. All that could be done has been done, but the claims still continue; bills have to be paid; the current resources of the Institution are exhausted; the claims are daily coming in for travelling expenses, clothing, &c. The calls on the Society are incessant, and must be while the annual wrecks or foundering of ships at sea exceed 3000! The Committee appeal to the benevolent—to all. The barbarous people showed no little kindness on such an occasion (Acts xxviii, 2), and we are not a barbarous people."

The Committee have no desire to check public benevolence in special cases of distress arising out of the late gales, but only wish to draw attention to the fact that a special appeal through the *Times* paper produces a large sum for the few to the exclusion of the many who have no other resource than this Institution, which, having the many claims, can give but little; thus the public benevolence is rendered unequal. It has often occurred that more money has been given for the widows of one boat's crew drowned, than has been given to this Institution for a whole year; and last year there were relieved by it, 3844 widows of sailors, and 7247 shipwrecked men.

It will be evident, then, that as an institution established to succour all who suffer by storms and shipwreck, no special cases can be selected from nearly 3000 vessels reported at Lloyd's as wrecked or foundered at sea; yet the cry of distress from the shipwrecked mariner, or the widow and orphan of the

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drowned, is quite as bitter as those favoured cases alluded to above, though those cries are only heard in the ears of this Committee at their weekly sittings, or those of the honorary agents where the vessel is cast ashore.

We have thus shown, on unquestionable testimony, the distress that the late awful storms have caused among our hard-working seamen and their helpless families; we have proved the great benefits the "Royal Benevolent Shipwrecked Mariners' Society" has rendered to them in their distress; and, lastly, the effect which giving such an amount has had on their means of assisting the unfortunate persons who look to them for help. This Society has now become a National Institution among us, and as such it must not be suffered to fall. Its operations are extended throughout all our dominions, and its influence is felt everywhere. Listen, therefore, all ye who have hearts to feel for distress and means to relieve it, and let not the appeal of this noble Society be passed by unheeded, for it is a matter that deeply affects the interest and safety of Britain's noblest defenders and most industrious sons. Let there be no delay, for the need is very pressing, and remember that he gives twice who gives quickly, and that "*the Lord loveth a cheerful giver.*"

The *Steam Shipping Chronicle* remarks that, "with all our boasted science, with all the skill we have brought to bear upon the art of navigation, with improved compasses, water-tight compartments, pre-arranged codes of day and night signals, regulated rules of the road on ocean and lake, we are unable to avoid a constant repetition of those calamities which throw empires into distress by the fearful loss of life they involve. Many masters incur great danger from their desire to make quick voyages by taking shorter cuts instead of running through the old and safe channels, and by putting to sea in hazardous weather. A more effective supervision over the vessels, gear, and more especially their anchors and cables, if enforced, would greatly tend to lessen the number of disasters." The insular position of England, her lofty cliffs, her stormy seas, her winter fogs, fortify her with everlasting fortifications, as no other European power is fortified. She is rich, she is populous, she contains within herself an abundance of coal, iron, timber, and almost all other munitions of war; railways intersect and encircle her on all sides; in patriotism, in loyalty, in manliness, in intelligence, her sons, especially of the ocean, yield to no other race of men. Blest with all these advantages, she ought, of all the nations of Europe, to care for her hardy tars, for in seeking to discover the causes which have led to England's naval supremacy, no inconsiderable influence must be attributed to the universal esteem in which the sailor is held by all classes of the population. Your "Jolly Tar" is the true national hero, and whether in the novel, or the song, he is received at once with favour and applause, is shaken by the hand wherever he goes, and is deemed fit company for the proudest and the noblest in the nation. He is as generous as he is reckless, and his jollity is proverbial.

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The following important letter has been addressed by the distinguished Admiral at the head of the Meteorological department of the Board of Trade, to the editors of the daily papers.

"Sir,—Several columns of your paper are filled to-day with accounts of a severe north-east gale. All the much frequented parts of our coasts *might* have been warned. A very few places were warned *three* days before the storm.

"On Wednesday last the following notice was given at Aberdeen, Hull, Yarmouth, Dover, Liverpool, Queenstown, Valentia, and Galway (besides other places) by telegraph:—"Caution—Gale threatening from south-west and then north-ward. Show signal drum."—I am, &c.

"ROBERT FITZROY."

"London, Feb. 11."

"P.S. Adverting to frequent expressions of surprise at the *rising* of a barometer with or before northerly gales, I would here repeat (what has been reiterated and explained elsewhere) that the air is lighter as well as warmer during southerly winds, heavier and colder before and during northerly, and that the influence of either is shown by *instruments* some hours, if not *days*, before actual alteration is visible to ordinary notice."

Through whose neglect was it that every port and point of danger throughout these islands was not warned, or, if warned, that some steps were not taken to ward off or mitigate the evil? If there should have been neglect such as we speak of a heavy responsibility must rest somewhere.

The various Life-boats round the coasts, we are happy to learn, saved upwards of 100 persons.

The report of the British and Foreign Sailors' Society winds up with the following very striking remarks upon our seamen:—"Those whom we avow as the objects of our solicitude, are hastening onwards to the confines of eternity with fearful rapidity. In addition to the common sources of mortality, they are liable to great risk of life and limb in the toils incident to their vocation—to the malign influences of foreign climates, and especially to the awful calamities of storm, fire, and shipwreck. The years 1859 and 1860 have been disastrous to shipping beyond precedent. More ships and lives were lost on our coasts than ever since our island emerged from the deep. Yet, with these facts before them, there is no lack of noble fellows ever ready to launch upon the treacherous sea, and to serve their country as her interests may demand. At this very time, besides 85,500 serving in the Royal Navy, there are no fewer than 310,000 masters, mates, and seamen engaged in the stupendous commercial pursuits of this country, the exports and imports of which, including specie, may probably be estimated at £400,000,000 sterling per annum; while the value of the mere shipping, by means of which they are carried on, reaches the enormous sum of £43,000,000. Britain may well boast of the devotion of her stalwart sons. Illustrious names are blazoned on the escutcheons of her fame. They pertain not to the annals of the past alone, but live in every age. They seek her interests and advance her honour not in one department of science, but in all. They are ready to struggle and

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die with Lyons and Vicars amid the horrors of a Crimean campaign, or chase a rebel host upon the glowing Indian plains with Havelock and Lawrence; or in pursuit of the gentler purposes of science and humanity, scour the frozen seas and ice-bound Arctic shores with McClintock and Allen Young; or with the courageous Rodgers, of the 'Royal Charter,' repeat again and again his daring leap from the deck of a crashing wreck into the boiling ocean, in order to convey a rope to shore, by which hundreds of affrighted passengers may escape impending death. Let not our country be unmindful of these gallant deeds, or of those brave hearts still waiting thus to serve her or to die; but by sustaining this and every kindred institution in labouring to advance their highest interests, nobly illustrate the spirit of that Christian faith which is its truest glory, in thus seeking alike to promote the highest welfare of men as well as the glory of God!"

In conclusion we beg to lay before our readers the following beautiful lines from Falconer's "Shipwreck."

"THE HORRORS OF A LEE SHORE."

With mournful look the seaman eyed the strand,
Where death's inexorable jaws expand;
Swift from their minds elapsed all dangers past,
As, dumb with terror, they beheld the last.
Now on the trembling shrouds, before, behind,
In mute suspense they mount into the wind.
The genius of the deep, on rapid wing,
The black eventful moment seemed to bring.
The fatal sisters, on the surge before,
Yoked their infernal horses to the prore.
The steersmen now received their last command
To wheel the vessel sidelong to the strand.
Twelve sailors, on the foremast who depend,
High on the platform of the top ascend:
Fatal retreat! for while the plunging prow
Immerges headlong in the wave below,
Down-pressed by watery weight the bowsprit bends,
And from above the stem deep crashing rends.
Beneath her beak the floating ruins lie:
The foremast totters, unsustained on high;
And now the ship, fore-lifted by the sea,
Hurls the tall fabric backward o'er her lee:
While, in the general wreck, the faithful stay
Drags the maintopmast from its post away.
Flung from the mast, the seamen strive in vain
Through hostile floods their vessel to regain.
The waves they buffet, till, bereft of strength,
O'erpowered, they yield to cruel fate at length.
The hostile waters close around their head,
They sink for ever, numbered with the dead!
Those who remain their fearful doom await,
Nor longer mourn their lost companions' fate.
The heart that bleeds with sorrows all its own,
Forgets the pangs of friendship to bemoan.
And now, lashed on by destiny severe,
With horror fraught the dreadful scene drew near!
The ship hangs hovering on the verge of death,
Hell yawns, rocks rise, and breakers roar beneath!
In vain the cords and axes were prepared,
For now the audacious seas insult the yard;
High o'er the ship they throw a horrid shade,
And o'er her burst, in terrible cascade.
Uplifted on the surge, to heaven she flies,
Her shattered top half buried in the skies,
Then headlong-plunging thunders on the ground,
Earth groans, air trembles, and the deeps resound!
Her giant bulk the dread concussion feels,
And, quivering with the wound, in torment reels;
So reels, convulsed with agonizing throes,
The bleeding bull beneath the murderer's blows.
Again she plunges; hark! a second shock
Tears her strong bottom on the marble rock!
Down on the vale of death, with dismal cries,
The fated victims shuddering roll their eyes
In wild despair; while yet another stroke,
With deep convulsion, rends the solid oak:
Till, like the mine, in whose infernal cell
The lurking demons of destruction dwell,
At length asunder torn her frame divides,
And crashing spreads in ruin o'er the tides.
O were it mine with tuneful Maro's art,
To wake to sympathy the feeling heart;
Like him the smooth and mournful verse to dress
In all the pomp of exquisite distress!
Then, too severely taught by cruel fate
To share in all the perils I relate,
Then might I with unrivalled strains deplore
The impervious horrors of a leeward shore."

OUR LIFE-BOAT ILLUSTRATION.

THE accompanying illustration of one of the Life-boats of the National Life-boat Institution proceeding off to a wreck, is from an excellent picture painted by Mr. Samuel Walters, a talented marine artist of Bootle, near Liverpool.

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

THE THIRD CHINA WAR.

[*Concluded from page* 11.]

WE were enabled to lay before our readers in our last number a telegram announcing the conclusion of a peace with the Emperor of China, which, if not altogether of a satisfactory nature, was the best that, under the circumstances, could be obtained. Our honour had been outraged, our people had been treacherously slaughtered, and we had suffered heavy loss through the unwarrantable conduct of the Chinese, and it was necessary to obtain satisfaction for these injuries and insults, as well as to prevent their repetition at a future period. To have gone further, and abused our victory by the exercise of cruelty to our foes would have been unworthy of our character, and would for ever have closed the door against reconciliation. Upon a careful consideration of the conduct of Lord Elgin, in this unhappy war, it appears to have been marked by a due sense of duty to his own country, and moderation in his treatment of a prostrate enemy. A treaty of peace between the belligerents was signed on the 24th of November, according to which the Chinese were to pay 8,000,000 of taels as an indemnity for the loss we suffered by the war, and 300,000 more as a compensation to the friends of those who were murdered by the Chinese when they took them prisoners, or to the prisoners themselves who escaped with their lives; the right of the British to have a resident minister at Pekin is fully recognised, and large commercial advantages are secured to our countrymen. In the exercise of his newly-acquired right, Lord Elgin took up his residence in the city, and when he left, Mr. Bruce continued there as British envoy. In short, every measure was adopted that would humble without much injuring the Chinese, and would teach them a

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lesson that would be useful to them in their future transactions with Europeans. It is hoped that henceforth life and property as far as regards the latter will be more secure in China than they have ever been. Whether the expectations that have been formed of opening up a large trade with natives will be realized or not, it is impossible to say; but whatever may be the feelings of the government towards us, those of the people have been manifested in our favour in an unmistakeable manner, for they not only showed no enmity to us, but actually assisted our troops, as upon many former occasions, and rarely failed to supply them with provisions at reasonable prices. The people were said to be plunged into the greatest misery and poverty everywhere, but recently our countrymen found abundance of the necessaries of life wherever they went, and the appearance of the people was such as disproved the accounts of their misery. A portion of our army and navy had left China and are on their way, some to India and some to England, having suffered but little loss during their absence on the expedition.

It appears that when the allies approached Pekin the Emperor fled into Tartary, taking up his residence at the palace of Zhehol, beyond the great wall, and he never made his appearance during the occupation of his capital by the allies, leaving the management of public affairs in the hands of his brother, Prince Kung. The behaviour of the latter towards Lord Elgin at first was of the most churlish nature, but it afterwards improved, doubtless influenced by the conviction that he possessed the power to inflict any amount of injury that he pleased upon the Chinese; and this improved behaviour on Prince Kung's part leads us to hope that a better feeling may be entertained towards us by the Chinese government than has hitherto existed. One thing that must have lowered the dignity of the Imperial government in the eyes of the people was the posting up of copies of the treaty in Chinese on all the walls of Pekin and the other chief cities of the empire. This must have added another heavy blow to the many that have been lately struck at this rapidly decaying power.

By the last accounts from Hong-Kong to the 1st February, we learn that some of our troops were to winter at Tien-tsin, others at the Taku Forts, and the rest at Hope Sound, and that everything had been done to render their positions secure and make them as comfortable as possible. General Sir Hope Grant and his staff had left Tien-tsin. Lord Elgin having annexed Cowloon opposite Hong-Kong to be hereafter British territory had left Canton to visit Manilla and Batavia before his return to Europe. The opening of the river Yang-tze, from which great commercial advantages were anticipated immediately, would probably devolve upon the British Admiral. It was known that the rebels at that point possessed large quantities of produce which they were anxious to dispose of. The allies, according to treaty, had evacuated Chusan. At Shanghae the rebels had become very troublesome to the government and our old enemy Prince Sanko-lin-sin, who had attempted to put them

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down, had met with a defeat at their hands. From Fuh-chau we learn that the gun-boat 'Algerine' had gone in search of a pirate fleet, reported to have been seen not far from that place. Altogether, the news from China may be regarded as highly satisfactory.

Whatever other advantages may be expected from the opening up of China to European enterprise, let us indulge the hope that the horrid superstition prevailing there, with its accompanying cruelties, will disappear before the advance of Christianity, and the millions who now sit amidst thick darkness may be instructed in the great truths of the Gospel. If this should be effected it would be a heavenly inspiration that first led the Christian into the land of Confucius, there to plant the cross of Christ and establish his reign over a people whose dominions had been locked up for ages against the rest of mankind, and involved in the utter darkness of heathenism. That such a blessed result may spring from the events that have taken place in China must be the wish of every Christian, and in this wish we most heartily join.

THE CHASE.

[*Concluded from page* 28.]

It was not till about two o'clock that we once more came within good shot of him; and as it had been alleged that the guns were fired too quickly the night before, and without sufficient care in pointing, the utmost attention was now paid to laying them properly; and the lanyard of the trigger never pulled, till the person looking along the gun felt confident of his aim. The brig, however, appeared to possess the same witch-like, invulnerable quality as ever; for we could neither strike her hull, so as to force her to cry peccavi, nor bring down a yard, nor lop off a mast or a boom. It was really a curious spectacle to see a little bit of a thing skimming away before the wind, with such a huge monster as the 'Endymion,' tearing and plunging after her, like a voracious dolphin leaping from sea to sea in pursuit of a flying fish.

In time this must have ended in the destruction of the brig; for as we gained upon her rapidly, some of our shot must by and by have taken effect and sent her to the bottom. She was destined, however, to enjoy a little longer existence. The captain gave orders for the whole star-board broadside to be got ready; and then, giving the ship a yaw, poured the whole discharge, as he thought, right into his wretched victim!

Not a mortal on board the frigate expected ever to see the poor brig again. What, then, was our surprise, when the smoke blew swiftly past, to see the intrepid little fellow, gliding away more merrily than before. As far as good discipline would allow, there was a general murmur of applause at the Frenchman's gallantry. In the next instant, however, this sound was converted into hearty laughter over the frigate's decks, when, in answer to our thundering

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broadside, a single small gun, a six-pounder, was fired from the brig's stern, as if in contempt of his formidable antagonist's prowess.

Instead of gaining by our manœuvre, we had lost a good deal;—and in two ways. In the first place, by yawing out of our course, we enabled the privateer to gain several hundred yards upon us; and secondly, his funny little shot, which had excited so much mirth, passed through the lee foretop-sail yard-arm, about six feet inside the boom iron. Had it struck on the windward side, where the yard was cracking and straining at a most furious rate, the greater part of the sails on the fore-mast might have been taken in quicker than we could have wished—for we were now going at the rate of eleven and a half, with the wind on the quarter.

Just as we made out where his first shot had struck us, another cut through the weather main-top-gallant sheet; and so he went on, firing away briskly, till most of our lofty sails were fluttering with the holes made in them. His own sails, I need scarcely add, were by this time so completely torn up by our shot, that we could see the sky through them all; but still he refused to heave to—and, by constantly firing his single stern-chaser, was evidently resolved to lose no possible chance of escape. Had one or two of his shot struck either of our top-masts, I really believe he might have got off. It therefore became absolutely necessary that we should either demolish or capture him without further loss of time. The choice we left to himself, as will be seen. But such a spirited cruiser as this was an enemy worth subduing at any cost; for there was no calculating the mischief a privateer so admirably commanded might have wrought in a convoy. There was a degree of discretion, also, about this expert privateer's-man, which was very remarkable, and deserving of such favour at our hands as we had to spare. He took care to direct his stern-chaser so high, that there was little chance of his shot striking any of our people. Indeed, he evidently aimed solely at crippling the masts—knowing right well, that it would answer none of his ends to kill or wound any number of his enemy's crew while it might irritate their captain to shew him less mercy at the last moment, which, as will be seen, was fast approaching.

The breeze had now freshened nearly to a gale of wind, and when the log was hove, out of curiosity, just after the broadside I have described, we were going nearly twelve knots (or between thirteen and fourteen miles an hour), foaming and splashing along. The distance between us and the brig was now rapidly decreasing, for most of his sails were in shreds, and we determined to bring him, as we said, to his senses at last. The guns were re-loaded, and orders given to depress them as much as possible—that is, to point their muzzles downwards—but not a shot was to be fired till the frigate came actually alongside of the chase. Such was the poor privateer's sentence of death—severe indeed, but quite necessary, for he appeared resolved never to yield.

On we flew, right down on our prey, like the enormous rock-bird of the Arabian

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Nights. We had ceased firing our bow-chasers, that the smoke might not stand between us and the lesson we meant to read to our resolute pupil, so that there was 'silence deep as death' along our decks—and doubtless on his; for he likewise had intermitted his firing, and seemed prepared to meet his fate, and go to the bottom like a man. It was possible, also, we thought, that he might only be watching, even in his last extremity, to take advantage of any negligence on our part, which should allow him to haul suddenly across our bows, and, by getting on a wind, have a chance of escaping. This chance, it is true, was very small; for not one of his sails was in a condition to stand such a breeze as was now blowing, unless when running nearly before it. But we had seen enough, during the two days we had been together, to apprehend that his activity was at least a match for ours; and as he had already shewn that he did not care a fig for shot, he might bend new sails as fast as we could.

At all events, we were resolved to make him surrender, or run him down: such was our duty, and that the Frenchman knew right well. He waited, however, until our flying jib-boom end was almost over his taffrail; and that the narrow space between us was filled with a confused, boiling heap of foam, partly caused by his bows, and partly by ours. Then, and not till then, when he must have seen into our ports, and along the decks, which were lighted up fore and aft, he first gave signal of surrender.

The manner in which this was done by the captain of the privateer was as spirited and characteristic as any part of his previous conduct. The night was very dark; but the ships were so near to one another, that we could distinguish the tall figure of a man mount the weather main-rigging of the brig, where he stood erect, with a lantern in his hand, held out at right angles from his body. Had this light not been seen, or its purpose not understood, or had it been delayed for twenty seconds longer, the frigate must, almost in spite of herself have gone right over him, and the salvo of a double-shotted broadside would have done the last and fitting honours over the Frenchman's grave.

Even as it was, it cost us some trouble to avoid running him down; for although the helm was put over immediately, our lee quarter, as the ship flew up in the wind, almost grazed his weather gangway. In passing, we ordered him to bring-to likewise. This he did as soon as we gave him room; though we were still close enough to see the effect of such a manœuvre at such a moment. Every stitch of sail he had set was blown, in one moment, clean out of the bolt-ropes. His haulyards, tacks, and sheets had been all racked aloft, so that every thing not made of canvass, remained in its place;—yards at the mast-heads, and the booms rigged out—while the empty leech and foot-ropes hung down in festoons, where, but a minute before, the tattered sails had been spread.

We fared comparatively speaking, not much better; for although, the instant the course was altered, the order was given to let fly the topsail-haulyards, and every other necessary rope; and although the downhaul tackles, clewlines, and

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buntlines, were all ready manned, in expectation of this evolution, we succeeded with great difficulty in saving the fore or main-topsails; but the top-gallant-sails were blown to pieces. All the flying kites went off in a crack, whisking far away to leeward, like dried forest-leaves in autumn.

It may be supposed that the chase was now completely over, and that we had nothing further to do than take possession of our prize. Not at all! It was found next to impossible to board the brig, or, at least, it seemed so dangerous, that our captain was unwilling to hazard a boat and crew, till day-light came. The privateer having no sail set to keep her steady, became so unmanageable, that the sea made a clean breach over all, rendering it out of the question to board her on the weather side. Nor was she more easily approachable to leeward, where a tangled net-work of broken spars, half-torn sails, shattered booms, and smacking ropes'-ends, formed such a line of 'chevaux de frise' from the cat-head to the counter, that all attempts to get near her on that side were useless.

The gale increased before morning to such a pitch, that as there was still a doubt if any boat could live, the intention of boarding our prize was of course further delayed. But we took care to keep close to her, a little to windward, in order to watch her proceedings as narrowly as possible. It did not escape our notice, in the mean time, that our friend—(he was no longer our foe, though not yet our prisoner)—went on quietly, even in the height of the gale, shifting his wounded yards, reeving new ropes, and bending fresh sails. This caused us to redouble our vigilance during the morning, and the event shewed that we had good need for such watchfulness. About three o'clock in the afternoon, the brig having fallen a little to leeward, and a furious squall of wind and rain coming on at the same moment, she suddenly bore up, and set off once more, right before the wind. At the height of the squall we totally lost sight of our prize; and such a hubbub I hardly recollect to have heard in my life before.

"Where is she?—Who was looking out?—Where did you see her last?"—and a hundred similar questions, reproaches, scolds, &c., were poured out in abundance; some on the privateer, whose adroitness had thus overreached our vigilance; some upon those who, by their neglect, had given him the opportunity; and many were the expressions of anger and disappointment at this stupid loss of a good thing, which had cost so much trouble to catch. All this passed over in the first burst—sail was made at once—the topsails, close reefed, were sheeted home like lightning—and off we dashed into the thick of the squall, in search of our lost treasure. At each mast-head and at every yard-arm there was planted a look-out man, while the forecastle hammock-netting was filled with volunteer spy-glasses. For about a quarter of an hour a dead silence reigned over the whole ship, during which anxious interval every eye was strained to the utmost; for no one knew exactly where to look. There was, indeed, no certainty of our not actually running past the privateer, and it would not have

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surprised us much, when the squall cleared up, had we seen him a mile or two to windward, far beyond our reach. These fears were put an end to by the sharp-eyed captain of the fore-top, who had perched himself on the jib-boom end, calling out with a voice of the greatest glee—

"There he goes! there he goes! right ahead! under his topsails and foresail!"

And, sure enough, there we saw him, springing along from wave to wave, with his masts bending forwards like reeds, under the pressure of sail enough to have laid him on his beam-ends had he broached to. In such tempestuous weather a small vessel has no chance whatever with a frigate; indeed, we could observe, that when the little brig fell between two high seas, her foresail flapped to the mast, fairly becalmed by the wave behind her.

In a very few minutes we were again along-side, and, doubtless, the Frenchman thought we were at last going to execute summary vengeance upon him for his treachery, as we called it. Nothing daunted, however, by the style in which we bore down upon him, the gallant commander of this pretty little egg-shell of a vessel placed himself on the weather-quarter, and with a speaking trumpet in his hand, indicated by gesticulations, a wish to be heard. This could not well be refused; and we steered as close as possible without bringing the two vessels in contact, or risking the entanglement of the yards.

"I have been compelled to bear up," he called out in French, "otherwise the brig must have gone to the bottom. The sea broke over us in such a way that I have been obliged, as you may perceive, to throw all my guns, boats, and spars, overboard. We have now several feet water in the hold, in consequence of your shot, which you may likewise observe have nearly destroyed our upper works. If, therefore, you oblige me to heave to, I cannot keep the vessel afloat one hour in such weather."

"Will you make no further attempt to escape?" asked the captain of the 'Endymion.'

"As yet I have made none," he replied firmly; "I struck to you already—I am your prize—and, feeling as a man of honour, I do not consider myself at liberty to escape, even if I had the power—I bore up when the squall came on, as a matter of necessity. If you will allow me to run before the wind, along with you, till the weather moderates, you may take possession of the brig when you please—if not, I must go to the bottom."

Such was the substance of a conversation, very difficult to keep up across the tempest, which was now whistling at a great rate. To have brought the ships again to the wind after what had been said, would have been to imitate the celebrated 'Noyades,' of Nantes; for the privateer must have been swamped instantly. Although we distrusted our companion, therefore, most grievously, we sailed along most lovingly together, as if we had been the best possible friends, for about sixty or seventy miles.

At eight o'clock in the evening it began to moderate, and by midnight we

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succeeded in getting a boat on board of the prize, after a run of between three and four hundred miles.

The brig proved to be the 'Milan' privateer, from St. Malo, of 14 guns, and 80 men, many of whom were unfortunately wounded by our shot, and several were killed. The captain's name was Lepelletier — I have pleasure in recording it—M. Pierre Lepelletier, of St. Malo; and wherever he goes I will venture to say he can meet no braver or more resolute man than himself.

Long before he came on board he had well earned the respect of his captors, high and low; and his manners and information, after we became personally acquainted with him, raised him still more in general estimation.

One day, when I was walking with him under the half deck, I overheard two of the sailmakers conversing about the chase, the prize, and the prisoners—the only topics which occupied our thoughts for a week afterwards. These men were repairing one of the sails which had been shot through and split during the chase. One of them laid down his palm and needle, and, looking very significantly to our side of the deck, exclaimed—

"I say, Bill, is it not a pity that the French captain walking there is not an Englishman?"

I lost no time in translating this observation to the person whom it most concerned, who declared it was by far the highest compliment he had been honoured with since he came on board the 'Endymion.'

I happened many years afterwards to relate the details of this chase and capture to one of the ablest and most experienced officers in the Navy, whose comment upon the story it may be useful to give in his own words.

"This Frenchman's conduct," said he, "may teach us the important lesson, that an officer should never surrender his ship, whatever be the force opposed to him, while there remains the slightest possible chance of escape. The privateer you speak of had very nearly slipped through your hands; and had he knocked away one of your sticks, probably would have done so. It is always useful to have good practical examples of what perseverance and well-directed zeal may accomplish, especially with very small means. I think I have known more than one ship captured, which might perhaps have baffled their enemy, had they been as stoutly defended as your little privateer. Don't let us forget her example, for it is no matter whence instruction comes—from friend or from foe—provided it be good."—*Hall's Fragments of Voyages and Travels.*

LIFE AMONG THE LIGHTHOUSES.

A MINISTER of state, whose duties brought him into constant attendance upon royalty, once made a memorandum in his diary to watch the king into a good humour, *that he might ask him for a Lighthouse.* It is probable that the wish

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of Lord Grenville (for it was he) was not to learn what living in a light-house would be like, but rather to realize the very considerable living to be got out of one.

Whether his lordship ever got what he desired we do not know; but could he have foreseen the serious penalties the nation would have to pay for having the "well-beloved cousins and councillors" of its kings quartered in this free and easy way upon its mercantile marine, surely he would have been too generous to seek it. Henry VIII., and his daughter Elizabeth, were alive to the true policy in such matters, for he put the custody of such things into the charge of a chartered body, whose interests were made

• Upon a lighthouse off the coast of Cornwall is engraved this instructive motto, "*To give light, and to save Life.*"

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identical with the public welfare; and she, making her Lord High Admiral Howard surrender his authority in regard to beacons, buoys, marks and signs for the sea to their custody, gave the Elder Brethren of the Trinity House their first Act of Parliament, and set them forward upon an ever-widening career of usefulness, which has resulted in our channels being almost as well lighted as our streets.

Not but what among the proprietors of "private lights," as those not under the control of the Trinity House were called, there were men of sagacity, energy and self-devotion. Men who were proud of the means whereby they lived, and took the same pleasure in having their lighthouse a credit to them that an opulent manufacturer does in having his mills up to the mark with all the most recent improvements. But the same motive did not exist in the one case as does in the other. If a manufacturer does not keep in the front rank as regards machinery, the character of his goods is degraded in the market. He must choose between spinning well or not at all. But with the private manufacturers of light for bewildered sailors the case was different: they were authorized to levy tolls on all vessels passing, using, or deriving benefit from the light in question; a certain range of distance appears to have been assumed within which the vessel was liable; and although at one lighthouse the oil might be bad, at another the candles unsnuffed, whilst at a third the coal fire would be reeking in its embers, still so long as the light was there the dues were chargeable.

Things came to a crisis at last. In districts where at the time when the king's good-humour had been availed of, vessels from fishing-village to fishing-village crept round by twos and threes, the waters got crowded daily and hourly with ships of mighty tonnage, and every ton had to pay. It was difficult to tell what the recipients of the royal benevolence were making; but from the style in which their mere collectors throve, it was evidently something far too good to be talked about. It must have been very hard to have been insulted with an offer of three hundred and fifty thousand pounds for a barren rock in the ocean, nothing like that number of feet square, subjecting the proprietor to the necessity of making a pathetic rejoinder to the effect "that if he must sell, it must be for five hundred and fifty thousand pounds, and that would not pay him;" but a jury was appealed to, and four hundred and forty-five thousand pounds was carried off as the vested right in one lighthouse, with a heavy sigh that it was so little. Another leviathan of the deep realized three hundred thousand pounds; and if these were whales among the tritons, the tritons and the minnows too, all plethoric of their kind, fared well. The scale was freighted heavily with compulsory purchase-money before they were all bought out, and the shipping interest had to pay surplus light dues for many years before the official custodians of the lighthouse fund had got quit of their huge debt.

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Even on these terms it was the right thing to do. When the lighthouse on the Smalls rock in the Bristol Channel was in private hands, the annual consumption of oil, which is another way of stating the annual amount of light produced, was as little as two hundred gallons; at this present time fifteen hundred gallons are burnt within the year. The dues payable in those days were twopence per ton, whilst now vessels pay at the rate of one halfpenny per ton over sea, and one-sixteenth part of a penny per ton for coasting voyages; less an abatement in the latter cases of thirty-five per cent. But bad lighting, private proprietorship, public debt, and, to a great extent, even surplus light dues, have gone for ever, and lighthouses have got back to what Queen Elizabeth meant them to be—public trusts in public hands for public uses.

And yet it was private enterprise that built and rebuilt, and again rebuilt the Eddystone, and it was private courage that established that which will soon be a thing of the past, the strange wooden-legged Malay-looking barracoon of a lighthouse in the Bristol Channel, on a rock called the "Smalls."

The wooden structure at the Smalls was conceived originally by a Mr. Phillips, of Liverpool, a member of the Society of Friends. He set himself to establish "a great holy good to serve and save humanity," and even in this world he had his reward; for sixty years afterwards, when his representative had to surrender it to the Trinity House, they got one hundred and seventy thousand pounds by way of compensation for it.

Like most sagacious men, he knew how to choose his instruments. At that time there resided in Liverpool a young man of the name of Whiteside, a maker of "violins, spinettes, and upright harpsichords," with a strongly marked mechanical genius.

In the summer of 1772, this young fiddle-maker found himself at Solva, twenty miles from the rock, with a gang of Cornish miners, who were to quarry sockets into the stone, into which it was originally intended that iron pillars should be soldered. The first essay was sufficiently appalling. The surface of the rock is called twelve feet above the level of high water, that is in smooth weather; but in tempestuous seas, and when the waves are rolling in from the south-west, it is as many feet below it. The party had landed from their cutter, and had got a long iron rod worked a few feet into the rock, when the weather suddenly got "dirty." The wind and the sea rose together, and the cutter had to sheer off lest she should be wrecked. The men on the rock clung, as best they might, to the half-fastened shaft, and a desperate struggle ensued between brute nature and that passive fortitude which is greater than brute nature,—all through the night into the morning, all through the day into the night again, until the third day, when the storm abated and they were saved.

Nothing daunted, it was agreed that it was just as well to know the worst. One hint was immediately taken, and rings and holding bars were let into

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various parts of the rock, to which the men could lash themselves and each other on similar occasions. It was soon found that iron pillars would not do, that they were not sufficiently elastic; and great pains were taken to find heart of oak that would be equal to resist the angry forces of the waters. That the present structure would stand for ever, may be doubted, except by a process analogous to the repair of the Irishman's stocking,—first a new foot, and then a fresh leg. Anyhow, it has been recently thought better to build a granite tower, which, once well done, may be said, humanly speaking, to be done for ever. The light will be exhibited at a greater elevation, which gives it an extended range, and the size of the lantern will admit of a larger and more powerful apparatus. The mode of procedure is of course very different from that adopted by Mr. Whiteside. Where formerly there was a poor fiddle-maker, with half-a-dozen Cornish miners, and a ship's carpenter or two, there is now a civil engineer, a clerk, thirty-eight granite masons, four carpenters, eight smiths, thirteen seamen, four bargemen, two miners and eight labourers; a commodious wharf, a steam vessel, a tender, and some barges. There may be nothing so pathetic or so heroic as that long cling of nine forlorn human creatures round the first iron bar; it would be shame to the engineer if it should be so; but there is real work to do, and it is being thoroughly well done.

The story of the present structure at the Eddystone has been told with quaint simplicity by the man who raised it. Smeaton had this advantage over Whiteside, that he had precursors in his work: but then the work was harder and was done more enduringly. Whiteside's work at the Smalls is coming away in the course of a season or two; Smeaton's at the Eddystone, is to remain the pattern lighthouse of the world for ever. The first Eddystone, built in 1696, was a strange affair— something like a Chinese pagoda, or a belvedere in some suburban tea-gardens, with open galleries and projecting cranes. The architect was Henry Winstanley, and he has depicted himself complacently fishing out of his kitchen window; but how he ever expected his queer mansion to stand the winter storms is simply a marvel. It was completed in 1699, and it was destroyed in 1703. The necessity of repairs had taken him to the rock at the time, a dreadful storm set in on the 26th November, and the next morning there was nothing left of the lighthouse or its occupants but some of the large irons whereby the work had been fixed in the rock. A narrative of the occurrence, printed in the following year, states:—"It was very remarkable that, as we are informed, at the same time the lighthouse abovesaid was blown down, the model of it, in Mr. Winstanley's house at Littlebury, in Essex, above two hundred miles from the lighthouse, fell down and was broke to pieces." Upon which, Smeaton shrewdly remarks, "This, however, may not appear extraordinary, if we consider, that the same general wind that blew down the lighthouse near Plymouth might blow down the model at Littlebury."

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The next structure at the Eddystone, commenced in 1706, was a very different thing. Mr. John Rudyerd was doomed by fortune to be a silk mercer, and keep a shop on Ludgate Hill; but Nature had made him an engineer. Smeaton speaks with great admiration of many of his arrangements; and if the lighthouse had not been destroyed by fire, about forty six years after its erection, there appears no reason why it should not have been standing to this day. While Winstanley's was all external ornament, with numberless nooks and angles for the wind and sea to gripe it by, Rudyerd's was a snug, smooth, solid cone, round which the sea might rage, but on which it could hardly fasten. But fire conquered what the water could not. Luckily for the keepers, it broke out in the very top of the lantern, and burnt downwards, and there was time to save the men, although one of them, looking upwards at the burning mass, not only got burnt on the shoulders and head with some molten lead, but while gazing upwards with his mouth open, received some of the liquid metal down his throat, and yet survived, to the incredulity of all Plymouth, for twelve days, when seven ounces of lead, "of a flat, oval form," was taken from his stomach.

The lessees of the Eddystone, in those days, seem to have been liberal minded people. The tolls ceased with the extinction of the light, and could not be renewed until it was again exhibited. It was their apparent interest, therefore, to get a structure run up on the old model as quickly as possible. It was true it had been destroyed by fire, but a little modification of the old arrangements would probably have prevented such a calamity recurring, and it had proved itself stable and seaworthy. Nevertheless, they not only consulted the ablest engineer of the day, but submitted to the delay and extra cost involved in the adoption of his advice to build of stone and granite.

The point of most enduring interest connected with the present Eddystone is the peculiarity of its form, which is familiar, probably, to every body in the kingdom, from the child, who has seen it in a magic-lantern, to the civil engineer who knows Smeaton's stately folio by heart. Until he built so, the form was almost unknown to us; and since he built so, all the ocean lighthouses have been modifications of it. It is interesting to contrast the reasoning of Mr. Alan Stevenson, the builder of the 'Skerryvore,' another of these deep sea lamp-posts, as they have been called, off the western coast of Scotland,—with the *instincts* of Smeaton, so to speak, on the same subject. It may not be very edifying to the general reader to learn "that, as the stability of a sea-tower depends, *cæteris paribus*, on the lowness of its centre of gravity, the general notion of its form is that of a cone; but that, as the forces to which its several horizontal sections are opposed decrease towards its top in a rapid ratio, the solid should be generated by the revolution of some curve line convex to the axis of the tower, and gradually approaching to parallelism with it; and that this, in fact, is a general description of the Eddystone Tower, devised by

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Smeaton." Neither is it a thing likely to be remembered, without saying it over a good many times to oneself, that "the shaft of the Skerryvore pillar is a solid, generated by the revolution of a rectangular hyperbola about its asymptote as a vertical axis." But if we understand the respective narratives of the constructors rightly, Smeaton worked from analogy, and Stevenson from mathematical calculation. Smeaton tells us of his desire to make his lighthouse resemble the trunk of a stately tree, and he gives drawings both of a trunk and of a branch, to show how they start, the one from the ground, and the other from the main stem. He is also constantly recurring to the idea of the elasticity of stone, and he quotes a report from one of the keepers, that on one occasion "the house did shake as if a man had been up in a great tree." Certainly, the effect to the eye in looking at the Eddystone, corroborates the conception with which his mind was evidently possessed; it emerges from the sea; the curve of the natural rock is continued in a singularly felicitous manner; the Skerryvore is a fine shaft, but one sees that it has been stuck in a hole, thoroughly well fastened in, and (relying on its weight and coherence) likely to remain there till doomsday; but the Eddystone is homogeneous to the rock, as well as to itself; and gazing on it, one gets into the same train of contemplation as Topsy did upon her wickedness, and supposes it grew there. Nevertheless the Skerryvore is a noble structure, and the memoir of its construction by Mr. Stevenson is almost exhaustive of all that is at present known about lighthouses and lighthouse illumination.

And if these be the lighthouses, and the mode of life among those by whom they are builded, let us try to realize the daily work of those by whom the structures are inhabited. "You are to light the lamps every evening at sun-setting, and keep them constantly burning, bright and clear, till sun-rising." That is the first article of instructions to light-keepers, as may be seen by any visitors to a station. Whatever else happens, you are to do that. It may be you are isolated, through the long night-watches, twenty miles from land, fifty or a hundred feet above the level of the sea, with the winds and waves howling round you, and the sea-birds dashing themselves to death against the gleaming lantern, like giant-moths against a candle; or it may be a calm, voluptuous, moonlight night, the soft land-airs laden with the perfumes of the highland heather or the Cornish gorse, tempting you to keep your watch outside the lantern, in the open gallery, instead of in your watch-room chair within; the Channel may be full of stately ships, each guided by your light, or the horizon may be bare of all sign of life, except, remote and far beneath you, the lantern of some fishing-boat at sea,—but, whatever may be going on outside, there is within for you the duty, simple and easy, by virtue of your moral method and orderly training, "to light the lamps every evening at sun-setting, and keep them constantly burning, bright and clear till sun-rising." You shall be helped to do this easily and well by abundant discipline, first, on probation, at head-

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quarters, where you shall gain familiarity with all your materials—lamps, oil, wicks, lighting apparatus, revolving machinery, and cleaning stores; you shall be looked at, and over, and through, by keen medical eyes, before you can be admitted to this service, lest, under the exceptional nature of your future life, you, not being a sound man, should break down, to the public detriment and your own; you shall be enjoined "to the constant habit of cleanliness and good order in your own person, and to the invariable exercise of temperance and morality in your habits and proceedings, so that, by your example, you may enforce, as far as lies in your power, the observance of the same laudable conduct by your wife and family." You shall be well paid while you are hale and active, and well pensioned when you are past work; you shall be ennobled, by compulsion, into provident consideration for your helpmate and your children by an insurance on your life; but when all this is done for you, and the highest and completest satisfaction that can fall to the best of us on this side the grave—the sense of being useful to our fellows—is ordered for you in abundant measure, it all recurs to what, as regards the speciality of your life, is the be-all and the end-all of your existence, and this is the burden to the ballad of your story:—"You are to light the lamps every evening at sun-setting, and keep them constantly burning, bright and clear till sun-rising."

To do this implies a perpetual watch. "He whose watch is about to end is to trim the lamps and leave them burning in perfect order before he quits the lantern and calls the succeeding watch, and he who has the watch at sun-rise, when he has extinguished the lamps, is to commence all necessary preparations for the exhibition of the light at the ensuing sun-set;" and, moreover, "no bed, sofa, or other article on which to recline, can be permitted, either in the lantern, or in the apartment under the lantern, known as the watch-room."

Thus far we have a common denominator to the life of every light-keeper; but in other respects it varies much. At such stations as the Forelands or Harwich, where there are gardens to cultivate and plenty of land room for the men to stretch their legs and renovate themselves after the night watches; where visitors from neighbouring watering-places are constantly coming and going, to talk, to praise, to listen, and, perhaps, to fee, it is all very well; but there are also places "remote, unfriended, melancholy, slow," where the walk is limited to the circle of the gallery railing, or the diameter of the lighthouse column; where the only incidents are the inspections of the committee, the visits of the district superintendent, or the monthly relief which takes the men back to shore. At these stations, when the sea is making fun of them, it sweeps up clean over the roof, and makes the lantern-glasses ring again, and in calmer weather the men may creep carefully out upon the rock to solace themselves with a little fishing; or if of more nervous temperament, may do it, as Winstanley did, with greater security from the kitchen window.

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Not but what some people like that sort of life. Smeaton tells a story of a shoemaker who went out as light-keeper to the Eddystone because he did not like confinement, having found himself in effect a greater prisoner at his lap-stone than he would be at the rock; but then Smeaton confesses a few pages farther on that at times the keepers have been so short of provisions as to be compelled to eat the candles.*—*Cornhill Magazine.*

[*To be Continued.*]

VISITS TO THE SEA COASTS.

[*Continued from our last number.*]

SOUTHAMPTON is rapidly becoming the most important town in the south of England, and in spite of the government dockyards at Portsmouth, and the natural advantages of Plymouth, this town bids fair to surpass either in its commercial relations. From the earliest period Southampton has figured in the annals of English history as a place of considerable note, and in the progress of commerce and maritime transactions it now holds a prominent part. Even prior to the conquest the town was in existence, and the Roman remains to be found in its locality, even up to the present day, together with the records of our earliest historians, prove that through each period of transition, Southampton was not unknown.

Every school-boy is familar with the old story of king Canute and his courtiers, who prevailed upon their Royal master to believe that even the winds and waves would do his bidding, but the Danish monarch was made of too stern a material to receive so palpable an absurdity, and to satisfy the fawning flatterers, he is said to have seated himself by the sea-side, and in a loud voice commanded the waves to stay, and advance not. But the fleecy billows obeyed not the earthly voice, royal though it was, and gently kissing the feet of the king they still flowed onward. The spot upon which this memorable circumstance occurred is still pointed out, and, opposite the small town of Hythe, is to be seen the Canute Hotel, a relic of the pride of man, and the wisdom of an English king, when the nation was yet in her infancy.

Nearly surrounding the town is to be seen the old buttresses and towers of the wall which surrounded it in the days of yore, and on the western shore

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* At the present season of storms and fogs, when vessels are driven on shore all round the British islands, it is peculiarly interesting to be informed of the contrivances for maintaining lights on the dangerous points of the coast. In an article on Light-Vessels, in the same Magazine, we find that there are thirty-four light-vessels on the coast of England, four in Ireland, and none in Scotland. This peculiarity arises from the difference of the geological structure of the coasts. In Scotland, there are detached blocks of rock at points where lights are required, affording secure foundations for light-houses; on the English coast, the bottom often consists of shifting sands, where no foundation could be got. Hence the necessity for floating lights. It is a most remarkable fact that notwithstanding storms, bad anchoring ground, collisions, and other casualties, there is no instance of one of the whole thirty-four having been either ashore or lost. The details as to their crews, their length of service, their food, mode of life, and training, and also as to the size, build, and mode of anchoring of the vessels, are clearly stated in the paper referred to.

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may be seen the Water-gate, from which in subsequent years the embarkation of the merchants took place, and now, in the old Doomsday Book, which is at the present time in charge of Colonel Sir Henry James, the town is spoken of as an important burgh, although its days of real prosperity dawned not till many years later.

At the time of the Crusades, when the lion-hearted Richard burned with zeal to win renown and victory in the Holy Land, Southampton was not behind in taking part in that project, indeed, from this port the troops and crusaders took their departure, and the necessary sojourn of a large number of men in the locality, whilst waiting for a favourable wind, or from other causes, is a sufficient guarantee of the wealth and importance of the place, and passing on to the next century we find Southampton still the scene of business and of commerce.

Torn by civil strife and foreign wars England had long presented a somewhat uninviting aspect for foreign merchants, and, in fact, commerce had but a nominal existence, but with the spread of knowledge came the progress of invention and discovery, and the heart of the nation beginning to open, merchandise received a sudden impulse, the Flemish merchants were attracted hither, and in return for their merchandise they received the wool, tin, and other staple exports of the day. At this period—an eventful era in the history of British commerce, Southampton was the principal port of call, and the great centre of merchandise; the quays were the scenes of continual bustle and activity, and the streets of the town wore an aspect of gaiety and business.

But with reference to the importance of Southampton as a commercial town, we would observe, that her natural and artificial advantages deserve especial notice, her position on the sea coast is highly favourable to shipping capabilities, the port itself being situated on a swelling point of land, bounded by the confluence of the rivers Test and Itchen, the streams of which flow into the Southampton water, and by their tides considerably impede the navigation thereof. The Itchen is navigable as far as Northam, which is about a mile from the town, whilst in the other direction, schooners and small brigs may by the aid of steam-tugs find their way more than double that distance to Eling. The Southampton water is a fine piece of navigable expanse, bounded on either side by the pretty scenery of Hampshire, and leading down to the Solent estuary, at the mouth of which, and seven miles from Southampton is Calshot Castle, a coast-guard station at the water's edge. The whole of the Southampton water is navigable and the largest steamers find their way up to the docks.

It will of course be here remembered that this spot was selected by the Directors of the Great Eastern steam-ship, as the most suitable place where the monster of the seas might be anchored, and while preparing for her first ocean trip, she graced these waters with her presence. Although Milford

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Haven has since that time been fixed upon as the harbour where the "big ship" was to be docked, the reasons are still very strong, that she will again find her way back to the Southampton waters.

At the present moment the 'Eagle' and 'Dauntless' frigates are moored off Netley Abbey, about four miles from Southampton; the former vessel has but recently arrived, and she is used as a training ship for boys anxious to enter the navy, fair inducements being thus offered to lads wishing to enter, and a fine band of sailors are thus being prepared for future service. The 'Dauntless' is strictly speaking for coast-guard uses, and is consequently stationary.

The accidents occurring to vessels coming to, and going from this port are few and far between, and the skill of the local pilots is well known to merchants of all countries.

But in addition to these natural advantages the artificial constructions are of a most important character; not far from the docks, and within an easy distance of the town is the large and commodious terminus of the various railways, and the easy distance from London is also a feature which should not be overlooked, passengers landing from steamers, and luggage delivered from vessels, at the quay, are alike conveyed with all possible speed to their destination, every accommodation being promptly afforded.

But great as these advantages may be, natural and otherwise, the grand centre around which every other project revolves, is the Southampton docks, Incorporated by Act of Parliament, and opened in the year 1842, since which time they have continually been increasing and improving. The town has received much of its prosperity from the life created by the dock business, and from their formation a new era may be dated.

The great tidal dock, opposite which the lamented Captain Harrison met with his untimely death, includes 16 acres surface of water, and the solidity and architectural beauty of the structure are of the highest character. The entrance is from the Itchen River, and the width of the stream, from pier to pier is 150 feet, while at the lowest spring tides there is a depth of 18 feet water. In addition to this there are three graving docks, which are so admirably constructed that they are unequalled in the facilities they present for docking vessels, and discharging their cargoes when required. There is also a close dock, which may be entered from the inside of the tidal, and the engineering and other appliances on the premises have been proved to be to the highest degree adapted for accident or extensive execution.

To prove the benefit received by the town from the business carried on at the docks, it may be mentioned that in the year 1841 the population was nearly 30,000, whereas it will be seen by the forthcoming census that it exceeds 50,000. Antecedent to the formation of these docks, the commercial transactions by land, and especially by sea, were very limited; a considerable coasting trade was carried on in the Itchen, which here, as in nearly every

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other part of the empire, the appliance of that mighty transformer, steam, has well nigh dispelled.

In the year 1844, and during the three following years, the maritime trade of Southampton increased to such an extent, that it was ranking as the fifth port of the kingdom. About the year 1845, it is seen by the official returns 1500 ships were entered, the aggregate tonnage being above 300,000 tons, and a very convincing proof of the rapid stride made will be found in the fact, that while, in 1845, the exports were valued at £1,500,000, in the following year it had increased to £2,200,000, and ten years later to more than double that amount, and, at the present time, the vessels arriving at the port may be estimated as being 600,000 tons measurement.

The business transacted is really immense, and additional means of intercourse with foreign countries are now opening up in other directions. The principal companies whose vessels come to, and go from the docks, are the Peninsular and Oriental Steam Navigation Company, the Royal Mail Steam Packet Company, Vanderbret's European and American Steamship Line, North German, Lloyd, New York and Havre Steam Navigation Company, Union Steam-ship Company (limited), Hamburg and American Mail Steam-ship Company and New South Western Steam Navigation Company, the offices in connection with all, being under able management, regularity and despatch may be relied upon.

The Custom House is in close proximity to the docks, but so strictly are the wills of the various companies carried out, that the authorities are but little troubled by maritime misdemeanours. The following statistics, taken from the Southampton Directory for 1861, will best show the character of the docks and the business connected therewith.

The Peninsular and Oriental Steam Navigation Company consists of 51 steam ships, 76,815 tons, 16,870 horse-power.

New South Western Steam Navigation Company runs between Southampton, Channel Islands, and Havre, eight ships, 1639 tons, 1458 horse-power.

The Hamburg and American Mail Steamship Company have four vessels, 9100 tons, 2000 horse-power.

The Royal Mail Steam Packet Company have twenty-three vessels, 44,583 tons, 11,480 horse-power.

But, in addition to the steam ships just enumerated, some of them being the finest vessels of their kind afloat, there are smaller boats in daily communication with the Isle of Wight, and the opposite coast of Hampshire. The Royal Mail Isle of Wight Company have several beautiful clipper-built boats in use, which run two or three times a day, calling at Cowes, Ryde, and Portsmouth.

These boats instead of starting from the docks leave the Royal Pier, which is constructed further westward, and for entrance upon which a most iniquitous impost of 2d. is charged. Another steam company has recently been formed,

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who intend running boats fitted with Muntz's patent paddles, that gentleman himself being at the head of the project.

These then are among the advantages of the port of Southampton; they commend themselves to the notice of every thoughtful person interested in the prosperity of commerce in the south of England. We put aside entirely the sights and excursionist view of the case, although that might easily form a conspicuous part of this account; our object is to shew that Southampton was formed by nature to be a valuable assistance in the commerce of the country of which she forms a part, and while the British channel is upheaving in the fury of storm, the weather beaten mariner surrounded by hills to protect him, and with splendid anchorage too, may ride in perfect safety in the Southampton waters, and as has recently been manifest in numerous instances, no port possesses greater capabilities for repairing, or refitting a disabled ship (however large) than the port of which we write.

Here then with one or two remarks we leave for the present this busy, increasing, commercial town, with its docks, ships, and sailors, its many churches and chapels, together with its numerous charitable institutions which are of great value, and wish them God speed.

But yet in spite of all its advantages it is said by some, that the inhabitants are only half alive to their own interests, and the more practical portion of the town have lately been endeavouring to urge the authorities to renewed vigour. The authority of the Pier and Harbour is vested in Boards appointed for that purpose, while a Chamber of Commerce watches the general interests of the marine trade of the port. At the February meeting of the Pier and Harbour Commissioners, the ex-mayor, W. F. Perkins, Esq., in a very able speech, mooted the project of erecting new docks, at the western extremity of the town, the charges of the Dock Company being represented to be so high, that the more general shipping interest was injured by them. This scheme was well received by the town, and without doubt, before long, something tangible will transpire. It will be a pity, and perhaps a disgrace too, if, with this combination of favourable circumstances, Southampton does not become, what her well-wishers hope she will eventually be—The Liverpool of the South.

COAST SIGNALS FOR THE PREVENTION OF DISASTERS AT SEA.

The Board of Trade has for a length of time given its attention towards the development of a system of the greatest importance, not only as regards our shipping interests generally, but especially fishing vessels, boatmen, &c., along our coasts, by timely intimation of approaching storms, in order to deter them from putting to sea when bad weather is impending.

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This system is now being carried out, not only on the coasts of Great Britain and Ireland, but at many foreign ports also, as far as practicable, and intelligence of approaching storms will be telegraphed to stations at different points along our coasts.

This intelligence, or warnings as they are termed, will be effected by means of signals to be hoisted at different points along the coasts, these points being where a meteorologic and telegraph station can be combined open to the sea.

At these stations meteorologic instruments, barometers, thermometers, moist and dry bulb, of the best description, are to be fixed, and at a regular hour every morning the readings taken, observations made of the direction and force of wind, and general state of the weather. These reports to be telegraphed to the Board of Trade, thus, in a few minutes, placing in its hands an accurate statement of existing weather at the chief points along the coast, and intimation of probable, if not certain, weather to be expected from the indications as given by the various meteorological instruments.

It has been stated with great truth, and which will be borne out by all who have kept a pretty constant watch on their barometer and thermometer, that no storm ever comes on without a previous warning being given by them. Unfortunately, reliable instruments are not within the reach of the poorer classes connected with the sea; and although oftentimes they are possessed to a considerable extent of what is termed weather wisdom, yet it can bear no comparison with the knowledge arrived at by means of the valuable aid science has afforded us. If this knowledge can, as it will, be imparted to them, much loss of life, as well as loss of vessels, boats, &c., may be prevented.

Reports are sent daily, at 8 a.m., from the meteorological stations to the Board of Trade, which may be found in the *Times* and other publications.

If the system, however, terminated here, no benefit would be derived by those to whom a knowledge of approaching weather would be a real boon, but an arrangement has been made that will afford to all classes along the coast the information of such vital importance, and which they have long been in need of.

The following is the simple plan, organised at the Board of Trade (and Admiralty) Meteorological Department, 2, Parliament Street, London, S.W., by Rear-Admiral Fitz Roy, but not yet in full operation :—

"MEMORANDUM ON STORM WARNING SIGNALS.

"A staff and two canvass shapes being provided, the following use will be made of them occasionally—perhaps once or twice in a month.

"One shape, that of a drum (or cylinder), has the appearance of a black square of three feet (seen from any point of view), when suspended.

"The other shape, a cone three feet high, appears triangular (from any point of view), when suspended.

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"A cone, with the point upwards, shows that a gale is probable from the northward.

"A cone, with the point downwards, shows that a gale is probable from the southward.

"A drum alone, shows that dangerous winds may be expected from nearly opposite quarters successively.

"A cone and drum give warning of dangerous wind, its probable first direction being shown by the position of the cone—point up, and above the drum, for polar or northerly wind; down, and below, for southerly.

"Whenever such a signal is shown (in consequence of a telegram from London) it will be kept up—shown distinctly—till dusk of that day only, unless otherwise instructed afterwards.

"These cautionary, or warning signals advert to winds during part of the next following two or three days; and therefore due vigilance should prevail, from the beginning of such time until the weather is again thoroughly settled.

"No further steps are necessary for these objects at the telegraph stations for the present. Other organisation may follow, when the Coastguard have prepared arrangements for repeating these signals along the coast, to certain distances.

"A conspicuous place should be selected for signalling, near the telegraph station.

"ROBERT FITZROY."

By means of these simple signals a ready mode of rapidly conveying intelligence along the coast will be afforded. For, as the Board of Trade will hold the key, as it were, to the state of the weather on all coasts, the indications given by the various barometers and thermometers—direction, force of wind and other important observations—will enable it to foresee the approach of bad weather, and that, probably, many hours before its arrival. This intelligence, with instructions to hoist the caution or danger signals, will be flashes along the electric wires to such points along the coast as may be necessary. These will be taken up and transmitted immediately along the coast by the different coastguards, and thus afford the poor fisherman and boatman a timely warning of approaching danger, which will undoubtedly have the effect of rendering less frequent those heart-rending scenes too often witnessed, when fathers, sons, husbands, and brothers, have met with an untimely end—a watery grave: intelligence expressed in a few words—lightly passed over by many, but of deep import, as we read in the publications of the day—Disasters at Sea.

REVIVALS AMONGST SEAMEN.

THAT there is really a great work of conversion to God going on amongst our seamen, both in the Royal and Mercantile navies, there can be no reasonable doubt, as the accounts we have the happiness to receive from time to time, from abroad as well as at home, bear authentic and indisputable proofs. It will, we trust, be as gratifying to our readers to peruse, as it has been for us to select, the following brief specimens out of the many which have reached us since those recorded in pages 96 and 158 of our last Volume for 1860.

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A naval officer of much experience who was temporarily engaged on board the 'Hero,' the ship which conveyed His Royal Highness the Prince of Wales in his visit last year to Canada and the United States, thus writes:—

"Being myself a father, with a son just entering upon a middy's life at sea, I was on the watch to ascertain whether there was any respect to religion on board the Royal Squadron; I saw not much, but then my opportunites for observation were small, and there were some doubtless among the many hundreds of young men crowding their decks that lived for nobler purposes than met the eye of the casual observer.

"Shortly after I came on board, I was thinking of my loneliness away from all Christian intercourse, and to escape the noise and bustle of the crowded wardroom, I went down to my cabin. As I was stooping to clear the hammocks of the middies, hung up in the cockpit, and just as I arrived at my own door, I saw the lid of a chest thrown up, an open Bible lay spread on the till, its precious page lighted up by a piece of wax candle stuck on the side of the chest, and before it was kneeling a young lad only half dressed. It was a middy praying and reading his Bible before going to bed. Thus, even here, I found the Lord had his hidden ones. Each evening I remained on board was this repeated; and I felt more pleasure in marking by stealth the quiet earnestness and boldness of that gentle lad thus daring to be singular in approaching his God and Saviour, than in all the pomp and ceremony that awaited me in the upper deck.

"The following day was Saturday, and at noon, as the 'Hero' was at anchor, I went down to my cabin to rest and read, my thoughts involuntarily went towards the coming Sunday, and as I was hoping, but hardly expecting, that it might receive the honour rightly due to the Lord's day, of a sudden, there rose upon my ear the sound of young people singing, and I was surprised and delighted to recognize several favourite and familiar tunes. It was the choir beginning the practice for the morrow, and under the leading of the Band-master, about fifteen young lads were chanting and singing in chorus the Psalms and Hymns for the Sunday's service.

"The day following was fine and calm, and after breakfast the Commodore ordered the fires to be banked up and the engine stopped; and after trimming sails to a light air from the S.E., care was taken to give the men an opportunity for rest and worship. A pulpit and seats were prepared on the main deck, and after the usual inspection of the well-dressed crew, all hands congregated on the main deck for Public Worship. In a few minutes the Chaplain appeared. The service at once commenced by singing the morning hymn, and in the presence of the King of kings and Lord of lords, all sat in humble reverence. How precious those moments are, when earthly state and distinctions are cast aside, and we feel our common brotherhood, and plead our common wants before our Father's throne. The custom on board ship is not commonly to kneel in public prayer, but the Prince knelt reverently, and paid marked attention to the service. The sermon was evangelical, and was well and earnestly delivered. Afterwards I heard the Prince remark—"I like Divine service on board ships, it is very solemn, the men seem so attentive, and it so becomes our place upon the wide deep sea." I was afterwards on board another man-of-war, where there was a daily recognition of the claims of God upon us, and the captain remarked to me, that most truly had God put honor upon him, ever since he had thus publicly acknowledged his dependence. That captain's plan was to ring the bell for morning and evening prayers, and himself, and many of the men and officers attended, whilst the chaplain read a selection of Psalms, and then prayed; and this public recognition of God only occupied six minutes, not too long surely for the worship of Him who holdeth the winds in his fist. That ship was the happiest ship on the station and freest from punishment, and that Captain for his practical good sense and faithfulness was the most trusted by his Admiral."

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The Rev. C. H. Spurgeon, in one of his sermons, mentions a pleasing interview he had with the crews of two of the Holyhead steamers. He says—

"It has been my lot these last six years to preach to crowded congregations, and to see many, many souls brought to Christ; it has been no unusual thing for us to see the greatest and noblest of the land listening to the word of God; but the most pleasing thing I have seen is this, and I must tell it to you. Hervey once said, 'Each floating ship a floating hell.' Of all classes of men, the sailor has been supposed to be the man least likely to be reached by the gospel. In crossing over from Holyhead to Dublin and back—two excessively rough passages—I spent the most pleasant hours that I ever spent. The first vessel that I entered, I found my hands very heartily shaken by the sailors. I thought, 'What can these sailors know of me?' and they were calling me '*brother*.' Of course I felt that I was their brother too; but I did not know how they came to talk to me in that way. It was not generally the way for sailors to call ministers, 'brother.' There was the most officious attention given, and when I made the enquiry, 'What makes you so kind?' 'Why,' said one, 'because I love your Master, the Lord Jesus.' I enquired, and found that out of the whole crew there were but three unconverted men: that though the most of them had been before without God, and without Christ, yet by a sudden visitation of the Spirit of God, they had all been converted. I talked to many of these men, and more spiritual, heavenly-minded men I never yet saw. They have a prayer meeting every morning before the boat starts, and another prayer-meeting after she comes to port; and on Sundays, when they lay-to off Kingstown or Holyhead, a minister comes on board and preaches the gospel; the cabins are crowded; service is held on deck when it can be; and, said an eye-witness to me, 'The minister preaches very earnestly, but I should like you to hear the men pray; I never heard such praying before,' said he. 'They pray with such power, as only a sailor can pray.' My heart was lifted up with joy, to think of a ship being made a floating church—a very Bethel for God. When I came back by another ship, I did not expect to see the like, but it was precisely the same. The same work had been going on. I walked among them and talked to them. They all knew me. One man took out of his pocket an old leather covered book in Welch—'Do you know the likeness of that man in front?' said he, 'Yes,' I said, 'I think I do: do you read these sermons?' 'Yes, Sir,' replied he, 'we have had your sermons on board this ship, and I read them aloud as often as I can. If we have a fine passage coming over, I get a few around me, and read them a sermon.' Another man told me a story of a gentleman who stood laughing when a hymn was sung, and one of the men proposed that they should pray for him. They did, and that man was suddenly smitten down, and began on the quay to cry for mercy, and plead with God for pardon. 'Ah! Sir,' said the sailors, 'we have the best proof that there is a God here, for we have seen this crew marvellously brought to a knowledge of the truth; and here we are, joyful and happy men, serving the Lord.'

"Now, what shall we say of this, but that 'the mountains drop sweet wine?' The men who were loudest with their oaths, are now loudest with their songs; those who were the most darling children of Satan, have become the most earnest advocates of the truth; for mark you, *once get sailors converted, and there is no end to the good they can do. Of all men who can preach well, sailors are the best.* The sailor has seen the wonders of God in the deep; the hardy British Tar has got a heart that is not made of such cold stuff as many of the hearts of landsmen; and when that heart is once touched, it gives great big beats; it sends great pulses of energy right through his whole frame; and with his zeal and energy what may he not do, God helping him, and blessing him?"

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We extract from '*The Word on the Waters*,' from the journal of the Rev. J. Power, the zealous Chaplain of the "*Missions to Seamen*," and Honorary Agent to the "*Shipwrecked Mariners' Society*," at Ryde, an account of a Sunday visit in his little mission vessel, the '*Morn*,' to vessels at Spithead.

"Got under weigh this morning for Spithead; boarded the 'Antelope' barque of Gottenburg; I supplied the men with tracts, and then made for the 'Summer Cloud,' bound for Australia, but could not reach her before she got under weigh; I understood that she was carrying troops and very much wished to see them. We now made for St. Helen's Roads, and boarded six different vessels, and had service with two of them, the others being disposed to get under weigh. The vessels on board which we had our services were a barque of North Shields, and the 'Annie Jenkins,' of Aberystwith; the captains of both preferring to remain rather than weigh anchor unnecessarily on the Sabbath. I now decided to return to Spithead, and boarded the 'Daphne,' a sister ship to the 'Summer Cloud,' which was also chartered for troops going to Australia; I soon had access to the captain, who received me warmly, and on my stating the object of my visit said, that in few places would my visit be more acceptable than on board his ship. It was then about three o'clock, and as he and the officers were about to dine at that hour, he invited me into the saloon. Before we went below we had some very interesting conversation on the quarter deck; he seemed to be a man of fixed principles and evangelical piety. Our conversation first turned upon the importance and efficacy of prayer. He said that he had in his own experience, of something more than fifteen years, seen many marvellous deliverances in answer to prayer; he afterwards expressed himself very fully on the necessity and possibility of due observation of the Sabbath at sea; he had been always accustomed to do it himself since he had charge of a vessel, and God helping him he would continue to do so. He usually managed to have prayers twice or thrice on the Sunday, and daily with those who chose to join. Men's minds are sobered by the practice, where they are not benefitted in the best sense of the word. He was equally ready to proceed to sea last Sunday at Gravesend with the 'Summer Cloud,' but he did not think it necessary to get under weigh. The 'Summer Cloud' left about mid-day, and his owners urged him to commence his voyage also, but he told them he would not move if they would give him the value of the ship beneath his feet. It was again urged that the delay might lead to much loss to them in rations, &c.; he then told them that they might hold him responsible for anything of that kind brought about by his stay there, but weigh the anchor on that day he would not, come what might. I went down with him into the saloon, and joined the dinner party, but he excused himself and me as soon as he had taken a little refreshment, and then ordered the hands to prepare for church. I went among the soldiers, invited them to come, which most of them consented to do, and immediately set themselves to make extempore seats of planks and spars; the captain stood by my side at the capstan, led the hymns, and performed most efficiently the office of clerk in the responses. I do not remember seeing so much order on a hired troop-ship before, and my work here was as easy as it was agreeable. I delivered to the men a few interesting tracts and pamphlets, and left the ship much delighted with my reception there. I have not heard of the 'Daphne' since, but trust her brave captain and crew, the officers and troops also, are safely speeding their way to our remote colony at the Antipodes. May He who holds the wind in the hollow of his hands, shield and preserve them from all danger! Let our friends remember, that in making the above remarks, I do not intend to reflect upon the character and discipline of the captain of the 'Summer Cloud;' hundreds will have read how nobly he rescued the crew and passengers of the 'Conway' from a watery

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grave, only a short time after I saw the ship leave Spithead; at the same time he himself informed us that he weathered two severe gales in the Channel soon after he left our Roadstead, on that Sunday. I boarded two other ships, but it was now time for me to get on shore, as I had agreed to preach for Mr. Ewbank, at St. James', in the evening; I preached from 2 Cor. v. 14, 15. I found opportunity to bring in my work at sea this day, and trust that many present would thereby be led to exercise a prayerful interest in it."

The Bishop of Mauritius gives the following account of God's work amongst sailors in his diocese:—

"The Bishop said, that on his arrival in 1855, there were but three clergymen in the island—two in Port Louis and one in the interior. There were now thirteen. His attention was, first of all, drawn to the sailors, 15,000 of whom passed through Port Louis annually, but for whose spiritual instruction nothing was done. When he began to move in the matter he was met by the opposition of indifference, and the prophecy that nothing could be done for the sailors. But a good man (Mr. Bichard) was sent out as catechist, and he began to visit from ship to ship. A dredging vessel was obtained for public worship, but the sailors were prejudiced against this, and there were only two at the first service. The catechist continued, however, to labour on in the ships and at the hospital, of which many thousand sailors were inmates in the course of a year. The growth of the work was such that at length the harbour-master came to him (the Bishop), and said, 'This won't do. We must have a ship for service.' A ship was provided, and then the sailors said they must have a 'regular-built parson.' (laughter). Mr. Bichard was thereupon ordained, and had continued to minister with peculiar solemnity and impressiveness, and with marvellous success. He had gone to live on board the church-ship. The minister's residence was in the stern, the church in the centre, and the forepart of the ship was fitted up as a sailors' reading-room. As many as twenty-eight sea captains had been present at a single service, and the aggregate attendance of seamen last year exceeded 9000. The £200 a-year granted by the Colonial Church Society for Mr. Bichard's salary had been the means of eliciting more than £2000 from the colony—the Government, which at first looked coldly on the movement, having recently granted £1000. The Sailors' Mission had, moreover, led to the establishment of a Sailors' Home."

The Rev. C. S. Stewart, chaplain to the United States frigate 'Niagara,' writes a long letter describing the voyage of the Japanese Embassy homeward. He indulges in a faint hope that the usages of Christian worship on shipboard have not been without their effect on the souls of the benighted Pagans. Mr. Stewart says:—

"While there are no direct attempts made to proselyte, I am happy to say there is much in the religious services on board our ship calculated I think to be suggestive, if not impressive to them; and to lead to thought and enquiry as to the truths and spirituality of the Christian religion. We have regular worship, at which the whole ship's company attend, on the quarter deck, every morning and evening, as well as the public services of the Sabbath, when congregational singing by the officers and crew, and a sermon, are added to prayer. This worship is open to the free observance of the Japanese, and is regarded by them with respectful attention and interest. At first, the princes, when on the deck at the time the ship's company were thus assembled, retired to their apartments, but of late they often remain as spectators. The professing Christians among the sailors, a dozen in number, hold a prayer-meeting on the berth

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deck every evening. It was commenced the first night we were at sea, after leaving New York. Many of the fifty servants attached to the embassy, have been attracted to the vicinity of this by the singing of hymns, and, no doubt, have informed themselves of the nature and meaning of this new aspect to them of the religious observance of Christians. The ambassadors and their suite are frequently remembered in prayer at these meetings, and as I have seen the Japanese stand and look with seeming wonder at the group of sailors bowed down upon the deck in prayer, I have been moved, more than once, to tears, by the simplicity and earnestness with which these converted sailors have interceded with the Saviour in their behalf, that the 'light of His truth' and 'the power of His grace' might be manifested among these Pagans, and in the nation to which they are returning."

We are thankful to hear from good authority that the newly appointed Commander-in-Chief of the Channel Fleet, with his Flag Captain, have resolved to have daily public prayer on board the Flag-Ship, which example will, we trust, be followed by the captains of the other ships under his command. The Commander-in-chief in China also issued a circular to all the Captains, calling upon them to have daily prayer on board with a portion of scripture and exposition. A Seaman, R.N., writes that—

"When H.M.S. Ship 'E' was in the Baltic, several of the petty officers went aft and asked the captain's permission, through the first lieutenant, to meet in the cock-pit store-room, for prayer and reading God's word every evening. Leave was granted cheerfully, on certain petty officers of worth engaging to be responsible to the captain, for the orderly conduct of the assembly, and that it was never allowed to interfere with any ship duty, or obedience to any 'pipe!' S——, captain of the maintop, the smartest, most trustworthy, and by common consent acknowledged to be, the best petty officer in the ship, the man always to the fore in the hour of need, was one of the chief leaders at these meetings, at which from 30 to 50 men of the 'watch-below,' attended every evening; and when at anchor, and there was no 'watch-on-deck,' these numbers were sometimes doubled; and the greatest opponent to such gatherings was constrained to acknowledge that the praying men were the most attentive to their duties, and the best conducted in the ship, and that if 'the hands' were 'turned up,' whilst their meeting was going on, they were never the last up, though they had one deck further to go than their shipmates. Nor were their 500 shipmates unprofited by their public example and private influence, and by their public acknowledgment of Him who, when on earth, chose His first apostles and bosom friends from the seamen and fishermen of Galilee."

A naval chaplain, in a letter to the editor of the "*British Flag*," reports an awakening on board one of H.M's. Ships of War in the Mediterranean.

"I write to you, knowing your interest in the Lord's work in the navy. You will rejoice to hear that our prayers have been heard; for in this ship God has made bare his holy arm. I have had a weekly Bible reading for about two years, and some half-dozen men were brought to own their Saviour. They, with myself and one or two who were believers before, longed for a fuller manifestation of God's saving grace. A little more than three months ago we began to hold little prayer-meetings in my cabin, beseeching the Lord to pour out his Spirit on the ship, and bless my preaching to the awakening poor sinners, and bringing them to Jesus. At the end of three months, however, only one was added to our number. My next step was to obtain permission to hold a week-day service on the main deck. This the captain readily granted, and

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the commander, with all despatch, caused a canvass screen to be made. This little chapel I took possession of in the name of the ever blessed Trinity. All the seats were occupied. On the following Friday, one man came to my cabin in tears, asking the way to Zion. On Saturday another inquirer came. On Sunday a deep sense of God's presence was felt as I preached on not being '*ashamed*' of Jesus (Rom. i. 18). In the afternoon I went round the lower deck with tracts. During my dinner time some of the believers met for prayer. In the evening I held another service, after which another prayer-meeting was held, when God's Spirit came down in power, and four new cases of awakening occurred. On Monday I held a prayer-meeting in the fore cockpit, thirty present. At the close I entreated enquirers to come to my cabin. In a few moments it was filled, and in a short time the Spirit of God came in overwhelming power. Ten men were prostrated, and cries, groans and supplications to God were heard from most, whilst others could only bow their heads in silent agony, as the tears rolled down their weather-beaten cheeks. On Wednesday we had another prayer-meeting, when at least fifty were present. This was followed by an inquirers' meeting in my cabin, when there was a greater manifestation of God's presence than even on Monday. Some of those awakened being men who had never been at all touched before. On Friday our canvass chapel was crammed, and many were gathered outside. Nearly seventy souls were listening to the precious gospel. This was followed by an enquirers' meeting in my cabin. On Saturday we had a private prayer-meeting in my cabin, of a few established believers, beseeching the Lord to continue this blessed revival—for a revival it is and nothing else. Old sailors say they never saw anything like it. Nearly twenty men in one week brought down to cry for mercy at the feet of Jesus. On Sunday, I am sorry to say, we were much disturbed, having to move our moorings to make room for a French liner to get under weigh. Nevertheless we felt the Lord with us. The morning service was very solemn. I went round the lower deck in the men's dinner-hour, and held my usual evening service. At 8 p.m. so many enquirers came to my cabin, that, like Jacob's household, we became 'two bands:" one party assembling in my cabin, and another under the presidency of the ship's steward (a most earnest and intelligent man). Thus the blessed work of God goes on. It has been so rapid and so sudden, that no one can doubt that it is a special outpouring of the Holy Spirit, in answer to our many and earnest prayers."

Another prayer meeting on board a steam packet, from Belfast, has thus been described by an eye-witness.

"For more than five years I was an officer in Her Majesty's navy; during that time I served in several ships, but never in all my experience do I remember meeting with a really godly sailor; thousands I have met with who would readily swear, and drink, and run riot, but not one who would dare to confess himself a follower of Jesus. What, then, was my amazement, on finding that the majority of the ship's crew were accustomed to meet together every evening for the study of God's word and prayer. An hour or so after I got on board I entered into conversation with the captain, and on hazarding the remark, 'I am glad to hear that your sailors have a prayer-meeting amongst themselves,' he replied, 'Yes, Sir, I rejoice to say it is so, and I trust you will join us by and by.' So I found that the captain also formed one of the little band of praying men on board. About 10 o'clock, whilst pacing the deck, a messenger was sent to say that the crew were all gathered together below, and only waiting my coming. I shall never forget the sight which met my eye on entering the passengers' saloon, where the meeting was held; at the head of a long table sat the captain of the ship, with a large bible open before him; on his right and left were seated one or two passengers,

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and on either side of the table were ranged the sailors. The captain, after invoking God's blessing and the Holy Spirit's teaching, read with marked emphasis the 34th Psalm; he then requested me to offer up a prayer. It would have been perfectly impossible for me to describe my feelings as I knelt amongst that little band of worshippers, and commended myself and them to the loving guardianship of our heavenly Father. Perhaps, never was I more sensible of the greatness of the believers' privilege in being allowed, under all the varying circumstances of life, freely to approach the Throne of Grace, and make known his wants to a prayer-hearing and answering God.

"After we had prayed we sang together that beautiful hymn—

'There is a fountain filled with blood,
Drawn from Immanuel's veins;
And sinners plunged beneath that flood,
Lose all their guilty stains.'
Together with the Chorus—'I can believe, I do believe.'

All the sailors joining in with the greatest fervency and spirit. The captain then called on one of the sailors to pray, which he did, and I can truly say I never heard a more earnest, appropriate, scriptural, and comprehensive prayer, than that which this poor unlettered sailor, in the fulness of his heart, offered on our behalf to God. Another hymn was sung and the meeting broke up. The captain then spoke to me a short time on the blessedness of serving Christ, and told me that only a few years ago he had been a most daring profligate; God had given him great bodily strength, which he delighted to use in the service of Satan, but that an illness had laid him low and was the means of bringing him to Jesus."

How rejoiced should we be could we but know that all the energies of our seamen were devoted to the Lord, that every British ship bore the banner of the Cross, betokening that the voices of prayer and praise on board ascended to the triune Jehovah, as sacrifices of thanksgiving perfumed by the sweet incense of the Redeemer's merits, for then, when the voyage of life is o'er, will they meet around the throne of Him who in the days of His flesh made sailors and fishermen His first followers and companions, and left many of them as His successors to propagate His glorious gospel, and to hand it down to all future generations, as the greatest legacy to an otherwise lost and ruined world.

MEETINGS, SERMONS, COLLECTIONS, &c.

For the "Shipwrecked Mariners' Society."

FRAZERBURGH.—A sermon was preached in the Free Church, on the 13th February, by the Rev. Mr. Donald, when the sum of £2 18s. was collected and remitted by Mr. James Couper, F.O., Honorary Agent.

GRANGEMOUTH, N.B.—A sermon was preached in the U. P. Church, on the 3rd ult., by the Rev. Wm. Miller of Falkirk, when the sum of £8 14s. 9d. was collected and remitted by Mr. Alexander Thomson, Honorary Agent.

HARTLEPOOL.—In consequence of the awful loss of life and property and the numbers of shipwrecked men landed at the port, from the terrific gale of the 9th February, sermons were preached and collections made in the following churches and chapels, viz., Holy Trinity Church, £5 10s., by the Rev. Lewis Paige, M.A., Incumbent; Wesleyan New Connection, £7; St. Hilda's Church, £5 0s. 8d., by the Rev. Mr. Taylor; and at the Independent Chapel, £10 4s., by the Rev. Geo. Allen.

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ISLE OF MAN.—Public meetings were held during the month of February, which were well attended, and we augur much good will result, now that the inhabitants of Mona's Isle have thoroughly espoused the cause of this noble and national charity, the benefits of which, to our seafaring classes, were never more felt and exemplified than during the late destructive gales.

At PEEL, the High Bailiff, R. J. Moore, Esq., occupied the chair, in the National School-room, and opened the meeting with a lucid statement of the objects of the institution, showing how it combined the advantages of benevolent and benefit societies, and illustrated its philanthropic spirit by a reference to the recent loss of a Peel vessel on the coast of Spain, when this Society provided for the passage of the surviving part of the crew from London to their own port. The Rev. Vicar, the Rev. T. T. Dilks, and Henry Graves, Esq., all severally advocated its claims, when 19 mariners were enrolled, and 28 honorary members.

At DOUGLAS, S. Wilson, Esq., the High Bailiff, took the chair, in St. James's Hall, and was supported by the Rev. J. H. Gray, Mr. De Ruvignes, Mr. W. Berry, Richard Quirk, Esq., Receiver General, &c., &c., the latter trusted the Douglas branch would henceforth go on and prosper, and next year he hoped they would not be outdone by Peel, or any other port in the island. A second meeting was held, at which members were enrolled.

At CASTLETOWN, James Gell, Esq., High Bailiff, presided at the Town Hall; the Rev. E. Ferrier, the Government Chaplain, gave out a suitable hymn which was sung in a spirited manner, by a choir of fishermen and mariners in attendance; after which the Rev. gentleman offered up a short and appropriate prayer. The meeting was addressed by the Rev. T. E. Brown, M.A., Vice-Principal of King William's College, by the Rev. E. Ferrier, and the Rev. Gilmour Harvey, who seconded the resolution—in a most substantial and stirring manner—by first presenting to the honorary agent, the sum of 10s., a gift from the sisters of a sailor boy!—second, an offering of 20s., from a few of the students of King William's College to the "Shipwrecked Mariners' Society"—and third, a purse of 22s. (from a few spectators, his own pupils) to the crew of the Life-boat, who so gallantly rescued the crew of the smack 'Nimrod' from a most perilous position in Castletown Bay, during the violent gale of the 9th February last. These contributions, together with the rev. gentleman's able remarks, were received with much applause. Mr. J. McMeiken, the indefatigable and zealous Honorary Agent enrolled ten additional mariners, and eight honorary subscribers at the close of the meeting.

At RAMSEY, the Ven. Archdeacon took the chair, in the Court House, supported by Robert Teare, Honorary Agent.

All the meetings were addressed by Mr. William Alton, the Travelling Agent, who stated that they were held because the Society was very desirous that the branches established in the district should have some new vigour infused into them by obtaining a larger share of public support. The Society was, perhaps, new to some of those present, but it must be remembered that it was not in reality a new one, but had been in existence about twenty-two years, having been instituted in 1839, and incorporated in 1850, and ever since it had been supported *entirely* by voluntary contributions, never having received a government grant. The name would sufficiently indicate at a glance the chief object of the Society, but not, perhaps, its full extent. Some to whom he had spoken seemed to think that it was merely a local Society, or perhaps, when they heard that its head-quarters were in London they were ready to exclaim, "Oh, it is some English society; we have nothing to do with it here." But in fact it was not a local society, for they had branches in every port—even in some ports, where fishing boats

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alone could enter, agents were to be found ready to help the Shipwrecked Mariner in the hour of his calamity. Along the coasts of England the Society was well known among the sailors and fishermen, and by them well supported; indeed a large number of them being of provident habits, made an unfailing point of enrolling themselves in the Society, and they undoubtedly received great benefits in return, as well as having the consolation of knowing that they were the means of befriending others who needed assistance. In North and South Wales, on the coasts and Isles of Scotland, the Society had its branches with their honorary agents. Their branches would also be found on the coast of Ireland, though he was sorry to say that when he recently visited some of them he found them in a lifeless and unprofitable state, very similar to the present condition of some of the branches in this island. The Irish branches he found had expended a large amount of money in the relief of fishermen who had lost their boats,—which was unfortunately a frequent occurrence, for it must be remembered that the Irish fishing boats were not constructed like the sturdy boats used by the Manx fishermen. The frame work of the boats was generally composed of laths, covered over with canvass, and coated with tar, and that the Irish fishermen considered a boat fit to go to sea with; but they would all acknowledge such a frail bark would not be much calculated to stand a storm, consequently their loss was a deplorably frequent occurrence. Then the Society stepped forward to help the fishermen, and, if his life was spared, helped to get him another boat, or if he had been unfortunately lost with her, to aid his widow and orphans, or his dependent parents if he had any. The report which he had received from Castletown especially showed that the agency there had done good service, and it was sincerely to be hoped that this meeting would rouse the Douglas and and other branches from their present lifeless state and infuse new vigour into them. The Society had at the present time 520 agencies or branches in various ports. In large ports these branches are under the immediate management of a committee of merchants or gentlemen belonging to the port who administer the immediate affairs of their branch, but at most of the smaller ports the Society had only Honorary Agents—gentlemen who attended to its business gratuitously or on the principle of "all work and no pay," as Mr. McMeiken had so ably done in Castletown without fee or reward. It would be seen, therefore, that its Honorary Agents were no expense to the Society.

From the large number of shipwrecks, they might plainly see the necessity for such a Society as this. Some persons might perhaps say that a local subscription could be raised in the case of a shipwreck for the relief of the sufferers, and all the benevolent people in the neighbourhood might be called upon to contribute to it. But such a plan, he thought, would scarcely be found tenable, as it would undoubtedly be attended with great and almost insuperable difficulties. Sometimes, for instance, mariners or fishermen were cast away upon a poor and remote part of the coast, where the people of the neighbourhood are in a very bad position to contribute towards the relief of a shipwrecked crew. It would be a very sad thing to leave poor shipwrecked men to such a chance as this. They would have at least to beg what they wanted, and even if they received relief for their bodily wants, how were they to get home? Would they have their brave seamen compelled to beg their way home? To such a plan of relief, this inseparable consequence would also ensue,—it would hold out a premium, as it were, to begging impostors, who would be going about begging relief from shipwreck which they never suffered. The best way to discourage this system of imposition, so generally practised, would be to support this society which was an effectual remedy. It must be borne in mind that the society provided for shipwrecked persons all that they required; it supplied them with food, or sent them to a boarding house at the expense of the society; if they were short of clothes, what they required was provided for them by

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the agents, who would then forward them to their own homes, no matter in what part of the kingdom, or to their nearest consul if they were foreigners. Many of the railway and steam-packet companies of England passed free to their homes such persons as came through the hands of the society's agents; such he was glad to say was the case with the Isle of Man Steam Packet Company. These benefits which he had already pointed out would, he thought, prove that it was necessary and incumbent on all persons to support it who had the means to do so; this, however, would be rendered still more obvious by a few remarks on the objects of the society.

The primary object of the society was "to board, lodge, clothe, and forward to their homes, or to their nearest consuls, if foreigners, *all* wrecked seamen, soldiers, or other poor persons of *all nations*, cast destitute upon the coasts." This embraced everything which shipwrecked persons could stand in need of, and (what was not stated in the published report) it afforded medical assistance as well. Some persons, for instance, got their limbs fractured; in that case they were placed under the care of a medical man at the expense of the society. Benevolent persons generally liked to have their bounty bestowed on worthy and deserving objects. In the shipwrecked seaman they would see such an object in a pre-eminent degree. A person who had had such a narrow escape from a watery grave must on that account alone be an object of sympathy; but when it was remembered that he was perhaps far from his friends and home, deprived of his comrades, and destitute—very often having lost his all in this world, surely nothing could call more loudly for our help, sympathy, support, and assistance. He knew what shipwreck was from personal experience, and he had also seen deplorable cases even on the shore of this island. He well remembered when the 'Lily' was lost in the Sound between the Calf of Man and the main-land, about seven years ago. The crew of that ill-fated vessel had toiled and striven during a stormy night to keep her off the lee shore, but their efforts were fruitless,—the catastrophe could not be prevented, and she was driven ashore; the captain and some of the hands were lost, and those who were saved were only rescued by the dauntless and indomitable bravery of some of the Port St. Mary fishermen and others from that neighbourhood. He was present at the time of the rescue, and he was compelled to say that he never had the happiness of witnessing such indomitable perseverance as was displayed on that occasion by the Manx fishermen and seamen. When the crew were brought on shore they were truly in a pitiable state, — one poor fellow's leg being broken, and many of them requiring great care and attention. They were ultimately forwarded to their own homes; but as they would all recollect a dreadful catastrophe subsequently happened which overwhelmed with destruction and utter misery the very men who had aided in rescuing their fellow creatures from a watery grave. Some persons might perhaps enquire what had the Society done for the relief of the various crews who had been cast ashore. He might inform them that during the past year 7247 persons had been clothed and sent to their homes; this included vessels wrecked abroad or foundered at sea, and the men landed destitute on various parts of the coast.

He then read several specimens of the relief afforded by the Society to Shipwrecked crews and foreigners. As they might, however, say that "foreign cows had long horns," he would mention something of what had been done in the way of affording relief at Castletown, where Mr. McMeiken had done great good. He had administered relief in 91 cases, medical attendance and medicine in 5 cases; had provided boats, clothes, &c., in 17 cases; had provided board and lodging in 29 cases; passed to Douglas, 43; and afforded free passes to Liverpool, in 91 cases. It would be perceived from this statement that they had not been idle in the Island, and in addition to what had been mentioned he had also received a favourable report from the agent at Port St. Mary.

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The agent there had afforded timely relief in several cases. Relief had also been given in Douglas and Ramsey.

He would like in the next place to say something on the second object of the Society, which was "to assist seamen, whether of the royal navy or merchant service, fishermen, coast guardmen, pilots, boatmen, and apprentices, subscribers to the Society, to replace their clothes, boats, &c., when lost by storm or other accidents of the sea; and to relieve their widows, orphans, and aged parents." The survivors of a wreck were relieved, no matter what country they belonged to, and whether they were members of the Society or not; but to encourage provident habits among the seamen, those who paid a sum of 3s. annually were entitled to the benefit of a scale of relief established to restore their clothes, or repair their boats; or if their lives were lost to assist their widows and orphans. If a sailor then lost his clothes, which are to him what his tools are to an artizan, this Society assisted him to get a new outfit; or if he lost his life relief was afforded to those destitute ones whom he left behind him, and very often this relief was made an annual payment. They must all admit that this object of the Society was of great utility. The widow of a seaman had surely sorrow enough to encounter in the loss of her partner, without having to suffer destitution as well; but in the case of those who were members of the Society timely relief was always afforded. During the past year 3844 widows, orphans, and aged parents of seamen and fishermen have been relieved, in sums from £15 downwards, in proportion to the number of the family. Often when a catastrophe occurred involving the loss of a fisherman's boat, or perhaps of the owner himself, benevolent persons might club together to get him another boat, or to provide for his family if they were left destitute; but in the case of a subscriber to this Society nothing of the kind would be required. In Peel, he had seen a benevolent person engaged in collecting donations for a widow who had lost her husband at sea. That would have been unnecessary had he only been a subscriber to this Society to the amount of 3s. per annum. The total number of persons relieved by the Society in this way during the past year was 11,091!

The third object of the Society was also well worth the consideration of the meeting, it was—"To give gold and silver medals, and other honorary or pecuniary rewards, for any praiseworthy endeavours to save life from shipwreck on the high seas or coasts of the colonies." This, he considered, was just as it ought to be. When persons imperilled their own lives to rescue others, it was right that such noble motives and efforts should be encouraged. Where such rewards had been unjustly withheld upon one occasion he had observed that men were generally very reluctant to engage in such efforts a second time. This Society, therefore, had deemed it advisable to hold out inducements and give encouragement to such praiseworthy efforts; and the Committee have awarded, since 1851, 28 gold medals, 120 silver medals, and £737 15s. in pecuniary rewards, besides various testimonials for heroic exertions in assisting at the saving of 4471 lives from shipwreck!

He had now laid before them the principal objects of the Society, and he thought they would be compelled to concur in the sentiment so warmly expressed in Peel,—that the Society was worthy of the sympathy and support of all benevolent persons. The names of any persons who might be disposed to contribute towards the funds of the Society would be thankfully received; and as the honorary subscriptions ranged from any amount down to 2s. 6d., they might enrol themselves for any sum they pleased. He sincerely trusted that all who could afford it would come forward and aid the Society in a pecuniary manner, or in any other way in their power.

KINCARDINESHIRE AUXILIARY.—The annual meeting was held within the Court House, on 18th Dec., Mr. Sheriff Robertson in the chair, when a very satisfactory report was read, and the usual official business transacted.

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KIRKWALL, ORKNEYS.—A sermon was preached in St. Magnus Cathedral, on the 27th January, by the Rev. Jas. Walker, when the sum of £4 12s. 6d. was collected and remitted by J. H. Baikie, Esq., the Honorary Agent.

MARYPORT.—Through the kind influence of the honorary agent, Kelsick Wood, Esq., sermons were preached on the 1st of March, and collections made in the following churches and chapels, viz.:—sum received from Rev. Mr. Kirkbride, of the Baptist Congregation, £2 4s. 6d.; from Rev. Mr. Craig, United Presbyterian Congregation, £4 9s.; from Rev. Mr. Hewitt, Wesleyan Methodist, £1 15s. 6d.; from Rev. Mr. Harvey, English Presbyterian, £7 11s.; from Rev. Mr. Bewsher, The Church, £24 7s.; from Rev. Mr. Booth, Roman Catholic, 5s.; from Society of Friends, 7s.

NORTH BERWICK.—Sermons were preached in the Free Church, on the 23rd Sept., by the Rev. J. Shewen, amount collected £6 8s. ½d., and in the Episcopal Church by the Rev. Mr. Syme, when £4 14s. 6d. was collected and remitted by the Honorary Agent, Mr. James Dall.

PICKERING, YORKSHIRE.—The Rev. G. A. Cockburn, a warm friend of the Society, kindly preached on the 17th February, and collected in aid of its funds the sum of £6 14s. 6d. We should be thankful if any other *inland* towns would "go and do likewise," for the Society frees them from beggars professing to have been shipwrecked; and if such are found it would be no breach of charity to turn them from the doors, for all genuine cases are effectually relieved by the agents on the coast.

PORTSOY, N.B.—At a Soiree given by the "Young Men," the sum of £5 was collected for the Society, and remitted by Mr. D. Wilson, Honorary Agent.

SWANAGE.—The Rev. F. F. Tracy, of Worth Matravers, kindly preached on behalf of a wrecked crew in his parish, when the sum of £2 0s. 6d. was collected.

WIVENHOE.—A sermon was preached in the parish church, on the 3rd March, by the Rev. E. T. Waters (Vicar), when the sum of £8 16s. 10d. was collected, and remitted by Mr. Jos. Wilkins, Honorary Agent, besides 8s. 6¾d. subscribed by the National School children. Mr. Wilkins writes that the Vicar hopes to increase his collection to £10.

WHITEHAVEN.—A Sermon was preached on the 17th March, at St. Bridget's Church, Calder Bridge, by the Incumbent, the Rev. G. R. Hoskins, when the sum of £4 15s. 10d. was collected, and advised by the Hon. Agent, Mr. T. H. Naile.

COMMUNICATION FROM A STRANDED VESSEL TO THE SHORE.

IN our last number we hoped to enter more fully into this important subject, but we are unable as yet to give the result of the experiments which are being made. We, however, add a brief report of a trial at Portsmouth with kites, with the object of providing a certain means of communication between stranded vessels and the shore, as a means of preserving the lives of their crews at a time when communication by boat would be impossible, which was recently brought to a close at Portsmouth in a most satisfactory manner. The trials have been carried out by Lieutenant G. S. Nares, senior Lieutenant of Her Majesty's ship 'Britannia,' who employs the common kite principle as his chief agent; but while he sends his kite away to leeward, and consequently

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towards the shore, he retains the means on board the stranded vessel of bringing down the kite when flown sufficiently beyond the beach, or over the cliff, so that the line attached to the kite may be hauled upon by the people on shore, and the end on board the vessel being attached to a coir hawser, and the latter on reaching the shore being hauled up the cliff, a means of escape to the crew and passengers, however numerous they may be, so long as the vessel holds together, or however violent may be the surf which intervenes between the ship and the land, is open to all with the most perfect safety by a boatswain's cradle, basket, or slung cask, being attached to the hawser, and hauled backwards and forwards by the people of the vessel and those on shore. This mode is applicable to the rescue of the crew of a vessel which has been driven well on shore, but is in a position, either from the surf or the formation of the coast, in which no boat can approach her.

Another mode in which this life-kite may be used, is where it may be able to effect a landing on a beach to leeward, but the boats are washed over or stove, or the position in which the vessel may lie on a bed of rocks may render boats useless. In this case the flying-line of the kite is attached by a toggle to the bung-hole of a cask, to a couple of breakers with a boat's mast lashed athwart them, or round a man's chest, with the knot between his shoulders; in either case the kite finds the supporting power, and conveys the object its line is fast to on shore, another line being attached to the cask, raft, or man from the vessel, and the communication with the shore is complete. The particular credit due to Lieutenant Nares consists in having devised a means of bringing a kite to the ground at the moment required, and in also making use of the kite in attaching its flying line to an object in the water, a carrier of his hawser's hauling line to the people on the shore. Kites have been tried before, but have failed for the want of these two great requisites. A few years since a vessel drove on shore on the coast of Devon, close under the land. The captain sent up a kite, which flew over the people's heads on the shore, but they had no means of reaching it, and the whole of the unfortunate crew perished in sight of the people on shore, who were there ready to aid them could the line from the kite overhead have reached their hands. The concluding experiments by Mr. Nares were made from Her Majesty's steam gun-boat 'Bullfinch,' Lieutenant James. The 'Bullfinch' on this occasion was 600 yards from the shore, and the experiments, which will be reported on to the Admiralty by Captain Harris, R.N., of Her Majesty's ship 'Britannia,' we hope to give a full detail of in our next number.

MISCELLANEOUS.

GARIBALDI.—There is no man more worthy of admiration than Garibaldi, and he deserves to be classed with such names as William Tell, Oliver Cromwell, and Washington. He was born in 1807, at Nice, in the same house and in the same room

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as Messena, one of the first Napoleon's greatest generals. Garibaldi's father was a sailor, and he offered the choice of a number of professions to his son, who, however, would not accept of any one of them, but preferred that of his father. Years and years ago in his capacity as a sailor, he was familiar with Odessa and Sebastopol, and if our country had secured him at the commencement of the great Russian war, what a valuable auxiliary they would have found in him, who knew, and was intimate with, all their fortifications! This, however, was not to be, as red tape stood in the way. Garibaldi, then serving under the republic of Chili, was in command of a 30 ton vessel, and captured a Brazilian merchantman, on board of which was a Portuguese gentleman, who, when Garibaldi boarded, offered him a casket full of jewels if he would only spare him, and save his life. The patriot turned to him and said, "I am not at war against your country, take back your jewels; I will take the ship, but not the jewels." He was a most skilful soldier, as well as a sailor. It was a very noticeable fact that he could manœuvre an army equally as well as any French, Austrian, or Prussian general could do. He never made money by his patriotism, neither had he had estates, or titles, or pensions placed upon him. On one occasion, after he had settled down from the turmoils of war, on a farm in South America, Admiral Lane called to see him at night, and our hero had not got a candle in the house, nor yet a sous to get one with, and this was the man that refused to take the casket of jewels; the slanderers of this great man should bear this last fact in mind when they are speaking scornfully of him. In the Tyne, when Garibaldi was there with his vessel, the 'Commonwealth,' a subscription was got up, and a sword bought for him, and it was with that very sword that he had achieved the liberty of his own dear Italy. At the time this presentation was made, the journals were holding him up as a filibuster and a cut-throat. He has since retired into private life, on his own little island, Horne of Caprera. *Blackwood's Magazine* for September gives an incident which deserves to be mentioned, as showing the singular character of Garibaldi. Finding his shirt dirty and soiled from his personal struggles, he took it off, washed it in the brook hard by, and hung it up on the bushes, ate his lunch of bread, fruit, and water, smoked his cigar barebacked, and, wrapt in thought, sat apparently contemplating the drying of his garment; thus, in the field and bivouac, sharing danger and hardship with the humblest of his followers. Directly his shirt was dry, he went on board the 'Tukeri,' formerly 'Veloce,' lying in the bay on the western side of the peninsula, and personally directed her fire on the fortress and retiring masses.

Naval Discipline.—The Act to amend the laws relating to the government of the navy, which was passed at the end of the last session, comes into operation on the first of April. The preamble states that it is expedient to amend the laws relating to the government of the navy, whereon, under the good providence of God, the wealth, safety, and strength of the kingdom chiefly depends. The act is divided into seven parts. Public worship in the navy is to be properly conducted, and the Lord's day is to be observed according to law. Penalties are to be imposed for misconduct in the presence of the enemy, for neglect of duty, for mutiny, and for insubordination, as well as for desertion. For absence without leave an offender may be imprisoned for six weeks, with or without hard labour, or such other punishment as the circumstances may require, and forfeit a sum not exceeding two days' pay, exclusive of all charges of apprehension, and in addition, for every twenty-five hours of absence a sum not exceeding six days' pay; and any person may be deemed to be absent without leave, notwithstanding his absence may not have been voluntary, but may have been caused by imprisonment under a commitment for an offence against the law. Penalties are to be enforced for profane swearing and other scandalous actions in derogation of

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God's honour and corruption of good manners, with dismission from the service. Other offences are described and the punishment to be inflicted, and also the constitution and proceedings of courts-martial. Provision is made for insane persons in the Royal Navy. During imprisonment the pay and wages of offenders are to be suspended and stopped. This Act repeals the whole and parts of several statutes, commencing with the 22 Geo. II., c. 33, and ending with the 16 and 17 Vic., c. 69.

PERILOUS ADVENTURE AT SEA.—The 3rd of October, 1860, will be long remembered as one of those days which leave their impress in anxious and sorrowful memories. Already have we heard of shipwrecks; brave seamen perishing in their efforts to reach the shore; and could the effects of that terrible storm be fully known, it would reveal many an instance of suffering, endurance, and heroic toil. One such came under our notice, and cannot fail to awaken the interest and sympathy of the reader. On the morning of the 3rd, the 'William Simpson,' of Peterhead, a boat of little more than fifteen tons, left the Tay for her native port with a heavy cargo of muscles. She was manned by William and Alexander Alexander, with two of their sons, boys about fourteen years of age. Suddenly the wind rose, and, finding it impossible to breast the storm, they ran to sea, and continued thus till, it is calculated, they were at least a hundred miles from the land. Being unable to carry canvass, or even take down the mast, they were entirely at the mercy of the waves, and could only struggle to keep their vessel from sinking. The perilous condition of the poor fishermen with their little boys it would be impossible to conceive. Here, in a small boat, their provisions destroyed, without fire, wet and weary, in the midst of the raging elements, their only prospect was a watery grave. A large quantity of the precious cargo was thrown overboard; twice was the boat nearly filled with water, and the waves continued to break over her. The two boys soon became exhausted, and were placed under the only shelter an open boat can afford, saddening as it is, that their parents might not see them die. They refused to remain, and the last edible remnant, a raw cabbage, was divided between them. Hard and heartbreaking were the struggles of the two fishermen, and yet they toiled on as those inured to difficulties and storms only can. For five days did William Alexander remain at the helm, except twice, when he was dashed by a wave into the bottom of the boat, while his brother attended to the pump and other matters. Seldom have we heard of such trying exposure, such protracted privation and suffering. At last the calm came, and with what strength remained, stimulated by a hope that even yet, through a kind providence, they might be saved, they made for the land. On Sunday, the 7th October, they arrived at Stonehaven, having been nearly five days at sea, during which they had ate little, slept none, and had been subjected to the severest hardships. Their condition was deplorable, their deliverance a marvel; and the news of their safety was received by anxious friends with equal delight and astonishment. The boat arrived here on Monday. Such is one of the incidents of Wednesday week. The 'William Simpson' had a perilous voyage, and her brave little crew a narrow escape; but how many on that memorable day perished amid the scenes of their struggles and sufferings!—*Peterhead Sentinel.*

THE SAILOR'S FRIEND.—"Strolling through the town of Penzance," writes Marazion, "on my first visit, I observed a thick-set, but very old man in a Naval uniform; whilst wondering whether he was the Harbour Master or some old Officer, a character, I observed a child stop him; he gave her a printed paper. Determined to satisfy my curiosity, I enquired at a shop, and found it was an old acquaintance, Boatswain Smith—changed, indeed, pale, with heavy look, and cheeks hanging down. Still I found he plodded on in his good work, at any time of day or night, when an easy chair or warm bed would be a necessity to a man ten years younger, going to

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visit and comfort the sick and dying. I hear his words are few, plain, and to the purpose. What his means are I could not make out, but I am told a few distant friends do not desert him. Nevertheless, I think the old Boatswain, in these his last days, would feel pleasure in aiding the weak and exhausted. Should any reader of this feel inclined to send him half or a dozen of Port wine, paying the carriage, as he cannot have the means of so doing, Boatswain Smith, Penzance, Cornwall, will find him. I have not yet spoken to him. When I was a lad, at sea, I heard Sailors speak of him as their friend. I am now also getting up in years; still, here he is at work."

THE PRINCE'S DOG.—The following extract from a letter to a person in Quebec has been forwarded to the *Court Journal*:—"You remember the Prince had a large dog presented him by the people of Newfoundland. When on board the ship a boy was put to look after it. He got so fond of the boy that he would not take notice of the Prince. The morning they came into Plymouth the Prince gave the boy £5, and took the dog out of the ship; but as fast as they did so, the dog jumped on board again. The Prince was at last obliged to take the boy to London, and he stopped there five days. The Queen gave him £15 and a suit of clothes. He returned to Plymouth, and was there but one day, when he had to be sent for, because the dog would not eat. The boy sold his sailor's clothes, and said, I am now a gentleman for life."

REWARDS FOR SAVING LIFE ON THE HIGH SEAS.

The following are the rewards granted by the Shipwrecked Mariners' Society during the past quarter, viz.:—

Dec. 21.—William Stuart, Esq., in the Chair. A letter was read from Mr. John C. Parker, late master of the 'Verbena,' stating the detail of the exertions made by Mr. Francis Webb, of the American ship, 'Robin Hood,' in saving the lives of the crew of the former vessel, when foundering in lat. 49·20 north, long. 8·21 west.

It appeared from the statement of Mr. Parker, that all the boats of the 'Verbena' had been lost, and that Mr. Webb volunteered to go in a boat to the rescue of the crew, though the sea was running very high, and as no other man would volunteer he went alone, and was veered astern in the hope of getting hold of the 'Verbena,' but failed; the next morning he got two men to go with him, and happily, by great exertion, the master and his crew of eight men were providentially saved from a watery grave.

It was proposed by Capt. J. S. Lean, R.N., and seconded by Vice-Admiral Bertie C. Cator, that this Committee desire to record their estimation of the preserving humanity and gallantry of Mr. Francis Webb, by presenting him with the silver medal of the Institution.

Feb. 8.—Capt. the Hon. Francis Maude, in the Chair. A letter was read from John Bonus, Sons & Co., setting forth the gallant and successful exertions of Capt. Wilson, John Meadows, third mate, Thomas Mansfield, Richard Turpin, and Anthony Monaghan, of the 'Great Britain,' in rescuing the captain and crew of the 'Erin-go-bragh,' nineteen in number, from their foundering ship, which service appeared to have been performed at considerable risk of the lives of the sailors, from the heavy sea which was running, and the consequent rolling of both ships.

It was resolved unanimously, by a motion from the chair, that the Silver Medal of the Institution be presented to Capt. Wilson, as an acknowledgment of his humane and gallant conduct evinced on the occasion, and also that the silver medal be presented to each of the before-named seamen, for their praiseworthy devotion in risking their own lives to preserve those of others.

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REWARDS FOR SAVING LIFE ON THE COASTS.

The following are the rewards granted by the Royal National Life-Boat Institution during the past quarter:—

Jan. 3.—Thomas Chapman, Esq., V.P., F.R.S., in the chair. A reward of £6 10s. was voted to the crew of the Seaton Carew Life-boat, on the Durham coast, for saving seven men from the brig 'Eliza,' of Middlesborough, on the 16th ult.

The sum of £7 5s. was also voted to the Rosslare Fort Life-boat, on the coast of Wexford, for putting off in tow of a steam tug, and saving six men of the Danish brigantine 'Freid,' wrecked on the Dogger Bank Sand, on the 20th ult. It was in vain that two shore-boats had previously attempted to save the poor fellows; but immediately the cable which attached the Life-boat to the steamer was let go, she was pulled, it was said, with a will towards the unfortunate ship, and right nobly she behaved under the most perilous circumstances.

The Silver Medal was voted to Mr. J. S. Roderick, Richard Halse, William Stewart, Coast Guardmen, and William Corbert, coxswain; and a reward of £7 to the crew, in acknowledgment of their intrepid and persevering services in the Ardmore Life-boat, in rescuing eight men of the schooner 'Diana,' of Fredricksham, on the 26th ult. The Life-boat, by striking repeatedly against the wreck, was seriously injured on the occasion. The Rev. Mr. Wale, the Roman Catholic clergyman, was also presented with the thanks of the Institution, for the important and valuable services he had rendered on the occasion.

The amount of £8 was granted to the crew of the Filey Life-boat, for saving, on Sunday, the crew of seven men of the brig 'Gloucester,' of South Shields, which during a gale of wind, with sleet, was wrecked in Filey Bay.

A reward of £7 to the crew of the Cullercoats Life-boat, for saving six persons from the 'Lively Nelly,' of Seaham, wrecked on the sands of Whitley. She broke up almost immediately after the crew had been saved by the prompt exertions of the Life-boat crew. The poor men were in a sad state of exhaustion from exposure and fatigue.

A reward of £14 to the crew of the Brooke, Isle of Wight, Life-boat, for twice offering, in replies to signals of distress, to save the crew of the brigantine, 'John Wesley,' which was wrecked in Compton Bay. The Institution also voted £10 to the widow of a Coast-guardman, named M'Leod, who had unfortunately lost his life by a large piece of rock falling on him, whilst he was being lowered down a cliff to see if there was any one on board the brigantine after she had drifted close to the shore. The crew had been previously taken on board a steam tug.

The sum of £9 was also granted to the crew of the Padstow Life-boat, for saving five men of the schooner 'Nugget,' of Bideford, which had foundered on the Doomed Bar Sand, off Padstow, late on New Year's-eve.

A reward of £6 to the crew of the Hauxley Life-boat, for saving six men of the schooner 'Prospect,' of Berwick, foundered in the Coquet Roads, Northumberland, late at night. Several women had laudably assisted in launching the Life-boat on the occasion.

A reward of £6 10s. to the crew of the Walmer Life-boat, for putting off, in replies to signals of distress from the Goodwin Sands, on the night of the 17th ult., and afterwards assisting, with other boats, in getting the Russian barque, 'Ulrica,' off her dangerous position on the Goodwin. This valuable Life-boat also went off to the French barque 'Duguay Trouin,' of St. Vaast, on the same fatal sand, and assisted in bringing to a place of safety, her crew having previously deserted her in their long-boat.

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Payments amounting to £25 were voted to the crews of the Dungeness, Padstow and Fowey Life-boats, for putting off in the night, in replies to signals of distress, to vessels, but which, on the approach of the boats, had either declined their services or had their crews saved by other means. A reward of £14 was granted to the crew of the lugger 'Lively,' of Margate, for rescuing five out of six persons from the Dutch galliott 'Hillechina,' which had been wrecked on the Kentish Knock, on the 12th ult. The poor fellows had been in the rigging four days and three nights before their perilous and forlorn situation was observed. When rescued they were more dead than alive, and presented a most heart-rending appearance. The poor master had sunk under his frightful sufferings.

The silver medal and £1 was voted to Thomas Brown, and £1 each to his crew of three men, for putting off in Brown's fishing-boat, and rescuing, at considerable risk of life, the crew of six hands from the Danish schooner 'Julius,' which was wrecked off Cresswell, on the Northumberland coast, a few weeks ago. It was somewhat singular that, whilst others were hesitating, a whole family of fishermen had put off in the boat When pushing off, the boat got stove, the water rushed in, and death seemed to stare the gallant men in the face. With the promptitude which always characterises the seaman, Thomas Brown, the owner of the boat, instantly threw off his jacket and vest, and with them stopped the gap. With renewed efforts they then pulled towards the wreck, over which the huge seas were making a complete breach. In a few minutes after the crew had been saved, the ship went to pieces.

A reward of £3 to a boat's crew of six men for saving ten men, of the brig 'Sutcliffe,' of Cork, which some time since, during a severe gale, was wrecked at Arniel, near Androssan.

Feb. 7.—Thomas Chapman, Esq., F.R.S., V.P., in the Chair. A reward of £24 was voted to the crew of the Caister, Norfolk, Life-boat, for saving, at much risk of life, in a blinding snow-storm, eight men of the brig 'Arethusa,' of Blyth, which was wrecked on the Cross Sands, off Yarmouth, on the 6th ult.

A reward of £5 to the crew of the Cardigan Life-boat, for saving four men and four hovellers from the schooner 'Dewi Wyn,' of Aberystwith, wrecked on the 21st ult.

A reward was likewise voted to the crew of the Penmon Life-boat, for saving two men belonging to the flat 'Cymraes,' of Beaumaris, dismasted in the Cross Roads, Anglesey, on the 26th ult.

The Porthcawl Life-boat had been instrumental in bringing to port the schooner 'Mary Jane,' of St. Ives, which had been abandoned by her crew on the sandbank.

The Lytham Life-boat had also saved the smack 'Princess Royal,' of Bangor, from destruction on the 6th ult.

A reward of £12 to the crew of the Cahore Life-boat, for putting off on the night of the 7th ult., in reply to signals of distress from the ship 'Nova Bella,' of Liverpool. She was found knocking about the sandbanks off the Irish coast. The Life-boat remained by her all night, and the following day assisted to pilot her from her perilous situation. The ship, which had a valuable cargo, afterwards proceeded in safety to Bombay.

The Whitburn (Durham) Life-boat had been instrumental in rescuing four fishermen in a most exhausted state during a gale of wind and very cold weather, on the 5th ult.

The Life-boats at Cullercoats, Newbiggin, and Alnmouth had also been of much service in assisting scores of fishermen who had been suddenly taken off by a gale of wind when fishing out at sea, and whose cobles were subsequently escorted safely into their respective harbours by the Life-boats.

Rewards amounting to £25 were also voted to the crews of the Life-boats at Dungeness,

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Cahore and Arklow, for putting off with the view of rendering assistance to vessels in distress during the late tempestuous weather.

The silver medal and £1 respectively to Joseph White and William Flann, and £6 to six other men, in admiration of their gallant conduct in rescuing, in a fishing-boat, the crew of the schooner 'Norval,' of Plymouth, wrecked near Portland Breakwater on the 30th ult. White and Flann had, on many previous occasions, aided in saving a large number of shipwrecked persons.

March 7.—Thomas Chapman, Esq., F.R.S., in the chair. Rewards amounting to £156 were voted to the crews of the following Life-boats of the Society, for saving the crews of various wrecked vessels during the late heavy gales, viz.;—brig 'Roman Empress,' of Sunderland, ten men saved by the Redcar Life-boat; schooner 'William,' of Morecombe, five men saved by the Arklow Life-boat; schooner 'William,' of Liverpool, five men saved by the Rhyl Life-boat; smack 'Gipsy,' of Newry, and schooner 'Margaret Ann,' of Preston, eight men saved by the Skerries Life-boat; brig 'New Draper,' of Whitehaven, eight men saved by the Wicklow Life-boat; lugger 'Nimrod,' of Castletown, three men saved by the Castletown Life-boat; brig 'Providence,' of Shields, and brig 'Mayflower,' of Newcastle, sixteen men saved by the Seaton Carew Life-boat; barque 'Guyana,' of Glasgow, nineteen men saved by the Carnsore Life-boat; schooner 'Village Maid,' of Fleetwood, four men saved by the Penmon Life-boat; French brig 'La Jeune Marie Thérèse,' eleven men saved by the Aldborough Life-boat; brig 'San Spiridione, of Galaxide, and schooner 'Voador du Vouga,' of Vienna, ten men saved by the Tramore Life-boat.

The Silver Medal of the Institution was voted to Inspecting Commander Partridge, R.N., and Chief Officer James Barrett, of the Coast Guard, for going off in the Carnsore Life-boat on the occasion of the service above named; also the medal of the Institution to W. M. Reade, Esq., James Bude, Esq., R. O. Johns, coxswain, and Coast-guardman Stephens, for their gallant services in aiding to save some of the crew of the 'San Spiridione,' before mentioned. Mr. Reade had gone off in the Life-boat, and Mr. Budd rode into the surf on the back of his horse to the rescue of two of the men. He was twice washed off his steed, which was a very valuable one, and which, as though conscious of his mission of mercy, remained quiet on both occasions until his master had regained him.

The Silver Medal and £2 each to David Beddoe and Alfred Furlong, for wading into the surf, at the peril of their lives and saving two of the 'Elizabeth and Mary,' of Cardigan, wrecked off Fishguard, on the 19th of February.

The Silver Medal and £5 to Thomas Robinson, who, while nobly attempting to rescue some of the poor fellows who were under the Whitby Life-boat when it capsized on the 9th ult., had his hand permanently injured. A gratuity of £50 was voted in aid of the fund for the relief of the widows and orphans of the gallant men who had perished by the upsetting of the Whitby Life-boat. The boat did not belong to the National Life-boat Institution. The local committee had however since the calamity decided to accept one of the Institution's best self-righting Life-boats, the cost of which had been generously placed at the disposal of the Society by A. W. Jaffray, Esq., who had previously given the Institution the cost of the St. Andrew's and Thurso Life-boats.

The Institution expressed its high admiration of the noble conduct of the late lamented Capt. Boyd, R.N., and of his intrepid crew, in attempting to save shipwrecked crews off Kingstown on the 9th ult., and decided to record its vote, together with its expression of condolence for his bereaved widow on vellum. The Silver Medal of the Institution which would have been presented to Capt. Boyd, was ordered to be given to his son, Lieut. Boyd, R.N. Several other rewards were also voted.

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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, 1860, and the 28th February, 1861.

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 M, 27 W, 31 O, 3 AP	64	7	3	*London.*
2 M, 17 W, 18 O, 1 AP	52	7	3	*Aberdeen.*
1 M, 1 MM	5	0	0	*Aberystwith.*
1 F	2	2	6	*Anstruther.*
1 W, 1 AP	5	10	0	*Appledore.*
2 M, 2 W, 6 O, 2 AP	24	5	0	*Arbroath.*
1 W	6	0	0	*Ardrossan.*
1 W	1	0	0	*Atherfield.*
1 W, 1 O	2	4	0	*Ayr.*
2 M, 1 W, 3 O	12	2	6	*Banff.*
1 W, 4 O	2	8	0	*Barking.*
1 W, 2 O	4	3	0	*Barnstaple.*
2 M, 1 O	8	1	0	*Barra.*
1 M	1	12	6	*Barrow.*
1 M	3	0	0	*Beaumaris.*
1 M	2	7	6	*Beer.*
1 W	3	0	0	*Belfast.*
1 M, 1 W	4	13	0	*Berwick.*
5 M, 1 MM, 7 W, 19 O	26	7	9	*Blakeney.*
7 M, 1 MM, 3 W	22	18	6	*Blyth.*
1 M	2	7	6	*Brightlingsea*
4 M	6	0	0	*Bridgewater.*
1 PB, 1 W, 2 O, 1 AP	14	1	0	*Bridlington.*
2 M, 1 W	7	17	6	*Bridport.*
4 M, 3 W, 6 O	23	4	6	*Bristol.*
5 M, 1 MM, 7 W, 10 O	35	9	6	*Brixham.*
3 F, 5 W, 13 O	11	6	0	*Buckie.*
1 W, 5 O	9	11	3	*Bude.*
3 M	6	10	0	*Burghead.*
1 MM	3	0	0	*Cardiff.*
1 M, 1 MM	7	7	6	*Cardigan.*
1 W, 3 O	1	19	0	*Clovelly.*
1 M	1	15	0	*Colchester.*
2 PB	4	0	0	*Cove Bay.*
1 W, 4 O	2	17	0	*Cullivoe.*
1 M, 1 W, 5 O	4	15	0	*Dartmouth.*
1 M	2	2	6	*Dinas Cross.*
1 MM	4	17	6	*Dover.*
1 M, 1 W, 3 O	6	17	6	*Dublin.*
5 M, 1 MM, 1 AP	28	15	0	*Dundee.*
1 M	3	2	6	*Eastbourne.*
1 W, 1 O	1	2	0	*Edinburgh.*
6 M, 1 W, 7 O, 1 AP	40	18	3	*Exmouth.*
4 M, 1 MM, 1 W	14	9	6	*Falmouth.*
2 M	4	7	6	*Faversham.*
1 W, 1 O	3	12	0	*Fetlar.*
1 MM, 5 W	12	19	6	*Filey.*
2 M	4	7	6	*Flamborough*
1 MM, 1 AP	3	15	0	*Flint.*
2 M	3	5	0	*Fowey.*
2 M	4	5	0	*Fraserburgh.*
1 W, 4 O	3	5	0	*Galway.*
2 W, 4 O	3	17	0	*Garliestown.*
5 M, 1 MM, 9 W, 17 O	35	8	3	*Glasgow.*
1 MM	1	10	0	*Goole.*
1 MM	1	17	6	*Gloucester.*
3 W, 9 O	5	9	0	*Grangemouth*
1 PB, 3 W, 8 O	10	15	3	*Gravesend.*
1 W, 2 O	6	12	6	*Greenock.*
2 W, 4 O	3	8	0	*Greenwich.*
1 MM	3	5	0	*Grimsby.*
15 M, 2 MM, 6 W, 11 O	70	10	0	*Guernsey.*
28 M, 3 MM, 1 F, 1 PB, 13 W, 24 O, 2 AP	121	8	6	*Hartlepool.*
2 W, 7 O	23	17	6	*Harrington.*
1 M	1	10	0	*Harwich.*
1 W, 3 O	1	19	0	*Hillswick.*
40 M, 2 MM, 3 F, 2 PB, 25 W. 34 O, 3 AP	179	19	6	*Hull.*
1 M	2	0	0	*Ilfracombe.*
3 W, 9 O	15	8	0	*Inverness.*
15 M, 4 MM, 1 W, 6 O	43	0	0	*Ipswich.*
1 M, 2 MM	5	7	6	*Jersey.*
4 W, 2 O	5	4	0	*Kincardine.*
1 W, 4 O	8	0	0	*Kingstown.*
1 W, 1 AP	7	15	0	*Kircaldy.*

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1 AP	2	0	0	*Kirkcudbright*
1 MM, 3 W, 8 O, 2 AP	16	15	0	*Kirkwall.*
1 MM	2	12	6	*Knottingley.*
1 F	3	0	0	*Leigh.*
3 M, 1 MM, 9 W, 25 O, 6 AP....	53	10	0	*Leith.*
45 M, 2 MM, 1 F, 2 PB, 20 W, 38 O, 3 AP....	97	15	6	*Lerwick.*
1 MM, 1 W, 2 O, 1 AP	6	18	6	*Limekilns.*
2 M, 1 W, 1 O ..	10	5	0	*Littlehampton.*
4 M, 1 MM, 1 PB, 2 W, 5 O.....	16	15	6	*Liverpool.*
11 M, 1 MM, 1 PB, 4 W, 8 O.....	24	10	6	*Llanelly.*
1 W, 4 O.....	8	0	0	*Looe.*
4 M, 2 W, 4 O, 1 AP	25	11	0	*Lowestoft.*
1 MM	1	10	0	*Lybster.*
3 M, 2 MM	4	2	6	*Lyme.*
9 M, 2 W, 2 O ..	23	17	0	*Lynn.*
6 M, 1 MM, 1 W, 2 O	30	16	6	*Maldon.*
1 W, 6 O	17	0	0	*Macduff.*
2 M, 2 F.....	4	7	0	*Margate.*
3 M, 2 F, 1 PB, 4 W, 7 O.....	40	7	0	*Maryport.*
1 M	1	15	0	*Middlesboro'.*
1 M	1	17	6	*Millbrook.*
1 M, 1 W, 1 O ..	3	5	0	*Milford.*
1 M, 1 MM.....	4	0	0	*Minehead.*
3 M, 1 AP	7	3	0	*Mistley.*
7 M, 1 MM, 4 W, 10 O, 3 AP....	40	18	6	*Montrose.*
1 W, 3 O.....	1	12	0	*Mousehole.*
1 W	2	8	0	*Moville.*
7 M, 2 MM, 1 PB, 4 W, 9 O.....	25	15	0	*Newcastle.*
1 W, 1 O	8	15	0	*Newhaven.*
1 M, 1 AP	8	15	0	*Newburgh.*
1 M, 1 AP ..	4	17	6	*Newport (M)*
1 M, 2 W, 2 O...	9	6	0	*Newport (P)*
1 W, 1 O ..	3	15	0	*New Quay.*
86 M, 5 MM, 5 F, 2 PB, 57 W, 110 O, 4 AP..	330	6	6	*No. Shields.*
1 W, 3 O	2	3	0	*Pembroke.*
1 W..... ...	2	18	0	*Penzance.*
1 W, 5 O.....	2	7	0	*Perth.*
1 M, 3 W, 5 O ..	18	15	0	*Peterhead.*
3 M, 1 PB	5	10	0	*Pill.*
1 MM, 1 W, 2 O .	3	10	0	*Plymouth.*
1 M, 4 W, 6 O ..	12	15	6	*Poole.*
1 MM	2	5	0	*Portinllaen.*
2 M, 1 W, 4 O, 1 AP	14	15	0	*Port Glasgow*
1 W, 1 O..... .	1	5	0	*Portsoy.*
1 M, 1 MM	4	7	6	*Port William*
1 MM, 1 F, 4 W, 12 O.....	13	0	0	*Pwllheli.*
1 W, 1 O.....	1	8	0	*Queenstown.*
11 W, 25 O.....	16	19	0	*Reawick.*
1 F, 1 W, 2 O....	1	11	0	*Redcar.*
2 W, 4 O.....	4	2	0	*Robin Hoods' Bay*
3 M	7	5	6	*Rochester.*
1 W.....	3	0	0	*Runcorn.*
1 W, 1 O	3	15	0	*St. Ives.*
4 W, 7 O.....	18	18	0	*Salcombe.*
1 MM	2	10	0	*Sandwich.*
18 M, 5 MM, 1 PB, 2 W, 6 O, 1 AP.	50	10	6	*Scarboro'.*
2 M, 1 F.....	7	10	0	*Scilly.*
19 M, 1 MM, 2 F, 6 W, 13 O	68	15	0	*Seaham.*
1 M	2	5	0	*Shoreham.*
2 M, 1 MM	7	5	0	*Southampton*
173 M, 14 MM, 7 F, 3 PB, 56 W, 94 O, 4 AP....489		6	0	*So. Shields.*
1 PB	2	12	6	*Staithes.*
1 W, 2 O	1	15	0	*Stonehaven.*
1 M, 1 PB	4	16	6	*Stockton.*
1 F	1	2	0	*Stornaway.*
2 W, 3 O.....	2	14	0	*Stromness.*
78 M, 7 MM, 5 F, 2 PB, 43 W, 79 O, 3 AP...	358	13	0	*Sunderland.*
1 MM	1	12	6	*Swansea.*
2 M, 2 W, 7 O ..	7	0	0	*Teignmouth.*
2 M, 2 W, 3 O ..	4	6	0	*Thurso.*
3 M	6	10	0	*Torquay.*
1 M	1	12	0	*Troon.*
2 M	5	10	0	*Truro.*
1 W, 5 O.....	2	8	6	*Topsham.*
1 M, 1 F	5	0	0	*Voe.*
6 M, 1 MM.....	15	10	6	*Warkworth.*
1 W, 3 O	3	15	0	*Waterford.*
3 M, 1 MM, 1 F, 4 W, 13 O, 1 AP	15	8	0	*Wells.*
3 W, 10 O	8	0	0	*Weymouth.*
9 M, 1 MM, 14 W, 25 O 110		17	6	*Whitehaven.*
19 M, 5 MM, 1 F, 2 PB, 20 W, 36 O, 3 AP....187		10	6	*Whitby.*
1 MM, 1 W, 4 O.	4	14	6	*Wisbeach.*
10 M, 2 F, 9 W, 16 O, 1 AP....				*Wivenhoe.*
3 M, 1 MM, 2 W, 4 O, 1 AP	19	3	0	*Woodbridge.*
1 M	2	17	6	*Workington.*
18 M, 3 MM, 5 F, 1 PB, 29 W, 45 O, 2 AP....	97	18	6	*Yarmouth.*

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 520; Orphans, 987; Aged Parents, 58; Master Mariners, 95; Mariners and Apprentices, 672; Fishermen, 42; Pilots and Boatmen, 19; in all, 2393 persons relieved, at an expense, including that in the succeeding table, of £4530 10s. 1d.!!!

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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.*, 1860, *and the 28th Feb.*, 1861.

Vessel's Name.	Port.	Amount of Relief. £	s.	d.	Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Alpha	Sunderland	4	12	0	Christopher Dove ..	Hartlepool	3	5	0
Active	Arundel	6	5	0	Cyrus	London	3	6	0
Alexander	Liverpool	2	14	6	Cumberland	Shields	6	0	0
Argus	Aberdeen	1	7	0	Coaster	Whitstable	1	10	6
Anne Catharina	Gottenburg	0	19	0	Dutch Trader.....	Palling	5	17	0
Admiral Hood	Rochester	0	7	6	Dire	Goole	2	13	6
Avenger	London	1	10	0	Dugesey Twins	France	2	5	0
Abbey	Bristol	3	9	0	Don Creagh.....	Newcastle	0	11	6
Arathusa	Blyth	5	9	6	Dorothy	Teignmouth	2	18	6
A. Anderson	Dublin	7	10	0	Dumont	Shields	2	18	0
Aire	Goole	0	18	0	Duncombe	,,	3	12	6
Avon	London	1	10	0	Enterprize	Fraserburgh	20	15	0
Ardville	Belfast	5	19	0	Euphemia	Ipswich	5	13	0
Annie and Jane	Newcastle	8	17	6	Endeavour	Wells	2	4	0
Anne	London	16	9	6	Edward Perrie	Hull	9	10	0
Adelaide	Guernsey	13	7	6	Eliza	Shields	8	7	0
Alma	Newcastle	3	7	6	Empire	London	15	10	0
Aurora.....	Southampton	0	8	6	Eclipse.....	,,	0	8	6
Alice	London	2	17	6	Emmeline	Hull	2	16	0
Aventurer	Portsmouth	2	10	0	Eagle	London	10	19	6
Byzanteum	Shields	0	14	0	Earl of Murray	Llanelly	1	8	0
British Empire	Bridgewater	2	18	6	Eliza Ann	Shields	0	11	3
Bubard	Hartlepool	0	4	6	Eugene	Calais	2	2	0
Bealah .....e.	Scarborough	2	18	0	Earl of Lansdown ..	Greenock	21	19	6
Bristol	Falmouth	2	14	0	Elizabeth.....	Fowey	6	5	0
Bostonian	New York	0	13	6	Enterprise	Belfast	0	8	6
Breeze	Dartmouth	0	7	6	Effort	Shields	0	11	6
Blanch.....	Glasgow	5	2	0	Eliza	Maryport	0	9	6
Blue Jacket	Brixham	0	19	6	Eleanor	Newcastle	4	8	6
Bosphorus	Newcastle	3	19	6	Ellen Oliver	,,	4	5	0
Barbara	Sunderland	1	6	6	Eclipse	Ipswich	2	6	6
Cincinnati	,,	1	19	0	Elizabeth & Sarah ..	Whitby	1	3	6
Chase	Hull	0	7	6	Express	London	8	9	6
Colonsay.....	Glasgow	7	14	0	Edwin	,,	3	0	0
Chalarge.....	London	0	16	6	Eliza	Portsmouth	0	13	0
Clementina	Shields	10	10	6	Endeavor	London	0	14	0
City of London	Cardiff	7	15	0	Eugenie	,,	2	17	6
Castle Lochlin	Shields	0	15	0	Escape.....	Scalloway	3	10	0
Cockermouth Castle.	London	14	13	6	Economy.....	Cardiff	3	13	0
Conubia	Sweden	0	10	6	Friend	Kirkwall	0	18	6
Cocquedale	Shields	10	8	6	Flyingfish	Limehouse	0	7	6
Charles Henry	Sunderland	1	15	0	Famous	Whitby	0	3	6
Canton.....	Hull	11	16	6	Favorite	London	8	11	6
Cresswell.....	New Romney	5	10	8	Favorite	Banff	6	18	6
Chance,.....	Jersey	0	12	0	Fowlis	Inverness	0	14	0
Crimea	Sunderland	0	13	6	Fortitude.....	Exeter	6	10	0
City of Lucknow ..	Leith	0	2	6	Friendship	Shields	1	16	0
Catfield	London	8	10	0	Frolic	London	4	0	0
Clyde	Bideford	0	16	0	Fanny Grier.....	Faversham	1	17	6
Conrad.....	Yarmouth	0	11	6	Fanny Ghan	Whitstable	1	10	0
Cearer.....	Whitstable	6	6	0	George	Sunderland	0	14	6
Carma	Yarmouth	2	2	0	Giranti.....	,,	0	12	0
Cicily	Southampton	2	4	6	Guildford	Shields	0	15	6
Clyde	Carnarvon	4	10	0	Guard	Rochester	0	10	0
Clara	Whitby	1	3	6	Garland	Whitby	0	5	0

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RELIEF TO SHIPWRECKED CREWS—*continued.*

Vessel's Name.	Port.	Amount of Relief. £	s.	d.	Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Golden Star	America	0	5	6	Legator	Shields	2	2	0
Gleaner	Montrose	5	5	0	Lady Duff	Dundee	0	15	0
Guttenburg	Hamburg	1	16	0	Laing	Sunderland	1	16	0
Glenbyon	New Ross	0	7	6	Lord Seaham	,,	1	9	6
George the Fourth	Shields	2	16	0	Lavinia	Hartlepool	0	10	0
Grace	Seaham	1	15	0	Lindsay	Farmer	0	4	0
Gamma	Newcastle	1	12	6	M'Leod	Shields	20	15	6
Golconda	Swansea	1	10	0	Malvena	Aberystwith	3	6	0
Gipsy Queen	Guernsey	0	8	6	Milman	Sunderland	6	3	0
Gipsy	Peel	2	2	0	Mary	St. Helena	5	3	6
Galeman	Swansea	1	12	6	Maxwell	Shields	6	0	6
Hugh	London	8	0	0	Mary Wylie	Beaumaris	6	19	0
Honiton Packet	Lynn	14	19	6	Murray	Newcastle	1	9	11
Henry Martin	London	8	17	6	Mary Bolland	Liverpool	0	9	4
Hannah	Colchester	0	7	8	Martha	London	2	7	6
Hardy	Glasgow	6	6	6	Mermaid	Dundee	4	9	6
Henry	Whitby	0	15	0	Mariner	Plymouth	5	9	4
Henry Herbert	Liverpool	2	0	0	Margaret	London	4	5	0
Hydus	Gloucester	3	17	0	Maggee	Exeter	4	0	0
Hawksbury	Dover	1	2	6	Mersey	Liverpool	2	8	0
Harbinger	London	0	13	6	M. Hardy	Scarborough	1	10	0
Hunter	,,	2	7	6	Mary & Betsy	Hayle	0	3	0
Harriet	Hull	0	15	0	Major	Sunderland	10	4	0
Herald	London	2	17	6	Mermaid	London	5	0	0
Harlequin	,,	6	14	6	Mary	,,	1	10	0
Hull	Maldon	5	0	0	Mary & Jane	,,	5	10	0
Harriet	Middleston	0	10	6	Margaret	Shields	8	8	6
Indian	Hartlepool	5	0	0	Maidstone	London	16	19	6
Isis	London	3	9	0	Minerva	Whitby	0	8	6
Isabella	Whitby	3	6	6	Mary & Ann	Seaham	2	2	6
Isis	Sunderland	2	10	0	Mohawk	Shields	0	16	6
Iberia	,,	5	15	6	Metropolis	London	3	14	6
Integrity	Newcastle	3	10	6	Mariner	Brixham	0	14	0
John Mitter	Waterford	2	5	0	Mersey	,,	3	7	6
John Wilson	Dumfries	0	7	6	Miner	Newcastle	3	4	6
Jean D'Acre	Ipswich	14	6	0	Mary Weir	London	0	3	6
J. Hudson	Shields	1	19	0	Mathoree	,,	3	5	0
John & Ann	Whitby	3	19	0	Magna Charter	Shields	2	9	6
J. Waddington	Liverpool	5	9	0	Mayflower	,,	3	2	0
John Wesley	Guernsey	3	15	0	Margaret	Guernsey	7	16	6
James Hunt	Whitstable	3	15	0	Maid of Argyle	London	4	17	6
Jane & Elizabeth	Goole	3	4	6	Monarch	,,	1	17	6
Juno	Shields	0	15	6	Merchant	Maldon	1	3	0
John & Ann	Sunderland	2	0	0	Mountain Maid	Shields	2	1	0
John	Shields	1	13	6	Nive	Hartlepool	0	11	6
Jane & Margaret	,,	0	13	6	Neptune	Chatham	0	13	6
Jane & Mary	London	3	2	6	Nelson	Liverpool	3	9	0
Kilblane	Whitby	7	10	0	Nancy	Newcastle	2	15	0
Kingston	Plymouth	5	12	0	Nancy	Shields	0	14	0
Kelso	Shields	6	8	0	Newport	Hartlepool	4	3	8
Laurence	Goole	0	3	0	Ophelia	Whitby	7	13	6
Lyra	Ipswich	1	1	6	Olive	Bowness	3	19	0
Laurel	London	6	12	6	Orient	Banff	0	14	0
London	Scarborough	3	0	0	Ocean Monarch	Liverpool	0	12	0
Lovely Nelly	Seaham	1	10	6	Odessa	London	11	8	6
Lena	Lynn	15	16	6	Orange Blossom	Falmouth	0	15	0
Lord Tynemouth	Shields	5	10	0	Primrose	Lowestoft	0	16	6
Lord Clyde	Glasgow	0	7	6	Procy Matia	Newcastle	0	14	6
Lord Brinnaboa	Newcastle	0	11	2	Providence	Boston	0	6	0
Lyon	Scarborough	0	15	6	Penns	Brixham	1	4	6
Lively	Bridgewater	0	10	0	Pereimedi	Exeter	1	17	6
Limerick Lass	Southampton	5	0	0	Prince Alfred	London	30	9	6

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RELIEF TO SHIPWRECKED CREWS—*continued.*

Vessel's Name.	Port.	Amount of Relief. £	s.	d.	Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Panape	St. Ives	5	0	0	Sunderland	Shields	0	12	6
Petrel	Dartmouth	0	8	0	Spring Flower	,,	0	13	6
Pardore	Whitehaven	3	19	0	Tarool	Wick	1	8	0
Providence	Whitby	1	10	0	Thomas	Whitehaven	1	18	0
Patrick	Arklow	1	14	0	Theodore	London	0	9	3
Parland	Plymouth	1	2	0	Thomas Anderson	Inverness	1	0	0
Providence	Shields	1	10	0	Test	Harwich	0	7	6
Princess	Newcastle	10	0	0	Tansel	London	1	6	0
Plenty	Shields	2	5	6	Timbuctoo	Scarborough	0	6	0
Quickslip	London	0	19	0	Two Friends	Rotterdam	0	10	6
Queen of the West	Penzance	1	19	0	Tonquin	Bolt	1	0	0
Rose	Lynn	0	16	6	Thomas Hodson	Newcastle	0	7	6
Rapid	Falmouth	3	9	6	Turner	,,	0	5	6
Reward	Shoreham	2	5	0	Thomas	Blakeney	0	15	6
Resolute	Fraserburgh	1	18	0	Underling	Sunderland	2	8	0
Release	Dartmouth	0	8	6	Union	Newcastle	2	16	0
Ravensworth	Cardiff	0	10	6	Union	Peel	1	6	5
River Dale	Hull	4	5	0	Urania	Sunderland	23	10	0
Recipe	Liverpool	0	5	4	Utility	London	7	14	6
Rowland Hill	Whitehaven	1	7	6	Victor Emanuel	,,	6	8	6
Robert Seymour	Dublin	0	14	6	Victoria	Whitstable	3	14	6
Rose	Dundee	0	10	0	Volusia	Janno	2	13	0
Richard Foley	Hartlepool	10	18	6	Verbenia	Newcastle	5	10	6
Rimswell	Hull	1	12	0	Victoria	Gibraltar	1	9	0
Rose	London	13	4	0	Vindolana	Newcastle	1	3	0
Ruby	Hartlepool	8	9	6	Waddington	Liverpool	0	5	6
Royal William	London	6	15	6	Waterwitch	Rochester	1	10	0
Rosalie	,,	2	7	6	Wasp	London	9	17	6
Rambler	Shields	1	10	0	William Isabella	Sunderland	5	2	6
Steerwell	Alford	0	10	0	Washington	Shields	2	9	3
Sweden Honor	Sunderland	3	5	0	William & James	London	7	8	0
Sarah Love	,,	5	17	0	William & Ann	,,	2	7	6
Sinope	,,	9	17	0	William & Thomas	Rochester	2	4	6
Salania	London	1	13	0	William Wallace	Shields	0	14	6
Simbustor	Scarborough	0	3	4	Wave	Dundee	5	13	6
Samaritan	Shoreham	1	6	4	William	Morecambe	1	14	0
Security	Liverpool	0	10	6	Wexdale	Shields	3	8	0
Sonnis	Shields	1	10	0	William & Mary	Guernsey	8	8	6
Souresque	London	0	7	0	William George	Sunderland	1	6	6
Silestia	,,	4	10	0	William	Shields	2	12	0
Sarah	,,	2	17	6	Welcome Home	Sunderland	2	16	0
Sarah Ann	Shields	2	19	6	Winterbottom	Shields	1	8	0
Sarah Bell	Waterford	1	10	0	Waterwitch	Guernsey	1	9	0
Sprito	Sunderland	13	8	6	Wave Queen	Jersey	1	9	0
Sarah Ann	Ipswich	1	12	6	Zephir	Stockton	8	9	0
Spring	Colchester	5	0	0					

GALLANT CONDUCT.—Whilst the P. and O. Company's steamer 'Alhambra' was on her way from Corfu to Malta, with a strong gale of wind and a heavy sea running, some of the men were washed overboard. Mr. H. Toll, chief-officer, who was on deck at the time, at once seized a rope, leaped overboard, and succeeded in rescuing them, to the unspeakable joy of all on board. The circumstance was afterwards communicated to the Board of Directors in London, and when the vessel arrived at Malta, Mr. Toll was presented with a handsome *souvenir* in the shape of a gold chronometer-watch, valued at 30 guineas; and subsequently with a bronze medal by the Royal Humane Society. Mr. Toll is a native of Plymouth, and is well known, not only in naval and mercantile circles, but among literary men, having about twelve months since published a work of fiction, which was favourably reviewed by the local and metropolitan press. Mr. Toll has since proceeded to India, and there he will, we hope, soon obtain the command of one of the company's splendid steam-ships.

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ANNUAL GRANTS TO WIDOWS.

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

No.	Name.	Age.	Number of Years a Subscriber.	Number of Children.	Agency.	Amount.	No.	Names.	Age.	Number of Years a Subscriber.	Number of Children.	Agency.	Amount.
1	Sarah Carrington	35	5	One	London	1 5 0	84	Mary Cross	37	5	Two	Hull	1 10 0
2	Eleanor Payne	43	11	Two	,,	2 1 0	85	Mary Harrison	39	11	Three	,,	2 8 0
3	Rebecca Anderson	41	6	Three	,,	1 17 0	86	Mary Cooke	44	7	One	,,	1 8 0
4	Ann Leatham	58	3	None	,,	1 0 0	87	Sarah Lee	51	8	Two	,,	1 15 0
5	Catherine Beverley	46	7	One	,,	1 8 0	88	Isabella Frazer	36	6	Four	Inverness	2 2 0
6	Elizabeth Anderson	60	3	None	,,	1 0 0	89	Mary Forbes	32	1	Three	,,	1 6 0
7	Jane Cooper	69	3	None	,,	1 0 0	90	Jane Neish	54	2	None	Kincardine	1 0 0
8	Sarah A. Rowse	34	7	Two	,,	1 13 0	91	Widow Gilbert	52	10	Two	,,	1 19 0
9	Ann C. Watson	44	16	One	,,	1 13 0	92	Widow Miller	48	13	Two	,,	2 5 0
10	Elizabeth Watson	44	4	Two	,,	1 8 0	93	Barbara Ward	41	5	Two	Kirkwall	1 10 0
11	Milcah Benson	63	5	None	,,	1 0 0	94	Rubina Bayley	29	4	Two	Leith	1 8 0
12	R. E. Dinsdale	33	13	One	,,	1 17 0	95	Margaret Irvine	35	13	Two	Lerwick	2 5 0
13	Margaret Price	52	15	None	,,	1 12 0	96	Giffard Robertson	34	5	Three	,,	1 15 0
14	Ann Riches	60	13	None	,,	1 10 0	97	Janet Peterson	38	2	Three	,,	1 8 0
15	S. S. Culverhouse	44	10	Four	,,	2 12 0	98	Janet Smith	46	5	One	,,	1 5 0
16	Elizabeth Clark	56	7	None	Aberdeen	1 2 0	99	Catherine Smith	46	7	One	,,	1 8 0
17	Jane Horne	57	1	None	,,	1 0 0	100	Janet Leask	51	4	Three	,,	1 12 0
18	Margaret Anderson	54	10	None	,,	1 6 0	101	Barbara Tait	43	1	Two	,,	1 2 0
19	Christiana Bremner	55	4	One	,,	1 0 0	102	C. Malcolmson	55	7	None	,,	1 2 0
20	Selina Chalmers	39	10	Two	,,	1 19 0	103	Esther Sinclair	54	4	None	,,	1 0 0
21	Ann Penny	57	7	None	,,	1 2 0	104	Isabella Bain	52	2	One	,,	1 0 0
22	Catherine Bowden	69	4	None	Appledore	1 0 0	105	Margaret Robinson	54	1	One	,,	1 0 0
23	Margaret Craig	43	2	One	Ardrossan	..	106	Rubina Johnson	36	1	One	,,	1 0 0
24	Hannah Wearne	60	3	None	Atherfield	1 0 0	107	Catherine Johnson	40	3	Four	,,	1 15 0
25	Elizabeth Shepherd	65	17	None	Barking	1 15 0	108	Janet Leask	44	11	Five	,,	3 1 0
26	Flora McEchain	39	8	Four	Barra	2 8 0	109	Marian Anderson	50	5	One	,,	1 5 0
27	Maria Bryan	62	7	None	Bangor	1 2 0	110	Elizabeth Laurence	59	1	Two	,,	1 2 0
28	Margaret Harrison	42	4	None	,,	..	111	Elizabeth Henderson	45	3	Two	,,	1 6 0
29	Margaret Henderson	51	2	Three	,,	1 5 0	112	Jemima Dowell	36	1	Two	,,	1 4 0
30	Margaret Barron	29	2	None	,,	..	113	Orphan of Jameson	4	6	One	,,	1 6 0
31	Elizabeth Harvey	44	7	Two	Blakeney	1 13 0	114	Ellen Clark	33	11	Two	Limekilns	2 1 0
32	Hannah Waller	37	12	Four	,,	2 17 0	115	Elizabeth Jenkins	39	5	Three	Llanelly	1 15 0
33	M. Kerrison	40	6	One	,,	1 6 0	116	Betty Finch	74	18	None	Maldon	1 16 0
34	Ann Walters	40	4	Four	Blyth	1 17 0	117	Mary Harries	37	5	Two	Milford	1 10 0
35	Isabella Heron	47	5	Two	,,	1 10 0	118	Susan Hunter, or Ritchie	41	11	Four	Montrose	2 15 0
36	Margaret York	40	10	Two	,,	1 19 0	119	Margaret Tonkin	33	4	Three	Mousehole	1 12 0

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37	Ann Hope	37	11	Five	,,	3	1	0	120	Jane Ritchie	60	5	None	Newcastle	1	0	0
38	Susan Drake	30	13	Three	Brixham	2	13	0	121	Catherine Dotchin	55	11	None	,,	1	7	0
39	Elizabeth Jackson	39	8	Two	Bridlington	1	16	0	122	Mary Allen	30	5	One	,,	1	5	0
40	Susan Caddy	55	8	One	Bridport	1	9	0	123	Mary Proctor	40	8	Three	,,	2	1	0
41	Amelia Priest	51	4	Three	,,	1	12	0	124	Hannah Rennison	64	7	None	North Shields	1	2	0
42	Mary Winchester	39	7	Two	Buckie	1	14	0	125	Mary Irvine	63	7	None	,,	1	2	0
43	Catherine Mair	51	5	Three	,,	1	15	0	126	Jane Wright	59	7	None	,,	1	2	0
44	Jane Wood	31	5	Two	,,	1	10	0	127	Ann Harrison	35	10	Two	,,	1	19	0
45	Anne Geddes	28	5	Four	,,	2	0	0	128	Mary Robson	69	6	None	,,	1	1	0
46	Margaret Reed	37	8	Four	,,	2	7	0	129	Eleanor Bell	66	7	None	,,	1	2	0
47	Eleanor Venning	26	7	Three	Clovelly	1	19	0	130	Margaret Bowen	37	8	Two	,,	1	15	0
48	Elizabeth Moore	49	12	Four	Cullivoe	2	17	0	131	Ann Baird	62	7	None	,,	1	2	0
49	Ellen Frazer	28	5	Five	Dartmouth	2	5	0	132	Rebecca Skillett	44	5	Three	,,	1	15	0
50	Elizabeth Attridge	34	4	Three	Dublin	1	13	0	133	Margaret Anderson	44	7	Three	,,	1	19	0
51	Charlotte Gray	36	3	One	Edinburgh	1	2	0	134	Elizabeth Butcher	31	6	Three	,,	1	18	0
52	Alice Harvey	62	7	None	Falmouth	1	2	0	135	Sarah Lee	60	7	None	,,	1	2	0
53	Elizabeth Cammish	67	14	None	Filey	1	11	0	136	Phillis Smith	65	5	None	,,	1	0	0
54	Sarah Simpson	62	14	None	,,	1	11	0	137	Dorothy Watson	31	5	Two	,,	1	10	0
55	Frances Bailey	39	1	One	,,	1	0	0	138	Jane Johnson	34	6	Two	,,	1	12	0
56	Jessie Brodie, or Gordon	44	4	One	Garliestown	1	0	0	139	Sarah Lillicoe	31	9	Two	,,	1	17	0
57	Mary Kerr, or Cumming	34	12	Four	,,	3	17	0	140	Mary Ann Gibson	32	10	Three	,,	2	8	0
58	Eliza Girling	32	6	Three	Gravesend	1	17	0	141	Hannah Brown	36	11	Two	,,	2	1	0
59	Emma Hossack	27	10	Four	,,	2	12	0	142	Jane Hall	42	10	Five	,,	2	19	0
60	Marian Cochrane	28	4	One	Grangemouth	1	0	0	143	Caroline Laing	32	8	Two	,,	1	15	0
61	Widow Johnson	38	10	Five	,,	2	19	0	144	Mary Nesbit	48	7	Three	,,	1	19	0
62	John Marshall	47	3	Three		1	10	0	145	Catherine Storey	43	12	Four	,,	2	17	0
63	Mrs. Garrett	52	1	Two	Glasgow	1	0	0	146	Mary Miller	34	11	Four	,,	2	15	0
64	Mary M. Leask	49	8	Four	,,	2	7	0	147	Ann Foster	43	12	Four	,,	2	17	0
65	Widow Smith	46	1	One	,,	1	0	0	148	Pamella Bishop	44	10	Two	,,	1	19	0
66	Barbara McBride	39	5	Two	,,	1	10	0	149	Mary Potts	33	12	Four	,,	2	17	0
67	Jane Johnson	62	9	None	,,	1	5	0	150	Mary Graham	36	8	Five	,,	2	13	0
68	M. J. Rose	26	7	Two	Greenwich	1	14	0	151	Elizabeth Phillips	32	9	Three	Pembroke	2	3	0
69	Esther Miller	33	7	Two	,,	1	14	0	152	Margaret Hay	37	6	Three	Perth	2	7	0
70	Sarah Gardiner	52	8	One	Guernsey	1	10	0	153	Orphans of Scovell	—	8	Two	Plymouth	1	15	0
71	Rachel Simon	39	6	Two	,,	1	12	0	154	Keziah Hanneford	35	4	One	,,	1	3	0
72	Sarah Symes	55	5	None	,,	1	0	0	155	M. A. Moon	36	4	Four	,,	1	17	0
73	Sarah Rochester	22	6	Two	Hartlepool	1	12	0	156	Hannah Childs	30	7	Three	Poole	1	19	0
74	Sarah Granger	67	18	None	,,	1	16	0	157	Elizabeth Jay	23	3	One	,,	1	2	0
75	Matilda Radford	32	7	Two	,,	1	13	0	158	Margaret McBeath	25	5	One	Portsoy	1	5	0
76	Sarah Sharpe	34	14	Three	,,	2	14	0	159	Mary Williams	40	15	Four	Pwlheli	3	5	0
77	Sarah Knox	60	15	One	,,	2	0	0	160	Eleanor Griffith	31	2	Two	,,	1	4	0
78	Elizabeth Tait	42	10	One	,,	1	12	0	161	Margaret Griffith	44	2	Three	,,	1	8	0
79	Alice Pike	44	10	Three	,,	2	6	0	162	Ann Barker	51	5	One	,,	1	5	0
80	Margaret Inkster	58	7	Three	Hillswick	1	19	0	163	Ann McBride	50	7	One	Queenstown	1	8	0
81	Isabella Williams	39	3	Two	Hull	1	6	0	164	Ann Hudson	50	9	One	Redcar	1	11	0
82	Fanny Greene	36	5	One	,,	1	5	0	165	Catherine Moncrieff	49	2	Three	Reawick	1	8	0
83	Sarah Royston	58	6	None	,,	1	1	0	166	Mary Ann Moncrieff	31	1	Two	,,	1	2	0

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ANNUAL GRANTS TO WIDOWS,—*Continued.*

No.	Names.	Age.	Number of Years a Subscriber.	Number of Children.	Agency.	Amount.
167	Clementina Reid	37	2	Four	Reawick	1 12 0
168	Bruce Yell	32	1	Two	,,	1 2 0
169	Clementina Reid	30	6	One	,,	1 6 0
170	Elizabeth Johnson	46	10	Three	,,	2 5 0
171	Barbara Mann	46	1	Two	,,	1 2 0
172	Ellen Sinclair	61	2	None	,,	1 0 0
173	Margaret Reid	24	7	One	,,	1 8 0
174	Elizabeth George	43	1	Three	Rhyl	2 10 0
175	Elizabeth Storn	30	11	Two	Robin Hood's Bay	2 1 0
176	John Storn	51	11	Two	,,	2 1 0
177	Isabella McKenzie	43	7	Three	Seaham	1 19 0
178	Mary Snell	33	9	Three	,,	2 3 0
179	Mary Stoble	54	14	None	,,	1 11 0
180	Elizabeth Edwards	36	8	One	,,	1 9 0
181	Elizabeth Lancaster	25	4	Two	Scarborough	1 8 0
182	Alice Penny	36	15	Four	,,	3 5 0
183	Ann Clark	63	9	None	South Shields	1 5 0
184	Elizabeth Jarey	36	5	Five	,,	2 5 0
185	Elizabeth Wardle	40	3	Two	,,	1 6 0
186	Mary Brunswick	55	5	One	,,	1 5 0
187	Orphan of Smith	—	12	One	,,	1 8 0
188	Elizabeth Bell	32	7	Six	,,	2 16 0
189	Orphan of Pritchard	13	5	One	,,	1 5 0
190	McJ. McKay	28	10	Two	,,	1 19 0
191	Mary Pye	38	5	Two	,,	1 10 0
192	Ann Burgess	28	9	One	,,	1 11 0
193	Dorothy Johnson	25	5	Two	,,	1 10 0
194	M. A. Smith	26	9	One	,,	1 11 0
195	Ann Banfield	43	7	Two	,,	1 13 0
196	Alice W. Madison	43	11	Two	,,	2 1 0
197	Elizabeth Hewison	53	12	One	,,	1 16 0
198	Elizabeth Miller	37	7	Two	,,	1 13 0
199	Elizabeth Reynolds	30	12	Two	,,	2 3 0
200	Elizabeth Smith	39	6	Two	,,	1 11 0
201	Margaret Henderson	34	11	One	,,	1 14 0
202	Dorothy Cuthbertson	34	3	Four	,,	1 15 0
203	Elizabeth Schofield	67	10	None	,,	1 6 0
204	Margaret Kirtley	27	1	Two	,,	1 3 0
205	Margaret Durward	65	2	None	,,	1 0 0

No.	Names.	Age.	Number of Years a Subscriber.	Number of Children.	Agency.	Amount.
223	Maria Bullmer	38	10	Six	Sunderland	3 5 0
224	C. Harrison	30	9	One	,,	1 11 0
225	Widow Davison	37	1	Two	,,	1 2 0
226	Mary Thompson	52	13	None	,,	1 10 0
227	Eleanor Shippe	37	5	One	,,	1 5 0
228	Mary Ann Souter	40	9	Four	,,	2 10 0
229	J. Penwick	49	8	Two	,,	1 15 0
230	Anna Harling	34	7	Two	,,	1 13 0
231	P. Burnett	27	5	Three	,,	1 15 0
232	J. Hatch	60	12	None	,,	1 8 0
233	Eleanor Rowlands	34	2	Three	,,	1 8 0
234	Orphans of Sydney	—	10	Two	,,	2 0 0
235	Ann Jackson	43	6	Three	,,	1 17 0
236	Mary Miller	40	6	Two	,,	1 11 0
237	Jane Culbey	43	10	Four	,,	2 12 0
238	Mary Taylor	50	6	Two	,,	1 11 0
239	Elizabeth Hunter	38	6	Three	,,	1 17 0
240	E. Walters	45	9	One	,,	1 11 0
241	Mary Riseborough	41	10	One	,,	1 12 0
242	Elizabeth Robson	40	6	Three	,,	1 17 0
243	Mary McPherson	35	5	Two	,,	1 10 0
244	James Christie	45	5	Two	,,	1 10 0
245	Alice Booth	65	10	None	,,	1 6 0
246	Mary Barkwell	37	4	Two	,,	1 8 0
247	Jane Robertson	44	13	One	,,	1 17 0
248	Mary Roberts	32	5	Two	Teignmouth	1 10 0
249	Grace Henley	44	7	Five	,,	2 10 0
250	Margaret Crear	43	1	Three	Thurso	1 6 0
251	Isabella Calder	66	2	None	,,	1 0 0
252	Elizabeth Skinner	43	6	Five	Topsham	2 8 0
253	Hannah Wright	62	2	None	Waterford	1 0 0
254	Mary M. Crafter	32	5	Six	Wells	2 10 0
255	Sarah Ann Harman	31	7	Two	,,	1 13 0
256	Theodore Graves	36	3	Six	,,	2 3 0
257	Sarah Parsons	43	15	Five	Weymouth	3 13 0
258	Mary Ann Pearce	41	6	Four	,,	2 2 0
259	Charlotte Symes	33	5	Three	,,	1 15 0
260	Elizabeth Forsyth	27	5	One	Whitehaven	1 5 0
261	Ann Waddingham	38	8	Four	Wisbeach	2 7 0
262	Mary E. Appleby	48	5	Two	Wivenhoe	1 5 0

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206	Catherine Gray....	25	7	Two	,, ...	1	14	0	263	Mary Ann King	44	6	One	,, ...	1	6	0
207	Dinah Sykes.....	55	11	One	,, ...	1	14	0	264	Sarah Leek	50	8	Three	Whitby	2	1	0
208	Mary Ann Dickinson	28	4	Two	,, ...	1	8	0	265	Ann Cooper	53	12	Three	Woodbridge	2	3	0
209	Jane Hodgson	39	12	One	,, ...	1	15	0	266	Pleasance King	42	5	One	,, ...	1	5	0
210	Isabella Rounding	34	10	Three	,, ...	2	5	0	267	Elizabeth Howlett	41	9	One	Yarmouth	1	11	0
211	Mary Guthrie	40	5	Two	,, ...	1	10	0	268	Sarah Wells	42	9	Two	,, ...	1	17	0
212	Hannah Faulkner.....	40	6	Three	,, ...	1	17	0	269	Sarah Canham	32	9	Three	,, ...	2	3	0
213	Ann Tomlinson.....	37	10	Three	,, ...	2	5	0	270	Ann Smith	39	5	One	,, ...	1	5	0
214	Elizabeth Ferrier	33	12	One	,, ...	1	15	0	271	Louisa Robinson	40	10	Five	,, ...	2	19	0
215	Hannah Bell.....	59	10	None	,, ...	1	6	0	272	Charlotte Rattenbury	40	9	Three	,, ...	2	3	0
216	Mary P. Tugwell.....	33	6	Three	,, ...	1	17	0	273	Jane Crowe	52	14	None	,, ...	1	11	0
217	Grace Simmons	31	5	One	,, ...	1	5	0	274	Susan Bedingfield.....	41	4	Three	,, ...	1	13	0
218	Mary Lunn	59	9	None	,, ...	1	5	0	275	Mary Ann Bowles	47	9	One	,, ...	1	11	0
219	Nancy Stop, or Adams....	29	8	Two	Stonehaven	1	15	0	276	Sarah Harlock	50	13	Four	,, ...	3	0	0
220	Ann Tulloch.....	46	7	Two	Stromness.....	1	13	0	277	Mary Ann Bowles	24	9	Two	,, ...	1	17	0
221	Betsy Towers	40	4	One	,, ...	1	1	0	278	Harriett Rackham	42	6	Five	,, ...	2	7	0
222	Rebecca Metcalfe.....	28	6	Two	Sunderland	1	11	0	279	Charlotte Martin	32	9	Two	,, ...	1	17	0

Note.--Two hundred and seventy-eight Widows, a list of whom appeared in our twenty-eighth number, page 233, Vol. 7, were also relieved in July, making, with the above a total of *five hundred and fifty-seven widows* (not including orphans) of drowned Fishermen or Mariners, who are thus receiving *Annual Grants* to the amount of £938 13s. 6d. yearly, to nelp 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.

Gallant Exploit of a Naval Officer.—As her Majesty's ship 'Exmouth' lay off Canea, Crete, on the 25th of September, a sailor, who had been up the rigging, lost his hold and fell into the sea, a depth of 30 feet; one or two sailors jumped in after him, but their efforts were without effect; he sank to the bottom. At this moment Lieutenant G. L. Sullivan came up and jumped overboard, and it was thought that he, too, had sunk to rise no more; but after two minutes of breathless suspense he reappeared, much exhausted, but with the man he had so bravely risked his life to save, and it is satisfactory to know that both have now recovered from the effects of their long immersion. Lieutenant Sullivan was complimented and congratulated by Captain Paynter for his gallant deed, while the ship's company came forward with the noble-heartedness of true British tars, grateful for the safety of their comrade, and expressed their desire to offer Lieutenant Sullivan a lasting testimonial of their esteem, and the sum of from £80 to £90 was at once handsomely subscribed by them, but their kindness was respectfully declined by Lieutenant Sullivan, who expressed himself sufficiently rewarded by saving his life. In 1852 the same officer received the Royal Humane Society's silver medal for rescuing a man from drowning who had fallen off her Majesty's ship 'Megæra,' when she was going at more than six knots an hour. Thanks on vellum have since been awarded to him by the same valuable Society.

The Longest Vessel in the World.--We have just received an official report of the performance of a river steam-vessel, or articulated train of barges, belonging to the Oriental Inland Steam Company, and intended to navigate the shallow rivers of the East, which possesses peculiar scientific interest from the fact of this composite vessel being the longest vessel ever yet constructed, being nearly half as long again as the Great Eastern. It appears that on trial this great vessel or train was found to be easily manageable, and attained a satisfactory rate of speed; and its success solves the important problem of how to carry a very large cargo on a very small draught of water, against a rapid stream. The train consists of a steamer and five barges, of the collective length of 900 feet. But these barges, instead of being towed asunder, like common barges, are joined to one another by circular joints like a hinge, so that they constitute one long flexible vessel, with only one bow and one stern. The purpose of this arrangement is to obtain the necessary displacement with small resistance, and without the risk of damage, should the vessel get aground, and all these conditions are effectually fulfilled by the arrangements adopted. The train is 30 feet broad and 7 feet deep. At a draught of water of 3 feet it will carry about 3000 tons of cargo. Such a vessel is greatly needed at the present moment to carry up railway materials in India, and to bring down cotton, flax, and other articles of agricultural produce.—*Enquirer.*

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Portfolio.

"BREAD CAST UPON THE WATERS."

For many a long year did the seaman's prayer lie in the old oak chest, but at length, like the chrysalis, it burst its shell and came forth to life and light. Captain Mitchell R—— was from early life accustomed to the sea. He commanded a merchant ship out of Philadelphia. After his marriage, he again went to sea, and committed to writing, while in a highly devotional frame of mind, a prayer for the temporal and eternal happiness of his beloved wife and unborn babe.

This prayer, nearly filling a sheet of paper, was deposited, with his other writings, at the bottom of an old oak chest. The Captain died before the completion of the voyage, in 1757, and his instruments, papers, &c., were returned to his wife. Finding they were generally what she could not understand, she locked up the chest for her babe, (who proved to be a son,) at some future time. At eighteen this son entered the army, and in 1775 marched for Boston. He gave the rein to his lusts, and for many years yielded to almost every temptation to sin. At length, he was called to the death-bed of his mother, who gave him the key of his father's chest, which, however, he did not open, lest he should meet with something of a religious kind that should reprove his sins and harass his feelings. At length, in 1814, when in his 56th year, he determined to examine its whole contents. When he reached the bottom, he discovered a paper, neatly folded, and endorsed—"The prayer of Mitchell R—— for blessings on his wife and child, August 23, 1757." He read it; the scene, the time, the place, and circumstances under which it was written and put there, all rushed upon his mind, and overwhelmed him, for often had his widowed mother led him to the beach, and pointed to him the direction on the horizon where she had traced the last glimpse of flowing canvass that bore his father from her, never to return. He threw the contents back into the chest, folded up the prayer, and put it into the case with his father's quadrant, locked up the chest, and determined never again to unlock it. But his father's prayer still haunted his imagination, and he could not forget it. At length his distress became extreme, and a person with whom he lived entreated to know the cause. He looked on her with mildness, and replied, "I cannot tell you." This only increased her solicitude; he entreated her to withdraw; as she left the room, she cast an anxious and expressive look upon him, and he instantly called her back. He then, with all the feelings which an awakened guilty conscience could endure, told the cause of his agonies—his father's prayer in the old chest. She thought him deranged, his neighbours were called in to comfort him, but in vain. The prayer had inflicted a wound which the great Physician of souls alone could heal. From that period he became an altered man, forsook every way of sin, united himself to the Church of Christ, set his slaves at liberty, and lived and died a humble, exemplary Christian.

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THE SHIPWRECKED MARINER.

No. XXXI. JULY, 1861. Vol. VIII.

DISTINGUISHED NAVIGATORS.

COLUMBUS.

Believing that it will prove interesting, especially to our Maritime readers, we purpose (D.V.), under the head of "Distinguished Navigators," giving a brief biographical notice, in successive numbers, of the lives of eminent men, such as Drake, Anson, Byron, Cook and others, whose voyages of discovery or circumnavigation of the Globe have handed down their names to posterity as men of great enterprise and renown. We give the first and most prominent place to Christopher Columbus, whose name has been given to the great American Continent, which has since been peopled by our race, but are now, alas, engaged in all the horrors of a Civil War.

As has been the case with many men who have attained to eminence, the birth-place of Columbus has given rise to many disputes, but the evidence on the subject preponderates in favour of the opinion that he was a native of the then republic of Genoa, and a little street in the City of Genoa, called the *vicolo di Mulcento*, is regarded as the very locality in which he first saw the light. The next point of discussion was the year of his birth, but it appears pretty certain that he was born about the middle of the fifteenth century, authorities varying the period from 1435 to 1455. His family name was Colombo, which he afterwards, when he went to Spain, changed into Colon, so that he is known among Spanish writers as Christoval Colon, while the Italian historians continue to call him Christoforo Colombo. His family appears to have been of humble origin, notwithstanding many efforts have been made by distinguished families to claim him as an offshoot of their race. All these are small matters in

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themselves, but everything relating to a great man possesses interest when the life of such an one comes under review.

At an early age he acquired the first principles of learning, and delighted in perusing geographical works. He also evinced that strong inclination for the sea, which often forms so striking a feature in the early character of great navigators, and he devoted himself to the study of arithmetic, geometry, astronomy, and other sciences calculated to assist him in a nautical career. To perfect him in his studies he went to the University of Pavia, but his stay there was short, for at the age of fourteen he went to sea, and engaged in various adventures, of which we have no account; but we find him in 1459, engaged as a volunteer, under a relative of the same name, a sea-captain, who, some time afterwards, commanded a squadron in an expedition undertaken by John of Anjou, Duke of Calabria, to recover the kingdom of Naples for his father Renier, King of Provence, from which he had been driven, in 1442, by Alphonso, King of Aragon. In this attempt the Duke of Calabria was unsuccessful, although he persisted in it for four years, in all which time it is supposed the youthful Columbus continued in his service, and even then he was distinguished for his skill and spirit, and had attained to a command. The next information we have of his movements, is his appearance at Lisbon, in 1470, respecting which his son Fernando gives a very romantic account. We are told that Christopher had the command of a ship in the squadron of Colombo, nephew of the hardy sea-captain above-mentioned. This bold rover hearing of four Venetian galleys which were returning from Flanders to Spain, attacked them at sea between Lisbon and Cape St. Vincent; that a desperate and hand to hand fight ensued, in the course of which the galley that Christopher assailed, which was firmly locked in his own, caught fire from the hand-grenades, &c., thrown by the crews, and that he was forced to jump from the blazing mass into the sea, in which he swam to the shore with the help of an oar, a distance of two leagues, on which he landed much exhausted, but soon contrived to reach Lisbon, where he was kindly received by his Genoese compatriots. Strong doubts are thrown on this story, but it is certain that he arrived in Lisbon about this period, Portugal affording a large field of enterprise for adventurers, being then the first to advance in the brilliant path of maritime discovery, on which the Portuguese had embarked from before 1412, until the arrival of Columbus at Lisbon, and in which they had been zealously encouraged by the illustrious Prince Henry. In Lisbon, Columbus married Donna Felipa, daughter of Bartolomeo Monis de

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Palestrello, one of the most distinguished sea-captains employed by Prince Henry, in exploring the coast of Africa. Through this alliance he obtained from his wife's mother all the charts and manuscripts of her deceased husband, and such information as she could give him respecting his voyages. He thus became acquainted with the plans of the Portuguese, and his passion for maritime adventure was thereby greatly stimulated. He made several voyages to the coast of Guinea, and resided some time at the island of Porto Santo, where his son Diego was born.

All this time the mind of Columbus was actively employed in his favourite studies, and about the year 1470 the theory that led to the discovery of America became fixed in his mind. The prevalent idea of the age was the finding a new route to India, as that hitherto pursued had been through the Red Sea and Asia, and this led to the frequent voyages to the African coast, in the hope of rounding its southern extremity, and so reaching the desired land of gems and gold. While pursuing his researches the happy thought occurred to Columbus that the earth was a globe, and if so India might be reached by sailing to the westward. There were many reasons which induced Columbus to become convinced of the truth of his theory; but these are now so well known to every person acquainted with geography that we need not recapitulate them in a brief memoir like the present, and we shall therefore hasten on to the point of greatest interest, namely, how he should be able to carry into practice the precious ideas which had generated in his teeming mind. Filled with these thoughts he communicated them to Paolo Toscanelli, of Florence, one of the most learned cosmographers of the day, and the support which he received from this enlightened man confirmed him in the conclusions to which he had come.

And here we offer no apology for adopting the beautiful observations of Washington Irving on this subject. "When Columbus," says Irving, "had once formed his theory it became fixed in his mind with singular firmness, and influenced his entire character. He never spoke in doubt or hesitation, but with as much certainty as if his eyes had beheld the promised land. No trial or disappointment could afterwards divert him from the steady pursuit of his object. A deep religious sentiment mingled with his meditations and gave them at times a tinge of melancholy, but it was a sublime and lofty kind; he looked upon himself as standing in the hand of Heaven, chosen from among men for the accomplishment of its high purpose; he read, as he supposed, his contemplated discovery in holy writ, and shadowed forth darkly in the mystic revela-

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tions of the prophets. The ends of the earth were to be brought together, and all nations, and tongues, and languages, united under the banner of the Redeemer."

While meditating upon his grand design he made a voyage to the Northern Seas, in 1477, and sailed 100 leagues beyond the island of "Tile," supposed to be Iceland, going as far as 73 deg. of North latitude, and here he speaks of the great fall of the tides, which, he says, rose and fell twenty-six feet, which must have struck him very much, considering that the tides, in the seas he had been accustomed to, rise and fall but little.

Columbus was aware that the enterprise he contemplated required the support of a sovereign state, and although it is said he made an offer to the Republic of Genoa, the first offer of which we have any certain account was that made in 1481 to John II. of Portugal. After the death of the celebrated Prince Henry the maritime enterprise of the Portuguese had died away, but it was rekindled under John II., his grand nephew, and it received at the same time under his auspices an extraordinary impulse from the application of the astrolabe to the purposes of navigation, as this enabled the seaman to ascertain the latitude of his position in the open sea. The value of this discovery was duly appreciated by Columbus, who immediately thereafter laid his proposals before the Portuguese king. But this monarch had the meanness to try to rob Columbus of the benefit of his great discovery, by making an effort to reach the expected land, sending out a caravel for that purpose, but the design failed through the fears of the pilots, who returned and ridiculed the plans of Columbus. Soon after this he left Lisbon, and made offers, it is said, to Genoa and Venice, without success, and finally he went himself to Spain, sending his brother Bartholomew to England, in the hope that Henry VII., who was both wealthy and wise, would give him the means of carrying out his design. Poor Bartholomew fell into the hands of pirates, and was stripped of everything, and it was not until he had endured much misery and lost much time that he obtained an audience of King Henry, who received him favourably, and it is said would have engaged in the project had not Columbus himself brought his negotiations with Spain to a close before Bartholomew could communicate with him. It is not known at what time Columbus entered Spain. When there, he exerted himself unceasingly to obtain an audience of the Sovereigns of Spain, Ferdinand II. of Aragon, and Isabella of Castile; but all his efforts and those who befriended him were long in vain, and we are told the courtiers treated

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him with contempt, "because he was a stranger, and went in but simple attire, nor otherwise accredited than by the letter of a grey friar, they believed him not, neither gave ear to his imagination." But he still persevered, supported by the consciousness of the greatness of his cause.

Robertson, the historian, gives the following fine sketch of his character:—"He was grave though courteous in his deportment; circumspect in his words and actions; irreproachable in his morals; exemplary in his attention to all the duties and functions of religion. By qualities so respectable, he not only gained many private friends, but acquired such general esteem, that, notwithstanding the plainness of his appearance, suitable to the mediocrity of his fortunes, he was not considered as a mere adventurer, to whom indigence had suggested a visionary project, but was received as a person to whose propositions serious attention was due."

At last he was so fortunate as to obtain an audience of the Sovereigns at Cordova, when he was referred to an assembly of the most learned astronomers and cosmographers in Spain for their opinion, and Columbus thought himself now on the point of reaping the reward of his patience and perseverance; but when he laid the plan before this learned body, he found to his great mortification that he would have as much to contend with among the learned as he had suffered from the ignorant of his day. Every obstacle that ignorance, prejudice, and superstition could raise was placed in his path, and even texts of scripture were distorted to overturn his theories and to prove him mistaken, and as might be expected the assembly came to no decision. The court left Cordova in 1487, and it was not until 1491 that he obtained an answer to his application for a hearing from the government. Still he kept his courage up, and followed the court, subsisting as he best could, but suffering great privations. Having lost his first wife, he contracted matrimony during his stay in Cordova with Donna Beatrix Enriquez, a noble lady of that city. At length in the winter of 1491, a report respecting his project, agreed to by the assembly before mentioned, was presented: it condemned the project as vain and impossible. Columbus, however, was told that at the close of the war with the Moors in Granada the Sovereigns would bestow attention on his project. Eventually, wearied out with the repeated delays he had endured, Columbus resolved to leave Spain, and try what could be done in France. Alarmed at this determination an audience was at last granted to him, and this took place amidst much splendour, and the negotiations commenced in earnest; but they were nearly put a stop to from what was called the exorbitant nature of his

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demands, his principal stipulations being that he should be appointed admiral and viceroy in all the lands which he should discover, and receive one tenth of all gains arising therefrom. He offered to advance one-eighth of the sum required for the execution of his enterprise, on condition that he should be entitled to one-eighth of the profits that might accrue from it. He made no stipulation for any reward or emolument whatever in the event of failure. These terms were rejected by those who treated with him, but eventually, after enduring delays and overcoming obstacles that would have utterly broken the spirit of any man but Columbus, all his demands were granted, and on the morning of the 3rd of August, 1492, he was enabled to set sail on that memorable voyage which ended in the discovery of the new world. His squadron consisted of the 'Santa Maria,' commanded by himself, the 'Pinta,' Captain Martin Alonzo Pinzon, and the 'Nina,' Captain Vincente Yanez Pinzon, brother of Martin, and three vessels less fit for such an enterprise it would have been difficult to find. There were four pilots engaged, some official functionaries, some private adventurers, a physician and surgeon, and ninety seamen, making altogether 120 persons. With this force he left Palos, in Spain, and shaped his course for the Canaries, using a chart constructed by himself, based on one sent to him by Paolo Toscanelli. He sailed from the shores of Spain amidst the sorrowing predictions and lamentations of the friends of those on board his vessels. Every day brought fresh trouble upon him, and his difficulties were not lessened when he at last got entirely clear of the land, for on losing sight of it altogether dismay took possession of his people, and it required all the art and skill of Columbus to soothe them and induce them to proceed. In this he succeeded so far that for many days they went on contentedly, but when week followed week, and there was no appearance of the promised land, they broke out into open revolt, and demanded to be led back. Finding that his endeavours to soothe them were of no avail, he assumed an air of authority, and told them plainly that he and they had a duty to perform, and that he was determined that it should be performed. Signs of the vicinity of land beginning to appear they were encouraged to persevere, and although those signs were often delusive, it became manifest at last that they must be approaching land, and the expectations of the crew were wound up to the highest pitch. Accordingly, on the 12th of October, 1492, Columbus and his enraptured followers beheld before them an island of some extent giving every promise of a delightful country. Thus was accomplished as a reality, what thousands had considered to be a wild dream—the discovery of a new hemisphere, and the discoverer, who had been previously looked upon as little better than a madman, was now regarded as more than mortal. Columbus himself, who considered that he had now fulfilled his mission, little dreamt that he was only at the beginning of a life the troubles and bitternesses of which far exceeded anything he had hitherto experienced.

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Columbus landed on the island, and with his followers returned solemn thanks to God for having brought them in safety to the end of their voyage: he then took formal possession of the island for his Sovereigns, naming it San Salvador. Nothing could exceed the surprise of the natives at beholding the squadron, considering the people to be the inhabitants of another sphere, and their ships huge monsters with wings. The island on which they landed is now known to be one of the Bahamas, but which is not stated with certainty. Everything around the Spaniards struck them as new and strange, and it became evident that white men had never been seen on the island before. The main object of search by the Spaniards was gold, but of this they saw very little, and it was confined to a few personal ornaments worn by the most distinguished of the natives. The idea of Columbus that he had reached the Indies made him seek for proofs of his conviction, but the more he sought to satisfy himself on this point the less certain did he feel. He coasted from island to island, but so far from reaching India, it appears that he never even landed on the continent of America itself.

Our space will not allow us to follow the expedition in its peregrinations, nor to detail all the misfortunes that befel it. One of his vessels, the 'Santa Maria' was wrecked, and after leaving a number of his people at La Navidad, a fortified post, which he had erected at Hispaniola, he departed with the other two on his return to Spain. On the voyage the ships were attacked by a dreadful storm, and they were parted. Columbus, however, contrived to reach the Azores on the 15th of February, and here a treacherous attempt was made to get possession of the person of the admiral, in order that the king of Portugal might obtain for himself the fruits of this discovery; but Columbus was fortunate enough to escape this snare, and at last through fresh dangers his shattered barque arrived in the Tagus on the morning of March 4th, 1493. He was received with much honour in Lisbon, but was continually haunted with suspicion of foul play from King John. While in Portugal he wrote a short account of all his adventures and discoveries, and sent it to King Ferdinand of Spain. He soon followed this letter, and entered Palos on the 15th of March, on his return triumphant from the new world which he had discovered. Here he and his companions were received as men returned from the grave, and nothing could exceed the joyful eagerness with which they were listened to by their wondering countrymen. Their first visit was to the church, to which they were accompanied by a vast concourse of people, amidst the firing of cannon and the ringing of bells. And it is remarkable that on the evening of that very day the vessel from which Columbus had been parted in a storm, the 'Pinta,' with Martin Alonzo Pinzo and his crew on board, sailed into the harbour of Palos, thus removing the only remaining cause of anxiety that disturbed the joy of the people on their account.

If the joy of the people on the return of the expedition was so great, what

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must have been that of the Sovereigns under whose auspices it was undertaken, and upon whose reign it would shed a lustre exceeding any that ever distinguished the monarchs of other lands or other times. Great as had been their power and glory previously, this discovery was of a nature to satisfy the most boundless ambition, and they felt a proportionate gratitude to the man through whose wisdom and courage the discovery had been made, and the reception they gave him proved the strength of their feelings. Unbounded power was given him in the new world, and unmeasured honours conferred upon him in the old. He was received on his arrival at Barcelona by the king and queen, seated on the throne in their robes of state, and welcomed with a respect and honour never bestowed upon a subject in Spain before. He laid the treasures he had collected at their feet, and presented to them some of the natives of America, whom he had brought home in his ship, and he would have knelt down in homage before them but they compelled him to rise and be seated in their presence, and listened to the narrative of his voyage and discoveries with an interest that must have gratified the gallant seaman, and in some degree rewarded him for all the toils and dangers he had gone through. Alas! for the imperfection of all the works of man! This event, which opened up a new sphere for the enterprise of the inhabitants of the old world, fell like a deadly blight on the people of the new one, who were swept by millions from the face of the earth by their cruel invaders, who went among them proclaiming the kingdom of the Lord of Mercy, but indulging themselves in the practice of every crime that can disgrace humanity.

The news of the discovery of this new path to the Indies, as the new lands were called, filled all nations of Europe with an eager desire to share in the advantages that might reward their search, and much regret was felt by those governments that had neglected the offers of Columbus. This heroic commander rested but a short time on the deathless laurels which he had so boldly won, for within a year of his return we find him busily preparing for a new voyage to the westward, not now having to implore assistance in his enterprise, but finding thousands ready to help and embark with him, in search of honour and riches; and he was forced to set a limit to the number of volunteers, but notwithstanding this he found himself at the head of 1500 men. His fleet, which was fitted out at Seville, on this occasion consisted of seventeen vessels, three of large size, and the remainder small; but all of them were amply and suitably provided, so that the happiest results were expected from the expedition. Nor was this done as if for a mere voyage, for the ships carried out horses, tools of every kind, seeds, and the necessary materials for effecting a permanent settlement.

With what a different feeling must Columbus have regarded the large fleet now at his command from that with which he looked upon the miserable little squadron with which he started from Palos, for the purpose of discovering

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whether there was such a way as he thought there must be to that land whose mountains yielded diamonds, its rivers gold, and its seas pearls, while the most precious productions and fruits sprung from its soil; the glories of which dazzled every mind, and of which so much had been said and sung. He knew that if he succeeded a glory would encircle his name that would make it more renowned than that of all the kings and conquerors who had ever ruled, and frequently desolated, the empires of the world; if he failed he would be regarded among the many adventurers who had led the world away by splendid phantasms, bringing destruction upon their own heads and the heads of their deluded followers. All this had been forced upon the attention of Columbus, but firm in his belief of the soundness of his theory, and calm in the conviction that he was a chosen vessel for effecting a great purpose, he never suffered his mind to waver, but steadily pursued his object until that object was attained. Considering that, in discovering land in the far west, he had found the long-dreamt of path to India, he was satisfied that he had performed every pledge he had given to Sovereigns and the world, who acknowledged his claim to their gratitude and his title to the highest rewards and to imperishable fame. He was no longer the obscure adventurer begging for a hearing to petty potentates, but was himself a potentate exceeding many of them in power and dominion, as much as he excelled them in wisdom and knowledge. He might well then look round on his adherents and his ships with pleasure, and indulge in hopes of what he might be able to effect with the large means now at his command.

(*To be concluded in our next Number.*)

SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

(THE TWENTY-SECOND ANNIVERSARY.)

THE Annual meeting of this National Institution was held at Willis's Rooms, King Street, St. James's, on the 31st May. His Grace the Duke of Marlborough, President of the Society, in the Chair; we observed also present Rear-Admiral the Earl of Shrewsbury and Talbot, C.B., Admiral Sir George F. Seymour, K.C.B., Rear-Admiral F. Bullock, Captains, Royal Navy, Hon. F. Maude, J. S. Lean, Westbrook, Heaslop, C. R. Egerton, B. J. Sulivan, C.B., Board of Trade; Arthur Ellis, Esq., R.N., Capt. Hinson; Rev. R. H. Baynes, Joseph Payne, — Lloyd, Wm. Stuart, Richard Lewis, Montagu Gore, George A. Brograve, V.P., Esqrs., Lieut. W. H. Symons, R.N., Second Secretary; Mr. T. C. Finch, &c.; there were also a number of ladies present.

The meeting having been opened with prayer by the Rev. R. H. Baynes, Chaplain of the Sailors' Church and Home,

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The noble Chairman then addressed the meeting as follows:—

Ladies and Gentlemen,—I need scarcely detain you but for a few minutes with any observations of mine in introducing the business of the meeting. The subject is not new to you; we are merely re-enacting our annual proceedings in assembling to tell and listen to the report of the progress and position of this society. I am quite sure that I need not remind you of the great value and importance of such an institution to our mercantile marine, in affording the means of alleviating the sufferings of those who are unfortunately wrecked on the shores of Great Britain. The number of wrecks which take place annually is of a most alarming character. I believe that as many as thirteen or fourteen hundred have occurred on our coasts during the past year. You are all aware that the object of this society, which is carried out with the most indefatigable zeal by the gentlemen employed by you, is to be present on the occasion of every wreck to receive those who are cast upon the shore, to supply them with clothes and other necessaries that they may be in want of, and then to forward them to their respective homes, or the ports from which their vessels took their departure.

Another and perhaps a more important object of the society is to relieve the sufferings and woes of the widows and orphans of those whose lives are sacrificed in the fearful storms which occur at sea. Every one present is aware of the frightful gales which have taken place during the last year. The elements seem to have been permitted to be unusually destructive, and the amount of danger which have been undergone, and the hardships, suffering, and misery which have been endured is such that the mind of man can scarcely conceive. Well, then, whenever we think of those tempests which, in the providence of God, are permitted to happen, we must feel that it is some alleviation to the sufferings then undergone that there are benevolent gentlemen, actuated by Christian principles, who are caring for the poor sailors cast upon the coast, and taking means to provide for their necessities, or should their lives be lost, doing something to mitigate the grief, and supply the pressing wants of their desolate widows and orphans.

But the objects of this society are so self-evident, that I need not say one word to commend them to your notice. This is not a new association, but an old association—an association whose excellencies only require to be better known and understood to be more appreciated than it has hitherto been. I do trust that in the future an enlarged amount of support will be given to it, that it may be enabled even more effectually than it has hitherto done to carry on its benevolent operations. For it is but right you should know that while the demands upon the funds of the society have increased to an enormous extent, the receipts have not increased in a proportionate manner. I cannot conceive for one moment that that is owing to any want of sympathy in the object which the society is formed to carry out; I feel persuaded that a work more consonant with every Christian feeling and every benevolent motive can scarcely be found to exist. It must be that in the variety of other societies which have been formed—the great rage for societies which exists at the present day—and the claims which they make upon public support, the attention of benevolent and philanthropic individuals has been somewhat diverted from the peculiarly pressing demands which this association presents. I trust, however, that whether amongst those who are present at this meeting, and whose numbers afford but a small indication of the amount of support afforded to the society, or those to whom the report will go forth as subscribers, no effort will be spared (and I am sure the hope I express will be echoed by those gentlemen who surround me) to make known more widely and extensively the benefits which it is intended to confer, the great work which it has already accomplished, and the claim it has for more liberal support than it has hitherto received.

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I will not trench further upon your time and patience, because the only other remark I could offer to you would be those contained in the admirable report drawn up by your respected secretary, Mr. Lean, and which in few words and the most business-like manner contains a record of the proceedings of the society during the past year. I do hope that the report will be the means of awakening fresh interest in the institution and secure for it an enlarged and increased amount of support. I only pray that God in his mercy may bless the efforts of this association, widely extend its usefulness, and permanently establish its benevolent operations. I am requested to state that a letter has been received from Admiral Harcourt, expressing his regret that he is unable to attend this meeting. Another letter has been received which shows the interest which some of the friends of the institution feel in its welfare, not in life only, but at their death. This is a letter from the widow of a gentleman who states that it was the intention of her husband to leave £1000 to the "Shipwrecked Mariners' Society," but which intention he was not permitted to fulfil during his lifetime; she now wishes to know in what way she can forward the amount which it was her late husband's wish to contribute. A letter like this must be most gratifying to all the friends and supporters of the institution.

The following report was then presented:—

Your Committee appear before you to present their Twenty-Second Annual Report, in which they have to tell of blessings dispensed through your bounty to the poor Shipwrecked Mariner in the hour of need, and to the bereaved Widow and Orphan deprived by the ruthless tempest of their earthly stay.

The unparalleled success that has attended the carrying out the design of your association they humbly attribute to the grace of God, who has deigned to bless their labours by making them, in so short a time, *His* instruments in ameliorating so great an amount of human misery; and they desire that to Him alone the praise be given.

It is impossible but that the terrific storms of the past winter, and their awful effects as narrated by the press, must have told upon the hearts of the general public, but more especially on those whose sympathies are with England's hardy sons, who so boldly face the perils of the deep, and who are, under God, her great bulwark; to all, however, it must be satisfactory to know, that, in the midst of those unprecedented scenes of distress, on every part of the coast where the storm raged your Honorary Agent was to be seen, as the genius of Charity, hovering over the spot, ministering to the varied need, clothing the naked, feeding the hungry, and visiting the widow and the fatherless in their affliction, and, where the poor castaway was distant from his home, with all speed despatching him there, to quiet by his presence the anxious fears of those dear to him.

The following extract from a letter of one of your Agents to the Secretary, will at once give an idea of the need thus instantly met, and be very gratifying to all who help to uphold so noble an institution:—"Dear Sir,—Please forward on receipt a few Railway Warrants, both sorts; I am quite out, and have a great many more men to forward home. Yesterday was a day not to be

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forgotten. I cannot give you the faintest idea of it. You will see in the papers upwards of sixty vessels on shore at Hartlepool, a great sacrifice of life! I have been up since daylight on Saturday morning and am nearly done up with work; have had a great deal of trouble to get lodgings for so many—nearly 400 men; the most of them have lost the whole of their clothing. I shall want a large sum remitted from you: will let you know in a day or two. I am very thankful that my health has been such as to enable me to attend to my duties. I expect the expense will be immense."

The storm to which this letter alludes cast nearly a thousand men, and three hundred and fifty widows and orphans on the bounty of your Society!!!

Your Committee submit under the following heads the several points of your Society's operations, while for the detail of receipts and disbursements during the past year they respectfully refer to the statement appended.

Income—

The income of the past year has been £13,990, and the disbursements £15,302. Your Committee, notwithstanding an increase of income over 1859, of £1043, have again to record a deficit, amounting to £1312; thus, while in the last *four* years the *net* income has been raised from £10,584 to £13,990, the claims on your bounty have risen yet more rapidly, absorbing the balances and necessitating the sale of £2540 stock. The steady increase of the demands on your Society may be shown thus:—during the first seven years from its institution, there were relieved 12,910 widows, orphans and shipwrecked men; the second seven years, 27,013 were relieved; and in the third seven years, ending 31st December, 1860, 47,520 were relieved! It would be difficult to attribute this to any other cause than the vast increase to the commerce of the country during the last twenty years; it is, however, remarkable, that while the number of claimants have increased three hundred and sixty-eight per cent. in fourteen years, the income has only increased in the same period two hundred and eighty-six per cent., which will at once account for the deficit.

The Committee gratefully acknowledge the following liberal donations of £25 and upwards received during the year:—His Grace the Duke of Buccleuch, £25; Miss S. De Lancey, £25; Signor Don Cristoval De Murrieta, £50; Admiral Fanshawe, £25; The Misses Frend, £31 10s.; The Grocers' Company, £100; H. E., £100; Admiral Sir Henry Hope, £25; A. W. Jaffray, Esq., £25; Major-General Lawrence, £25; The Members of Lloyds, £25; The Governor and Directors of London Assurance Company, £50; The Lord Mayor (Alderman Carter), £25; John

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Pepys, Esq., £100; The Earl of Radnor, £30; The Royal Exchange Assurance Company, £100; Messrs. Spartali and Co., £30; William Stuart, Esq., £100.

Honorary Subscribers:—

These, including the branches, number 16,100.

Seamen and Fishermen—

The number subscribing for 1860 was 47,197, this allowing for 1000 subscribers who have died or left the sea, gives an increase of 1697 new members, which is satisfactory as a proof of the appreciation of the Seamen of your benevolent exertions for their good.

The total number of Subscribers last year amounted to 63,297.

Legacies announced during the Past Year.—

Miss Jane Braithwaite, £10; Wm. Hole, Esq., £500 (reversionary), and jewellery, &c., which sold for £114; Mrs. Young, £100, duty free; Capt. Bowerbank, R.N., £100.

Flags.—

The number of Vessels carrying the Flag of your Society (white with St. George's Cross, having in the quarters S.F.M.S.) continue to increase, the last number entered, being 3077. The main object in establishing a Flag was to create an *esprit de corps* among the maritime members of the Society, and that it might become a general advertisement. It has, besides, a commercial advantage to those Vessels carrying it, as when the Flag is displayed passing certain appointed stations on the coast, by means of a number inserted in the centre of the cross, her name is made known, which, with the time of her passing, is reported by post to your Secretary, and communicated by him to the owners and others interested, through the *Shipping Gazette:* a small fee of 2s. 6d. annually covers the expense and leaves a small balance for the general objects of the Society.

"*The Shipwrecked Mariner.*"—

This little periodical, of which 2000 are circulated quarterly, is published under the responsibility of the Society, and, besides containing much useful and entertaining matter, affords another opportunity of making known its working in detail, by which it has been the means of indirectly aiding the Funds, while paying its own expenses, and leaving a small available balance: your Committee therefore solicit the Friends of the Society to help in increasing its circulation.

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similar to that at Greenwich for those of the Royal Navy, and propose that every effort shall be made to bring the subject again prominently before the public, in order to raise funds for carrying out so desirable an object as that of providing an honourable retreat for our brave Seamen when requiring such an Asylum. Your Committee do not propose to subject the Funds of your Society to the maintenance of the Asylum or the Pension Fund after they are established, but that they shall be wholly independent, believing, when they consider the place our Seamen hold in the estimation of the British public, as, under God, the nation's surest bulwark, that there will be no lack of support in providing them with an honourable retreat in old age, especially when it is made publicly known that England is almost the only maritime nation that has no such provision for their Merchant Seamen!

Your Committee record with deep regret the loss by death of two of your Vice-Presidents and liberal supporters, viz., The Right Hon. Earl Manvers and Admiral Hawker.

Your Committee acknowledge with great pleasure the hearty co-operation they continue to receive from their fellow labourers, the Honorary Agents, on the various parts of the coasts, to whose unabated zeal and energy the Institution is mainly indebted for its efficiency. They record with great satisfaction the benevolent help rendered to the good work by many of the Clergy and Ministers of Christian congregations, who have pleaded from their pulpits the cause of the poor castaway; also the British and Foreign Sailors' Society, the Thames Church Mission, the Missions to Seamen, and the lady and gentlemen collectors—they are greatly indebted for the assistance rendered by the officers of the Coast Guard, the Scottish Board of Fisheries, whose Officers act as Agents for the Society, the Shipping Officers, the Superintendents of Sailors' Homes, and the various Railway and Steam Packet Companies, by whose assistance the operations of the Society are greatly facilitated, and the comfort of the sufferers much increased.

In conclusion, your Committee again desire humbly and thankfully to acknowledge the grace of God in hitherto crowning their labours with His Divine blessing; and beg respectfully to impress upon the nobility, gentry, merchants, shipowners, and the public at large, that in supporting this Institution, they are affording the means of helping the poor castaway Mariner at the moment of his greatest need, and, if the sea has swallowed him up, of succouring his bereaved widow and orphans—they repeat the significant fact, which needs no comment, that during *the past year* 11,091 *persons* have been relieved by your Society, consisting of 3844 *Widows and Orphans*, and 7247 *Mariners* suffering from Shipwreck; and they confidently appeal to every Christian and benevolent heart in the kingdom, to help in a work which has for its object

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the care of a body of men, who are foremost as the servants and defenders of the Nation.

(Signed for the Committee) HENRY HOPE, ADMIRAL,
Chairman.

The Earl of SHREWSBURY and TALBOT—

My Lord Duke, Ladies and Gentlemen,—I have the duty imposed upon me of moving the adoption of the report. It is almost useless that I should make any remark in doing so, because I think the advocacy of this important, useful, and benevolent charity might well be left to the plain unvarnished statement of facts detailed in the report just read. But it is usual that some few remarks should be made in moving the different resolutions at these meetings, and there are two or three points which struck me while the report was being read upon which I may say a word. And first I would say, I am sorry to observe that the income of this society is not coincident with its expenses. I can only attribute that, not to any want of interest in the operations of this useful and extending charity, which must be paramount in a maritime country like this, but to the want of its claims being more fully known. Every one in England, in every sphere of life, must have an interest, either indirect or direct, in the welfare of those whose cause we advocate to day.

Another point in the report which struck me is the large number of wrecks that have taken place during the past severe winter, and the immense number of deaths that have ensued thereby. When we think of that fearful fact, and of the great number of forlorn widows and orphans created by those severe visitations of God, by which they have been bereaved of husbands and fathers, surely it becomes the paramount duty with those who live in a maritime country like this to make some adequate provision to relieve the sorrow and distress thus occasioned. When we consider the large number of charitable institutions which abound in almost every direction I am sure we shall feel that this ought not to be the last nor the least in securing our regard.

From the great increase which annually takes place in the number of wrecks on our coasts, I think we may fairly infer that there is a great increase in our traffic and commerce on the seas, and this ought to be a sufficient reason, I should think, why a society like this should receive increasing support from those who benefit by that commerce. As I just observed, there is no person in the country, in whatever sphere of life he moves, who is not interested in some way or other with the subjects of this charity; for though he may not be a frequenter of the seas himself, still he must know that all the luxuries and appliances of life which he enjoys are the results of commercial enterprise, and that that commerce is not conducted without great risk of life in many instances, as we heard so eloquently set forth in the report which has just been read. I therefore think it is not asking too much that every person in the country should exert his personal influence in support of this institution, which is, I may truly say, a thoroughly English and universal charity. By means of this society we are fulfilling the duty laid down for us in the Scriptures of visiting "*the fatherless and the widow in their affliction*," and carrying comfort as far as human instrumentality can do to the sorrowing and bereaved, in the most melancholy of circumstances.

I need not trouble your Grace with any further observations; I shall therefore conclude by saying that this society not only appeals to the best and noblest feelings of our nature, but also to our lower interests; for the more we afford protection and help to those who minister, directly or indirectly to our wants, the more confidence and energy we give them in the hours of peril, arising out of the duties they are called upon to fill, because they know there are some to care for them when the pitiless storm

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is raging around them, and if their lives are unfortunately lost, their widows and orphans will not be totally unprovided for.

I beg to move—

"That the report now read be received and entered on the minutes, and circulated under the direction of the Committee."

Admiral SIR GEORGE SEYMOUR seconded the resolution.

He said—I should not think it right to offer myself to the attention of this meeting after the objects of the society and the extent of its operations have been dwelt upon with such ability by the noble Duke who presides, and by my gallant friend who has proposed the adoption of the report, did I not think that it behoved me, as the oldest sailor in the room, to express the gratification I have felt in listening to the details contained in the report. The extent of benefit afforded by this society must strike with astonishment and delight every person who is interested in the welfare of our seafaring population. I am quite sure that if all the friends of the institution should attend its annual meeting there is not a room in London large enough to receive them, nor could we find a place in which all those who have been relieved and forwarded to their homes, nor the widows and orphans of those who have perished in shipwreck on our coasts could be assembled. I have sometimes thought what an assembly that would be. I can imagine no scene more touching than would be thus presented, where so much gratitude would be expressed, and so much practical proof of the beneficial operations of the society afforded. But I will not dwell upon your time; I will only mention one circumstance; this society is entirely for the relief of those who have had the misfortune to be wrecked upon our coasts, and it is eminently calculated to meet their needs. But the means of preventing such calamities are not what we could wish. No one can look at what is called a wreck chart of this island without seeing the fearful number of vessels which are lost upon the eastern coast, and every one must regret how little progress has been made in providing harbours of refuge on those exposed shores. Enquiry after enquiry has been made, the subject has been continually before Parliament, and I really believe that the number of "blue books" that have been printed respecting it, if their materials were hardened, would make no inconsiderable addition to a breakwater. Still nothing practically has been done, and while we are waiting to see in what way the evil may be best met the object so much desired remains unattained. I do hope that those who, from their positions of influence can do what an humble individual like myself cannot possibly accomplish, will exercise that influence, so as to direct the attention of the legislature and the public more forcibly to the subject, so that some advance may be made towards the prevention of calamities which are so numerous and fearful in their consequences.

GEORGE A. BROGRAVE, Esq., President of the Bath Auxiliary, and one of the Vice-Presidents of the Society, supported the motion, and took the opportunity of presenting from the Bath branch a cheque for £120, in addition to £100 previously remitted.

JOSEPH PAYNE, Esq., Q.C., Assistant Judge, moved—

"England being the only maritime nation of any consequence that has no provision in old age for its merchant seamen, this meeting learns with great satisfaction that the Committee have had tables cast to ascertain the amount of pension for a given subscription which can be ensured at the age of sixty, or if previously disabled, in order to

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establish a Pension Fund to which seafaring persons of all ranks may subscribe, both for themselves and their widows, and that the same are to be published forthwith, and also that it is proposed to bring prominently before the public the subject of an Asylum for Worn-out Merchant Seamen, similar to Greenwich."

He said he could not help reminding himself of the agreeable contrast between the weather on the present to that on the last occasion he had attended the meeting of the society. Then the rain descended in torrents, and he was glad to get any mode of conveyance to the rooms. And yet we then found as many persons present as now, which convinced him that the supporters of the institution were not to be regarded only as fair weather friends. He once heard a story of the clerk in a country church, who was sadly disconcerted at seeing a number of fine ladies and gentlemen enter the building at the commencement of the service. After sundry communications with the beadle he got up to the front of the gallery, and thus addressed the congregation:—"Notice is hereby given, that there will be no anthem sung in this church to-day—'cause why?—'cause strangers be present, and we be ashamed." Now he (Mr. Payne) felt almost inclined to adopt the same course when he saw the noble Duke in the chair, and the noblemen and gentlemen around him, and say, "Notice is hereby given, that I shall make no speech to-day—'cause why?—'cause great people are present, and I am ashamed." And yet, considering that this was to be his 2,670th speech, and feeling as he did that those whom he addressed had their hearts so fully in the noble work whose claims had brought them together, he thought he might venture to offer a few words to them, assured that they would listen attentively, though what he said might not be so good as what they had already heard.

Looking at this society as a goodly ship, he proposed to speak of it in four ways, and to point out four peculiarities of its construction and management. And first he would say—

Its timbers are stout;
It keeps a good look out—
It never tacks about,
And it puts its foes to rout.

Its timbers were stout; it was a well planned society in the first instance. The Queen, the Prince Consort, its patrons, the noble Duke in the chair, and all its vice-presidents, its committee and officers, had all hearts of oak; they were the right sort of people, so that whether they looked at the society in its inception or continuation, it had its timbers stout; then it kept a good look out—for new members, for honest and intelligent agents, for subscriptions and donations, and for deserving persons to receive its rewards. It never tacked about—it went direct to the objects of its regard, and relieved their necessities at once. And, then, it put its foes to rout. Some people would say, surely a society like this could have no foes. Yes it had, and one of the most deadly was indifference. Delay was another foe, and deficiency of means a third. But all these were put to rout by the energy and promptness of the officers and agents of the society, and of the liberality of its friends.

Then he would point to four peculiarities in the society, as to condition and experience—

Sometimes it gets a toss;
Sometimes it mourns a loss;
It steams as well as sails,
And it prays for favouring gales.

Sometimes it gets a toss. There were ups and downs in all societies—one year the income exceeded the expenditure, the next perhaps there was a deficiency, but still the society was able to sustain these tossings on account of its stability. It sometimes mourned a loss. This year they had to mourn the death of the Earl Manvers, who

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presided on the last occasion that he (Mr. Payne) attended, and who, in lieu of a speech, presented the society with a cheque for £50.

It steamed as well as sailed—it got on both ways. It steamed—there was the fire of love, which heated the pure water of zeal, which generated the steam of activity, which moved the piston of energy, which turned the paddle-wheel of usefulness, and so urged the good ship on. It sailed—there were times when they felt they could do nothing of themselves, but were entirely dependent upon Providence; when human ingenuity was at fault, and they could only spread their sail and wait the favouring breeze. And so it was that by human exertion and the Divine blessing, they were enabled to steam as well as sail. Then it prayed for favouring gales. Prayer was a blessed messenger between heaven and earth, having communication with both worlds, sending up our requests from below, and bringing some blessings from above, and he was glad to find these meetings were always opened with prayer.

Then it had four peculiarities as to its occupation and object—

It had plenty of work to do;
Its log was well kept and true;
It had a great end in view,
And it made an appeal to you.

Plenty of work to do. There was the new Hospital, of which the report spoke; there were rewards to give for saving life at sea, there were widows and orphans to relieve—in fact, after listening to the report it was not necessary to prove that the institution had plenty of work to do. Then its log was well kept and true. A ship without a log was an anomaly, and if the log were not well kept it was useless. It was not sufficient that it should be true, it must be also clear, and well kept. This was satisfactorily the case with the society, as we need not stop to prove. It had a great end in view—that there should be no shipwrecked sailor's widow and orphans in poverty; that there should be no mariner cast on our coasts without being provided with the means of getting home, and that there should be rewards bestowed for gallant services in saving life.

Lastly (said the learned gentleman), it makes an appeal to you. It says to you, live for it—give for it—say for it—pray for it—cling to it—bring to it. If there were any sailors present I should remind them of the story of the man who once found a dog with a broken leg. He took it home and dressed its wound, and kept it till it got well. It then, to his surprise, ran away, and made him think it was a most ungrateful dog. But about twelve months after it came back, scratching at his door, and along with it another dog with a broken leg, which it had brought to the man to be healed. I would say to any sailors who were here, if you have derived good from this institution, bring your comrades to share its benefits. Addressing the friends of the society, I would say—

Good men and true, your gallant ship
Speed on her fearless course,
Though in the waves her broad bows dip,
She will not heed their force.

Proclaim her still, a sturdy bark,
Which marks to guide her way;
The star of hope at midnight dark,
The Sun of Truth by day.

Pick up the weak, too spent to swim,
Ere in the deep they sink;
Its wonted vigour give the limb,
The head its power to think.

But if the life ye cannot save,
Assuage the sufferer's grief;
And give the dead a peaceful grave,
The living, sweet relief.

The widow'd wife, the orphan child,
Deprived of stay and store,
Meet their hour of sorrow wild,
And bid them weep no more.

Though foes be strong, and danger vast,
Believe what Scripture saith;
And nail your colours to the mast,
And fight "the fight of faith."

And ye shall hear, your voyage o'er,
Not guns from tower or fort,
But songs of angels from the shore,
To welcome you to port.

And when He sees your glorious prize,
With voice unheard by none;
The Lord High-Admiral from the skies,
Shall greet you with "Well done."

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MONTAGUE GORE, Esq., seconded the resolution.

He said it was with great pleasure that he attended a meeting of this society, because he felt that it had strong claims upon public support. The present was an age distinguished for the spirit of benevolence and philanthropy, but that very spirit was often misdirected, and no doubt many charitable institutions spring up of an ephemeral nature, which, though emanating from good motives, were open to objections. He believed that any institution which tended to weaken or diminish that spirit of self-reliance and self-dependence which ought to be encouraged in all their influence, was, upon the whole, a baneful one. This society was free from any objection of that kind. The evils which it proposed to remedy came not from the sufferers themselves. Shipwreck was not brought on by the fault of individuals, and therefore the sufferings which this institution sought to alleviate, were such as did not arise from the misconduct of its subjects. Again, those to whom the benefits of the institution were extended had peculiar claims upon the gratitude of the public. By them the commerce of this country with other lands was carried on—to them we looked for the support of our fisheries, and in the hour of danger they were found amongst the bravest defenders of the crown. He admired their bravery and valour, shown not in battle and conflict only, but in contending with the raging elements, and risking their lives, as they so often did, to rescue their fellow creatures from a watery grave. It was sometimes said of sailors that they were not thrifty, and certainly they did not always display that spirit. But he (Mr. Gore) thought of all the interesting features in the report just read—that was the most interesting which spoke of the contributions of seamen to this noble institution. When, therefore, they were told of the unthriftiness of the sailor, they might point to the pages of the report to prove that it was not always the case. He believed there was no class of men who showed more gratitude for services done them, and upon whom kindness told so much.

Referring to the claims which this society had upon public support, he asked what would be the condition of the 11,000 widows, orphans, and shipwrecked persons who had been relieved during the past year? True, when any startling calamity occurred on our coasts there were not wanting liberal voluntary contributions from the public to meet the pressing needs of those who had suffered. But the great merit of this society was that it systematised charity, and provided succour for those whose miseries did not attract public attention. The family of the poor forlorn mariner, whose boat was upset and whose life was sacrificed alone, suffered as keen anguish as the families of those who were swept away in the midst of such terrific storms as had lately passed around our coasts. He felt, therefore, that there were peculiar claims presented by a society which provided agencies by which these solitary cases were met and attended to, as well as the more extensive calamities, and he trusted that it would continue to receive a large amount of public support. It was, indeed, a noble feature of this country that it abounded in charitable and philanthropic institutions, it was a proud testimonial to the spirit of Christian benevolence which animated the British public. But he thought amongst all these institutions there were none more noble, and none more deserving of universal support than such as this, the benefits conferred by which were so indisputable—which administered the balm of consolation to many a wounded heart—and which, in the dark hours of distress and sorrow, sent some rays of comfort and hope through the desolate cottage of the mourner. It was, therefore, with great pleasure that he seconded a resolution which proposed still further to augment the good it could render to such a deserving class of our fellow creatures.

The Rev. R. H. BAYNES, moved—

"That the best thanks of this meeting are hereby offered to the Honorary Agents of the

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society, for their great zeal and energy in carrying out its benevolent objects; to the clergy and ministers of Christian congregations, who have advocated the cause of the society from their pulpits; also to the honorary auditors, the lady and gentlemen collectors, the Scottish Board of Fisheries, the Thames Church Mission, the Mission to Seamen, the British and Foreign Sailors' Society, the Coast-guard, the superintendents of Sailors' Homes, the Shipping Officers, and the Railway and Steam Packet Companies; and that this meeting, in gratefully acknowledging their encouraging co-operation, do earnestly request the continuance of their valuable services."

He said the report of the society was the most eloquent speech that could be made for it, and sufficient had been said by previous speakers to lead the meeting to feel that the society was doing a great, real, and necessary work. Looking over the draft of that report prior to the meeting, he had felt that the society was working in the right way—the way in which the great Master himself would approve. It was very remarkable in reading the New Testament to observe the connexion between the Saviour's work for men's souls and bodies. The charge to the Apostles of old was to heal the sick, and to preach the Gospel—to care, not only for the spiritual but also for the temporal necessities of those brought within their reach. This society seemed to him to be the embodiment of the parable of the good Samaritan.

Around the coasts of these islands thousands of sailors were annually shipwrecked and cast ashore, their lives but just spared,—altogether desolate, and but for an institution like this, would be almost friendless and starving. To them this society was the good Samaritan which provided for their present pressing needs, and found the means of forwarding them to their homes. But this was not one-half of the work it did. Probably its most blessed work was the consolation it carried to the poor heart-broken widow and orphans in their new and almost overwhelming distress; helping them to bear up under those mysterious dispensations of God's providence which had deprived them of husband and father. He had not time to say more than that he felt sure the meeting would gladly recognise the services of those gentlemen referred to in the resolution, and upon whose exertions the well-being and usefulness of the society mainly depended.

Captain the Hon. F. MAUDE, R.N., seconded the resolution.

In doing so, he said it was most gratifying to find when so fearful a calamity as that which recently occurred at Whitby took place, there were generous individuals coming forward with liberal contributions to meet the distress thus occasioned. But, it must be remembered, that it was not the good fortune of sea-faring men to be wrecked always in the neighbourhood of wealthy and liberal persons. Many of the cases of suffering from shipwreck which most needed help occurred on desolate parts of the coast, where there would be few or none to help the poor desolate creatures who escaped with their lives but for the existence of this society. Before it was established, the sailor thus deprived of his all, was obliged to beg his way homeward, or to the nearest port; what was the fact now? he would answer for it that there was no part of the coast of this country upon whom the shipwrecked mariner could be cast on which he would not find, within easy distance, the helping hand of one of the honorary agents of this society. The claims which these poor men made upon those agents might to some extent be judged of from the quotation in the report from the letter of one gentleman, who said—'I have been up since daylight on Saturday morning and nearly done up with work. Have had a great deal of trouble to get lodgings for so many—nearly four hundred men; the most of them have lost the whole of their clothing. I shall want a large sum remitted from you; will let you know how much in a day or two. I am very thankful

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my health has been such as to attend to my duties. I expect the expense will be immense. I have done my very best, and gone the most economical way about it."

During the past year, the society had been the means of relieving no less than 11,091 widows, orphans, and shipwrecked persons, and he felt that they could not be too thankful to God for putting it into the hearts of the persons who originated the society, and for the way in which He had prospered its labours. Notwithstanding the numerous demands which had been made upon their funds, they had been enabled to continue their operations, and to meet the constantly augmenting claims made upon them. He hoped they would never again have such a season as that of last winter. The committee distributed from their table upwards of £2000 within three weeks, besides the large accumulating expenses of traffic and feeding the men on the spot. Seeing that the society was doing so great a work, and stood so much in need of the co-operation of its friends, he trusted that those who were present would go away from the meeting and adopt the advice which had been given them by a previous speaker, and make its objects more generally known.

MR. THOMAS CLARKSON FINCH moved the fourth resolution.

"That the following members of the Committee, going out by rotation agreeably to the rules of the society, be re-elected, viz.:—Rev. R. H. Baynes, Capt. J. S. Lean, R.N., Capt. W. H. Hall, R N., C.B., F.R.S., Capt. J. C. Heaslop, R.N., Capt. H. B. Young, R.N., Richard Green, Esq., Arthur Anderson, Esq., Sir Charles R. Rowley, Bart., and Capt. The Hon. Francis Egerton, R.N."

Having laboured for thirteen years, not only among sailors, but on their behalf in connexion with another institution, he was glad to be present and witness the interest felt in behalf of that once neglected class of men. He was persuaded that that interest was likely to be more awakened in proportion as this institution presented its claims more prominently before the public. He did not know of any body of men more popular with the British public than seamen, although he was convinced that very often their character was misunderstood, and because sometimes sailors were seen in a state of intemperance, they were often regarded by well-meaning persons as altogether morally depraved.

The truth was, they were not worse than other men. Let any other class of our population be exposed to the same temptations and contaminating influences, and they would manifest the same recklessness and depravity which too often was seen amongst our seafaring men. The only difference was that the sailor was above board even in sin. He did not mind who saw him sin, and on that account was frequently regarded as worse than other men, who were less honest in their pursuits and pleasures. It was quite a mistake to speak of them as they were sometimes spoken of. As a class, they were most susceptible of gratitude for any interest shown in their welfare, and he believed they fully appreciated every kindness shown to them. If time permitted, he could give facts in illustration, and could prove that they only needed the influence of this and kindred institutions to tell upon their mental and moral natures, in order to raise them in the scale of society, and fit them to become the best representatives of our country, in extending the benefits of civilization to remote regions. There was the high authority of scripture for believing that "the abundance of the sea" would be converted unto God.

Nor let it be supposed we are chimerical in all this—"We speak that we do know!" Many of these hardy sons of the ocean realize the enjoyments of religion as perhaps but few on land do.

"In midst of danger and of death,
They know in whom they have believed."

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One among many other cases to illustrate this comes to my recollection, the truth of which I can vouch for :—

Thomas Clasper was a pious sailor. His ship was wrecked off Tenby. By means of the Life-boat and Captain Manby's apparatus all the crew had been brought to shore, except poor Clasper. By some mistake, in the hurry and skurry of the occasion he had not fastened the line securely, and though he got into the cradle basket, and the people hoped at the first to save him, it was found that the more they drew the basket towards shore the worse they rendered his plight—as he got entangled with the surrounding gear, and the waves were so mountainously high, no other means could possibly be used, and they began to give up all hope.

Presently he was borne out abreast of a heaving billow which it was thought would perhaps wash him ashore; but again he sank down into the depths, and as the excited spectators thought to rise no more, but yet again he was seen on another wave, and not only seen but within sound. A pious clergyman in the crowd, picked up a captain's speaking trumpet from the beach, and, putting it to his mouth, called out "Man, look to Jesus," but the man had looked to Jesus, and had found him to be a refuge from the storm, and a hiding-place for the fury of the Divine wrath, for he was distinctly heard, not repeating merely, but singing part of that beautiful hymn—

Jesus, lover of my soul,
Let me to thy bosom flee,
While the raging waters flow,
While the tempest still is high,
Hide me! Oh my Saviour hide,
Till the storm of life is past.
Safe into the haven guide,
O, receive my soul at last.

Now, if men like these can enjoy the strong consolations of the Gospel under such circumstances, we ought not to withhold from them the means by which they may become acquainted with the Gospel; and though this institution respects their temporal welfare, it does most sincerely desire by its sympathy and aid in outward danger to save them from the shipwreck of the soul.

The motion was then put and carried unanimously.

The Earl of SHREWSBURY moved and Sir George Seymour seconded a vote of thanks to His Grace the Duke of Marlborough, for his kindness in presiding over the meeting, which was most cordially adopted, and the noble Chairman having acknowledged the same, the meeting then separated.

LIFE AMONG THE LIGHTHOUSES.

[*Concluded from our last number.*]

IN the old days of private proprietorship, when every owner had his system of management, and when the desire to make a profit set the aims of efficiency and economy into antagonism, exceptional cases of very terrible tragic significance occasionally occurred. For instance, here is a letter from the heroic fiddle-maker himself, dated "Smalls, 1st February, 1777," written in

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triplicate, put into a corked bottle, and that into a cask inscribed, "Open this, and you will find a letter:"—

"To Mr. Williams.

"*Smalls, February* 1*st*, 1777.

"Sir,—Being now in a most dangerous and distressed condition upon the Smalls, do hereby trust Providence will bring to your hand this, which prayeth for your immediate assistance to fetch us off the Smalls before the next spring, or we fear we shall perish; our water near all gone, our fire quite gone, and our house in a most melancholy manner. I doubt not but you will fetch us from here as fast as possible; we can be got off at some part of the tide almost any weather. I need say no more, but remain your distressed, "Humble servant,

"Hy. Whiteside.

"We were distressed in a gale of wind upon the 13th of January, since which have not been able to keep any light; but we could not have kept any light above sixteen nights longer for want of oil and candles, which make us murmur and think we are forgotten. "Ed. Edwardes,

"Geo. Adams,

"Jno. Price.

"We doubt not but that whoever takes up this will be so merciful as to cause it to be sent to Thos. Williams, Esq., Trelethin, near St. David's, Wales."

Again, a quarter of a century later, the watch was kept by two keepers; and for four months the weather shut them off from all communication with the land. The method of talking by signals was not developed anywhere into the complete system it has now become, and does not appear to have been in use at all among the lighthouse people; but in the course of a week or two after the storm had set in, it was rumoured at several of the western ports that something was wrong at the Smalls. Passing vessels reported that a signal of distress was out, but that was all they knew. Many attempts to approach the rock were made, but fruitlessly. The boats could not get near enough to hail, they could only return to make the bewildered agent and the anxious relatives of the keepers more bewildered and more anxious by the statement that there was always what seemed to be the dim figure of a man in one corner of the outside gallery, but whether he spoke or moved, or not, they could not tell. Night after night the light was watched for with great misgiving whether it would ever show again. But the light failed not. Punctually as the sun set it seemed to leave a fragment of its fire gleaming in the lantern glasses, which burnt there till it rose again, showing this much at least, that some one was alive at the Smalls; but whether both the men, or which, no anxious mother or loving wife could tell. Four months of this, and then, in calmer weather, a Milford boat brought into the agency at Solva one lightkeeper and one dead man.

What the living man had suffered can never now be known. Whether, when first he came distinctly to believe his comrade would die he stood in blank despair, or whether he implored him on his knees, in an agony of selfish

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terror to live; whether when, perhaps for the first time in his life, he stood face to face, and so very close, to death, he thought of immediate burial, or whether he rushed at once to the gallery to shout out to the nearest sail, perhaps a mile away;—at what exact moment it was that the thought flashed across him that he must not bury the body in the sea, lest those on shore should question him as Cain was questioned for his brother, and he, failing to produce him, should be branded with Cain's curse and meet a speedier fate—is unrecorded. What he did was to make a coffin. He had been a cooper by trade, and by breaking up a bulk-head in the living room he got the dead man covered in; then, with infinite labour he took him to the gallery and lashed him there. Perhaps with an instinctive wisdom he set himself to work, cleaned and re-cleaned his lamps, unpacked and packed his stores. Perhaps he made a point of walking resolutely up to the coffin three or four times a day, perhaps he never went near it, and even managed to look over it rather than at it, when he was scanning the whole horizon for a sail. In his desperation it may have occurred to him that as his light was a warning to keep vessels off, so its absence would speedily betray some ship to a dangerous vicinity to his forlornness, whose crew would be companions to him even though he had caused them to be wrecked. But this he did not do. No lives were risked to alleviate his desolation, but when he came on shore with his dead companion he was a sad, reserved, emaciated man, so strangely worn that his associates did not know him.

The immediate result of this sad occurrence was, that three men were always kept at the lighthouse, and this wise rule pertains in the public service.

Among the minor miseries of life at the Smalls would be such things as a storm, in which the central flooring was entirely displaced, the stove thrown from its position "into the boiling surf below, and the time-piece hurled into a sleeping berth opposite the place it usually hung."

Midway between a rock lighthouse and a shore station, both as to structure and as to the experiences of life in it, is that mongrel breed amongst edifices, the Pile Lighthouse. There are many sands at the mouths of tidal rivers where the water is not deep enough, nor are the channels sufficiently wide to make a light-vessel suitable, and which yet need marking, and marking, too, at a spot where not only the ordinary foundations of masonry, but even the pile foundations used for many purposes, would be at fault. Here it is that two very ingenious plans have been of service. The one is to fit the lower extremity of piles with broad-flanged screws, something like the screw of a steam-vessel, and then setting them upright in the sand, screw them down with capstans worked from the decks of dumb lighters. These bottom piles once secured, the spider legs are bolted on to them, and the spider bodies on the top; a ladder draws up, and a boat swings ready to be lowered. The other mode of meeting the difficulty of mud or loose silt and sand, is by hollow

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cylinders, which, placed upright on the sand, have the air exhausted from the inside of them, and on the principle that nature abhors a vacuum (at all events in cylinders), the weight of the atmosphere on the sand outside forces it up into the exhausted receiver, and the pile sinks at a rate which, until one gets accustomed to it, is rather surprising. Here, as in the screw pile, the foundation once established, the superstructure, whether of straight shafts or spider legs, is only a matter of detail.

These, then, be the variations of lighthouse structure: rock lighthouses, solitary giants rising from the ocean deeps; pile lighthouses, stuck about the shallow estuaries on long red legs, like so many flamingoes fishing; safer, but with less of dignity and more of ague;—and lastly, the real *bonâ fide* shore lighthouse, with its broad sweep of down, its neat cottages, and trim inclosures. If my Lord Grenville had had any thought of occupying the residence that he calculated to eliminate from the king's good-humour, we take it there is very little doubt on which class in the foregoing category he would have fixed his choice.

The remaining contribution to the complement of the lighting service is the light-vessel. There are, unfortunately, too many outlying dangers on our coasts where it is either impossible to fix a lighthouse, or where, from the shifting character of the shoal, it is necessary to move the light from time to time. Of these the most notable are the Goodwin Sands. There are constantly propositions for lighthouses on the Goodwin; and some men, mortified that dry lands once belonging to the men of Kent should be water-wastes for ever, have proposed boldly to reclaim them, believing that the scheme would pay, not merely by the acreage added to the county, but by the buried treasures to be exhumed. At present they are marked with three light-vessels, one at each end and one in the middle. There are other floating stations still farther remote from land; and at one—the Seven Stones, between the Scilly Islands and the main—the vessel is in forty fathoms water. These light-ships ride by chains of a peculiarly prepared and toughened iron; and in heavy weather the strain on the moorings is relieved by paying out fathom after fathom, until sometimes the whole cable (at the Seven Stones, 315 fathoms) is in the water. These vessels, of course, are manned by sailors, and the discipline is that of shipboard; but here, as on shore, the burden of the main story meets us at the first clause of the instructions—"You are to light the lamps every evening at sun-setting, and keep them constantly burning, bright and clear, till sun-rising," unless you break adrift, and then, if you have shifted your position before you could bring up with your spare anchor, you are to put them out and wait till you can be replaced.

Among the curiosities of lighthouse experience are these two. The one that it is an occupation in which the modern claim for feminine participation has been forestalled. There is at this moment a woman light-keeper, and as

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she retains her employment it may be inferred that she does her duty properly. The other is an odd fact, namely, that so far back as the last century the rationale of the cod-liver oil fashion was foreshadowed at the "Smalls." As in the wool-combing districts of Yorkshire, where the wool is dressed with oil, consumption and strumous affections of the like character are rare, so it is said that people going out to the "Smalls" as keepers, thin, hectic and emaciated, have returned plump, jocund, and robust, on account of living in an unctuous atmosphere, where every breath was laden with whale oil, and every meal might be enriched with fish.

The French, from economical reasons, early gave their attention to the use of seed oils, and the first developments of the moderator lamp of the drawing room are exclusively French. There were many difficulties in the way of applying it to lighthouses until it had been greatly simplified, because the fact of the carcel lamp being a somewhat complicated piece of machinery was against its use in places where, if anything went wrong, it might be a month or two before the weather would admit of the lightkeepers being relieved, and give them an opportunity of exchanging old lamps for new. The thing was done at last by a simple but very beautiful adjustment of the argand reservoir, under which the prime condition for all good combustion was attained, namely, that the oil just about to be burnt, should be rarefied and prepared for burning by the action of the heat of that which is at the moment being consumed. And so great is the quantity of oil used in the three kingdoms, that this change from sperm to rapeseed oil must have made a saving of many thousands a year.

But if oil from its portability and comparative simplicity has become the standard material for light in lighthouses, and has been the object of a-thousand-and-one nice adaptations in regard to its preparation and the machinery by which it is consumed, the attention of very able men has been given to other sources of illumination.

One of these was known as the Bude light, and consisted of jets of oxygen introduced into the centre of oil wicks, producing an intense combustion, which turned steel wire into fireworks, but requiring great management to avoid smoking and charring. It was finally regarded as unsuitable on account of the manufacture of the gas and its niceties of chemical manipulation.

The Lime lights, of which there are several, are substantially the same in this, that oxygen and hydrogen gases have to be made (in the vicinity of gas-works, the common gas will do for the hydrogen) and are burnt together upon lime or some analogous preparation; and there is a magnificent adaptation of the Electric light at this moment at the South Foreland.

The first electric lights were galvanic. The light, developed between carbon points, was generated by a galvanic battery. Flickering, intermittent, and uncertain, the light was yet sufficiently astonishing, and when it came to be

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discovered that the residuum from the decomposition was valuable for making costly colours, "The Electric Power Light and Colour Company" offered to sell the mere light at a very low rate; but the difficulties in the way were insuperable, the manipulation of the batteries was somewhat nice and markedly unhealthy, the flickering was objectionable, and the light, though intense, was so extremely minute that the shadows of the framework of the lantern-glasses widened outwards in a way that would have covered the horizon seaward with broad bands of dark.

But the matter was not to stop here. In 1831 it had been discovered by Faraday that when a piece of soft iron surrounded by a metallic wire was passed by the poles of a magnet, an electric current was produced in the wire, which could be exalted so as to give a spark; and upon this hint an apparatus has been constructed, consisting of an accumulation of powerful magnets and iron cores with surrounding coils. This apparatus, driven by steam-engines, and fitted with a subtle ingenuity of resource always tending to simplicity that seems a marked feature in the mind of the patentee, is, as we have said, at this moment at work, and very glorious it is to the eye of the observer; a piece of sunlight poured out upon the night.

The chief point to be determined is its power over fogs. That any light will penetrate through some fogs is out of the question. The Sun himself can't do it. But the artificial light that can hold out longest and pierce the farthest is clearly the light at all costs for the turning points in the great ocean highways.

A success of this kind would create something of a revolution in a branch of lighthouse art on which a vast amount of ingenuity and even genius has been expended; that is, the apparatus by which the light should be exhibited. There may be divisions among scientific men as to the abstract nature and action of light, but sufficient of its secondary laws are known to make various arrangements in regard to the management of a generated light most valuable.

The old plan known in scientific nomenclature as the Catoptric system s by reflection.

Take a bowl of copper, something like a wash-hand basin, and having shaped it carefully into a parabolic curve, and then silvered and polished the interior, set it up on its side and introduce an argand lamp into it, so that the flame of the lamp shall be in true focus, and we have a reflecting apparatus. These may be multiplied in double and triple rows, and may be either placed upon flat faces, or curved to the circle, but a lamp in the centre of a reflector is the basis of the arrangement.

If a light were put upon a rock in the ocean without a reflector, it would be seen dimly, but all round. Dimly, because the light, spreading in all directions, would be weak and diluted, but visible all round because there would be nothing to obstruct it. But put this light into a twenty-one inch reflector, and

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we have two distinct consequences;—one that we obstruct the radiation of all the rays except those that escape from the mouth of the reflector; the other, that we reflect into the same direction as the rays that are escaping all those we have obstructed from their natural radiation.

A twenty-one inch reflector allows the rays issuing from it to diverge fifteen degrees. So that we have the light of the 360 degrees (the whole of the circle) gathered into fifteen (a twenty-fourth part of the circle.) It does not quite follow that within that area the light will be twenty-four times as strong as if allowed to dissipate itself all round, because something must be allowed for absorption and waste; but we believe this allowance has been greatly overstated, and that where there are no mechanical difficulties in the way, the reflecting system is decidedly the best. Of course where it is necessary to light more than fifteen degrees of the circle, it will be necessary to use more reflectors, placing them side by side round a shaft, and if these are set into revolving motion, focus after focus of each reflector comes before the eye of the mariner, and the effect is all that can be desired.

The dioptric or refracting system of lighting is the reverse of this. In the reflector the light is caught into a basin and thrown out again. In the refracting system, in its passage through the glass prisms, it is bent up or down and falls full upon the eye of the mariner, instead of wasting itself among the stars or down among the rocks at the lighthouse foot. For light, falling upon glass at a certain angle, does not go straight on, but gets deflected and transmitted in an altered line, as it does through water. And here comes the weakness of the dioptric system, in close vicinity to its strength. It is true that prisms and lenses send the light in the direction which is desired, but they charge a toll for the transmission; the glass is thick, and somewhat of the nature of a sponge. If we write on blotting-paper the marks appear on the other side, but some of the ink has soaked sideways, and there is very little doubt, that when light is transmitted through glass, a good deal of it is absorbed and retained.

To those who have never seen a dioptric apparatus, or a diagram of one, it would be very difficult to make any written description intelligible. The reader must imagine a central lamp, with three or four circular wicks, making up a core of light four inches across, and as many high. Round this, and on a level with it, at a distance of three feet from it, go belts of glass. From these belts, or panels, the light goes straight out to sea, but as there is a great quantity of light which goes up to the ceiling and down to the floor, rings of prisms are put above and below the main panels, and these catch the upper and lower light, and bend it out to sea, parallel to the main central beam. When a revolving light has to be made by the dioptric apparatus, the lenses are so constructed that the light, in going through them, is gathered up into the exact similitude of a ray, as it would leave the mouth of a reflector, and of course with the same result; the central lamp remains stationary, and the

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lenses move round it, and focus after focus, flash after flash, come upon the eye of the mariner. Both the systems admit of peculiar adaptations, and they have been occasionally combined into a hybrid apparatus, called Cata-dioptric.

This, then, is, in brief, the history of the development of the lighthouse system of the United Kingdom. We think it has fairly kept pace with the development of the mercantile marine. When there were coal fires at some lighthouses, and wax candles at others, the vessels that passed them, and were guided by them, were not such as modern shipwrights would look at with much complacency. But the age that has produced the 'Great Eastern' can also point to the Skerryvore and the Bishop Rock lighthouses, to the Electric light, and to a first-class Lighting apparatus.

Whatever the future in store for the English lighthouse system, one thing is certain, that it cannot, and was never meant to supersede seamanship. No amount of lighting will dispense with the necessity for eyes, no extent of warning is so good as the capacity for grappling with a danger. The lighthouse authorities may cheer a sailor on his way with leading lights and beacon warnings, but he must still be a sailor to turn their warnings to account.

When Rudyerd's Eddystone was building, Louis XIV. was at war with England, and a French privateer took the men at work upon the rock, and carried them to a French prison. When that monarch heard of it, he immediately ordered them to be released, and the captors to be put in their place; declaring that, though at enmity with England, he was not at war with mankind. Extremes meet. The most gorgeous monarch in Europe and the plain Quaker of Liverpool had one point in common;—they both agreed that the erection of a Lighthouse was "a great holy good, to serve and save humanity." —*Cornhill Magazine.*

THE PAST AND THE PRESENT.

Sails *versus* Steam.

Turning over the pages of our sketch book, which is also our journal, we notice one called "The Queen's progress to Scotland," as she passed the Suffolk coast at 4.30 p.m. on the second of August, 1842, viewed from the deck of the 'River Queen,' a small river steamer belonging to the port of Ipswich, which had steamed out of Harwich Harbour for the purpose. We are struck with the contrast between a Royal sea progress at that day, when compared with the present period, when Her Majesty dashes across the channel at the rate of sixteen or eighteen knots per hour, in her beautiful yacht the 'Victoria and Albert,' with her tapering spars standing apparently self-supported, with no top hamper, and so little rigging, as much to deceive the judgment, as to her size, of one accustomed to the heavier rigging, and cumbrous, though more majestic appearance of the old sailing ship.

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On this occasion the Queen was on board the 'Royal George,' a ship-rigged sailing yacht of about 300 tons, built for George the IV., short and unsightly in the eyes of a sailor accustomed to the clipper sailing ships of the present day. She was much encumbered with heavy carving and gilding about the stern, more in the fashion of the Lord Mayor's state coach; but the taste of the past age was massive and heavy, approaching to the Barbaric in its style, and however well that heavy style may be adapted to Church architecture, it was certainly misplaced where the object was to be combined with speed of movement. "Each to its proper adaptation still" is a good rule, and we err as much in giving extreme lightness of appearance to a building for solemn purposes designed, as by adopting the cumbrous in our carriages and yachts. On the occasion to which we have referred, the 'Royal George' was towed by two Government steamers, the 'Shearwater' and 'Black Eagle,' whose columns of smoke as they rolled aft enveloped the Royal Yacht to such an extent that I think Her Majesty, when below Yarmouth, shifted her quarters from the 'Royal George' into the 'Trident,' a fine merchant steamer of more than one thousand tons burthen, which took up her position on the port quarter of the Royal Yacht. Just astern of her was the 'Trinity' yacht and the 'Lightning,' towing a rather slow steam-coal tender, to act as floating coal-skuttle to the party, whilst a mile astern the 'Salamander,' and another steam frigate, completed the *cortège*. Some twenty years previous George the IV. had made his progress to Scotland in the same yacht, but without the help of steam; and who that now beholds our coasts covered with steamers in every direction would believe that but half a century has elapsed since the possibility of propelling vessels by steam was considered almost as a chimerical idea.

The progress of science has been immense as regards motion, both by land and sea, and would, if narrated a century ago, have rivalled the marvels of Sinbad the sailor in the "Arabian Nights' Tales."

Englishmen, for the greater part of the past half century, after the long period of continental wars and tumults were concluded, may be said for a time to have ceased to learn war any more. They have directed their energies in the arts of peace, covered the earth with a network of railways and the ocean with steamers, the fast-winged messengers of peace and civilization, thus blending the remotest corners of the earth into one common family, and tending to reunite and heal the breach caused by the dispersion of mankind, as a punishment for their presumptuous folly, when they thought to render themselves independent of God by building the Tower of Babel. Now, again, movement in naval architecture is still progressing; but the turn of man's genius is not just now for the arts of peace, but is developing itself in the construction of vessels of war or defence, and every sort of engine for the purpose of hurling destruction—a vain and profitless expense of human skill and ingenuity, ending only in increased expense and national outlay—but giving no advantage over the enemy who soon fights

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us with our own weapons, so that after all the battle has to be fought with equal odds, and the old British *pluck*, as in the days of Nelson, Howe, and Cochrane, will have to decide the victory; and when we read how the latter, in his little brig the 'Speedy,' armed with only twelve four-pounders, captured a French frigate of thirty-two heavy guns and 320 men, we may trust that the same spirit will animate the defenders of our floating castles, armed with their 100 pounder Armstrong guns, and their invulnerable coating of some four or five inches of solid wrought iron,—and though these mighty giants will to a certainty annihilate the weaker vessels, it must be remembered that giant will meet with giant; and there cannot be a victory till the giant's hide of proof begins to give some vulnerable point of attack, and then British daring must decide the day; but an action with the old three deckers was quite as good a proof of valor, and not near so expensive, and for a sea fight far better, as calling into action all those combined qualities of the seaman and the warrior, which no other nation on the globe can compete with us in displaying. No doubt the Armstrong guns have been of great advantage to us in China, and whenever we war with barbarians, who cannot meet us in scientific invention, the gain is all on our side; but let us hope we may have no more wars with barbarians; they are often of questionable origin, and they seldom result in adding either to our national prosperity or to our national honor.

But as the guns are invented why we must have them; still it remains a question whether in future it would not be better if the respective sovereigns would mutually consent to make a decree, and seal it with their royal signets, that,—"Whereas divers of our subjects have puzzled their brains to invent engines of destruction, and seeing that they eventuate in no benefit, inasmuch as those we may one day come in contact with immediately copy, or improve on the same; and feeling convinced that the present engines of war are quite sufficient for all reasonable purposes, and moreover feeling that a ten per cent. income-tax must be the result to our subjects of further improvements in these engines, we hereby decree, that if after this notice any of our subjects invent further improvements in engines of destruction, they shall be hanged for the same, instead of being knighted as has been the custom aforetime." I think this would put a wholesome stopper on these inventive geniuses.

I recommend it chiefly for the cause of humanity, but also for the sake of saving our pockets, for I know whatever inventions are projected we shall have as good as our neighbours, though at double the cost. There are those who think that the perfection of the means of destruction, and the magnitude of the expense, will render wars impossible; but I am inclined to think they do not rightly estimate human nature. If those, who in spite of the annihilation of Corah, Dathan, and Abiram and his company, could still continue rebellious, heedless of their awful doom, is it probable that man, still formed of the same material, should be checked in the swelling of his pride by the feebler

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destruction he may receive from a brother man? But shall wars then be eternal? There is one way, and only one, by which they may and will cease. Let us for a moment think whence come they? St. James tells us "They come of our lusts;" if we loved our neighbour as ourselves there would be no war. You say, what has my love to my neighbour to do with Europe's wars? National wars are but the representatives of national selfishness, a love for aggrandisement on one side calls out resistance on the other, and national war is the result. But what is a nation but a collection of individuals? and if none of us are either envious or grasping, or extortionate, it follows that the nation will not be so, and if nations are not so, for what have they to fight?

We are generally more inclined to do good by wholesale than individually; we want a large object to expand our virtue upon; we don't think of the truth contained in the story of the "Snow Storm" when all the town was blocked up by snow, and it seemed a hopeless case to remove it; but some one suggested that each inhabitant should clear before his door, and, in an incredible short time, all the snow was removed.

We have all, to speak figuratively, got a pretty fair heap of snow before our own door, and if we set ourselves diligently to clear that, we shall be in a better position to help our neighbour, if he has not done his already. If each individual would act on this hint it may happen, sooner than we expect,

> That wars and tumults have an end,*
> And creatures of creation blend,
> Till all shall be united;

and should we be "piped aloft" whilst so striving, we shall find the little we did was not in vain.—C. F. G.

THE RESCUE.

By the Rev. J. Gilmore, (*abridged from Macmillan's Magazine.*)

A WRECK OFF MARGATE.

The night of Sunday, the 12th of February, was what sailors call a very dirty night. Heavy masses of clouds skirted the horizon as the sun set; and, as the night drew on, violent gusts of wind swept along, accompanied with snow-squalls. It was a dangerous time for vessels in the Channel, and it proved fatal to one at least.

Before the light broke on Monday morning, the 13th, the Margate lugger, 'Eclipse,' put out to sea to cruize around the sands and shoals in the

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[* This we are assured of from the unerring word of prophecy, that there is a time, not far distant we believe, though not in this dispensation, when 'the Prince of Peace shall come to take unto Himself His great power and reign,' and they shall beat their swords into ploughshares, and their spears into pruning hooks, when nation shall not lift up sword against nation, neither shall they learn war any more."—Isaiah ii., 4. The Lord hasten it in His own good time.—Ed. S. M.]

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neighbourhood of Margate, on the look-out for any disasters that might have occurred during the night. The crew soon discovered that a vessel was ashore on the Margate Sands, and directly made for her. She proved to be the Spanish brig 'Samaritano,' of 170 tons, bound from Antwerp to Santander, and laden with a valuable and miscellaneous cargo. Her crew consisted of Modeste Crispo, captain, and eleven men. It seems that, during a violent squall of snow and wind, the vessel was driven on the Sands at about half-past five in the morning: the crew attempted to put off in the ship's boats, but in vain; the oars were broken in the attempt, and the boats stove in.

The lugger, 'Eclipse,' as she was running for the brig, spoke a Whitstable smack, and borrowed two of her men and her boat. They boarded the vessel as the tide went down, and hoped to be able to get her off at high water. For this purpose six Margate boatmen and two of the Whitstable men were left on board; but, with the rising tide, the gale came on again in all its fury, and they soon gave up all hopes of saving the vessel. They hoisted their boat on board, and all hands began to feel that it was no longer a question of saving the vessel, but of saving their own lives. The sea began to break furiously over the wreck, lifting her, and then bumping her with crushing force upon the Sands. Her timbers did not long withstand this trial of their strength; a hole was soon knocked in her; she filled with water, and settled down upon the Sand. The waves began now to break over the deck; the boat was speedily knocked to pieces and swept overboard; the hatches were forced up, and some of the cargo floated on deck, and was washed away. The brig began to roll fearfully as the waves one after another crashed over her; and the men, fearing that she would be forced on her broadside, cut the weather-rigging of the mainmast, and it was speedily swept overboard. All hands now sought refuge in the forerigging.* Nineteen lives had then no other hope between them and a terrible death than the few shrouds of that shaking mast. The wind swept by them with hurricane force: each wave that broke upon the vessel sprang up into columns of foam, and drenched them to the skin: the air was full of spray and sleet, which froze upon them as it fell. And thus they waited, hour after hour, and no help came, until one and all despaired of life.

In the meanwhile, news of the wreck had spread like wildfire through Margate. In spite of the gale and the blinding snow-squalls, many struggled to the cliff, and with spy-glasses tried to penetrate the flying scud, or to gain, through the breaks in the storm, glimpses of the wreck.

As soon as they saw the peril the crew of the brig were in, the smaller of the two Margate Life-boats was manned, and made to the rescue. But all the efforts of her crew were in vain; the gale was furious, and the seas broke over and filled the boat, and the only chance of life left to the boatmen was to run her ashore in Westgate Bay. The first Life-boat having become disabled, the

* See our Engraving.

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big Life-boat, 'The Friend of all Nations,' started with her brave crew, doing their utmost to battle with the gale and work their way out to the brig; but all their efforts were in vain. The tremendous wind and sea overpowered them; the tiller gave way; and, after a hard struggle, this Life-boat was driven ashore about a mile from the town.

Two Margate luggers, the 'Nelson' and the 'Lively,' undaunted by the fate of the Life-boats, put off to the rescue. The former was soon disabled, but the 'Lively,' more fortunate, got to sea, but could not cross the Sand, or get to the wreck.

We now change the scene to Ramsgate, whither an express was sent for their steamer and Life-boat.

MAKING FOR THE WRECK.

The harbour-master upon receiving the tidings, immediately gave the order to man the Life-boat. No sooner had the words passed his lips, than the sailors who had crowded around the door of the office in expectation of the order, rushed away to the boat. The news soon spread; each boatman as he heard it made a hasty snatch at his south-wester cap and bag of waterproof overalls, and raced down to the boat; and for some time boatman after boatman was to be seen rushing down the pier, hoping to find a place still vacant for him. If the race had been to save their own lives, instead of to risk them, it could scarcely have been more hotly contested; the cork jackets were thrown into the boat, and put on by the men. The powerful steam-tug 'Aid,' which has her steam up night and day ready for any emergency that may arise, with her brave and skilful master, Daniel Reading, in command, took the boat in tow. James Hogben, who, with Reading, has been in many a wild scene of danger, commanded the Life-boat. It was nearly low water at the time, but the force of the gale was such that a good deal of spray was dashing over the pier. Many a heart failed as they saw the steamer and boat clear the pier and encounter the first rush of the wind and sea outside. "She seemed to go out under water," said one old fellow; "I wouldn't have gone in her for the universe!" and those who did not know the heroism that such scenes called forth in the breasts of our boatmen, could not help wondering somewhat at the eagerness that had been displayed to get a place in the boat. In such a gale success was almost impossible without the aid of steam. With it the Margate boatmen would probably have succeeded; without it the Ramsgate boat would certainly have failed.

Getting out of the force of the tide as it swept round the pier, they began to move ahead, and were soon ploughing their way through a perfect sea of foam. The steamer, with engines working full power, plunged along; every wave, as it broke over her bows, flying up, sent its spray mast high, and deluged the deck with a tide of water, which, as it swept aft, gave the men on board enough to do to hold on. The Life-boat was towing astern, with fifty fathom

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of five-inch hawser. The waves that broke over her drenched and deluged, and did everything but drown her. And so bitter was the cold that the mittens of the men were frozen to their hands. Passing the black and white buoys, a fearful sea broke over the steamer, burying her in foam. The Life-boat rose to it, and, as she fell, the tow-rope gave way to the tremendous strain, and for the moment she seemed at the mercy of the sea which broke over her amidships. "Oars out!" was the cry as soon as the men had got their breath. The steamer, which throughout was handled most admirably, both as regards skill and bravery, wore round and again took the boat in tow.

It was another hour's struggle before they reached the North Foreland. The gale was still increasing; the snow, and sleet, and spray rushed by with hurricane speed. Although it was only the early afternoon, the air was so darkened with the storm, that it seemed a dull twilight. Still steamer and boat battled stoutly and successfully against the storm.

But where was the wreck? They could see nothing of her: had she been beaten to pieces, all lives lost, and were they too late? They determined to make for the Woolpack Sand, which was about three miles further on. They had scarcely decided upon this, when, most providentially, there was a break in the drift of snow to windward, and they suddenly caught sight of the wreck. But for this clearance in the storm, they would have proceeded on, and, before they could have found out their mistake and got back, every soul must have perished. But still it was a question how they could get to her, as she was on the other side of the Sand. To tow the boat round the Sand would be a long job in the face of such a gale; and for the boat to make across the Sand seemed almost impossible, so tremendous was the sea which was running over it. Nevertheless, there was no hesitation on the part of the Life-boat crew. It seemed a forlorn hope, a rushing upon destruction, to attempt to sail through such a surf and sea; but to go round the Sands would occasion a delay which they could not bear to think of. Without hesitation, then, they cast off the tow-rope, and were about setting sail, when they found that the tide was running so furiously that it would be necessary for them to be towed at least three miles to the eastward, before they would be sufficiently far to windward to fetch the wreck. It was a hard struggle to get the tow-rope on board again, and a heavy disappointment to all to find that an hour or so more of their precious time must be consumed before they could get to the rescue of their perishing brother seamen; but there was no help for it; and away they went again in tow of the steamer.

For twenty minutes or so they battled against the wind and tide. The gale, which had been steadily increasing since the morning, came on heavier than ever; and the sea was running so furiously, that even the new rope with which the boat was being towed could not resist the increasing strain and suddenly parted with a tremendous jerk. There was no thought of picking up the cable

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again. They could stand no further delay, and one and all rejoiced to hear the captain give orders to set the sail.

THE RESCUE AND THE RETURN.

As they approached the shallow water,—the high part of the Sand, where the heaviest sea was breaking,—they could see spreading itself before them standing out in the gloom, a barrier wall of foam; for as the waves broke on the sand, and clashed together in their recoil, they mounted up in columns of foam, which were caught by the wind, and carried away in white steaming clouds of spray, and the fearful roar of the beating waves could be heard above the gale. But straight for the breakers they made. No wavering—no hesitation; not a heart failed!

The boat, although only under her double-reefed foresail and mizen—as little sail as she could possibly carry—was driven on by the hurricane force of the wind. On through the outer range of breakers she plunged, and then came indeed a struggle for life. The waves no longer rolled on in foaming ranks, but leapt, and clashed, and battled together in a raging boil of sea. They broke over the boat; the surf poured in, first on one side and then on the other; some waves rushed over the boat, threatening to sweep every man out of her. "Look out, my men! hold on! hold on!" was the cry when this happened; and each man threw himself down with his breast on the thwart, and with both arms clasped round it, hugged it, and held to it against the tear and wrestle of the wave, while the rush of water poured over their backs and heads and buried them in its flood. Down for a moment boat and men all seemed to sink; but the splendid boat rose in her buoyancy and freed herself of the water which had for a moment buried her, and her crew breathed again. A cry of triumph rose from them—"All right! all right! now she goes through it; hold on, my boys!" A moment's lull; she glided on the crest of a huge wave, or only smaller ones tried their strength against her; then the monster fellows came heading on; again the warning cry was given, "Look out! hold on, hold on!" Thus, until they got clear of the Sands, the fearful struggle was often repeated. But at last it ended, and they got into deep water, leaving the breakers behind them. They had then only the huge rolling waves to contend with, and they seemed but as little in comparison to the broken water they had just passed through and escaped from. The boat was put before the wind, and every man was on the look-out for the wreck, when a sudden break in the storm revealed her about half-a-mile to leeward. The appearance of the wreck made even the boatmen shudder. She had settled down by the stern in these fatal quicksands, the sea making a clear breach over her. The starboard-bow was the only part of the hull visible; the mainmast was gone; the foresail and the foretop-sail blown adrift; and great columns of foam were mounting up, flying over her foremast and bow. They saw a Margate lugger lying at anchor just clear of the Sand, and made close to her. As they shot by they could just make out

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through the roar of the storm a hail—"Eight of our men on board!" and on they flew into a sea which would in a moment have swamped the lugger—noble boat though she was. Approaching the wreck, it was with terrible anxiety they strained their sight, trying to discover whether there were still any men left in the tangled mass of rigging, over which the sea was breaking so furiously. By degrees they made them out. "I see one, two, three! The rigging is full of them!" was the cry; and with a cheer of triumph at being still in time, they settled to their work.

The wreck of the mainmast, and the tremendous wash of the sea over the vessel, prevented their going to the lee of the wreck. This increased the danger tenfold, as the result proved. About forty yards from the wreck they lowered their sails, and came to an anchor. The moment for which the boat had so gallantly battled for four hours, and the shipwrecked waited, in almost despair, for eight, had at last arrived. No shouting, no whisper beyond the necessary orders; the suspense and risk are too terrible! Yard by yard the cable is cautiously payed out, and the great rolling seas are allowed to carry the boat little by little to the vessel. The waves break over them—for a moment bury the boat; and then, as they break upon the vessel, the spray hides the men, lashed to the rigging, from their sight. They hoist the sail a little to help the boat; they pay out a fathom or two more cable, and she is alongside the wreck! With a cry, three men jump from the rigging and are saved. The next instant they see a huge wave rolling towards them, and might and main, hand over hand, all haul in the cable, and draw the boat away from the wreck, and thus escape being washed against her, and perhaps over her, to certain destruction. Again they watch their chance, and get alongside. This time they manage to remain a little longer than before; and, one after another, thirteen of the shipwrecked leap from the rigging to the boat; and away she is again. "Are they all saved?" No; three of the Spaniards are still left in the rigging; they seem almost dead, and can scarcely unlash themselves from the shrouds, and crawl down, ready for the return of the boat. This time the peril is greater than ever. They have to go quite close to the vessel, for the men are too weak to leap: they must remain longer, for the men have to be lifted on board; but as before, coolly and determinately they go to their work: the cable is veered out, the sail manœuvred to make the boat sheer, and again she is alongside; the men are grasped by their clothes, and dragged into the boat. The last in the rigging is the cabin-boy; he seems entangled in the shrouds. (The poor little fellow had a canvas bag of trinkets and things he was taking home; it had caught in the rigging, and his cold, half-dead hands could not free it.) A strong hand grasps him, and drags him into the boat. A tremendous wave rushes on them, and the boat is washed against the fore-rigging; the wave passes, and again she settles down upon an even keel! The boat is very crowded—no fewer than thirty-two men now form her precious freight. They haul in on

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the cable to get clear of the wreck—an anxious time it is. When pretty clear they hoist the sail. "She draws away," cries the captain; stand by to cut the cable; pass the hatchet forward; quick, my men, quick!" There is a moment's delay. A sailor takes out his knife, and begins gashing away at the thick rope. Already one strand out of the three is severed, when a fearful gust of wind rushes by; a crash is heard, and the mast and sail are blown clean out of the boat. Never was a moment of greater peril. Away with the rush of the wave the boat is again carried straight for the fatal wreck; the cable is payed out, and is slack; they haul it in as fast as they can; but on they go swiftly, apparently to certain destruction. Let them hit the wreck full, and the next wave must wash them over it, and all perish; let them but touch it, and the risk is fearful. On they are carried; the stern of the boat just grazes the bow of the ship. Some of the crew are ready for a spring into the bowsprit, to prolong their lives a few minutes. Mercifully, the cable at that moment holds; another yard or two and the boat must have been dashed to pieces. Might and main they continue to haul in the cable, and again draw away from the wreck; but they do it with a terrible dread, for they remember the cut strand of the rope. Will the remaining two strands hold? The strain is fearful; each time the boat lifts on a wave, the cable tightens and jerks, and they think it breaking; but it still holds, and a thrill of joy passes through the hearts of all as they hear that the cut part is in. The position is still one of extreme peril. The mast and sail have been dragging over the side all this time; with much difficulty they get them on board. The mast had broke short off, about three feet from the heel. They chop a new heel to it, and rig it up again as speedily as possible; but it takes long to do so. The boat is lying in the trough of the sea, the waves breaking over her; the gale blowing as hard as ever—the boat so crowded that they can hardly move—the Spaniards clinging to each other, the terrors of death not having yet passed away from them. They know nothing of the properties of the Life-boat, and cannot believe that it will live long in such a sea. As the huge waves break over the boat and fill her, they imagine that she is going to founder. But at last the mast is fitted and stepped. No unnecessary word is spoken all this time, for the life and death struggle is not yet over, nor can be until they are well away from the neighbourhood of the wreck; but as they hoist the sail, the boat gradually draws away, the cable is again payed out little by little, and as soon as they are well clear of the vessel, they cut it, and away they go.

The terrible suspense—when each moment was a moment of fearful risk—from the time they let go their anchor to the time they were clear of the vessel, was over. It had lasted nearly an hour. The men could now breathe freely; their faces brightened, and from one and all there arose, spontaneously, a pealing cheer. They were no longer face to face with death, and joyfully and thankfully they sailed away from the breakers, the sands, and the wreck. The

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gale was still at its height, but the peril they were in then seemed as nothing compared to that which they had left behind. In the great reaction of feeling, the freezing cold and sleet, the driving foam and sea, were all forgotten; and they felt as light-hearted as if they were out on a pleasant summer's cruise. They could at last look around and see whom they had in the boat. Of the saved were eleven Spaniards—the master of the brig, the mate, eight seamen, and a boy; six Margate boatmen, and two Whitstable fishermen. They then proceeded in search of the steamer, which, after casting the Life-boat adrift, had made for shelter to the back of the Hook Sand, not far from the Reculvers, and there waited, her crew anxiously on the look-out for the return of the Life-boat. As they were making for the steamer, the lugger, 'Eclipse,' came in chase, to hear whether all hands, and especially her men had been saved. They welcomed the glad tidings with three cheers for the Life-boat's crew. Soon after, the Whitstable smack stood towards them on the same errand, and after speaking them, tacked in for the land. The night was coming on apace. It was not until they had run three or four miles that they sighted the steamer; and when they got alongside, it was a difficult matter to get the saved crew on board. The gale was as hard as ever, and the steamer rolled heavily; the men had almost to be lifted on board as opportunities occurred; and one poor fellow was so thoroughly exhausted that they had to haul him into the steamer with a rope.

Again the boat was taken in tow, almost all her crew remaining in her; and they commenced their return home. When the steamer was first seen from the Ramsgate pier with the Life-boat in tow, the lookers-on shouted for very joy; and as they entered the harbour, and hailed, "All saved!" cheer after cheer for the life-boat's crew broke from the crowd.

The Spaniards had somewhat recovered from their exhaustion under the care of the steam-boat crew, and were farther well cared for and supplied with clothes by the orders of the Spanish Consul,* and the hardy English boatmen did not take long to recover their exposure and fatigues, fearful as they had been. The captain of the Spaniard, in speaking of the rescue, was almost overcome by his feelings of gratitude and wonder. He had quite made up his mind to death, believing that no boat could by any possibility come to their rescue in such a fearful sea. He took with him to Spain, to show to the Spanish government, a painting of the rescue, executed by Mr. Ifold, of Ramsgate.

There is an interest even in reading the names of those (however unknown to us) who have done gallant deeds; we give therefore the names of the crew of the Life-boat, and of the steamer. Of the Life-boat: James Hogben, Captain; Charles Meader, Thomas Tucker, Philip Goodchild, Edward Stock, William

* The Honorary Agent of the Shipwrecked Mariners' Society, who is always on the look out for such cases, would have provided for their wants, had there been no Foreign Consul on the spot.—Editor, S.M.

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Penny, William Priestley, George Hogben, William Solly, George Forwood, John Stock, Robert Solly. Of the steam-tug: Daniel Reading, Captain; J. Simpson, W. Wharrier, T. Nichols, J. Denton, J. Freeman, T. Larkins, W. Penman, W. Matson, W. Soldy. Other fearful scenes have most of these men, especially the captains of the Life-boat and steam-tug, passed through in their efforts to save life; one so terrible that two out of the crew of the Life-boat never recovered the shock given to their nerves. One died a few months after the event, and the other to this day is ailing, and subject to fits. Of the splendid Life-boat too much cannot be said; no fewer than 88 lives have been saved by her during the last five years. Designed and built by J. Beeching & Sons, boat-builders, &c., of Yarmouth, she won the Northumberland Prize of 100 Guineas, in a competition of 280 boats, and was purchased by the Ramsgate Royal Harbour Trustees. Each time the men go out their confidence in her increases, and they are now ready to dare anything in her. It is pleasing to be able to add, by way of postscript, that the Board of Trade presented each man engaged in this rescue with a Medal and £2, and that the Spanish Government has also gratefully acknowledged the heriosm of the men, and sent to each a Medal and £3.

VISITS TO THE SEA COASTS.

[*Continued from our last number.*]

DOVER.—The town of Dover, situated in the south-east corner of the county of Kent, not far from the South Foreland, on the narrowest part of the British Channel, and only some twenty miles from the opposite coast of France—can, perhaps, boast of scenery as good, and antiquity as great, as most of the towns with which we are acquainted.

On the eastern side of the town stands that elevated and noble fortress, "The Castle," a short distance from which, the edge of the cliff rises 370 feet above the sea, near which may be seen "Queen Elizabeth's Pocket Pistol," a beautiful piece of brass ordnance, which was presented to Her Majesty by the States of Holland. Its length is 24 feet, and it is said to carry a 12lb. ball to the distance of seven miles; it is curiously adorned with a variety of devices, typifying the blessings of peace, and the horrors of war, and on its breech are the following lines, in Dutch:—

"O'er hill and dale I throw my ball,
Breaker my name of mound and wall."

On the western side the land rises very high, and a little to the south-west is Shakspeare's Cliff, rearing its majestic head 350 feet above the surge that laves its sea-worn base, thus affording good shelter for the town, which lays in the valley below.

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From these heights the views are truly romantic, and abound in every variety of mountain and valley, land and water; rural and marine beauties conspire to change the view at every instant. Seaward we have the beautiful bay, with its shifting beach, which formed a barrier against the encroachments of Neptune in olden time; the Straits of Dover, the Downs, with its ever changing fleets, ships of all nations passing up and down the Channel, while inland, the views spread over fertile valleys, which extend for several miles, branching out again into sister-valleys, between the lofty hills that surmount them, where luxuriate the giant oak, and the tiny shrub, while the river Dour glides down the declivity, making haste to contribute its quota to the swelling of the ocean. Not satisfied, however, with the view on our own side of the Channel, we stretch the eye a little further, in order to look upon the pictures of our neighbour, and the weather being clear, we see directly opposite, the lofty cliffs, the fields, the houses, and a wide extent of country, on the coast of France; a little to the left, on that low ground, is the town of Calais, and to the right, about twenty miles, is Boulogne, and on a hill near it, the lofty column built by Buonaparte at the time of his intended invasion.

Dover, like every old-fashioned place, presents unmistakeable marks of its antiquity. Situated so near the continent, from whence its bold sea-front is so clearly discerned, it has frequently been selected as the point of attack, and the landing-place for the foot of the foreign invader. History tells us, that so far back as August, B. C. 55, Julius Cæsar here made his first descent. Then came the ravages of the Picts and Scots, and in 787 the hostile Danes, and made their first attack upon the British coast, in which this town was probably not only protected, but saved by its Castle, while at the period of the Norman Conquest in 1066, the town suffered fearfully, being so miserably burnt that, with the exception of 29 houses, the whole was reduced to ashes. But during the 12th and 13th centuries, the fleets of the Cinque Ports were considerably augmented, and their achievements brilliant and interesting; they could now contest the rights of the foe in mid-channel, and not only conquer, but relieve him of 240 sail of his vessels, and although Philip the Fourth of France was so enraged at this defeat, that three years later he sent his forces, who landed at Dover in the night, burnt the greater part of the town, and damaged many of the religious houses, yet these excesses were of short duration, and before the end of the year 1296 the British navy not only swept the enemy from the Channel, but made several descents on the coast of France.

In 1588, during the golden days of good Queen Elizabeth, when the Spanish Armada threatened destruction to the British Isles, the Cinque Ports fitted out, at a cost of £43,000, six large ships for the Queen's service, one of which belonging to Dover, decoyed the great Galleas of Spain upon a shoal, and afterwards engaged and burnt her. We, however, pass over many interesting notices connected with the bay and town of Dover. To mention

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that from an early period there was an haven, spoken of by Julius Cæsar, B. C. 55, which has from time to time been subject to a variety of alterations and improvements, with many expensive attempts to protect it from the ravages of the ocean, and to prevent its being filled up by the shifting bar of beach, or shingle, on the outside; but now, in these times of peace, the people set to work with spirit and enterprise. Soon we find the addition of a dry dock and small bason, then a great number of houses must be taken down, in order to make quay room, then other buildings must give way, no matter what they may be, whether mansions, hotels, or military storehouses, or all of them, down they must come, and 200,000 cubic yards of earth must be excavated, in order to add upwards of four acres to the harbour, with a fair proportion of quay room, and now Dover can boast of a fair sized and comfortable harbour, alongside the quays of which vessels may lay in perfect safety, and where the numerous fleet of smacks, whose hardy sons are frequently found raking up the bottom of the Channel in search for oysters, may find "a shelter from the storm and a covert from the blast."

And by and by Dover will be able to boast of an harbour of refuge for the tempest-tossed mariner, a shelter from the storm for the flags of every nation, a haven of safety for the Royal and mercantile navies of this great commercial empire, where (while the storm is raging without) they may quietly repose between the piers, which, when completed, will be over two miles in length, enclosing a water-space of 700 acres, the greatest portion of which will be available for the largest ships in the British navy, there not being a rock, shoal, or sandbank within the whole area, the main entrance to which will be on the south side, and 700 feet in width.

Already the work is progressing—the first 800 feet of pierage was completed in 1854, and by 1864 (according to contract), 1,000 feet more will have grown out into the sea. This work will, of course, be expensive, the 1800 feet will cost about £650,000, but we trust that it will prove a great boon to the mariner, be the means of saving a great deal of property, and a great number of our seamen from a watery grave, be a first-rate rendezvous for the Channel fleet, and altogether the greatest security for the preservation of peace and human life that could be desired. Great care has, of course, to be taken to prevent King Neptune, in fury, from damaging what he has allowed to be put together when a calmer shade sat upon his brow; but the work is in good hands, and wisely directed—consequently, despite all Neptune can do, it progresses favourably, and is already used as a landing-place for the continental steamers, &c.

Of the number of ships and seamen actually belonging to the port we have no idea, but during the year it is visited by a great many, both sailors and fishermen, for whose benefit we find an excellent Sailors' Home, well conducted, and affording every accommodation which these men may require, at a very reasonable rate of charge; in addition to which there is a Mariners' Church, of

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which the Rev. W. Yate (an ardent friend of the Sailors' cause), is the Minister, and a missionary constantly engaged in distributing tracts and copies of the Sacred Scriptures among the seamen, taking every opportunity of ministering to their spiritual and temporal welfare. There is also a well worked branch of the Shipwrecked Mariners' Society here; many influential persons take an active part in it, speaking both to seamen and landsmen publicly and privately, of its great advantages to all classes of the community, by which means many seamen become members, and others contribute of their abundance in aid of a cause so good, and whose funds during the past winter have been so heavily drained.

And then, this angel of mercy is not here alone to benefit the sailor in the time of distress, by stretching out its friendly hand, but her twin sister is here also. What a boon to the seamen—what a blessing, not only to individuals, but to the world. See that boat, that thing of life, supplied by the Life Boat Institution, manned by fearless spirits, dashing through the foaming billows, regardless alike of the ocean's roar and the midnight hour, whose sole object is to save life, whose every stroke at the oar sounds life, whose every effort and risk to save the solitary man clinging to the spar, the crew foundering in mid-channel, or those "ready to perish" on the rocks or sandbank, all say life. And see the return of that boat, after a successful attempt, the first question is of life, the answer, as it flies on the wings of the wind, and spreads itself among the anxious lookers on, is of life—the enthusiastic burst of the multitude is for life, saved life; and when landed with life, the other sister of mercy, the SHIPWRECKED MARINERS' SOCIETY, steps forward to sustain it, to clothe, feed, and forward to their families and friends those living men, who, but for such noble institutions, would have been deprived of life, and "sunk like lead in the mighty waters," leaving widows and orphans to bewail their loss.

MISCELLANEOUS.

TRUE HEROISM.—The story of one of the most remarkable instances of heroic courage which it has ever been the fortunate lot of a journalist to lay before his readers, was brought home from the Pacific by a recent West Indian Mail. While the 'Termagant' frigate, commanded by Captain Robert Hall, was on her way down the Mexican coast to meet the 'Admiral' at Panama in the early part of February, a sudden cry one morning of "man overboard" startled the usual monotony of the ship, and a sailor, evidently a bad swimmer, was seen struggling in the water some fifty yards astern. The sea was very smooth, and all the morning a huge shark had been playing round and round the ship, while at the time a line with a piece of pork on a hook had been flung astern in hopes of tempting the sea-tiger; but regardless of that, the first lieutenant of the ship, Lieutenant George Fitzroy, sprang into the chains, thence into the water, and reached the drowning seaman, who clung so tightly to his neck as to paralyze his efforts, and they both would have been drowned, had not a gunner of the Marine Artillery, seeing how matters stood, jumped from the stern into the sea, and

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succeeded in holding up the two struggling men. In the meanwhile the life-buoys had been dropped, the main-yard backed, the ship's head brought round, and the quarter boat lowered with a rapidity which nothing but the discipline of a man-of-war can ensure; and, amid the deafening cheers of the officers and men, the sailor and his two noble rescuers were brought on board again—we may add, not one moment too quickly, for as soon as the monster would have recovered the fright which the splashes into the sea caused him, he would have returned to the place, and one of the three would at least have fallen a victim to his horrible jaws. The fact is, this kind of cool, deliberate courage cannot be overrated. It is of a far higher order than that by which men, in the excitement of action when the blood is up, win the Victoria Cross for valour.

The Shipwrecked Sailor.—In the early part of 1859, the 'Leopold,' a Belgian vessel, ran ashore in a violent storm, near one of the Falkland Islands on the coast of Patagonia, and speedily went to pieces. It was supposed that all her officers and crew nine in number had perished, but it proved that one man only, named Declerk, escaped. He swam from the wreck with the captain and some of the men towards an island, which they saw near, but he alone reached it, the others being drowned by the violence of the sea.

The island proved to be small, and uninhabited; the shipwrecked man had to live on fragments of bread which were washed ashore, with wild celery, and some birds which he contrived to kill with a stick. He happened to have some matches with him, which he dried, and with them kindled a fire, feeding it with turf. To make it burn well, he partially surrounded it with some planks that had been thrown up from the wreck. After keeping a fire thus for many days, a heavy storm of wind arose in the night time, and blew these planks into the fire, where they were speedily consumed. He thought this a *terrible misfortune*, but it was *the means of saving him*: the island was desolate and bleak, the wind was extremely piercing, and he feared that he should die of cold. Hitherto he had kept some remnant of hope, but now he was penetrated with utter despair; the extinction of his fire he thought would surely cause the extinction of his life. He crouched down over the expiring embers, and gave himself up as lost.

An American ship was passing about two miles off, and the captain, observing the rising flame—an extraordinary thing on an island which he knew to be uninhabited—sent some of the crew ashore to discover the cause. They found the poor fellow crouching hopelessly over the few sparks that yet remained; and, on hearing his sad tale, they took him on board, provided for his wants, and eventually landed him safely

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in a friendly port. Let us hope that this wonderful deliverance had its proper influence on the heart of the shipwrecked sailor, leading him "*to magnify the Lord for his goodness, and for his wonderful works to the children of men.*"

WISHING TOO MUCH.—One of the most eccentric clergymen of the latter part of the last century was the Rev. Peter Glass, minister of Crail. His pulpit language was broad Scotch, and his expressions even in devotion were particularly simple. Many of his parishioners being fishermen, he usually prayed specially for their welfare. One day, using the expression, "May the boats be filled wii herrin' up to the very tow-holes" (spaces for the oars), a fishermen lustily called out, "Na, no that far, sir, or we wad a' be sunk."—*Familiar Illustrations of Scottish Character. By the Rev. Charles Rogers, L.L.D.*

YACHTING STATISTICS.—It appears from returns furnished by the various Royal yacht clubs that yachting has made a decided advance of late years. This is shown in the subjoined table for the decade ending 1860:—

Year.	Yachts Afloat.	Gross Tonnage.	Average Tonnage.
1851	516	22,518	43·6
1852	587	25,007	42·6
1853	710	22,452	41·4
1854	762	31,484	41·3
1855	752	30,781	40·9
1856	742	31,321	42·2
1857	770	32,620	42·0
1858	728	32,654	44·8
1859	756	34,472	45·6
1860	756	33,873	44·8

—There has thus been, on the whole a tendency to the employment of a larger class of yachts. The amount of prizes offered last year in 113 contests was £4,279, and the number of men employed was estimated at about 3,400.

REBUKED BY NEW ZEALANDERS.—One essential benefit resulting from missionary operations in distant lands, is the blessed effect which is often produced upon the minds of professing Christians in those countries. Often has it been the case that those who remain wholly unaffected by the exhibition of Christian principle at home have been deeply struck by it abroad. An instance of this kind occurred a few years ago in New Zealand. The officers of a Queen's ship on that station had invited some of the neighbouring chiefs to dine on board their vessel. Having sat down to dinner, the officers were not a little surprised to observe their guests, who are not generally considered *bad trenchermen*, declining to partake of any of the provisions. Fearing that they suspected something was wrong, that the food was poisoned, or some want of courtesy towards them had been exhibited, the officers became quite uncomfortable. At length, however, the matter was explained. The eldest chief present arose from his seat, and in a reverent and dignified manner, which was participated in by his brother chiefs, offered up a suitable prayer to Almighty God for a blessing upon the food set before them. This had been the omission which had disconcerted all parties. The officer who related this circumstance declared that he had never been so abashed in his life, as when these lately savage New Zealanders thus silently rebuked the ungodliness of a company of professedly Christian Englishmen! England may learn lessons from New Zealand!—*British Workman.*

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COAST GUARD SERVICES.—The following account of the value of property protected and saved, also the number of lives saved by the Coast Guard, together with the amounts awarded to them for such service, during the year 1860, will afford a gratifying proof of the value of this noble force to the country:—

District.	Value of Property protected and saved. £	s.	d.	Amount awarded to Coast Guard. £	s.	d.	Lives saved.
Hull . . .	30,253	5	0	157	17	8	79
Harwich . .	113,122	15	0	842	16	1	45
Newhaven . .	17,726	5	0	493	0	6	93
Weymouth . .	7,782	1	6	145	6	0	16
Falmouth . .	26,708	8	9	201	18	6	94
Milford . . .	74,076	0	0	30	19	6	—
Liverpool . .	762,308	8	0	134	19	9	61
Kingstown . .	30,749	2	6	168	16	6	17
Queenstown . .	13,712	7	2	273	3	5	100
Leith . . .	19,087	13	8	32	5	0	18
Clyde . . .	4,600	0	0	16	5	0	5
Total	£1,100,126	6	7	£2,496	17	11	528

REPAIRS IN THE NAVY.—It was stated by the surveyor of the navy, in a report of the committee appointed by the Treasury to inquire into the navy estimates, that at the end of fifteen years, on an average, the hull of each ship in the navy requires a complete and extensive repair. And further, that the duration of a ship of war cannot be estimated at more than thirty years. The surveyor took for his guidance the average of the ten years from 1849 to 1859, when thirty-five ships of the line and forty-six frigates were removed from the effective list of the navy. We much fear that none of our 'converted' ships, nor indeed any of our finest specimens of naval architecture, will stand the wear and tear for the periods assigned to them by the naval surveyor; and it is supposed, when he made the above statements, he alluded to the duration of sailing ships only, for we have had a few warnings lately as to the future fate of our 'Victorias,' 'Howes,' 'Duncans,' and 'Diadems,' by the introduction of steam into ships of war. We have found that instead of requiring a complete repair once in fifteen years only, that as many months are sometimes sufficient to send a ship into dock. The rapid manner in which the navy has been reconstructed in some degree accounts for this premature decay, in consequence of the unseasoned timber which has been so extensively used, and which from the limited supply in hand could not well have been avoided; but, in addition to the use of indifferent *materiel*, we must reckon upon our steam ships of war becoming rotten sooner than our sailing ships did, in consequence of the heat produced by the volcanic fires we put into them. Shipwrights know to a plank where to "prick" for rotten wood in a steamship. With unerring precision they try her just in the "wake of the boilers," where the alternations of heat and cold are the greatest, and which are sufficient to destroy the best seasoned timber. It is in these places that steamships require repairs oftenest. There is, however, another destructive power that disables a steamship of war in a very marked manner, and that is the "shake of the screw." Long-continued screw propulsion at full speed soon tells a tale. We have had indications in the 'Princess Royal,' 91, which had to undergo repair at Portsmouth, of the destructive effects of the vibratory motion of the screw. She has been almost rebuilt abaft, after having passed through one commission only. Judging, therefore, from the experience to be derived from the few years the

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"screw" has been in the navy, we must expect to find defects in the "deal-wood" of all our ships, which is subject to the cross-strain it receives in passing through a body of water in a state of perturbation. Of course other naval powers will have the same destructive elements to contend with as ourselves. Indeed, we happen to know that the vibration in some French line-of-battle ships greatly exceeds that of our best ships. The Emperor, however, aims at speed; he knows its importance as well as we do. But to obtain this very desirable quality in screw ships of war, he must be prepared to do as we do, and that is to anticipate a very serious increase in his navy estimates under the head of "repairs."—*Army and Navy Gazette.*

MAINTENANCE OF THE NAVY.—Assuming 400,000 tons as the amount of tonnage to be kept in commission, and the average duration of a ship of war at the moderate period of 12½ years, there would be required an annual supply of tonnage, to preserve the navy in an effective state, of 32,000 tons; and as a load and a half of timber is employed for every ton, the annual demand will be 48,000 loads. The building of a 74-gun ship consumes about 2000 oak trees, or 3000 loads of timber; so that 48,000 loads will build eight sail of the line, and sixteen frigates. Allowing one fourth part more for casualties, the annual consumption will be about 60,000 loads, or 40,000 full-grown trees, of which 35 will stand upon an acre of ground. The quantity of timber, therefore, necessary for the construction of a 74-gun ship will occupy 57 acres of land, and the annual demand will be the produce of 1140 acres. Allowing only 90 years for the oak to arrive at perfection, there ought to be now standing 102,600 acres of oak plantations, and an annual felling and planting, in perpetual rotation, of 1140 acres, to meet the consumption of the navy alone. Large as this may seem, it is little more than 21 acres for each county in England and Wales, which is not equal to the belt which surrounds the park and pleasure grounds of many estates.

LORD RODNEY'S SHOE BUCKLES.—A few months since a fisherman of St. Mawes dragged up in Falmouth harbour an antique silver shoe buckle, which bore in legible character, scarcely defaced by time, the name and title of an illustrious warrior of old—Sir George Brydges Rodney, Admiral of the White, afterwards Lord Rodney.

DECK LOADING OF VESSELS.—The question of the deck-loading of vessels has lately excited serious attention, and an inquiry on the subject has been instituted by the Board of Trade. In the gale on the third of October last, in the North Sea and Baltic, five English steamers appear to have been totally lost, with cargoes worth on the aggregate about half a million sterling, and in nearly every case the whole of the crew and passengers are believed to have perished. These vessels were all heavily laden on deck, and, in the opinion of experienced persons, it is to this cause the disasters are to be attributed. The 'Moscow,' 578 tons, from Grimsby to St. Petersburg, is supposed to have foundered near Skive. The 'Edinburgh,' 778 tons, from Leith to St. Petersburg, and the 'Viscount Lambton,' from Hartlepool to Hamburg have not been heard of, but a portion of the boat of the latter has been picked up. The 'Active,' 674 tons, was lost near Lemvig, and the 'Thor,' which was homeward bound from Konigsberg to Hull, was last seen near the Scaw on the morning of the 2nd of October. All were Screw Steamers, and registered A 1, and the only lives saved have been from the Arctic; even in that instance, four passengers and four of the crew were lost, and the total number sacrificed in the five wrecks may be estimated at little short of 200. To those acquainted with the mode in which cargo is crowded on to vessels of this class, the result will not appear surprising. Cotton bales, iron machinery, coal, and other

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goods, are sometimes piled upon every available part of the deck, until there is scarcely a foot of space for the crew to work the ship, and even the anchors and chains are entangled in inextricable confusion. The evil is of long standing, but the consequences of a single storm have at length been so fatal to the pockets of persons interested, that there is now a strong cry for protective measures. A Government prohibition against deck loading is suggested by some. Others, aware of the self-defeating nature of all official meddling in matters of trade, naturally protest against any such remedy. The latter contend that the point is simply one to be dealt with by the underwriters, who can protect themselves by stipulations in their policies; neither of these views, however, can be fully satisfactory to the public. It is true that the first impulse of every intelligent man of business is to recoil from the idea of inviting any more Government interference in trading affairs, especially in connexion with navigation. On the other hand, it is evident that the underwriters cannot be depended upon to act in concert, that they have already allowed the mischief to assume indefinite proportions, and that, after the excitement of the present casualties shall have subsided, they will go on again in their old course; some of them, like certain banking or discount establishments who prefer doubtful to respectable paper, fancy that they can make more money by great risks and high premiums, than by operations of a well-defined and routine description. Unquestionably they have a perfect right to take this ground, and if none but commercial considerations were involved, the whole affair might be left to the commercial community for adjustment, according to their own ideas of self-interest. But a point remains which, however it may be occasionally ignored by shippers, owners, and underwriters, will force itself upon the conscience of the community at large. 200 valuable lives, a large proportion of them trained seamen, have to be accounted for. They have been destroyed, in order that certain persons may realize extra freight. What will be the public judgment? are these persons morally answerable, and if such be the case, are our laws so imperfect that there are no legal means of bringing such responsibility home.—*Times.*

Letters Damaged by Sea Water.—Mr. Alfred Smee thus describes the process adopted by the Bank of England for the restoration of the writing of letters damaged by sea water:—"The letter should be lightly brushed over once with diluted muriatic acid, the strength as sold as such at all chemists' shops. As soon as the paper is thoroughly damped, it must be again brushed over with a saturated dilution of yellow ferruginate of potash, when immediately the writing appears in Prussian blue. In this latter operation plenty of the liquid should be employed, and care must be taken that the brush be not used so roughly as to tear the surface of the paper."

Postage Stamps.—What is the number of Penny Postage Stamps annually in demand? Has the reader formed any notion about that? If not, he may be startled to hear that at the present moment the demand is little short of 500,000,000 in the year. Supposing the year to contain 300 working days, that would give, for every working day, about 1,600,000 stamps to be manufactured. Something, that, for the printer to do. No very impossible task, however, when we remember the small size of the stamp, and the number that might be printed by a single stroke of the press, or one revolution of a cylinder machine.—*Leisure Hour.*

Smoking.—The pupils of the Polytechnic School in Paris have recently furnished some curious statistics bearing on tobacco. Dividing the young gentlemen of that college into groups, the smokers and the non-smokers, it is shown that the smokers have proved themselves in the various competitive examinations far inferior to the others. Not only in the examinations on entering the school are smokers in a lower

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rank, but in the various ordeals they have to pass through in a ear, the average rank of the smokers had constantly fallen, and not inconsiderably, while the men who did not smoke enjoyed a cerebral atmosphere of the clearest kind.

THE CAPTAIN AND THE QUADRANT.—A godly man, the master of an American ship, during one voyage found his ship bemisted for days, and he became rather anxious respecting her safety. He went down to his cabin and prayed. The thought struck him, if he had with confidence committed his soul to God, he might certainly commit his ship to him; and so, accordingly, he gave all into the hands of God, and felt at perfect peace; but still he prayed that if He would be pleased to give a cloudless sky at twelve o'clock, he should like to take an observation, to ascertain their real position, and whether they were on the right course. He came on deck at eleven o'clock, with the quadrant under his coat. As it was thick and drizzling, the men looked at him with amazement. He went down again to his cabin, prayed, and came up. There seemed still to be no hope. Again he went down and prayed, and again he appeared on deck with his quadrant in his hand. It was now ten minutes to twelve o'clock, and still there was no appearance of a change; but he stood on deck, waiting upon the Lord, when, in a few minutes, the mist seemed to be folded up and rolled away by an omnipotent and invisible hand; the sun shone clearly from the blue vault of heaven, and there stood the man of prayer with the quadrant in his hand; but so awe-struck did he feel, that he could scarcely take advantage of the answer to his prayer. He, however, succeeded, although with trembling hands, and found, to his comfort, that all was well. But no sooner had he taken the observation, than the mist rolled back over the heavens, and it began again to drizzle as before. This story of prayer was received from the lips of the good Captain Crossby, who was so useful in the awakening at Ardrossan, in Scotland, and he himself was the man who prayed and waited upon his God with the quadrant in his hand. Let us be taught by this striking incident, that we ought to *expect* God to hear us when we pray, and that we should be in readiness for taking immediate advantage of the answer to our prayers. Let us learn, in effect, to wait upon the Hearer of prayer, "*with the quadrant in our hand!*" (Jer. xxxii. 17. Matt. ix. 29; xxi. 22. John xiv. 13; xvi. 24. 1 John v. 14.) "*Whoso is wise, and will observe these things, even they shall understand the loving-kindness of the Lord.*" (Psalm vii. 43.)

REWARDS FOR SAVING LIFE ON THE HIGH SEAS.

The following rewards were granted by the "Shipwrecked Mariners' Society" during the past quarter, viz.:—

March 22.—Capt. the Hon. Francis Maude, R.N. in the Chair. A letter was read from William Thompson, Esq., Honorary Agent at Ramsgate, stating the services of the master and crew of the 'Non mi Ricordo' of Ramsgate, in saving the crew of a French Brig, (five in number).

It was proposed by Lord Henry Cholmondeley, seconded by Vice-Admiral Bertie C. Cator, and carried unanimously, that the sum of £5 10s. be awarded, viz.:—£2 to the master, £1 to each of the men, and 10s. to the boy.

April 12.—Capt. Hon. Francis Maude, R.N. in the Chair. A correspondence was read from J. Spaight, Esq., enclosing the copy of a letter from Capt. Wallis of the late Barque 'Rattler,' describing the manner by which Capt. Daniel Gorman, of the ship 'Jessy,' had accomplished the rescue of himself and crew of 19 persons, from the foundering ship in a terrific gale of wind in the gulf of St. Lawrence.

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It was resolved unanimously, on the motion of Vice-Admiral Bertie C. Cator, seconded by William Stuart, Esq., that the Silver medal be awarded to Capt. Daniel, for the cool, intrepid and seamanlike qualities displayed by him.

REWARDS FOR SAVING LIFE ON THE COASTS.

The annual meeting of the "Royal National Life Boat Institution" was held on the 21st of March, at the London Tavern; Admiral the Earl of Hardwicke in the Chair.

Mr. Lewis, the Secretary, read the annual report, which began by stating that, year by year, the field of the operations of the Institution had extended; its life-saving fleet had been added to, and the greater in proportion to the number of wrecks on our coasts had been the number of lives that had been saved from premature death through its instrumentality. The most important fact in the history of the Institution during the past year is, that of its incorporation by Royal Charter, which, in their last annual report, the Committee intimated it was proposed to obtain. By that important document the Institution now stands on a solid and enduring basis: it has assumed a greater national importance; and it will reap other contingent advantages, such, for instance, as that of being legally entitled, by the bequests of deceased persons, to possess landed property to the extent of £2000 per annum. Another important and interesting characteristic of the past year is, that no less than 14 new Life-boats have been presented to the Institution during that period by philanthropic individuals. The committee have the satisfaction to state, that her Majesty the Queen, has become an annual subscriber of £50 to its funds. During the past year the Institution has placed 17 new Life-boats on the coast, viz.: at Thurso, Buckie, Banff, and North Berwick, in Scotland; at Newbiggin, Winterton, Walmer, Dungeness, Brooke, and Grange (Isle of Wight); Newquay, Penarth, Porthcawl, Llandudno, and Silloth, in England and Wales; and at Portrush and Tyrella, in Ireland. Others are in course of construction for Tynemouth, Whitby, Selsey, St. Ives, Llanddwyn, Southport, Irvine, and Campbeltown. The Institution has now no less than 110 Life-boats, nearly the whole of which are comparatively new, 100 of them having been built within the past 10 years; all are in good repair and in readiness for instantaneous service. They have in the same period been directly instrumental in saving 210 lives from 34 vessels, and have on 46 other occasions gone off to vessels in apparent danger, or which have shown signals of distress, but which have ultimately got out of danger, or whose crews have not needed to be taken off. The whole of these valuable services have been performed without the loss of a single life amongst those who have manned them. On numerous other occasions the crews of Life-boats have assembled in stormy weather and kept watch during the night when disasters have been expected. New Life-boat carriages have been built during the past year, and others are in course of construction for various stations. Sixteen new boat-houses have been erected during the past twelve months. The committee have taken steps to provide the Life-boat stations of the Institution wherever desirable, with standard barometers, properly fitted up, and the daily indications of which will be registered on a chart or diagram by the side of the instrument.

Notwithstanding the almost unparalleled stormy character of the year 1860 the number of shipwrecks attended with loss of life was considerably below the average, and, happily, there was no wholesale sacrifice of human life as in the cases of the 'Pomona' and 'Royal Charter' in the previous year, when upwards of 800 persons perished from these two ships alone. The total number of wrecks on the coasts of the United Kingdom during the year 1860 was 1379. The average of the last seven years

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being 1184, whilst the total loss of lives in 1860 was 536, the average for the last seven years being 800. The number of lives saved during the year 1860, as shown by the official returns of the Board of Trade, is as follows:—By Life-boats, 326; by rocket and mortar apparatus, 408; by ship's own boats, shore boats, steamers, &c., 2949; by individual exertion, 14; total, 3697. Those saved by Life-boats have all been rescued under perilous circumstances, and when, in nearly all such cases, they could have been saved by no other means. The total number of persons saved from shipwreck from the establishment of the Institution in 1824 to the end of the year 1860, either by its Life-boats or for which it has granted rewards, is 11,856. The operations of the Committee may be thus briefly stated:—Since the formation of the Institution it has expended on Life-boat establishments £46,350 8s. 3d., and has voted 82 gold and 666 silver medals for distinguished services for saving life, besides pecuniary rewards amounting together to £14,015 19s. 11d. The total receipts during the year 1860 amounted to £14,027 11s. 2d.; of this sum no less than £2721 was given by individuals to defray the cost of 14 Life-boats. The expenditure during the same period was £13,085 8s. 11d., of which sum £6834 17s. 4d. was expended on additional Life-boats, transporting-carriages, boat-houses, and necessary gear; and £3056 3s. on the necessary expenses of repairs, painting, refitting, and inspection; £1266 15s. 10d. in payment of services to shipwrecked crews; and £1664 10s. 2d. (including what was paid by the local branch funds) on coxswains' salaries, and for the quarterly practice of the boats' crews."

Various resolutions were moved, and the proceedings closed with the customary vote of thanks to the noble chairman.

The following rewards have been granted during the past quarter:—

April 4th.—Thos. Chapman, Esq., in the chair.—A reward of £14 was voted to the crew of the Portmadoc Life-boat for putting off on the night of the 6th ult., during a heavy gale of wind, and rescuing, after toiling hard all night, 17 of the crew of the ship 'Danube,' of Belfast, from New Orleans to Liverpool. The ship's masts had been cut away during the awful night, and eight of her crew had abandoned her, and, with one exception, they all fortunately succeeded in reaching the shore; the poor man who lost his life was drowned in the surf while attempting to land from the boat.

A reward of £12 to the crew of the Boulmer Life-boat for saving four out of five of the crew of the Hanoverian schooner 'Hortensia,' which was wrecked on Boulmer Rocks, on the night of the 21st ult. In consequence of the very heavy surf on the shore, it being low water at the time, and the night very dark, much difficulty was experienced in getting the Life-boat afloat. Three times she was filled with heavy seas, but at last her launching was successfully accomplished. After reaching the wreck, however, the master positively refused to leave it. Shortly afterwards the vessel was shivered to pieces on the rocks, and the master, who was drunk, perished entirely through his obstinacy; not, however, before the Life-boat's crew had made two most daring and determined attempts to save his life.

A reward of £13 to the crew of the Holyhead Life-boat for putting off during the night of the 6th March, and rescuing during a strong gale of wind the crew of four men of the schooner 'Elizabeth,' of Bridgewater, from their boat. The vessel had driven close to the rocks, on which the heavy sea was breaking in tremendous force. Her crew had tried to escape by their own boat, but had failed from the violence of the wind and sea. They were taken on board the Life-boat, and safely landed at Holyhead. Early the next morning the schooner's crew, with five of the Life-boat men, were put again on board the vessel, which had held on, and which was afterwards brought into harbour.

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The silver medal of the institution was presented to Mr. James Cox, coxswain of the Appledore, Devon, Life-boat, for his general gallant services, in aiding to save a large number of lives from eleven different wrecks.

The silver medal was also voted to Captain A. Dower and R. A. Barron, Esq., and £4 to four other men, for putting off in a fishing boat, and saving at great risk of life two out of six of the crew of the brig 'Susan,' of Cork, wrecked off Ballinacourty on the 19th February. The crew were seen early in the morning holding on to the rigging, while the seas broke fearfully over the vessel. The nearest Life-boat was ten miles off, and while she was being sent for by express the vessel was seen to break up, and the heartrending cries of the unfortunate sufferers in the rigging were distressing in the extreme. At this juncture a boat manned by six daring men was launched, and succeeded in rescuing two men, four others having unhappily been washed off the wreck and drowned.

The silver medal was likewise presented to Mr. Hugh Cooper, chief-officer of the coast-guard, and £3 to three other men for putting off in a small boat, and rescuing, at great risk of life, two men from a piece of the wreck of the barque 'Florence Graham,' of Liverpool, wrecked in Dingle Bay. Twelve of the crew had previously unhappily perished by the capsizing of the ship's long boat in attempting to land.

The silver medal was also presented to Henry Freeman, in testimony of his gallant services in the Whitby Life-boat, on the 9th February last, when he had gone off in her five times to rescue five shipwrecked crews.

A reward of £6, in addition to £10 received locally, was also given to six men for putting off in a boat and rescuing, at great risk of life, four out of five of the crew of the brig 'Sir Allan M'Nab,' of Maryport, wrecked near Courtown, Wexford, on the 10th ult. After pulling three miles, and after a most severe and determined struggle, they succeeded in reaching the wreck and taking off the crew in a most exhausted state; one poor fellow died soon after he reached the land.

A reward of £13 10s. to the crews of two fishing cobles, for putting off and saving the crews, consisting of 15 men, of the brigs 'Graces,' of Seaham, and the 'Juno,' of North Shields, wrecked in Robin Hood's Bay, on the 9th of February.

May 2nd.—His Grace the Duke of Northumberland, in the chair.—A reward of £6 10s. was granted to the crew of the Middlesborough Life-boat for saving the crew of four men of the schooner 'Oregon,' of Stonehaven, which, during cloudy and boisterous weather had sunk in Tees Bay. Some steam tugs had previously attempted to approach the wreck, but had found it impracticable to come near it. The Life-boat, however, ploughed through the breakers with little apparent difficulty, and soon brought the poor men, who had taken to the rigging, safely to land.

Rewards amounting to £19 10s. were also given to the crews of the Life-boats at Margate, Arklow, and Drogheda, for putting off to vessels in replies to signals of distress, but which after arrival of the Life-boats, had got out of their dangerous positions, and proceeded on their voyages.

The silver medal was voted to Inspecting-Commander Goss, R.N., of the Queenstown Coast Guard Division, who had previously received the gold medal of the society for some distinguished services in saving life, and to John Stark, together with £2 to the latter, and £16 to Captain Goss's boat's crew of eight men, for putting off in a coast-guard boat during a truly awful night, and rescuing, by means of the rocket apparatus, which was fired by them from a rock over which the sea was occasionally breaking heavily, twelve out of thirteen of the crew of the Austrian brig 'Uredon.' It appeared that the ship in endavouring to make in the night for Cork Harbour, during a heavy

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gale from S.W., upon a dead lee shore, drove on some isolated rocks off Guilleen, about a quarter of a mile from the shore. The seas lashed in their fury up the masts, on which the poor creatures were crowded, and death in one of its most appalling forms stared them in the face, for they had thought that it was impossible for help to reach them in such a dangerous place. Indeed the fury of the storm during the night, and the apparent inefficiency of the means of succour at hand—the nearest Life-boat being about twenty-five miles distant—were enough to appal the stoutest hearts to attempt a rescue under such circumstances. However the attempt was made, and the rescue, after six hours of ceaseless toil and imminent risk, was successfully accomplished, to the amazement and great gratification of twelve of the ship's crew, one of their mates having previously thrown himself overboard in despair was lost. The vessel in a few minutes afterwards went to pieces.

The silver medal was also voted to Lieut. Hutchison, R.N., Hon. Agent of the "Ship-wrecked Mariners' Society" at Kingstown; and Lieut. Parsons, of the 35th regiment; in testimony of their gallant services in aiding to save three out of four of the crew of the brigantine 'Industry,' of Whitehaven, which during the memorable gale of the 9th Feb. last, was wrecked off Kingstown, on which occasion Capt. Boyd, R.N., and his brave crew, unhappily but nobly perished. We have in type a biographical notice of the late Capt. Boyd, which will (D.V.) appear in our next number. Mr. Hutchison, in rushing into the surf to save the master's life, was severely injured and rendered insensible, in which state he was himself rescued by some other men.

June 6.—Thos. Chapman, Esq. F.R.S., V.P., in the chair.—The silver medal was voted to Lieut. Hugh M'Neile Dyer, R.N., and Mr. Geo. Farrin, gunner of H.M.S. 'Ajax,' in testimony of their intrepid services in conjunction with many others who had been previously rewarded with medals by the Committee of the "Tayleur Fund" in Dublin through the Lord Lieutenant, for saving life from the brig 'Neptune,' of White-haven, wrecked off Kingstown on the 9th February last. Lieut. Dyer had been twice swept away by the surf, but was providentially saved; and Mr. Farrin received, on that disastrous occasion, a severe wound on the head, from which it was said he still suffered.

The silver medal was also presented to Mr. John Large, master-gunner in the Royal Artillery, in acknowledgment of his brave exertions in wading into the surf, at the peril of his life, and aiding to rescue three out of seven of the crew of the schooner 'Harmony,' of Waterford, wrecked in Freshwater West Bay, near Milford.

A reward of £2 to Charles Gilbert, fisherman, of Sutton Bridge, Lincolnshire, for rescuing at considerable risk of life, and some damage to his boat, four men whose boat, during squally weather had sunk, placing her crew in a most dangerous position.

A reward of £13 to the crew of the Arklow Life-boat, for putting off to signals of distress from two vessels which had afterwards, however, got out of danger.

A reward of £12 to a number of poor fishermen of Blasket Island, Kerry, for rescuing fifteen persons from a boat belonging to the ill-fated ship 'Middlesex,' of New York, which during a fearful gale of wind had been abandoned in a sinking state in the Atlantic in March last, with fifty-three persons on board. After enduring great suffer-ings on the ocean for many days, the poor shipwrecked men were ultimately observed by the islanders, who found them in a most exhausted state, and brought them ashore at much risk of life, two of them falling dead on reaching the island. The survivors were taken into the cottages of the islanders, and treated most kindly by them for eight days, during which period it was found impracticable to communicate with the main-land.

Payments were made on various Life-boat establishments, and the proceedings then closed.

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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, 1861.

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:—

12 W, 27 O, 2 AP, 2 M	94	9	3	*London.*
6 W, 12 O, 10 M	27	16	0	*Aberdeen.*
1 M	1	1	0	*Anstruther.*
3 W, 4 O, 14 M, 2 MM	22	5	10	*Appledore.*
1 W, 2 O	11	12	6	*Ardrossan.*
1 M	2	10	0	*Banff.*
4 M, 1 MM	5	15	0	*Bangor.*
2 W, 1 O	7	12	6	*Barlochan.*
1 W, 1 O, 1 MM	4	10	0	*Barmouth.*
8 M, 2 F	9	2	6	*Barra.*
2 W, 5 O	13	5	0	*Barrow.*
1 W, 4 O	9	10	0	*Beaumaris.*
2 M	2	0	0	*Beer.*
1 MM	2	2	6	*Belfast.*
1 W, 5 O	10	0	0	*Belmullet.*
1 M	2	10	0	*Blakeney.*
2 W, 1 MM	6	8	0	*Blyth.*
1 M	2	0	0	*Bosham.*
3 M	5	7	6	*Boston.*
1 F	1	9	6	*Bridport.*
1 F	1	2	6	*Bristol.*
6 F	15	2	6	*Brixham.*
1 MM, 2 F	6	4	4	*Buckie.*
1 W, 1 O	4	8	0	*Bude.*
2 AP, 4 M, 1 MM	5	17	6	*Cardiff.*
1 W	2	13	0	*Cardigan.*
2 M, 1 MM	6	10	0	*Carnarvon.*
1 AP	3	15	0	*Clovelly.*
1 M, 1 MM	4	0	0	*Colchester.*
1 W, 1 AP, 2 M	8	5	0	*Dartmouth.*
6 M	8	7	6	*Deal.*
2 AP	2	13	0	*Dinas Cross.*
1 W	3	0	0	*Donaghadee.*
2 M	1	0	0	*Dover.*
1 W, 2 O	5	5	0	*Dublin.*
3 W, 5 O, 3 AP, 19 M, 2 MM	44	19	0	*Dundee.*
2 W, 9 O	13	3	9	*Dundalk.*
9 M, 1 MM	7	5	0	*Exmouth.*
1 W, 1 AP, 3 M	15	15	0	*Falmouth.*
2 F	2	7	6	*Faversham.*
1 M	3	2	6	*Fethard.*
1 W	1	5	0	*Fetlar.*
5 O, 1 M	9	2	6	*Fleetwood.*
1 MM	1	12	6	*Flint.*
2 M	5	10	0	*Fishguard.*
2 M	4	5	0	*Fowey.*
1 M	1	15	0	*Fraserburgh.*
2 M	3	0	0	*Freshwater.*
4 O, 1 MM	9	0	0	*Gerrans.*
1 W, 1 O, 1 M	9	6	3	*Glasgow.*
1 M, 1 MM	4	5	0	*Gloucester.*
1 MM	1	15	0	*Goole.*
1 MM	2	15	0	*Grangemouth*
1 P, 1 M	4	12	6	*Gravesend.*
4 M	9	5	0	*Greenock.*
5 M, 1 MM	8	0	0	*Grimsby.*
4 W, 6 O, 10 M, 2 MM	48	15	3	*Guernsey.*
1 O, 2 M	11	5	0	*Harrington.*
4 W, 1 O, 10 M, 3 MM	51	18	0	*Hartlepool.*
24 W, 28 O, 6 AP, 19 M, 4 MM, 1 F.	182	9	6	*Hull.*
1 W, 1 AP, 1 M	15	0	0	*Ilfracombe.*
1 M	2	7	6	*Inverness.*
1 W, 2 AP	7	6	0	*Ipswich.*
1 MM, 1 F	4	15	0	*Irvine.*
2 W, 9 O, 1 M	20	11	6	*Jersey.*
1 P, 4 M, 1 MM	12	15	0	*Kincardine.*
1 W, 5 O	5	13	9	*Kinsale.*
1 M	2	5	0	*Kirkcaldy.*
1 W, 2 O	3	19	0	*Kirkwall.*
1 M	3	2	6	*Leigh.*
2 W, 5 O	12	8	9	*Leith.*
1 M	1	10	0	*Lerwick.*
2 M	4	10	0	*Littlehampton.*
5 W, 18 M	25	10	6	*Liverpool.*
1 W, 5 O, 1 M	3	14	6	*Lowestoft.*
2 M	7	5	0	*Lyme.*
1 M	2	7	6	*Lymington.*
1 M	3	2	6	*Lynn.*
1 W, 1 O, 2 M, 1 F	10	6	3	*Lytham.*
5 M	10	10	0	*Maldon.*
1 W, 1 O, 1 MM	7	6	0	*Margate.*

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5 W, 5 O, 1 AP, 9 M, 2 MM	32	2	0	*Maryport.*
2 M	5	2	6	*Middlesboro'.*
1 W, 2 O	5	0	0	*Milbrook.*
1 M	2	5	0	*Milford.*
1 P, 3 W, 8 M, 3 MM	22	1	0	*Montrose.*
3 W, 4 O, 4 M, 1 MM.....	18	3	0	*Newcastle.*
1 W, 1 O.....	4	11	0	*Newhaven.*
1 M, 1 MM.....	7	10	0	*Newport (Mon)*
2 W, 3 O, 4 M, 1 MM	19	3	9	*Newport (Pem)*
5 W, 4 O, 2 AP, 14 M, 5 MM ..	83	0	6	*No. Shields.*
1 M	2	10	0	*Peel.*
W	5	10	0	*Penzance.*
AP	3	5	0	*Peterhead.*
P, 1 W	7	10	0	*Pill.*
M	9	17	6	*Plymouth.*
M	1	17	6	*Poole.*
1 W, 1 MM.....	7	17	6	*Portmadoc.*
1 W, 1 O.....	9	3	9	*Portsoy.*
1 O, 3 M.....	12	2	6	*Port William*
1 W, 1 O, 1 M, 1 MM	19	12	6	*Robin Hoods' Bay*
1 M	2	5	0	*Rochester.*
1 MM	2	10	0	*Runcorn.*
1 W, 6 O	11	0	0	*Salcombe.*
1 W, 6 O, 1 AP, 5 M	19	5	0	*Scarboro'.*
19 M, 2 O	21	2	6	*Seaham.*
1 M, 1 P	4	5	0	*Shoreham.*
5 M	6	7	6	*Southampton*
9 W, 29 O, 4 AP, 49 M, 4 MM ..168		9	3	*So. Shields.*
1 W	2	8	0	*Southwold.*
1 O, 1 M, 1 MM ..	3	12	6	*Spalding.*
1 M	3	0	0	*Stockton.*
1 O, 2 M, 1 MM .	6	5	0	*Stonehaven.*
1 AP	4	7	0	*Stromness.*
15 W, 28 O, 2 AP, 34 M, 5 MM ..188		4	9	*Sunderland.*
2 M, 1 MM.....	4	15	0	*Swansea.*
1 O, 2 M.....	4	2	6	*Teignmouth.*
1 M	3	0	0	*Topsham.*
1 AP	3	0	0	*Torquay.*
1 W, 6 O	9	0	0	*Truro.*
1 AP, 6 M ...	9	0	0	*Voe.*
1 O, 1 MM	2	10	0	*Wells.*
1 W, 2 O.....	5	12	6	*Weymouth.*
1 W, 6 O, 6 M, 1 F	16	19	0	*Whitby.*
5 M, 2 MM, 1 F..	32	4	10	*Whitehaven.*
1 O, 1 M	3	0	0	*Whitstable.*
1 W, 5 O, 8 M, 2 MM	12	9	6	*Wisbeach.*
1 W, 8 O, 2 AP, 4 M	14	7	0	*Wivenhoe.*
4 M, 1 MM.....	8	0	0	*Workington.*
6 W, 20 O, 2 AP, 12 M, 4 MM ..	57	13	9	*Yarmouth.*

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 153; Orphans, 268; Aged Parents, 39; Master Mariners, 72; Mariners and Apprentices, 419; Fishermen, 20; Pilots and Boatmen, 5; Shipwrecked men forwarded home, 896; in all, 1872 persons relieved, at an expense, inclusive of that in the succeeding table, of £2209 12s. 7d.!!!

A MESSAGE FROM THE SEA.—A bottle, containing the following, has been picked up on South Shields Sands:—"North Sea, Feb. 2nd, 1860. Dear Friends, when you find this, the crew of the ill-fated ship 'Horatio,' Captain Jackson, of Norwich, is no more. We left Archangel on the 8th of January, all well; on the 2nd of February, we hove-to under close-reefed topsails, after scudding before the gale for ten days, we have not been below for six days. A Norwegian brig hove-to for our assistance. Four men got into the jolly boat, but after leaving, a sea struck her, and sank her, and the four men were lost. Our crew consisted of eight men, master and mate, second mate, and two boys. When I am writing this, I have just left the pumps, we are not able to keep her up—eight feet of water in the hold, and the sea making a clean breach over her. Our hatches are all stove in, and we are all worn out. Our master made an observation to-day: we are in 60 north lat., wind N.E. I write these few lines, and commit them to the foaming deep, in hopes that they may reach some kind-hearted friend who will be so good as to find out the friends of these poor suffering mortals. I am a native of London, from the orphan school, John Laing, apprentice. We are called aft to prayers, to make our peace with that great God, before we commit our living bodies to that foam and surf. Dear friends, you may think me very cool, but thank God, death is welcome. We are so benumbed and fatigued that we care not whether we live or die. John Ross, John Thompson, James Lee, and Jos. Brig, took the boat on the 21st of January. William Ham, Peter Young, Sam. Jones, James Bruce, Wm. Ham, chief-mate; Thomas Wilson second-mate; John Laing and Frederick Maff, apprentices."

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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, 1860, and the 31st May, 1861.*

Vessel's Name.	Port.	Amount of Relief. £	s.	d.	Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Award	Liverpool	23	13	0	Friends	Kirkcaldy	1	8	0
Arethusa	,,	3	19	6	Frolic	London	0	17	4
Ailsa	Cardiff	2	15	0	Faithful	Shields	1	9	6
Atlantic	Exeter	1	13	0	Fortuna	Soderham	3	17	8
Abbey Ketch	Bristol	1	0	0	Forty-two	Rochester	0	7	0
Adelaide	Guernsey	8	0	0	Faire	Whitehaven	1	12	6
Ann	Shields	0	11	4	Gazelle	Sunderland	5	5	8
Ariosto		7	3	0	Hornsea	Blakeney	0	9	0
Albertina	Memel	1	9	0	Hotspur	Dunbar	1	14	0
Annie	London	4	7	6	Hebe	Belfast	0	4	6
Aurora	Padstow	11	2	6	Hero	Bideford	3	6	6
Anemore	Shields	0	14	0	Harmony	Waterford	2	10	0
Agnes Anderson	Dublin	3	13	0	Henry	London	3	0	0
Alix	Boulogne	1	7	0	Herald	Newcastle	2	9	6
Alma	Teignmouth	8	18	0	Henry	Bideford	0	9	6
Alexander	London	2	0	0	Hound	Greenock	0	3	4
Adventure	,,	2	0	0	Island of Cork		0	8	0
Arcturus	Dundee	8	15	0	James Duff	Inverness	0	16	6
Annie	Portsmouth	1	1	0	J. Cunningham	Whitby	3	17	1
Bewley	London	3	7	6	James Gidd	Hull	0	10	2
Brothers	Whitehaven	0	3	6	J. Masters	Shields	5	10	0
British Queen	Shields	0	9	0	John and Mary	Llanelly	0	6	0
Baltic	Blyth	0	15	6	James Bailie	Shields	0	7	6
Barbarian	Greenock	2	8	0	James	London	0	12	0
Billow	Waterford	1	10	0	Jane	Whitstable	1	17	0
Blen Cathra	Liverpool	1	10	9	Juno	London	2	17	6
Bothnia	London	0	3	6	John Owen	NewBrunswk.	0	14	0
Clementina	Shields	1	14	0	Jane	Jersey	1	17	6
Countess of Zetland	Wells	1	9	0	Kars	Shields	0	14	4
Corinthian	London	3	14	0	Kepler	London	0	6	6
City of Lucknow	Glasgow	0	10	0	Lady Falkland	Liverpool	3	17	0
Coral	Portaferry	4	19	0	Liffey	Cork	2	6	0
Clyde	Bideford	0	9	0	Liveret	Jersey	1	5	6
Conquest		4	4	6	Lucy	Guernsey	5	8	0
Circassian	Shields	3	8	4	Lunan	Arbroath	1	5	0
Cipio	,,	0	14	0	Lord Saumarez	Scarborough	0	12	10
Carnation	London	0	13	6	Louistarria	Ramsgate	2	8	0
Clyde	Sunderland	0	11	6	Mariner	Rochester	2	0	0
Catherine Maria		1	4	0	Merlin	Scilly	3	0	0
Condor	Sunderland	1	0	0	My Choice	Lochndale	1	0	0
Collier	Shields	0	14	0	Mary	Halifax	3	6	6
Danube	Belfast	4	17	6	Maidstone	London	4	4	0
Derwent	Workington.	0	10	0	Mary Ann	Harwich	0	9	0
Dinorwic	Carnarvon	3	15	0	Menane	Greenock	7	14	0
E. D. Cameron	Halifax	1	14	0	Memory	Shields	5	4	0
Edith	London	4	3	6	Maria	Lymington	1	6	0
Eden	,,	7	16	0	Maude	Montreal	0	14	2
Ellerslee	Hull	9	18	0	Maria	Shields	13	9	6
Evangeline	London	4	12	6	Mountain Star		0	3	6
Echo	Liverpool	6	16	11	Mary & Elizabeth	Sunderland	0	13	2
Earl of Hamond	Whitehaven	3	5	0	Mary	Carnarvon	1	0	0
Elizabeth	Sandwich	1	8	7	Merit	London	0	10	0
Elizabeth	Shields	1	4	6	News	Shields	0	16	0
Florence	Liverpool	0	6	0	Naiad	Sunderland	0	2	6
FrederickWilliam III	Dantzic	6	6	0	New Drape	Whitehaven	0	11	6

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RELIEF TO SHIPWRECKED CREWS—*continued.*

Vessel's Name.	Port.	Amount of Relief. £	s.	d.	Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Orbit	Shields	0	3	8	Saidis	Falmouth	4	16	0
Ocean Guide	Liverpool	1	11	6	Sylph	Stornaway	0	10	0
Odessa	London	3	18	6	Sir A. McNab		1	10	0
Othello	Nantes	1	9	0	Success	Shields	0	2	6
Osbourne	Berwick	1	16	6	Sea Adventurer	Portsmouth	2	4	8
Orissa	Shields	2	9	6	Sarah	Exeter	1	0	0
Orphan	Milford	0	4	0	Swan	London	3	17	0
Oregon		2	18	0	Squirrel	Whitby	1	12	6
Olinda	Newcastle	1	10	6	Standard	Hartlepool	1	0	0
Peru	Plymouth	4	10	0	T. C. Millidge	Scarborough	8	10	0
Place	Teignmouth	1	13	6	Trenius	Shields	1	7	6
Polly Hopkins	Exeter	3	2	6	Triton	Teignmouth	1	0	0
Propitious	Whitstable	0	5	1	Trial	Glasgow	0	4	6
Palladium	Shields	0	6	0	T. Hodgson		0	17	0
Phœnix	London	0	8	6	Thomas	Cowes	0	5	10
Rapid	Falmouth	0	16	0	Theodore	Sunderland	0	13	0
Raglan	Newport	1	8	0	Tamona	London	2	0	0
Remna	Remna	0	15	6	Ullerslie	Hull	3	17	6
Renovation	Shields	7	18	6	Venddlena	Newcastle	1	12	6
Ruby	,,	5	1	0	Vocalist	Liverpool	5	8	6
Rosalie	London	5	0	0	Victoria	Portsmouth	0	15	0
Roderick Dhu	Liverpool	8	1	0	Valentine	Milford	1	8	0
R. D. Mangles	London	7	15	0	Venture	Shields	0	5	0
Roe	Portwilliam	0	12	0	Wave of Life	,,	0	14	4
Royal Bride	Bideford	2	15	0	William Wallace	,,	0	11	6
Rosebud	Shields	1	12	0	William Hamond	London	2	7	6
Sarah	Rochester	0	2	0					

BRITISH FISHERIES.—The Annual Report of the Commission for the British Fisheries has been presented to Parliament.

"This is a very important branch of industry: in the year 1859, 12,802 boats, manned by 43,062 fishermen and boys, were employed in the herring, cod, and ling fisheries, and the estimated value of the boats, nets, and lines is £739,096; besides which these fisheries also furnished employment to 9267 seamen, and no less than 49,022 other persons, making a total of 101,351, independently of 927 seamen in foreign boats. The quantity of herrings cured during the year was 491,487 barrels, branded 158,676, exported 272,979; the quantity cured was 117,488 barrels less than the average of the three preceding years—a very great falling off. In the cod and ling department the year's returns show an increase; 118,383 cwt. were cured dried, and 5,362 barrels in pickle, and the quantity exported was 35,923 cwt. cured dried.

"Of the intellectual condition of the fishermen and their families a very unfavourable account is given by Mr. Middleton, Inspector of Schools, in his report last year upon the north-eastern division of Scotland. He expresses his belief that the average school attendance of fishermen's children, when they do attend school, is not more than three months in the year. 'The conditions of existence among this class of our countrymen,' he says, 'do not require much aid from the schoolmaster; and their migratory habits, caused by the herring fishing, drawing them (often with their whole families) from their villages to a few central points for three months in the year, together with the limited ideas and limited earthly hopes of the parents—their continual struggle with the inconstant sea, which necessitates the labour of old and young in fine weather—the feast in prosperity, the fast in adversity, combine to cause such neglect of schooling as is equalled by none other of the industrial classes. They are almost a distinct people everywhere, nearly as exclusive in their marriages as the Jews, rarely is there an exception to the rule of fisherman to fisherwoman.'"

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Portfolio.

"THE VOYAGE OF LIFE."

WHICH of us is there whose experience may not bear abundant witness to the changeable nature of the prospects in the world, the uncertainty of our best-laid plans, the insecurity of our firmest possessions? Where shall the man be found who, for long together, continueth in one stay? Which of us does not behold and feel himself and everything around him, with various speed but with equal certainty, hastening on to dissolution and decay; while all which we enjoy has no more comparative permanence than our good or bad reception in an inn, or the still briefer accidents of a voyage? Life bears us on like the stream of a mighty river. Our boat at first glides gently down the narrow channel through the playful murmurings of the little brook and the windings of its grassy border. The trees shed their blossoms over our young heads; the flowers on the brink seem to offer themselves to our young hands: we are happy in hope, and we grasp eagerly at the beauties around us; but the stream hurries us on, and still our hands are empty.

Our course in youth and manhood is along a wider and a deeper flood, and amid objects more striking and magnificent. We are animated by the moving picture of enjoyment and industry which passes before us; we are excited by some short-lived success, or depressed and rendered miserable by some equally short-lived disappointment. But our energy and our dependance are both in vain. The stream bears us on, and our joys and our griefs alike are left behind us; we may be shipwrecked, but we cannot anchor; our voyage may be hastened, but it cannot be delayed; whether rough or smooth the river hastens towards its home, till the roaring of the ocean is in our ears, and the tossing of the waves is beneath our keel, and the lands lessen from our eyes, and the floods are lifted up around us, and the shore loses sight of us, and we take our last leave of earth and its inhabitants: and of our further voyage, there is no witness but the Infinite and Eternal.—*Bishop Heber.*

EPITAPH.

Composed by an old Man-of-War Sailor, just before he died.

My sails are split, my main mast's gone,
My soul has fled the deck;
And here, beneath a damp, cold stone,
My body lies a wreck.
But still the promise stands secure,
I shall re-fitted lie,
And sail the seas of endless bliss,
To all eternity.

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THE SHIPWRECKED MARINER.

No. XXXII. OCTOBER, 1861. Vol. VIII.

DISTINGUISHED NAVIGATORS.

COLUMBUS.

[*Concluded from our last Number.*]

It was on the 25th September, 1493, that Columbus left the Bay of Cadiz with his fleet, on his second voyage to the western world, and on the 1st October he reached the Canaries; at Gomera he took in wood and water, live stock, plants, and seeds, and then proceeded on his voyage, steering to the south-west in the hope of falling in with some of the Caribs, whom he had before sought to find. After a prosperous voyage across the Atlantic he made an island in the Antilles on the 3rd November: this island he called Dominica, having discovered it on a Sunday, and another he called Marigalante, after his own ship. On this he landed and took formal possession of it and the clustering islands around in the name of his sovereigns, and of this he made a practice wherever he landed.

Guadaloupe was his next discovery. His appearance here filled the natives with alarm, and they fled in such haste as to leave behind them some of their children, who were treated kindly by the Spaniards, from whom they received some trifling presents. In this island they found portions of the wreck of a European vessel, and they also ascertained beyond a doubt that the inhabitants were cannibals, and that they were the ferocious Caribs of whom they had heard so much. Leaving this island they proceeded onwards, and discovered several other islands, to all of which they gave names. On the 14th November they anchored at one which they called Santa Cruz, and here a boat's crew having been sent for water, an encounter took place between them and the Caribs, in which one of the Indians was killed, and a Spaniard was wounded with a poisoned arrow, of which wound he died.

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Coasting along amidst these beautiful islands, which afterwards became more fully known to them, on the 22nd November the squadron reached the eastern extremity of Hispaniola. Full of anxiety respecting the fate of the little colony which he had left behind him, Columbus hastened on to the harbour of Navidad, off which he arrived on the 27th, at night, and as the ships could not be seen from the shore, two guns were fired as a signal to the Spaniards supposed to be alive and within hearing; but alas! no corresponding salute was returned, and no long time elapsed ere the squadron learned the reason of this awful silence, and became aware of the fate of their unfortunate companions. From the Indians they learned that some of the Spaniards had died of disease, others had been killed in a quarrel among themselves, and the rest had gone to another part of the island, where they had taken four or five Indian wives each, and finally that Caonabo, a warlike chief, who ruled over the golden region of Cibao, had come down and attacked Guacanagari, burnt his village, and wounded himself.

Here it is necessary to revert to the first landing of the Spaniards in Hispaniola, and to the state of things among the natives. It appears that the island was divided into five portions, governed by as many chiefs, called caciques, the mountainous parts being inhabited by a hardy and warlike race, while the people dwelling on the plains were of a mild and gentle character. The place where the Spaniards effected their first settlement happened to be in the dominions of a cacique called Guacanagari, who, with his people, was distinguished for the amiability of his disposition, and he showed himself every way disposed to assist the strangers who had come so unexpectedly into his country, and concerning whom he of course entertained the most exaggerated ideas. The conduct of this generous chief, and the favour shown by the Spaniards towards him, excited in a high degree the rage and jealousy of a neighbouring cacique, called Caonabo, who felt equal dislike and dread of the invaders, and would have been very glad of an opportunity to cut them off. Animated with such feelings he did not seek to disguise them, and allowed no opportunity to pass that afforded him a chance of injuring them, and he extended his enmity to all who favoured them. Having given this short explanation of the pre-existing state of affairs, we shall return to Columbus and his people.

On the Spaniards landing, they immediately went towards the spot on which the fort had been built, and there they found sufficient to fill them with sorrow. The building was entirely demolished, and the ground was

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covered with tattered garments, broken chests, arms, and utensils, leaving no doubt as to the melancholy fate of the garrison. At a short distance from the fort the bodies of eleven men in European clothing were dug up. It appeared from the statements of the natives, obtained with difficulty, that no sooner had Columbus departed than the wise counsels which he had left for their guidance were disregarded, and every one, considering himself no longer amenable to authority, gave way to licence, and their first step was to oppress the gentle natives, stripping them of their golden ornaments and taking away their wives and daughters. They treated Arana, the commandant set over them by Columbus, with contempt, and the officers appointed to succeed him in case of his death, were desirous of sharing in the command at once, but failing in this they departed with nine men, directing their course towards the golden mountains of Cibao, in the hope of finding much treasure; but they fell into the hands of Caonabo, who instantly seized and put them to death. Animated with this success, the cacique left his fastnesses with a gallant band, attacked the Spaniards, who were living in careless security, and massacred them all, with the exception of eight who fled to the sea and were drowned. It is a remarkable fact that Guacanagari and his people, notwithstanding all that they had suffered from the cruelty and rapacity of the Spaniards, fought on their side; but their feeble efforts were of no avail, and their cacique was wounded by Caonabo, and his village burnt to the ground. In spite of all this, the unhappy Guacanagari was suspected by the Spaniards, and he and his people narrowly escaped destruction at their hands, a course that was counselled by many, but particularly by a certain friar named Bernard Buyl or Boyl, who had been sent out by the Pope as the Apostolical Vicar of the Indies, but Columbus would not listen to this blood-thirsty apostle, and the cacique was treated with deserved consideration by the admiral.

The formation of a settlement next engaged the attention of the admiral, and the foundation of a city to be called Isabella was laid near the golden mountains. In the course of these proceedings, disease and want attacked the Spaniards, and they died in great numbers; nor did the unhappy natives escape, for the hardships inflicted upon them by their merciless task masters soon thinned their ranks. In the meantime, the enemies of Columbus in Spain were busy in undermining his influence and blackening his name. However successful as a seaman Columbus may have been, it does not appear that he was very capable in managing matters ashore, and his administration of affairs at his new settlement

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of Isabella gave rise to much discontent, and was the cause of a very bad feeling against him. Among those who had gone out were many young cavaliers of distinguished lineage, who had no idea of the hardships they would have to encounter, and in fact only knew the use of the sword, with which they expected to be able to carve out fortunes for themselves, and when they found that they must either work or perish, they gave way to despair, and died without an effort.

Columbus, after endeavouring for some months to establish a settlement in Hispaniola, turned his thoughts to the prosecution of new discoveries. Having made proper arrangements for the management of affairs in Hispaniola, he sailed from Isabella on the 24th April, with three caravels, leaving his brother Diego at the head of a council to govern in his absence. The admiral, who never lost sight of his original idea of reaching the Indies by the west, once more set sail in search of the hoped for land. With this view he reached the eastern extremity of Cuba on the 29th April, to which he had attained in his former voyage, being under the impression that it was the eastern extremity of the Asiatic continent. He then steered due west, and on the 2nd May he anchored in a harbour, supposed to be that now called St. Jago de Cuba, where he inquired for gold, upon which the natives pointed to the south, saying that a great island, abounding in the precious metal, lay in that direction, which determined him to go there. He soon came to Jamaica, but he was not long in discovering that that was not the land of gold, and went round its western end till he came again to Cuba, which he made on the 18th May, near Cape de la Cruz. Following the direction of its shores he was soon entangled in a labyrinth of small isles, and he called the group the Queen's Garden. The multitude of islets by which he was surrounded still more tended to confirm him in the idea of this being the eastern coast of Asia. On the 3rd of June his crews landed to procure water, when they were told by the natives that there was a place called Mangon to the west of where they were, and the admiral now thought himself on the point of gaining all he sought, for Marco Polo had spoken of Mangi, or the southern portion of China (Cathay being the northern), and described it as "the most magnificent and the richest province that was known in the eastern world." We cannot follow him in his various explorations of the island coasts, but being at last obliged to return he did so in the confirmed belief that Cuba was the eastern end of Asia, and in that belief he continued to the day of his death. After encountering very bad weather and been in much danger while sailing along unknown coasts,

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he returned to Isabella, but in a very bad state of health, and the greatest fears were entertained that he would die. He had fallen into a state of torpor, which, however, suddenly vanished at the sight of his brother Bartolomeo, who had arrived during the temporary absence of the admiral, and whom he had sent to the English court to offer his grand scheme to Henry VII. The brothers had not met for ten years, and their joy on now meeting may be easily imagined. Each gave the other a particular account of his adventures during that long interval. Full of joy at finding himself once more in possession of a friend in whom he could place every confidence, and who could not have arrived, to use the words of Robertson, "at any juncture when Columbus stood more in need of a friend capable of assisting him with his counsels, or of dividing with him the cares and burdens of government," the admiral immediately appointed him *adelantado*, or lieutenant governor, an appointment which greatly offended King Ferdinand, who considered that the crown alone had the right of nomination to this important office. Although it required all the wisdom and foresight of the brothers to govern the island of Cuba in its then state, they were not allowed to do so by their troublesome subordinates, who neglected their duty, giving way to pleasure and oppression, and none did this more than the dissolute Apostolical Vicar. At last one of them named Margarite, along with other discontented persons, took possession of some ships in the harbour which Bartolomeo had brought out, and set sail for Spain.

Things had now come to a crisis, discipline was disregarded, oppression over the natives was ruthlessly exercised, and they were robbed of all they possessed to gratify the passions and the cupidity of the Spaniards, until at last even their gentle natures were roused, and they took advantage of the fancied security of their enemies to cut them off singly or in small bands as opportunities occurred. Ever on the watch for an opportunity of destroying the Spaniards, against whom he entertained the deadliest hatred, Caonabo resolved to leave nothing untried to effect his purpose. Nothing that the white men had done annoyed him so much as the erection of the fortress which they had erected and dedicated to St. Thomas, and to destroy this fort was a great object with him. The dispersion of the army that had been under the command of Margarite afforded him the opportunity he longed for, and gathering 10,000 men together, he resolved to fall suddenly upon and capture it. Luckily for the Spaniards the fort was under the command of Alonzo de Ojeda, an experienced and gallant soldier, who resisted all Caonabo's approaches, and kept him at bay,

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although the garrison contained only 50 men, and after losing many of his people from the sallies of the besieged the baffled cacique at last withdrew. An opportunity occurred not long after this which was seized by Ojeda, and the unfortunate cacique fell into the trap laid for him and was made a prisoner.

Well knowing that the main object of all the outlay which the Spanish sovereigns had made in the expeditions they sent to the New World was the acquisition of gold, and seeing but little chance of getting the precious metal in such quantity as was expected, Columbus about this time suggested to his sovereigns the idea of selling the Indians in order to raise money, and 500 were sent to Spain for this purpose, but the Queen Isabella put a stop to this nefarious scheme. Soon after this a grand league was formed among the caciques to attack the Spaniards, of which the admiral soon became aware, and he determined to defeat it by the vigour and rapidity of his operations. Death from the ravages of disease had so far reduced his force that he could only muster 200 foot and 20 horsemen, backed by 20 bloodhounds, a new species of auxiliary to which the Spaniards often resorted in after times in their wars with the Indians, and with this small force he boldly took the field against his foes. The enemy, whose numbers can only be guessed at, as the Spanish accounts are not to be relied upon in such matters, waited the attack in the Vega Real, and the action then fought was called the "Battle of the Vega." Of course the Spaniards gained the victory, and it would be too painful to dwell on the use they made of it. The subjugation of the whole island soon followed, and in their eagerness to obtain gold, every art and cruel device was resorted to, until thousands of Indians were swept into the grave, the only refuge left to the wretched natives, and from being a well peopled and prosperous island, Hispaniola became a desert overgrown with rank vegetation and almost impenetrable from the increase of trees. Among those who fell victims to the cruelty of the white men was Guacanagari, who had ever stood by Columbus, and defended his people even at the hazard of his own life. Unable to endure the sight of the misery of his subjects he fled to the mountains and there perished miserably.

We are told that such was the subjection to which the Indians were at last reduced, that the country was so peaceable that even a single Christian could go securely wherever he pleased, and the Indians themselves carried him about on their shoulders wherever he liked to go. The heart revolts at the idea of calling such beings Christians, when fiends would be a more appropriate designation.

In the month of October, 1495, there arrived at Isabella from Spain four caravels laden with supplies for the colony. Along with them came one Juan Aguado, who had accompanied Columbus on his second voyage, and had returned to Spain when Columbus sent back twelve ships to that country. On that occasion the admiral had recommended him strongly to the Royal favour. He now came out as a Royal commissioner to inquire into the state of the

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colony, and had been sent at the instigation of the bitterest enemies of the admiral. In accordance with his instructions Aguado did everything he could to injure Columbus, and having accomplished this, which seemed to be the sole object of his mission, he returned to Spain. When Aguado returned, the Admiral returned also, but in a different caravel, and he had the happiness to bear with him the news of the discovery of gold which had just been found in great abundance on the banks of a river called Hayna, and the soil all round seemed impregnated with the precious metal. The admiral ordered a fortress to be erected on the spot, and leaving his brother, 'the adelantado,' in command of the island, he set sail for Spain on the 10th March, 1496, fully satisfied that Hispaniola was the ancient Ophir, and that he had found the very mines from which King Solomon obtained his gold. Among those who sailed with Columbus, as a prisoner, was the proud cacique Caonabo, who, however, died before the vessel arrived in Spain. Two hundred of the colonists were sent back by this opportunity, and there were also thirty Indians on board.

After a stormy and dilatory voyage, during which the people on board suffered from a shortness of provisions, Columbus anchored in the Bay of Cadiz, after an absence of nearly two years and nine months. The people had now cooled towards him, and nowhere was he received with honours such as had previously been showered upon him. He went to Burgos, where the sovereigns received him with distinguished marks of favour and respect. He related all the events which had taken place in the new world, and laid proposals for a new expedition before them, stating what ships would be required to effect new discoveries. Although the sovereigns assented to all his propositions, when the time came for carrying them into execution the most disheartening delays were interposed. A long period elapsed ere ships and men could be procured for the expedition. There were no volunteers now, as on his second voyage, and the admiral was reduced to the mortifying expedient of proposing that the malefactors of Spain should be transported to Hispaniola, and condemned to labour for a specified term of years. The fatal effects of this measure were soon made manifest, for it filled the colony with men only remarkable for their crimes, which unavoidably produced evil in an infant settlement where purity of morals were more required in establishing order than even the operation or authority of laws.

Nearly two years had elapsed since his arrival in Spain ere the preparations could be completed for the departure of Columbus on his third voyage. At length on the 30th May, 1498, he sailed from the port of San Lucar de Barrameda with six vessels; two, which he had destined for Hispaniola, having been dispatched some months before. In this expedition he kept more to the south than he had hitherto done, as he now supposed the rich lands he was in search of lay in the immediate vicinity of the equator. Having touched at the Canaries he sent on from thence three of his ships for Hispaniola, retain-

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ing the others to prosecute his contemplated southern discoveries. The consequence of this step was that he brought his vessels into the "calm latitudes," as they are called by seamen, and as the ships lay motionless on the water and not a breath of air stirred, the Spaniards were filled with alarm, and we have a most exaggerated account of the effects produced by the heat on the ships and cargoes. Here the seamen suffered severely, and the admiral himself had an attack of gout, accompanied by fever, which his age and enfeebled constitution were ill able to bear up against. At last, abandoning his idea of proceeding further south, he stood to the westward, and there was only one cask of water remaining when the joyful cry of land was heard. Three mountain summits were distinctly visible, which were found to rise from one base, and on this account the admiral named the land the Island of the Trinity, which name it still bears. It lies off the northern coast of South America, near the Delta of the Orinoco. After a long and perilous navigation Columbus reached the southern coast of Hispaniola on the 19th August, but it was not until the 30th that he met his brother the adelantado; the admiral was now "almost a wreck of himself," nor did he find affairs in the island much better than a wreck. Bartolomeo rendered an account of his stewardship to his brother, which we must pass over in this short memoir, merely observing that, among the other evils with which the colony was afflicted, a rebellion broke out among the Spaniards, which was with great difficulty suppressed. But this was not effected without creating a number of enemies against Columbus in Hispaniola, while the malice of his foes in Spain was unceasing to effect his ruin.

As a proof of the little influence Columbus now possessed in Spain, we are informed that when he complained to his Sovereigns of his small means to repress the efforts of the rebels against his authority, he was told, through a priest named Fonseca, who was very powerful at court, but who had ever been his implacable enemy, that the matter was to remain as it was, a most mortifying reply, which compelled him in some measure to submit to the demands of the rebels; but after he had effected an arrangement with them, anxious to put an end to the lawless condition to which Hispaniola had been reduced by their violent conduct, he sent to Spain a request that a learned man might be sent out to administer the laws, and make them respected. He had formerly made a similar request, but no attention was paid to it.

The future life of Columbus was marked with misfortunes, greater even than those to which he had hitherto been exposed, and among them we may here introduce some account of Amerigo Vespucci, a Florentine merchant, who contrived to rob the admiral of the great glory to which he was alone entitled, that of giving his name to the new world, for we find that Vespucci, among the vast multitude of adventurers who were lured to the shores of the new continent, by the splendid discoveries of the admiral, himself went over, "and" says Robertson, "soon after his return he transmitted an account of his

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adventures and discoveries to one of his countrymen, and labouring with the vanity of a traveller, to magnify his own exploits, he had the address and confidence to frame his narrative so as to make it appear that he had the glory of having first discovered the continent in the new world." Hence the country of which Amerigo was supposed to be the discoverer came gradually to be called by his name, and this error became perpetuated, so that not only were Columbus's substantial advantages taken away from him by his enemies, but his very glory was appropriated by another.

But his crowning calamity was about to fall upon the unfortunate admiral, namely, the loss of the protection of his Royal Patroness Queen Isabella. When the leader of the rebellion in Hispaniola was sent home, there were taken a number of slaves, who were said to have been granted freely by Columbus. This having been stated to the Queen she was greatly offended, and said the admiral had no right to give away her subjects, and ordered them to be sent back to Hispaniola. Upon this his enemies immediately took measures to effect his destruction. A man named Bovadilla was intrusted with the mission of inquiring into the conduct of the admiral and his brothers. He left Spain in July, 1500, and on the 23rd August he reached San Domingo, where Diego Columbus was in command, the admiral and the adelantado being in the interior of the island. Bovadilla made short work in carrying out his infamous mission. All the effects of the brothers were seized, and their persons secured in irons. The same ship in which Bovadilla went out was employed to carry back the unfortunate brothers, and as a proof that honour was not altogether extinct among the Spaniards of that day by whom Columbus was surrounded, we mention with pleasure, that, as soon as the vessel was clear of the island, Alonzo de Villego, the officer in whose custody the prisoners were, approached Columbus with great respect, and offered to release him from his fetters. "No," said the admiral, "their Majesties commanded me in their letter to submit to whatever Bovadilla should order in their name; by their authority he has put these chains on me. I will wear them till they shall order them to be taken off, and I will keep them afterwards as relics and memorials of the reward of my services." "And so he did," says his son Fernando, "I saw those irons always in his room, and it was his wish that they should be buried with his bones!" Well might Columbus feel deeply the monstrous injustice thus inflicted upon him in return for services of greater magnitude than had ever been rendered by subject to sovereign, or by man to man, and no attempt can avail by historians or flatterers to rescue the memory of Ferdinand of Spain from the infamy with which it is covered by his unjust and ungrateful conduct to his great benefactor, and the benefactor of his country; and it reflects eternal disgrace upon the Spanish nobles of that day that they not only permitted, but actually joined in the oppression of Columbus. It is unquestionable that there are no people in the world more

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narrow-minded, bigoted, or inimical to foreigners than the natives of Spain, and to these causes mainly may be ascribed the low state into which their country has fallen. Looking back to the days of the Emperor Charles the Fifth, we find the Spanish nation at the head of all the nations of Europe, the first in arts, in arms, in power, and in material wealth. What is it now? The despised of all the world, and reduced to boast of victories obtained with difficulty over the wild tribes that line the coasts of Morocco, and glad to follow in the wake of France. As to Ferdinand, the name of Columbus will never be mentioned, but the infamy of the oppressor will appear in darker colours contrasted with the glory of the oppressed.

When Columbus went to visit his sovereigns in chains, some barren sympathy was shown for his sufferings, but he failed to obtain justice at their hands.

The restless and noble spirit of Columbus induced him to pursue his career of discovery, in doing which he often encountered heavy misfortunes, but the greatest of all was the continued enmity and treachery of those under his command, who meanly sought his favour when fortune smiled upon him, but who either deserted or took an active part against him when he was beset with difficulties.

We should not omit to mention the circumstance of Columbus availing himself of the occurrence of an eclipse to save himself and his followers from threatened starvation while in the island of Jamaica. Indignant at the exactions and cruelty of the Spaniards, the Indians refused to furnish them with provisions, whereupon the admiral informed them that if they did so, Divine vengeance would fall upon them, and a famine and other evils would visit their island, as a token of which he told them, that on a certain night which he named the moon would become of a bloody hue and then be hidden. As he had predicted the eclipse took place, which terrified the Indians so much that they no longer refused to bring provisions to the Spaniards, but supplied them abundantly with all they wanted.

It is a remarkable circumstance that towards the end of his life Columbus adopted the idea that the form of the earth was the same as that of a pear, thus discarding the idea of the earth's rotundity, the belief in which enabled him to establish the truth of his theory that India could be reached by the west.

Columbus made a last voyage to Spain in 1504 to solicit justice, but without success, and, at last, worn out with care and age, he felt his end approaching, and made every necessary arrangement for such an event. On the 26th May, 1506, in the City of Segovia in Spain, Columbus expired, "dying," to use the words of Robertson, "with a composure of mind suitable to the magnanimity which distinguished his character, and with sentiments of piety becoming that supreme respect for religion which he manifested on every occurrence of his

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life." His son Fernando records his last words. "*In manus tuas, Domine, commendo spiritum meum*" (Into thy hands, O Lord, I commend my spirit.)

Thus died the renowned Columbus, exhibiting in his last moments that unshaken trust in the Almighty that had ever been his support during his life, leaving behind him a name that will be remembered and venerated among men as long as the world endures, and an example that, if followed, will lead mankind to the performance of actions that will redound to the glory of God and the good of their fellow creatures.

We are sorry to record that even the death of Columbus, which was hastened by the consciousness of the neglect and injustice of his sovereign, could not soften the heart of Ferdinand of Aragon towards him, nor make him do justice to the family of Columbus. He confined his regret on account of the death of the hero to a barren expression of sorrow and to ordering a monument to be erected to his memory, bearing the inscription—

"Por Castilla y por Leon
Noevo Mundo hallo Colon."
(For Castilla and for Leon
A new world found Colon.)

which will never be read without recalling the glory of Columbus and the ingratitude of his sovereign.

The body of Columbus, after some removals, was finally deposited in the cathedral at Havannah. The ceremony and honours with which the last testimonies of respect were paid to Columbus are said to be honourable to the Spanish nation; but funeral honours are but a poor reward for substantial services, particularly such services as the humble seaman of Genoa rendered to the proud sovereign of Spain.

SKETCH OF THE ORIGIN AND PROGRESS OF THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY,

FOUNDED 21ST FEB., 1839; INCORPORATED BY ACT OF PARLIAMENT 1850.

[*Continued from Page* 181, *Vol. VI.*]

THE progress of the noble project of establishing a Hospital for the Merchant Seamen of the Empire, similar to that at Greenwich for the Royal Navy, was hindered for the present by the excitement caused by the Indian Mutiny, followed by a great monetary panic, and the Committee bowed to the tide of events which was evidently too strong to stem; they, therefore, bide their time, confident that, by the blessing of God, England, the greatest of the Maritime and Commercial Nations of the earth, will not remain without an

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asylum in old age, unto which those brave and gallant servants of the community can look forward as to an honorable retirement when worn out in its service, for which they are ever ready to brave the battle and the breeze.

The Institution may be compared to a gallant ship well found and manned by a gallant crew, pursuing her voyage spite of tempests and adverse winds,—having, like her, its difficulties to contend with. The financial report for 1857 tells of ups and downs, but yet in those that guide and work, a dominan. perseverance is manifest, and a hopeful confidence in Him in whom they who put their trust are blessed, for, notwithstanding that they are obliged to put on record that the income for the year had fallen short £1,284, although legacies from Miss Maria Peterson of £100, and Miss Artault, of £200, had come in, and the receipts exceeded that of 1856 by £400, still they give most grateful thanks to God that their work "uninterruptedly progresses," they rejoice that the numbers of sailors subscribing increases and has reached 46,300, though they are perfectly aware that every subscription received from a sailor involves a necessity of increased support from the public, because the rules by which they work provides that, besides the succour in the hour of shipwreck which the Society gives to all of every nation and clime cast upon our shores, the sailor subscribing 3s. per annum shall secure for his wife and children instant relief in the case of his being taken from them, which is often from £12 to £16, according to the number of children. The moral effect of thus encouraging a habit of thoughtfulness in a class of men so proverbially reckless, they think cannot be too highly estimated, especially when it is considered that they visit distant nations and may by their conduct hinder or advance the work of the missionary who goes to proclaim the glad tidings of salvation in a crucified and risen Saviour!

The loss by death of many friends during the past year have to be mourned over, viz.—Rear-Admiral the Earl Spencer, K.G., C.B., and Admiral Sir Francis Beaufort, K.C.B., F.R.S., Vice-Presidents; Admiral Sykes and Captain Stephenson Ellerby, of the Trinity Board, Members of the Committee of Management—and the following gentlemen, late Honorary Agents, viz.—Roland Seymour, Esq., for Bray; Captain Henry Browse, for Brixham; Mr. Alfred Harris, for Dinas Cross, Pembroke; Captain W. H. Gennys, R.N., for Dundalk; Mr. Charles Pulfer, for Pembroke; Colonel Elder, for Sleat, Isle of Skye; Mr. William McCrea, for Port Stewart; and Mr. Thomas E. Collinson, for Hythe.

1858-9.—In the month of May, 1859, we find Earl Manvers, V.P., in the Chair at the Annual Meeting, His Grace, the President, having been prevented taking it by family affliction; in the Report for 1858, presented by the Committee, they state that they had again made a move forward for the attainment of the great national object, of providing a retreat in old age for our worn-out Merchant Seamen, and that a deputation, headed by His Grace the Duke of Marlborough, had waited upon the Right Hon. W. J. Henley, M.P., President

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of the Board of Trade. The object of the deputation is expressed in the following copy of a paper read by the noble Duke, and left with that gentleman—

To the Right Honorable the President of the Board of Trade.

SIR—"We have the honor to wait upon you for the purpose of laying before you the following statement, and to ask how far, in an object of such great public interest, we may hope for countenance and help from the Government.

"We premise, Sir, that "THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY," of which we form part of the Committee of Management, was incorporated in 1850, by an Act of the Legislature; by which Act (in addition to the original objects of the Society) power is given it to hold land, build Asylums for Seamen, grant Annuities or other benefits to Seamen, their Widows, Children, or Parents; establish Savings' Banks, and "also any other objects, designs, or purposes of a benevolent character, for the benefit and welfare of all and every or any of the classes of men for whose benefit the said Society was originally established, or those dependent on them," either "by the establishment of any Institution, or Institutions," &c.

"In 1857 the Committee of Management, feeling the high position in which it had pleased God to place this Institution in the sight of the country, considered that the time had arrived for endeavouring to carry out the Act under which it is incorporated, by endeavouring to establish a fund, unto which they shall *voluntarily subscribe*, for granting Annuities to Seamen in old age, or when disabled from further service; and also for building a Hospital for the reception of such Seamen, as from extreme old age, destitution of relative ties, or other causes, might be considered as needing such.

"Accordingly in July a Public Meeting was held at the Mansion House, under the presidency of the then Lord Mayor, now Alderman Finnis, unto which a number of the leading gentlemen of the City gave their adhesion, and great sympathy with the undertaking was expressed. Consequent on the Indian Mutiny, followed by the late commercial crisis, it was considered wise not to take further steps until the excitement, caused by these events, had subsided.

"We hope that the country is now emerging from the depression caused by these two great disasters, and we feel that, both benevolently and politically, the work which we have put ourselves forward to do, is a work of so much national importance, as to warrant the expectation of having the sympathy of the Government, and the Empire at large.

"We believe, that if a liberal annuity for old age, and a comfortable Asylum, if needed, be provided for the Officers and Seamen of the Merchant Navy, it will not only be a graceful acknowledgment of the value their countrymen entertain for them as a body, but that it will be the best means of attaching them to their country, and of inducing respectable youths to enter the Mercantile Marine, as a service which that country duly appreciates, and thus give an *Esprit de Corps* to it, which it has never hitherto had, but of which it is greatly in need. We refrain from using arguments on this occasion, knowing the interest of the Government respecting our seamen at large, by the fact that a Commission is at present sitting, to devise a plan for manning our Ships of War.

"It is proposed that every Master Mariner subscribing 2s. per month, and every Mariner 1s. per month, shall be *entitled* to an Annuity, to be calculated by an actuary. We hope, by Donations, Subscriptions, and Legacies, from the public at large, and any help the Government may be pleased to give to the Fund, that the amount of Annuity may be increased.

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"That the Subscription of a Master Mariner to the Hospital shall be £2, and that of a Seaman £1, which sum paid at once, or by four instalments, either annual or otherwise, shall entitle the Subscriber to admission, provided he be a fit subject, in which case his Annuity will be applied to his support.

"We consider that a large number of Seamen, from their migratory habits, may be found in the latter years of their lives, when aged and unable to help themselves, without any relative ties: for such the proposed Hospital would be, in our opinion, an unspeakable blessing; but we do not think they will exceed, on the average, 3000 at any one time, and for the present we judge an establishment for 500 will suffice.

"The cost of rearing and furnishing a building to hold this number, is computed at £50,000, and which, if full, judging from accredited data, would require for its support £13,000 per annum.

"The greater part of this sum, however, will be met by the Annuities of the residents, which will merge to the support of the Hospital on their entry. If it should be found that under the encouragement given by the Government, and the public at large, the Merchant Seamen subscribe in great numbers to the Building Fund, then any residue of their subscriptions may be added to the further sums which may be raised, and other Hospitals built at Liverpool, Newcastle, or in any localities that may in future be determined upon.

"We propose that the control of the Hospital shall be vested in thirty six Directors, twelve of whom shall be members of the Committee of the Shipwrecked Mariners' Society, a certain number named by the Government (if it affords help, and desires it), and the rest Shipowners, and Master Mariners Subscribers. That, with the exception of the members of the Committee of the Shipwrecked Mariners' Society, and any gentlemen appointed by the Government, the Directors shall be elected at the Annual Meeting of the Subscribers to the Hospital, where the Report of the past year, and statement of the accounts shall be read, every Master Mariner and Mariner subscribing, and all Honorary Subscribers of a Guinea or upwards, being entitled to vote.

"We respectfully submit, without intending to allow of a comparison between this important movement and any other, that the principle of Government help in aid of private exertions, is admitted in the fact of its helping National Schools, Sailors' Homes, Life-Boat Institutions, &c.

"In the event of the Government being disposed to help the objects we have in view, we respectfully remind you, that the claim of this Society to its confidence, rests on the fact, that it is already authorized by Act of Parliament to carry them out, when funds can be obtained—that it is at the head, in round numbers, of 46,000 Merchant Seamen, upwards of 8,000 of whom are Master Mariners, and of which number 3,000 carry the Flag of the Society at the mast head of the vessels they command.

"That it is represented by 520 Honorary Agents, situate at convenient distances round the entire Coast of the United Kingdom, and Isles adjacent, who administer *instant* relief to *all* Shipwrecked Mariners, without reference to their being Subscribers to the Society, clothing them, &c. and sending them home, the number of such being last year 4133—besides being the channel of the Central Board of relieving 2,980 Widows, Orphans, and aged Parents of Mariners, who were Subscribers, and that it is a well-ascertained fact, doubtless known to the Board of Trade, that the Society is eminently popular among the Seamen, and therefore, in our humble opinion, best calculated as a medium for doing them good.

"We submit, that we believe it would be considered by the Seamen a great boon, if the Government were to carry out the suggestion contained in the Report of the

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Commissioners appointed to enquire into the condition, &c. of the Merchant Seamen's Fund (1848) page xi., wherein they recommend £5,000 per Annum, or more, should be contributed to any Benefit Society for Widows and Orphans of Seamen*—such help to the Widow's Fund of the Shipwrecked Mariners' Society, would greatly enlarge the good it is at present doing, and enable it to go on with its Annual Grants to Widows, which, from their increasing numbers, it is likely it will be obliged to circumscribe, except further support be afforded to that branch of the Institution, other than from the subscriptions of the Seamen themselves.

"We respectfully draw your attention to the fact, that the Board of Trade, when undertaking to wind up the Merchant Seamen's Fund, withdrew the grants (*allowed under the former management*) of 10s. to each shipwrecked Seaman, and 20s. to each Master Mariner, shipwrecked; which at once burdened the Society's funds with an extra outlay of upwards of £2,000 per Annum in the cost of boarding, lodging, and forwarding to their homes, shipwrecked crews, and thus in the last eight years there has been taken from their Widows and Orphans £16,000.

"In conclusion, Sir, we beg respectfully to add, from the extensive knowledge we have of the minds of the Seamen, through the Secretary of the Institution's constant intercourse with them in London, and visits to the coast, as well as through the Travelling Agents, and the 520 Honorary Agents, that we feel persuaded they may, by proper encouragement, be induced voluntarily to enrol themselves as Subscribers to a Fund which has been established for their benefit, by those in whom they have confidence; and we instance this Institution, which, in the last seven years, has added to its members, of Master Mariners and Mariners subscribing, 27,000 men! though its benefits, being temporary, are by no means so generally *telling* as that of a *certain* provision to keep them from the workhouse, whether in old age or prematurely disabled from further service; and we are equally persuaded that any attempt to coerce them, by making their Subscriptions compulsory, instead of having the effect of binding them to their Country's flag, will drive them to take service under a foreign one, in order to avoid the Tax, and thus the forced register it will involve. Subjoined are our reasons for hoping the Government may render pecuniary help.

"We have the honor to be, Sir,

"Your obedient Servants,

(Signed on behalf of the Deputation) "MARLBOROUGH,"

President of the Shipwrecked Mariners' Society.

Reasons for hoping the Government may render pecuniary help.

1. That the Board of Trade has absorbed Funds formerly held by the Trinity Board, the residue of which, after paying the expenses, were appropriated to the relief of worn out Seamen; and has now in hand from it and other sources, gathered from the Mercantile Marine, a balance of	£449,116	13	6
2. That it has in the Merchant Seaman's Fund, as appears by the published account of receipt and expenditure, a balance of	43,989	2	0
3. That "The Seamen's Fund Winding-up Act," (clause 36,) provides that the unclaimed Wages and Effects of Seamen, under the provisos therein stated, shall be paid to a Friendly Society, and the Seamen's Hospital Society: and that the Board of Trade has on hand, arising out of the unclaimed Wages and Effects of Deceased Seamen, which appears to be increasing at the rate of about £12,000 per annum, a balance at present amounting to	52,330	18	7
TOTAL	£545,436	14	1

* Vide "The Seamen's Fund Winding-up Act," clause 36, which appears to us likely to have been founded on this suggestion.

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The Right Hon. gentleman, in replying, after asking various questions which were answered by Mr. Lean, the Secretary of the Institution, fully acknowledged the importance of making the proposed provision for the Merchant Seamen of this great empire, and expressed himself ready to help the undertaking, "whether in or out of office," and suggested that when it could be shewn that the scheme had the support of the seamen, so as to entitle it to be considered in a national point of view, the deputation might reasonably return to the Government for help.

[*To be continued.*]

VISITS TO THE SEA COASTS.

[*Continued from our last number.*]

SCOTLAND.—More or less every one knows something of Scotland, the land of bards and heroes, of thrilling events, and wonderful associations of the protracted struggles and patriotic devotion of her valorous and loyal sons, who have stood in many a deadly breach, and gathered on many a hard-fought field the prize of unquestionable gallantry, happily blending within themselves and carrying to the field of action virtues so high and so much to be admired, that both foreign and native historians have spoken of them in high praise; so prominent indeed has been the union of those qualities—the martial and domestic—strength tempered by moderation, and courage by humanity, and yet always ready on the first sign of alarm to march away for the scene of strife to the tune of

"Wha daur meddle wi' me,"

that they have drawn from their very enemies the generous epithet of "brave as they are gentle, and gentle as they are brave."

Her political amalgamation with our own nation may have softened, but has not obliterated her native complexion; so that through every successive change the character of Scotland, like that of her glens and mountains, has preserved its identity; and since the days of monkish legends and superstitious observances have given way to the cultivation of means formed to advance the true interests of man, we find within her borders the union of mental improvement with manual industry, of frugal habits with a high tone of moral conduct, of correct principles regulating the common business of life, and above all—as influencing all—a profound reverence for the duties of religion: need we wonder then, that now, instead of war and anarchy, the eye and heart of the traveller are refreshed with the new and cheering prospect of peaceful hamlets, industrious citizens, luxuriant harvests, crowded harbours, and that air of tranquility and contentment pervading the whole, to which the industrious

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exercise of the plough, the loom, and the spade, is the best and surest introduction.

Scotland has long afforded by its inexhaustible combinations scenes of romantic beauty, and subjects of the deepest historical interest to every class of travellers, and we question whether the eye ever rested upon anything more beautiful and grand than these scenes by the banks of the Tweed, the famous resort of the salmon hunter; here we might linger and make the poor attempt at description which must utterly fail; and although time here, as elsewhere, is always working its changes, yet her bold natural landmarks are the same, the mountains, lakes, and rivers retain their pristine character and beauty; but in many instances luxuriant forests have overspread the once barren heath, and the progress of cultivation has effected many pleasing transformations. Canals have been dug, towns enlarged, villages have sprung up, agriculture has reclaimed the waste and reaped the fruit of her productive labour, while architecture has liberally contributed her embellishments, and nature, seconding the efforts of art, has invested the whole picture with her own livery, and in numerous instances replaced sterility with plenty.

Then there is Edinburgh, the metropolis of merry Scotland, the seat of ancient royalty, and of learning, abounding in monuments, and colleges for law, medicine, and divinity, with its stately buildings and noble institutions, its many churches and more numerous ministers, who unflinchingly shun not to declare all the counsel of God, with a power and pathos much to be admired and calculated to do great good; here, however, we cannot stay to notice squares, visit the castle, palace, and "a' the ither things," but hasten down to the busy port of

LEITH, which is situated on the south shore of the Firth-of-Forth, and a little more than a mile from Edinburgh, to which there is no doubt it is largely indebted for a good share of its prosperity. The great increase of trade to this port has, during the past twenty years, called for numerous and important changes, most of which have been promptly carried into effect. New docks have been excavated on a magnificent scale, and the ancient port rendered more commodious and accessible, while the dense forest of masts, displaying the colours of every commercial nation, speaks well for the extent of the trade, which, together with the ships of war frequently laying in the offing, the constant arrival and departure of steamers, with the bustle of landing and embarkation, give a vivacity to the picture not to be met with in every port of the empire.

There is the entrance or tide harbour, which has been frequently improved to meet the requirements of the place; next is the eastern wet dock, which was opened in 1806; then the middle wet dock opened in 1817, each of which are 250 yards long and 100 yards wide; both cover an area of more than ten acres, and afford a sufficient quantity of room to contain about

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200 sail of vessels of the ordinary class frequenting the port. On the north side of these are three graving docks, each 136 feet long and 45 feet wide at the bottom, 150 feet long and 70 wide at the top, while the width at the entrance is 36 feet; the cost of these splendid graving docks was upwards of £285,000. Altogether the dock accommodation is good, and a considerable trade, both coasting and foreign is carried on, steam vessels as in all other ports are very much on the increase, and some splendid vessels of this class now belong to the port of Leith, whose aggregate tonnage in 1849, according to official returns, was 22,449. Since that time it has been greatly augmented.

The entrance to the harbour has been greatly improved of late by lengthening the eastern pier, which is now fully a mile in length, constructed partly of wood and partly of stone, and offers a delightful promenade, affording the citizen all the benefit of the fresh sea breezes. The western pier is built entirely of wood, and is about three-quarters of a mile in length. In the vicinity are a number of smaller places inhabited by fishermen, (viz., Newhaven, Fisherrow, &c.), whose wives, a singular race, dressed after a singular fashion, and carrying in a singular manner baskets containing 150lbs. to 200lbs. weight of fish, supply copiously the markets of Edinburgh and Leith. Leaving, however, for the present the Firth-of-Forth, and continuing a northerly course for upwards of 40 miles, we soon find ourselves at the entrance of the Firth-of-Tay, about twelve miles from which, and stretching along the north bank thereof is the flourishing town and port of

DUNDEE, which is an important place and one of considerable commerce and manufactories; but one which has had to encounter many checks and reverses in the early part of its history and struggles to rise. In the year 1651, Dundee lost nearly the whole of its fleet of ships and valuables, leaving nothing but crushed commerce, and for years a deserted harbour; after some time it began again to recover and its trade to increase, which was only enjoyed for a short time, when a re-action again followed, the trade dwindled down to nothing, and the place became only the resort of fishermen and smugglers.

From its situation, however, and harbour accommodation, the tide of commerce again turned in its favour, bringing with it great progressive prosperity, which the following official statement will show:—

In 1745 the port dues scarcely amounted to £1200, but in 1792 the number of vessels belonging to the port had increased to 116, measuring 8,650 tons; and about the same period the foreign clearances, out and in, were nearly 12,000 tons, and the coasting about 61,000.

This augmentation of its shipping gave an impulse to improvements, sea walls and quays rapidly sprung up, the tidal harbour speedily grew larger, wet docks and a graving dock were constructed, and such undertakings were effected that there are but few ports in great Britain which now afford greater facilities and accommodation for shipping than the port of Dundee.

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In 1858 the number of foreign vessels which entered inwards amounted to 418, with a registered tonnage of 79,465, and the number of the same class which cleared outwards was 340, whose aggregate tonnage amounted to 60,216; while the number of coasters, entered in and out, in the same year was, vessels 2219, tonnage 122,363.

The progressive increase in the revenue will also appear from the following authentic statement:—

Shore dues from—

July, 1815, to July, 1816	£4,411
May, 1828, to May, 1829	10,134
May, 1857, to May, 1858	20,592

The number of vessels which entered the port

In	1835	was	3981,	burthen	259,736
	1849	„	4921,	„	385,095
	1858	„	2939,	„	283,671

while the number of vessels belonging to the port in 1858 was 280, of the aggregate register of about 54,000 tons.

The whale fishery still employs several ships, though not carried on to the extent it was formerly; but steam navigation is successfully conducted between this port and London, Hull, Hamburg, Cronstadt, &c., &c., and many first-class ships are built here; in fact, ship-building appears to flourish, and has done so from an early period, which soon led to the manufacture of cordage, and still remains a branch of its commerce, which together with the manufactures of the place have attained unprecedented success, and present attractions of great interest for all who delight to contemplate scenes of national prosperity; and although, at the time of our visit, the war din in the distance was acting unfavourably on the trade, yet we hope shortly the whiz of the cannon-ball will be hushed into silence, its smoke for ever cleared away, and that intercourse, free and unfettered, may be speedily established between our cousins on the other side the Atlantic, and those brave seamen and enterprising merchants who carry on the commerce of Bonny Dundee.

It is not our intention, after what we have already written, to enter upon any lengthy account of the herring-fishing, or the boats in which it is conducted, which are at this season of the year sailing out of the various harbours all along the Scottish coast, towards the close of the day, walking the whole night upon the water like things of life, and returning too often in the morning like the ancient fishermen on the sea of Tiberias, of whom it is said, "*and that night they caught nothing.*"

However, for the general information of our readers, we give the following paragraph from the *John O'Groat's Journal*:—

"The Cost of the Wick Fishing.—Reckoning the number of boats now prosecuting the herring fishing at Wick and its vicinity at 1,100, manned by six men

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each, we have a body of 6,600 men nightly employed in their precarious calling. Allowing that the wages of the hired men average about a pound per week, and giving the native fishermen the same wages as the hired men, we have £6,600 a week as the sum necessary to pay the wages of those primarily engaged in the business of catching the fish. The fishing season lasts for seven weeks, and during that time the mere catching and landing of the fish will cost £46,200. Allow three women to each boat for gutting and packing, and say for them the small figure of a pound each, we have £3,300, which brings up the expenditure in wages to £49,500. Then there are the coopers, &c., a very low estimate of whose earnings will bring the figures up to £60,000. The cost of a new boat, with nets and fittings complete, is not under £120, but taking them all, new and old together, at an average of £70, we have £77,000 as the amount of literally 'floating' capital embarked in the business. This is without making any allowance for the rent of curing stations, storage, and barrels. Thus we have an outlay of £137,000 to bring the fish ashore and put them into the barrels for the market. Or, if we take the average duration of a boat and fittings at ten years—a long lease for them—we have a yearly outlay of £7,700, which, added to the yearly expense of £60,000, gives an average yearly expenditure of £67,700, without allowing anything for repairs or casualties. This is a very moderate estimate, but it will serve to give some idea of the cost of the Scottish herring fishing."

We must, however, for the present take our leave of this interesting country, with its ships, harbours, boats and nets—yes, and its beautiful scenery too, its peaks, valleys, rivers, and streams, together with all its rugged grandeur, which must be visited to be appreciated. All who see admire it, but the sons of her own soil are loudest in her praise, and seem to partake much of that feeling which takes possession of every breast, especially after a long absence and safe return to their native land; but the Scotch, while gazing on the magnificent scenery as it appears in all its richest development, become enthusiastic in its praise, and break forth in the language of

"One who turned her wondering eyes on rocks that seemed to prop the skies;
On palace, park, and 'battled pile; on lake, on river, sea and isle;
O'er woods and meadows bathed in dew, to distant mountains wild and blue,
And thought the isle which gave her birth the sweetest, wildest land on earth."

ISLE OF MAN, PEEL.—This small seaport, which occupies a central position on the western coast of the island, has been making rapid strides during the last few years in the path of commercial improvement. "Excelsior" appears to be the motto of the people, and energy, combined with unanimity of sentiment and business-like mode of procedure, seems to distinguish their efforts for the good of the town.

It is not in commercial and material respects only that Peel has lately been progressing, but also in the prevalence of temperate and industrious habits amongst the people.

The capital that is said to be afloat in this little town amounts to about £60,000 or £70,000, a large portion of which has been supplied by the hardy and persevering seamen of the place. There are belonging to the port about

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30 first-class schooners and smacks, well found, and manned by able and efficient crews. These vessels are worth about £20,000. There are also about 130 fishing luggers, averaging from 15 to 20 tons, which vessels are worth, with their materials, about £250 each. At present 20 large boats of this class are in process of building, and will, it is stated, be unsurpassed for model and workmanship by any already launched there. The number of seamen belonging to the port is from 200 to 300, and the number of fishermen is estimated at about 1,000.

There are at Peel, slate and lintel quarries, which have been opened on the hill above the castle by an English and Welsh company. The slates, flagstones, lintels, &c., are large and in much request. It is hoped that these works will prove a profitable speculation for the company. Workmen are busy making a tramway from the quarry to the quay, for the purpose of exportation. It is also said that the company referred to are searching for coal.

The ship building at Peel is at present in brisk operation. Numerous orders are on hand, to be executed for next season, so that builders are now compelled to refuse fresh engagements. One gentleman, who is the principal employer, has about 100 hands constantly working in the various branches of his business, viz., shipbuilding, blockmaking, sailmaking, steam-sawing, smith-work, &c. There is also a net manufactory in the town.

The visitor, on entering this establishment, is struck with admiration at the activity and animation going forward. The average amount of work accomplished weekly is stated to be 600 yards of herring nets complete. The proprietor of this concern employs 50 men, with boats, &c., at the port of Kinsale, south of Ireland, in the deep sea herring and mackerel fishery, a trade hitherto carried on extensively by native boats, and a large French fleet.

The wealth and importance of Peel are likely to be much advanced by the railway, which is to be opened between that port and Douglas. This work has long been in contemplation, but now more decided steps than were hitherto taken in the matter are followed out. It is anticipated that Peel will derive more advantage from the laying down of this line than any other district in the island.

It is also thought that an immense traffic in goods and passengers from the Irish coast will follow the establishment of this railway, which will also afford great facilities to the herring and cod fisheries. The whole of Ireland, as a market, will be thrown open to their produce, and Liverpool can be supplied with the fish from this place not long after being alive in their native element. Should the contemplated steam communication with Ireland be opened, many visitors from that country are likely to avail themselves of the facilities thus afforded to visit the various scenes of beauty and interest abounding in the Isle of Man.

DOUGLAS, though not the capital of "Mona," is certainly the most important

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port and town in the island, and, in point of situation, may very favourably compare with some of the most admired places of marine resort in the United Kingdom.

The bay of Douglas, expansive and picturesque, bounded at its extremities by two precipitous headlands, with the intervening shore stretching away to the distant hills, presents a prospect to the approaching stranger at once lovely and sublime. This bay is about two miles in width, and is well sheltered, except from easterly and south-easterly winds. The anchorage is good, and the harbour is considered the best dry one in the Irish sea. But at present Douglas is not likely to be sought as a port of refuge, as it certainly would be, if the contemplated improvements in the harbour (including the construction of a breakwater), which would render it approachable at all times of the tide, were carried out. The depth of water is now from 12 to 20 feet, at spring tides, and therefore vessels of considerable tonnage can enter the harbour.

With a view to making Douglas a port of refuge for vessels navigating the Irish sea, surveys have been made, and much has appeared in print on the subject, and as a bill for improving the harbours of the Isle of Man was passed last year, it is likely that those beneficial works will be accomplished.

The beautiful stone pier, on the seaward extremity of which stands a small supplementary light-house, is upwards of five hundred feet in length, and forty in breadth. It proves, not only very ornamental, but owing to the great shelter it affords to the harbour, and the delightful promenade which its well-flagged surface provides for pedestrians, it is found abundantly useful.

The quays along the river side are spacious, and well adapted for the purposes of trade. A goodly number of vessels are sometimes to be seen loading and discharging at them. There are at present about 70 vessels, including four steamers, belonging to the port, and about 250 seamen sail from it. No large fishing boats are owned there, but a number of vessels of this class from English and Irish ports are at times to be found engaged in the fishing at Douglas. There is, however, no life-boat at this port.

CASTLETOWN.—On approaching this town from the sea the observer is struck with the great variety of scenery which is presented to his view. The rugged and abrupt cliffs, extending from the Calf Island, gradually diminish as he enters the bay from the south. On the western side lies the town, which on entering is found to be well built with good streets, clean, and in good repair.

This town is the capital of the island, and the seat of government. Here the celebrated "Castle Rushen" is situated. This is a building of enormous strength, and is said to have been erected in 947, by the son of King Orry. It is surrounded by a lofty embattled wall, and is a noble specimen of Gothic architecture. This castle contains several modern apartments, and, until within

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the last twenty-five years, was the residence of the governor. It is now employed for the Rolls Office, Court House, and permanent prison for debtors and criminals of the island.

It was from this stronghold that the noble James, Earl of Derby, bid defiance to the power of the Parliamentary forces under Ireton. The noble earl, angry at repeated solicitations for the surrender of the Isle of Man, returned the following reply to that fierce republican who had urged the old proposal with renewed earnestness:—

"I received your letter with indignation, and with scorn I return you this answer—that I cannot but wonder whence you should gather any hopes from me that I should (like you) prove treacherous to my sovereign, since you cannot be insensible of my former actings in his late Majesty's service, from which principle of loyalty I am no way departed. I scorn your proffers; I disdain your favours; I abhor your treasons; and am so far from delivering the island to your advantage, that I will keep it to the utmost of my power to your destruction. Take this final answer, and forbear any further solicitations; for if you trouble me with any more messages upon this occasion, I will burn the paper and hang the bearer. This is the immutable resolution, and shall be the undoubted practice of him who accounts it the chiefest glory to be

"His Majesty's most loyal and obedient subject,

"Castle Rushen, 12*th July*, 1649." "DERBY."

The bay, which is crescent-shaped, is spacious, and possesses an outer and inner anchorage ground of stiff blue clay; the harbour can be entered by vessels of considerable burthen, and is well protected by a very substantial new pier terminated by a lighthouse, the whole built of everlasting blue limestone, the produce of the surrounding district, the same material as that used in the erection of Castle Rushen, which has now braved the storms of nearly a thousand years. Two miles northwards stand the ruins of Rushen Abbey, and midway between it and the castle is situated the noble structure of King William's College, erected in 1832.

DERBY HAVEN, distant one mile from Castletown, possesses the best natural harbour in the Isle of Man; it is almost land-locked, open only to the north-east winds, and within the breakwater there is shelter from every wind that blows.

About a mile to the west of Castletown are the famous black marble quarries, from whence were taken the noble flight of steps presented by the venerable Bishop Wilson to the Dean and Chapter of St. Paul's Cathedral in London.

A fleet of luggers is owned here. The vessels of this description, employed in the herring fishery in summer, and the cod fishing in the spring, and carrying coals, &c., for the three ports of Derby Haven, Castletown, and Port St. Mary, number about 100, manned by about 700 men during the fishing season. The number of smaller boats engaged in the in-shore fishing, such as for lobsters, crabs, &c., is considerable; at least 50 boats of this description, manned by crews of from one to four men each, belong to the place. A life-boat is

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stationed at Castletown, and can, in case of need, be removed to other parts of the coast.

PORT ST. MARY is situated four miles from Castletown, on the south shore of the island. This improving little port has a substantial pier 230 yards long, and 8 broad, with a light-house at its northern extremity. Increased facilities for trading operations have recently been afforded by the erection of a new pier at the south side. There are 25 trading vessels, manned by 125 men in the aggregate, and 80 fishing boats, employing 270 men, belonging to this port. The average size of these fishing boats is about 20 tons, and usually they are about 39 feet in length, and have 13 feet beam.

PORT ERIN, situated about two miles from Port St. Mary, but to the westward of the Calf Island, is a small fishing village. The bay is beautiful and romantic, and is about seventy acres in extent. Two lofty headlands, from 300 to 500 feet in height, bound the entrance. In width it is about half a mile, and runs inland for about the same distance. During the summer season hundreds of visitors and tourists wend their way to this sweet retreat. The question of forming a harbour of refuge here has occupied attention for a considerable time. Royal commissioners and nautical men of experience have recommended the construction of a breakwater at the mouth of this bay, which seems to possess great advantages for being thus made a harbour of refuge. This work has the warm sympathies of the fishermen frequenting the western coast of the Isle of Man.

RAMSEY is situated on the north of the island, and though a brief description of it comes in last in this sketch, let it not be surmised that it is least in importance. It is far otherwise, for although Ramsey is not equal in importance to Douglas, as a seaport, it is considered to be greatly superior to it in other respects. The streets are spacious, and the buildings have a modern appearance, and an aspect of quiet respectability and comfort that is quite cheerful.

There are several good shops and houses of business, carrying on an extensive trade, and it is now the only town on the island, besides Douglas, that possesses steam communication with England. Until recently, there were 42 trading vessels belonging to the port, but five of these were lately lost. About 150 seamen, and 50 fishing boats, small and large, hail from Ramsey. The trade and number of vessels are increasing. The bay in front of the town is capacious, and affords good shelter from all storms from the eastward. The anchorage is good, and the quays afford convenience for vessels of considerable burthen. Many improvements are now in contemplation, such as the deepening of the harbour, and the erection of new piers, &c., all of which will materially add to the convenience and accommodation of the harbour.

The principal exports in cattle, horses, grain, &c., are shipped at this port. A few years ago the fine steamer, the 'Manx Fairy,' commenced plying between Ramsey and Liverpool. She still keeps up the communication, calling at Whitehaven, &c., on stated days.

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This town is becoming a favourite watering-place, as, besides possessing other advantages, the level area of the northern portion of the district offers great facilities for carriage and equestrian exercise. The scenery about Ramsey is greatly admired. The variety presented by the richly wooded, the well cultivated, and the magnificent mountain portions of the country is very delightful, and the whole island will well repay a visit from any one in quest of a summer tour.

THE LATE CAPT. JOHN BOYD, R.N.*

THE terrific gale of the 9th February, which strewed the east coasts of England and Ireland with the fearful evidences of its fury, inflicted on the country and the Naval Service the almost irreparable loss of one of its bravest and most accomplished officers. The heroic death of Captain JOHN M'NEILL BOYD, of H. M. Ship, 'Ajax,' and of five of his gallant shipmates, in the attempt to save the lives of the crews of two vessels driven by the fury of the hurricane on the rocks of Kingstown, will long be remembered and mourned. The intense anxiety of thousands to ascertain the truth or error of the report of this disaster, the almost boundless sympathy evinced by all classes, and the testimonies to his worth and professional character which have reached his friends and family from all quarters, make it probable that an obituary notice of one so widely respected and so deeply loved, cannot be otherwise than acceptable.

Captain Boyd was a native of Londonderry, of a family originally Scotch, but settled in the North of Ireland for several generations. He was born in 1812, and early evinced a marked predilection for those pursuits in which his subsequent days were spent. His delight was the sea; and his passion for a sea-going life showed itself in shaping boats and rigging cutters out of the stray pieces of wood and fragments of twine which came into his hands, and in haunting the ships of Commerce which lay in the harbour of his native city. A disposition so strongly indicated seemed to settle with his parents the question of the selection of his profession. He was so obviously "born a sailor," that it was useless to shape out any other course for him than that which gave him the coveted joy of riding over the mighty ocean, and the power of serving his country, as his tale-book heroes, Drake and Nelson, had done. The boy who was hardiest in all school exercises, and whose most exciting pastime was the pulling an oar in the skiff of a collier or a timber-ship, would be nothing but a sailor; and, accordingly, in 1825, he was launched into professional life under the care of Captain Alexander Campbell, then in

* Being a Memoir from authentic sources by his brother. Curry & Co., Dublin.

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command of H.M.S. 'Cyrene.' It is not the object of this notice to follow the young sailor through all the details of his career, or to comment upon the discouragements of a service, which then doomed a high-spirited enthusiastic lad—always eager to do his duty, whose intrepidity ever went hand in hand with his sense of obedience, and who earned the approbation of every chief under whom he sailed—to spend sixteen years in reaching his Lieutenancy, and which inflicted on him the mortification of finding himself only a Mate at the age of seven and twenty. That was a trial which many a time depressed and sometimes exasperated him, for he felt that he was unfairly used; but it never overcame his love for his profession, or chilled the characteristic energy with which he threw himself into the duties of every position he occupied. The sixteen years of his life which were consumed in climbing up the hard ascent which led to his well-earned rank, were succeeded by nine others, spent as First Lieutenant of H.M.S. 'Winchester,' 'Eurydice,' and 'Thetis,' and on the Cape, Channel, and Mediterranean Stations, at the end of which period he was made Commander. The testimonies of the several captains under whom he served, and the state of efficiency and discipline in which the ships to which he was attached were found, began at last to make it understood that in Commander Boyd the Service possessed one of her most promising and experienced officers. The period between 1850 and 1854, which included the campaign in the Baltic, in which he served in the 'Royal George,' under Captain, now Admiral Codrington, added considerably to his reputation. In that campaign his previous experiments in gunnery came into practical value, for he demonstrated the possibility of giving to heavy guns a long and effective range, by maintaining a certain angle of elevation, and preventing power being lost in recoil, by the opposition of material resistance. Most of the officers engaged in those operations will recollect the disturbance created in the fortress of Kronstadt, by the lodgment of a shot in the earthworks, after a flight of upwards of three miles, and the perhaps prudent, but unwelcome recall which summoned him and his gun-boats' crew back to the fleet, while in the act of stealing upon a Russian Steamer, in the dimness of early morning, with a view of cutting her out from under the guns of the fortifications. After that campaign, when Commander Boyd had attained his Post-Rank, his merits and capacity seem to have become better appreciated. It may have been that the subordinate commands which he held prevented that capacity from coming into action, or it may have been that in such professions as the Army and Navy, the sunshine of credit falls on the prominent figures, leaving the secondary ones in eclipse or obscuration. Certain it is, that on Captain Boyd reaching his Post-Rank in 1856, the Admiralty seem to have been convinced that they had in him an officer singularly competent to carry out the important projects of establishing and maintaining a system of Naval Volunteers, for the manning of our ships of war, and of bringing the Coast-Guard force into a condition of

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greater efficiency. It was at this juncture of his career that Captain Boyd entered on the most difficult, as well as the most successful, of his services.

His first command in the Coast-Guard department was exercised in the 'Conway,' a 26 gun-frigate, stationed in the Harbour of Cork. She was a small craft, and not well calculated for the carrying out of those schemes of training on which so much of the success of the experiment depended. But as he himself expressed it, "It is my duty to do the best I can with my means, and leave it to my masters to give me in time larger appliances." Those greater facilities for the fulfilment of his mission came in his appointment to the 'Ajax,' 60, in which ship he spent, in the Harbour of Kingstown, the four years of his life which have been closed by his sudden removal from all duty in this lower world.

It would be difficult to convey a full idea of the arduous character of the service in which Captain Boyd was now engaged. His home was nominally in the 'Ajax;' but a large measurement of his time was spent in visiting, inspecting, and improving the 145 Stations and Departments which fell to his care, and which are studded round the east, west, and north coasts of Ireland, from the Harbour of Kingstown to the Bay of Galway.

But these outlying duties were but a part of those which fell to his lot. It was on board his own ship that one could trace the very mind and genius of the man. His wife and two boys lived on board—the solace of his life, the companions of his few leisure hours. His cabin was his harbour, where, after toil and storm, he dropped his anchor for an evening—a spot which many a friend from Kingstown and Dublin knew well, for it was his joy to make them welcome to all its warm, hearty, and simple hospitality. But outside, in the wondrous peopled world of a man-of-war, his spirit was, as it were, everywhere walking abroad, penetrating every arrangement, visible in every department, and felt in every pursuit intended to make his crew accomplished sailors, good men, and earnest Christians. The inhabitants of Kingstown can one and all bear testimony to the orderly conduct, the decorous demeanour, of his men on shore, abstaining from riot and brawling dissipation, because, as they said, "they would not disgrace their Captain." In no ship was discipline better or more cheaply maintained. Chastisement was a thing that he abhorred, and seldom resorted to. The records of the ship do not contain one instance of corporal punishment during the time she has been on the station. A kind rebuke, a solemn remonstrance, a grave yet affectionate expostulation, went further with his men than irons or lashes. It was his pride and happiness to train up the boys and lads of the ship to be something better than mere obedient machines; for he worked not so much on their fears as upon their conscience—not so much on their terrors as on their affections. In a word, his rule was more that of a father than of a master, reminding one of that strange power which marked the feudal times, when the

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chief was the military lord, and yet the patriarch of his clan. Had such a man been required to take his ship into action, each man in his crew would have been emulous to follow where "the captain" led.

It was part of Captain Boyd's duties to see that the 'Ajax' was something more than a mere office for the management of the coast-guard service, or a school for the training of lads and boys. It was expected of him that she would be found efficient as a man-of-war, equal to naval evolutions, and competent to take her place among other ships destined for the defence of the country. To unite these requisites was necessarily a matter of difficulty in a ship for the most part stationary, with but few officers, and whose continually changing crew is far below her complement, and composed, to a great degree, of very young seamen. Yet Captain Boyd contrived to keep her up to her work, prepared to appear with credit, if summoned to purely naval service, and to show that harbour life had not made her men inexpert or unskilful. Such an opportunity was offered in the course of last summer, when the coast-guard district squadron assembled at Torbay, for inspection and exercise. On that occasion the manner in which the 'Ajax' performed the manœuvres by which the efficiency of the ship was tested, elicited from the Commodore the signal—"Well done, 'Ajax!'" and drew from the Admiralty a special commendation.

And, in the inscrutable will of Him without whom "a sparrow falls not to the ground," and who determines the measure of our days, all this career of active, unwearied, and successful service, was to come to an end. The 8th and 9th of February were days of hurricane. On the former of these days Captain Boyd was engaged in saving life and property, by means of boats, off the Pier of Kingstown; on the latter of these it was his destiny to repeat the attempt in another case, and to fall in the effort. On the morning of that day two small coal-laden vessels were seen outside the pier, vainly struggling to evade the power of the tempest, and to avoid their impending doom. The wind was nearly right on the rocky causeway which forms the southern horn of the Harbour, and serves to screen vessels inside from the fury of the wind from south and east. The vessels were anxiously watched from the ship, and hopes entertained that they might weather the entrance of the Harbour, or obtain shelter in Dalkey Bay. That hope was destroyed by the dismantling of the colliers, and the increasing violence of the gale, which put to flight the idea of attempting rescue either by the Life-boat or by boats from the ship. The most experienced sailors entertained no doubt whatever that neither the one nor the other could live for a moment in such a sea. The waves were dashing with awful force on the breakwater, at times pitching themselves so high as to hide from view the lighthouses, and to fling their crests over the rocky causeway, even into the convulsed water within the Harbour. So fiercely did the hurricane fall on this part of the coast, that no fewer than

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fourteen wrecks occurred within the Harbour itself, the craft there being torn from their moorings and knocked against each other, in the wanton vindictiveness of the sea; while outside, the huge masses of stone, some of them many tons' weight, of which the sloping *glacis* of the breakwater is being constructed, were tossed about like pebbles. On the certainty of the danger being evident, Captain Boyd called for volunteers to accompany him (for, as one of his men observed, "he never asked a man to go into danger where he was not ready to go himself"), and he and fifty to sixty of his men, with several of his officers, were on the crest of the breakwater, not far from the now wrecked vessels. The imminency of the peril admitted of neither hesitation nor delay. The vessel with which he was more immediately concerned having been dashed on the rocks, gave two or three frantic swings from side to side, the masts went overboard, and the ill-fated craft, after one lift on an in-rushing wave, came down crashing on her rocky bed, and broke into fragments.

It was in the attempt to save her crew, clinging to the remnant of the wreck, that Captain Boyd sacrificed his life. Consulting less with prudence than with the generosity of ardour, he waited not to secure himself by a rope round his person, but rushed at once into the raging waves. One of his men had moved forward with a line and life-buoy, hoping to make it reach the wrecked seamen, the Captain holding a rope attached to his person, and standing prepared to haul him back if danger threatened him. He was at the same moment engaged in fastening a rope round another of his sailors' waist, when a gigantic wave dashed wildly forward, and, in its almost immediate recoil, swept him and his devoted followers into the mad vortex of waters. The man who was at his side heard only the words, "May God have mercy on us all." The spectators saw only a victim here and there struggling with death. A huge wave lifted up its crest on high, flinging back some men—among them, his brave companion, Lieutenant Dyer—half-dead on the rocks, and wrapping the others in a winding sheet of foam, sent them down to their graves. Of those who shared his fate, the remains of all have been recovered.

It is to the many hearts whose wounds are yet bleeding an unspeakable solace, that this gallant sailor died, not only in the fulfilment of duty, but in the sacred cause of humanity. He fell not in battle, where "everyman's hand" is against his foe, and the "shouting is for the mastery," or in the selfish attempt to save his own life, but in the grand duty of trying to save the lives of others. As he followed his Lord through life, so has he followed Him in death, for "Christ gave Himself for us." He neither lived to himself nor died to himself. He gave his daily life to others, and has given his natural life for others. Perhaps—nay, doubtless, for it is the will of God—it is better so. But still, the qualities which most command our admiration are, by a sad necessity, those that contribute to augment our grief.

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It would almost seem as if this noble rashness in the service of others had been a part of Captain Boyd's nature. This instance of unselfishness is the sixth of a similar kind that his shipmates can speak of. There may have been, and probably have been many more; for he was the last man to chronicle his own good deeds. In this harbour, not long since, the cry of "A man overboard!" brought him, not half-dressed, from his cabin on deck. Without stopping to ask questions, his hand was on the bulwarks to throw himself over the ship's side to the rescue, when the cry of "Saved!" prevented the plunge. In the roadstead of Kronstadt, he gave a similar and still more characteristic proof of disinterestedness and daring. He was standing with his Captain at the gangway, both in full-dress uniform, about to step into their boat to dine with Sir Charles Napier, when the cry announcing an accident reached him. "As he stood, accoutred as he was," he plunged over the ship's side, thoughtless of everything but that a fellow-creature was in danger. In the harbour of Kiel, when the increase of the winter's ice forced the ship farther seawards, and the severity of the season compelled him to wrap himself in thick clothing, and to wear the warm fur-boots required in that climate, the same call to duty arose, and, regardless of the impediments to swimming in which he was clad, he was in an instant at the drowning man's side, supporting him, till both, almost exhausted, were rescued by the boats. Keiog Bay was the scene of a similar exploit. In the operation of hoisting up a boat a man fell overboard. His noble-hearted commander waited not for the doubtful help which the boat, re-lowered, might give, but, at the risk of his own life, saved that of a humble shipmate. Can we wonder that a man who thus "counted not his life dear to himself," but was ready to fling it away for the safety of a cabin-boy, should have been loved and revered by his men? But in everything it was the same. In the very largest sense, he acted on the Scripture, "*Ye are not your own, but bought with a price, therefore glorify God in your body and in your spirit, which are God's.*"

The Lords of the Admiralty, by an official communication, conveyed to the greatest sufferer in this affliction, "the expression of their sympathy on the melancholy occurrence, and the deep sense of the loss her Majesty's service had sustained in the death of so gallant and so devoted an officer." And the noble Head of that Department, immediately on receipt of the distressing intelligence, intimated to her by a communication from his own pen, "his sense of her husband's character and services, and the universal regret of the Board of Admiralty and of the Service, that such an officer had perished," and his intention of giving to these sentiments an emphasis still more marked, by the promotion of her son to a Lieutenancy. And the Commander of the Forces in Ireland, by the expression of a desire, that if the interment of Captain Boyd was intended to be of a public character, the troops in Dublin might be allowed to take part in it, expressed the noble and soldierly thought,

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that there is no distinction of Services, where bravery is to be honoured, and the admiration of self-sacrifice to be recorded. These were testimonies paid, of course, to his professional character and merits. But, independent of these, there seems to have gathered round Captain Boyd an amount of personal regard and affection, which does not fall to the lot of many.

It was in harmony with these principles that he turned his attention, in the midst of ordinary professional duties, to the subject of the more extended education of Naval Cadets. The "Manual," which recently he carried through a second and enlarged edition, is one of the many proofs he gave of the interest he took in the "youngsters" of the Service. The work was launched into life under the most gratifying and honourable auspices, for the Lords Commissioners not only permitted, authoritatively, the dedication of it to themselves, but "voted £100 towards defraying the expenses of the publication, and ordered three hundred copies from the publishers for issue to her Majesty's fleet." A commendation more marked and distinguished could not possibly be conferred; and Captain Boyd presented his first essay in authorship to the Service, encouraged to hope that his contribution towards the education of his shipmates could not but be received with indulgence, when endorsed by recognition so influential and decided. It added in no slight degree to his satisfaction that he had taken this step for the advancement of the profession which he loved, to receive from many officers of distinction and experience expressions of their commendation of his work.

It were to leave unexplained much of the cause which produced these excellencies in the character of Captain Boyd, and the energy which marked his active life, if this memoir passed over the spirit of deep and vigorous religion which seems to have been the mainspring, the presiding genius of all. It is sometimes most difficult for a man to determine for himself, and still more for others, when the change "*from darkness to light*" takes place. "*The wind bloweth where it listeth; thou can'st not tell whence it cometh, or whither it goeth; so is every one that is born of the Spirit.*" The loss of a dearly-beloved relative, snatched away in the morning of life—a martyr to the cause of liberty—appears to have been the circumstance which first shook his confidence in the stability of things earthly, and told him to be ready, for it was "appointed to man to die." The solemn impression then produced seems to have received strength and depth when stationed in H.M.S. * * * *, at Malta. A missionary placed there was in the habit of opening his house once a week, for the purpose of social and religious intercourse with all who chose to avail themselves of the invitation. The opportunity was embraced by many officers of both Services, and red and blue uniforms were seen side by side, held by one common attraction—the magnet of an open Bible. "Christ was lifted up, and drew all men unto Him." On one of these occasions their host invited any who desired to inquire of "*the way of God more perfectly*," to remain after the meeting had

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concluded, and confer with him. One young officer remained—it was Captain Boyd. That, from that time forth, he stood confessedly enrolled among the soldiers of the Cross, may be gathered from this, that the only serious misunderstanding he ever had with a superior officer arose from the refusal of his chief to allow the young midshipman to go on shore for religious advantages, though at liberty to frequent the theatre and opera at pleasure. Most probably the opposition which his views encountered at this time contributed, in no small degree, to "*'stablish, strengthen, settle*" him. The tree most tossed by the tempest is that which strikes its roots most tenaciously into the loosened soil. The hardiest seaman is not he whose life is spent in the calm of harbour, but on the heaving and stormy sea. Certain it is that the religion of Captain Boyd had a character of manliness, determination, and vigour about it which is not always found in professing Christians. There was in it nothing approaching to pretentiousness or display. Except when a congenial sentiment was uttered, or a thing done, or a word spoken, which called for rebuke or reprehension, men could not have readily discovered the principles that were within. But to no subject did his whole soul more rise, or by which his interest was more visibly excited, than by that of the grace of God in Christ. He would listen for hours, thoughtfully, silently, but missing not a word of religious conversation. He was "*glad when men said, Let us go to the house of the Lord.*" The Sabbath was a day of solemn happiness to him; and it was his custom, when he could, to wander away on a distant walk for hours after sermon, to ponder over, digest, and apply what he had heard. His favourite pulpit-teacher was the eloquent Henry Melvill, whose "Golden Lectures" he seldom missed when in London, and whose sermons, in the *Penny Pulpit*, he usually carried with him on his many excursions of duty. Whatever else was left out of his travelling hand-bag of papers, a handful of these never was. He was not a systematic or studious disciple of Divinity; for, perhaps, his fully-occupied life, and the necessary desultoriness of a sailor's habits, forbade that; but the mouthfuls which he snatched by the way appeared to do him more good, and to convey more nourishment to his soul, than full meals to others. In his bag, as it stood on his cabin table, prepared for his next trip to outlying stations, lay a parcel of detached sermons, some of them obviously read before, for they bore the marginal pencil-marks annexed to passages which had either harmonised with his own thoughts, or suggested their thoughts to him. His well-read Pocket-Bible, dark and discoloured by long use—the constant companion of his voyages and journeys—tells its own tale of service. It is no holiday-book, bright and lustrous, because "too precious to be used;" but thumbed, and brown, and marked with many a line signalising a favourite text or a telling word. In its fly-leaf appears this note, dated Kronstadt, 1855, written, probably, on the occasion of beginning to use a new one:—"Passages were underlined and marked as they came 'with power' in the

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heart of the owner of this book. He had grown up to man's estate without the knowledge of God, that He had spoken by His Son, and that there was any Holy Spirit, having no hope or consideration of life's ends. As Revealed Truth enlightened him he noted passages, as one would fix the position of discovered treasure. They noted '*the day of small things;*' but the old Book, with these its dates, has been too much cherished to be 'put away.'"

He seems, as far as regards standard authors, to have "called no man master upon earth," but to have gathered good from every one—from Fenelon and Erskine to Robert Hall and Leighton. In an old manuscript-book, commencing so far back as 1839, there lie multitudes of sketches of sermons, listened to in various places, bearing the name of the preacher, and the date at which heard. Sibthorp, Beamish, M'Neile, Molyneux, Melvill, Watts Wilkinson, J. H. Evans, &c.,—all seem to have arrested his attention, and to have contributed to the growth of his soul in grace.

That he was a man of prayer is clear, not only from many scraps and scattered thoughts which, in the midst of present excitement, one can merely glance at, but from his well-known and constant habits. To occupy the next bedroom to him, was to hear in the stillness of midnight, the deep, solemn, subdued voice of supplication ascending to the Father above, sometimes preluded by the verse of a hymn sung to himself, but so softly, that but for the silence of the night, and the thinness of the intervening wall, it could not have excited notice. Alas! that that tongue is mute in death, and that his last prayer on earth is said! That these petitions of his were for others as for himself, comes sometimes casually to light through some hint or allusion in conversation or correspondence. In a note written to a friend a few days before his removal, he remarked—"how anxiously have I wished that your ministry should be where you might do extensive good! And now that my wish has been granted, how fervently have I prayed that you may never be elated by success, but kept, by God's grace, humble." Surely this man was walking with his "*loins girded, and his lights burning.*" Not that he was free from these defects and imperfections which mark the corruption of our fallen nature, which demand from the Christian vigilance and control, and not unfrequently are to him sources of sorrow and humiliation. By nature he was impetuous, impatient, and self-willed; and these passions, under excitement or anxiety, rose to the surface like the tangled weeds and the loose sand which the sea tears from its bed, and throws up at random on the shore. Yet no man felt more keenly than he did these departures from christian serenity and religious consistency. Those who understood him best always knew that when the momentary storm subsided, there would come the word of regret, or the indication of sorrow, that the feelings of others had been wounded, and the flesh allowed to triumph over the spirit. The bewildering hurry of business, and the distracting turmoils of a sea life, may have been at times too

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much for a naturally impetuous temper; but no man living would have repudiated with more vehemence than he the thought that such, or any provocations, were excuses for defects.

It was, however, more in the arrangements he made for the religious improvement of his crew, than in anything demonstrative of himself, that his zeal of God appeared. Each morning there were short prayers on the deck of the 'Ajax,' open to all, but forced on none. The standard daily was set up, and it was left to the men themselves to flock to it or not. But the Sabbath service was, perhaps, the most striking scene that the doings of the ship presented. He had a school for music on board, and the men and boys who were members of it came weekly to his cabin to be taught, and to practise, with the aid of a harmonium provided for the purpose, the hymns and chants for the worship of the next Sabbath. Soft, young, bird-like voices there were in that ship's choir, and deep, strong, manly ones, too; led on to the worship of the Lord by himself, and not unfrequently stimulated by the introduction, "Now let us sing one and all, heartily and with a will." On the occasion on which the sermon preached by the Bishop of Labuan was delivered, his favourite hymn was sung, "Jesus, my all, to heaven is gone." It had been sung the Sunday but one previous, the last time he stood among them all at the throne of grace, and it was repeated then because he had liked it; and wet eyes, and faltering articulation, and husky voices, told that the men were saying to themselves "*His place shall know him no more.*" May they be followers of one who through faith and patience inherits the promises!

All aids were given by him to sincere inquirers after truth. If a Christian friend offered to his sailors on shore a tract, how often were they met with the simple, not rude, reply, "Oh! sir, the captain never lets us want for these." He knew his duty too well to interfere with any man's religion, and he knew it too well not to aid any man who wished to be religious. Every man and boy on board the 'Ajax' felt that this "*man cared for their souls.*"

On the 28th February the divers, who had been prevented by the tempestuous state of the weather from continuing their explorations, succeeded in discovering the remains of Captain Boyd. They had been carried by the action of the sea nearly four hundred yards from the spot where he had been last seen, and bore sad evidence of the violence of the waves which swept him and his men away. One arm was found broken, and the wounds and contusions on different parts of the body declared how rudely it had been dashed against the rocks. But all emotions arising from this source were lost in the satisfaction that the remains of one so loved and mourned were restored, and that they might be borne to a resting-spot over which sorrowing friends might drop their tears.

Kingstown was, on the day of interment, in a state of mourning. From morning till evening every shop was closed and all business suspended; and in

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Dublin, along the whole line of procession, the same appearance declared, as by a touching and spontaneous homage, how entirely the population of the metropolis concurred in the propriety of the demonstration. It has seldom happened that any event drew together so much of varied manifestation. The presence of the noble Viceroy of Ireland, with his Staff—of the Commander of the Forces, at the head of a large body of the Garrison of Dublin—of the five hundred Collegians, marshalled by several of the Fellows—the concourse of Naval Officers, many of whom had come from considerable distances, to aid in laying their brother in the dust—the number of gentlemen of the highest rank and position who spontaneously joined the procession—the reception of the remains by the Dean of St. Patrick's and his clergy, and the touching and honourable compliment of a choral service within the choir of the venerable Cathedral—the countless throng, which almost blocked the streets, and filled each roof and balcony with dense masses of human beings—and the guard of the coffin on either side, by distinguished officers of the two professions, as though they felt that the brave man carried between them belonged to both, as one of the brotherhood of honour—all testified that, from the highest to the lowest, all wished to evince their respect for personal worth, and their appreciation of unhesitating self-sacrifice.

It would have shortened the distance that procession had to march to have conveyed the remains directly from the ship to the Jetty of Kingstown. But no; there was a spot nearly sacred to the men of the 'Ajax'—that on which "the Captain last had landed" on the fatal morning on which he and his volunteers were watched from the ship to land. There, in their view, he had last stood; and there should his coffin touch the shore. Below that spot, under the Pier's wall, lay the boat which was his sea-hearse; and to it, covered by the gun-carriage, which was to be his land one, were his mortal remains tenderly and slowly raised. It is but a slight thing in itself; but few, except sailors, with their romantic and loving hearts, would have thought of it. Another act told the same tale of consideration. The state of the streets, wet and deep with trampled mud, made it a question whether his two boys should be allowed to walk from near the Castle to the Cathedral. But that question was soon settled by two of his men, strong, brawny fellows, but with hearts as tender as a woman's, who caught the children in their arms, and carried them to the porch, next to their father's coffin. Nor will the bystanders easily forget the expression on the countenance, or the tremor of the voice of a distinguished personage who beckoned the boys from the side of his grave, and laid his hands on them, and blessed them.

When the organ poured out its slow, solemn tones, and the words of the appropriate anthem fell on the ear:—

"When the ear heard him, then it blessed him; and when the eye saw him, it gave witness of him."

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"He delivered the poor that cried, the fatherless, and him that had none to help him."—Job xxix. 11, 12.

"His body is buried in peace."

"But his name liveth for evermore."—Ecclus. xliv. 14.

The solemn words seemed to have entered with a strange power into many hearts, for strong frames quivered, and downcast eyes moistened—silent, honest testimonies to the worth of him who lay in his narrow bed before them. All felt grief, but all felt comfort; for he had fallen in his duty, and an honourable life and an heroic death had been embalmed in the tears of his country.

THE LIFE-FLEET.

ADDISON, in one of his popular papers, the "Vision of Mirza," in allusion to threescore years and ten being the general limit of human life while hale and active, compares it to a bridge of seventy tolerably firm and entire arches. Individuals occasionally survive even to the term of a century, or a little longer, but it is under manifest infirmity; and hence several broken arches are supposed to be connected with those entire at one extremity of the bridge, making the total number about a hundred. "I saw multitudes of people passing over it," said Mirza, "and a black cloud hanging over each end of it. As I looked more attentively, I saw several of the passengers dropping through the bridge into the great tide that flowed underneath; and, upon further examination, perceived there were innumerable trap-doors that lay concealed in the bridge, which the passengers no sooner trod upon than they dropped through into the tide, and immediately disappeared. These hidden pit-falls were set very thick at the entrance, so that throngs of people no sooner broke through the cloud than many of them fell into them. They grew thinner towards the middle, but multiplied and lay closer together towards the end of the arches that were entire."

This ingenious and truthful allegory was probably suggested by Dr. Halley's Life-table, then newly compiled, and the first ever devised; for he who led the way in tracking the comet's course through regions of invisibility, and predicting its return at a certain date, did so likewise in following the outflow of human life, and computing the respective lengths of the current, in the instance of great groups of mankind subject to known conditions. But this may now be done with much greater accuracy than what was then possible; so that out of a large promiscuous number who are born at the same time, or, to keep up the figure, who emerge from the cloud, and enter on the bridge simultaneously, it can be stated with tolerable exactitude to how many the "trapdoors" and "pit-falls" of the first arch will prove treacherous or who will die the first year; how many will reach the centre of the imaginary structure, or attain middle life; and what proportion will travel on to the broken arches at the far extremity, or survive to the period of hoary hairs and tottering footsteps.

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But another view of the subject may be taken, not less interesting, suggested by the report of the Registrar-General, and founded upon his figures, which are of course to be taken as approximate estimates.

Let us suppose 100,000 born in England at the same date, say New-year's day, the 1st of January, 1861. They shall not be picked lives, but belong to all ranks and classes of society. Some are born in palaces and mansions, surrounded by all the conveniences and luxuries which riches command, with every relief at hand to arrest the first symptoms of sickness. Others in huts by mountain-side, in village cottages and home-steads, in lodging-houses of town and cities, or such dwellings as are ordinarily found in them. According to the usual proportion between the sexes, 51,274 of the gross number will be boys, and 48,726 will be girls. They may be compared to a fleet of 100,000 vessels, setting sail together from the same shore, consisting of two grand divisions, one of males, which may be called the red squadron, another of females, which we may indicate as the white. It will be observed that the latter is numerically inferior to the former.

An array of diseases peculiarly beset the beginning of life, comparable to sunk rocks, shoals, and breakers along shore, the causes of shipwreck, while in many cases infants are sickly by constitution, and may be likened to ill-furnished craft, rendering disaster more imminent. Hence, at the expiration of the first year, or on the 1st of January, 1862, the fleet will number 85,269 sail, having lost 14,631; and the red squadron will have suffered more than the white, tending to equalize the two divisions, for mortality in infancy is greater among boys than girls. The first month is by far the most fatal, about one-fourth of the loss sustained occurring in that interval. During the second year 5267 will be added to the vanished ones, leaving 80,102 for the number of the survivors on the 1st of January 1863.

But let us go on to the end of five years, during which period children are at home, under the care of their parents. Life and health then very much depend upon the ability of their natural guardians to supply food and raiment; upon the air they respire, whether that of ill-ventilated rooms and close alleys, or the free fresh atmosphere; and in no slight degree also upon material cleanliness and watchfulness. Happy the child, if the mother, caring for the welfare of the body, is likewise carefully addressing herself to a nobler task.

> "Apart she joins his little hands in prayer,
> Telling of Him who sees in secret there;
> And now the volume on her knee has caught
> His wandering eye—now many a written thought,
> Never to die, with many a lisping sweet,
> His moving, murmuring lips endeavour to repeat."

At the close of the five years, January 1, 1866, the numbers will stand, total loss 25,799, surviving 74,201. During the next five years, when children leave home more, and are at school, the mortality is less considerable, and remains

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small through the succeeding quintuple period, when those who have to labour with their own hands begin to enter the factory, follow the plough, or descend into the mine.

These fifteen years bring us to January, 1876, when the fleet will number 68,627 sail. The white squadron will now begin to suffer rather more than the red, lasting through the next five years, during which the loss of life is somewhat greater among girls than boys. The lapse of another quintuple era completes a quarter of a century; and by January, 1886, the two squadrons will be nearly equal, consisting of 31,958 males to 31,623 females, making a total of 63,581. This is the average age of marriage. But if the peculiar danger which besets women at this era enhances their mortality, that of the men is more than correspondingly increased by causes of death to which they are specially exposed. There are fatal accidents on the rivers and sea-coast, in mines, in travelling, in the streets, and in their dangerous occupations, with the influence of close workshops, exhausting toil, the wear and tear of mental application and business anxieties. After the lapse of fifty-five years, or by January, 1916, this generation will have given birth to and brought up the generation by which it is to be succeeded, when a more rapid rate of mortality will set in, and upwards of a thousand die every year.

From this epoch the mortality of women is less than that of men; and by three-score years and ten, or January, 1931, the white squadron is numerically superior, numbering 12,708 sail, to 11,823 belonging to the red, making a total of 24,531 still afloat. Much more than half of these will have gone down when four-score years have passed, some 9398 remaining on the 1st of January, 1941.

But they have lost their gay appearance and gallant attire. No longer,

> "Merrily, merrily, goes the bark,
> Before the gale she bounds."

The patched sails are in shreds and tatters; the spliced cordage is incurably worn out; and all the timbers are ready to start asunder. Every wind threatens to break up the old, creaking, weather-beaten vessels, and every wave to engulf them. The number rapidly reduces with every year. Still some sixteen may struggle on, as against wind and tide, to near the close of a century; a very few of these just survive it; and one of such squadron may perhaps linger to 105 years, January, 1966, when the last relics of the great fleet of 100,000 finally disappear.

Truly is life to all men a voyage, and time the sea on which they are sailing. However we may be able to calculate its term in the instance of masses of population, it is utterly unknown in the case of individuals; but that it will come to an end which is ever approaching, is one of the gravest certainties of human existence. No question is more pertinent at the close of each year, or more worthy of serious entertainment, than the inquiry, "Whither are we

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bound?" and no work is so important as that quaintly suggested in the lines:—

"Give thy mind sea-room; keep it wide of earth,
That rock of souls immortal; let loose thy cord;
Weigh anchor; spread thy sails; call every wind;
Eye thy great pole-star; make the land of life."

The voyage will then terminate with a delightful prospect in full view of the soul.

"Land ahead! its fruits are waving
On the hills of fadeless green,
And the living waters laving
Shores where heavenly forms are seen."

Leisure Hour.

MISCELLANEOUS.

THE SEA.—The mean depth of the sea is, according to La Place, from four to five miles. If the existing waters were increased only by one-fourth, it would drown the earth, with the exception of some high mountains. If the volume of the ocean were augmented only by one-eighth, considerable portions of the present continents would be submerged, and the seasons would be changed all over the globe. Evaporation would be so much extended that rains would fall continually, destroy the harvests, fruits, and flowers, and subvert the whole economy of nature. There is, perhaps, nothing more beautiful in our whole system than the process by which the fields are irrigated from the skies—the rivers are fed from the mountains—and the ocean restrained, within bounds, which it never can exceed so long as that process continues on the present scale. The vapour raised by the sun from the sea flows wherever it is lighter than the atmosphere, and condensed it falls upon the earth in water. If we suppose the sea, then, to be considerably diminished, the Amazon, and the Mississippi, those island seas of the western world, would become inconsiderable brooks; the brooks would wholly disappear, the atmosphere would be deprived of its due proportion of humidity. All nature would assume the garb of desolation; the bird would droop on the wing; the lower animals would perish on the barren soil, and man himself would wither away like the sickly grass at his feet. He must indeed be incorrigibly blind, or scarcely elevated in the scale of reason above the monkey, who would presume to say, or could for a moment honestly think, when duly informed on the subject, that the machinery by which the evaporation and condensation has been constantly carried upon the earth for so many centuries exhibits no traces of Divine science, power, and benevolence towards mankind, whose subsistence and happiness absolutely depend upon the circumstance of the waters of the ocean, earth, and air, uniformly preserving the average of their present mutual proportions.—*Quarterly Review.*

ABERNETHY AND HIS PATIENT.—Abernethy once said to a rich but dirty patient who consulted him about an eruption, "Let your servant bring to you three or four pails of water and put it into a wash-tub, take off your clothes, get into it, and rub yourself well with soap and a rough towel, and you'll recover." "This advice seems very much like telling me to wash myself," said the patient. "Well," said Abernethy, "it may be open to that construction."

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No Retreat.—Among the prisoners taken captive at the battle of Waterloo, there was a Highland piper. Napoleon, struck with his mountain dress, and sinewy limbs, asked him to play on his instrument, which is said to sound delightfully in the glens and mountains of Scotland. "Play a pibroch," said Napoleon; and the Highlander played it. "Play a march." It was done. "Play a retreat." "Na, na," said the Highlander, "*I never learned to play a retreat!*" "No retreat," should be the motto emblazoned on the standard of every Christian warrior, as he goes forth to battle—"not against flesh and blood, but against principalities, against powers, against the rulers of darkness of spiritual wickedness in high places."

The Power of Pence.—The Rev. J. B. Owen says:—A Manchester calico-printer was, on his wedding-day, persuaded by his wife to allow her two half-pints of ale a-day as her share. He rather winced under the bargain; for, though a drinker himself, he would have preferred a perfectly sober wife. They both worked hard; and he, poor man, was seldom out of the public house while the factory was closed. The wife and husband saw little of each other except at breakfast; but, as she kept things tidy about her, and made her stinted and even selfish allowance for housekeeping meet the demands, he never complained. She had her daily pint, and he, perhaps, had his two or three quarts. At odd times, she succeeded by dint of one little gentle artifice or another, to win him home an hour or two earlier at night, and now and then to spend an entire evening in his own house. But these were rare occasions. They had been married a-year; and, on the morning of the wedding anniversary, the husband looked askance at her with some shade of remorse, as he observed: "Mary, we'r had no holiday sin' we were wed; and only that I hav'n't a penny in' th' world, we'd take a jaunt to see thee mother!" "Would'st like to go, John?" asked she, softly, between a smile and a tear, to hear him speak kindly as in old times. "If thee'd like to go, John, I'll stand treat." "Thou stand treat!" said he, with half a sneer, "hast got a fortun', wench?" "Nay," said she, "but I'n gotten the pint o' ale." "Gotten what?" said he, quite astonished. "The pint o' ale," was the reply. John still didn't understand her, till the faithful creature reached down an old stocking from under a loose brick up the chimney, and, counting out her daily pint of ale in the shape of 365 threepences (*i.e.* £4 11s. 3d.) put it into his hand, exclaiming, "Thee shall have the holiday, John!" John was ashamed, astonished, conscience-smitten, charmed. He would n't touch it. "Hast n't thee had thy share? then I'll na' no more," he said. They kept their wedding-day with the old dame; and the wife's little capital was the nucleus of a series of investments that ultimately swelled into shop, factory, warehouse, country seat, and a carriage.—*British Workman.*

London's Wealth.—Sixty-five millions is the estimate formed by Mr. M'Culloch of the total value of the produce conveyed into and from London. The gross rental, as assessed by the Property and Income Tax, is £12,500,000; the gross property insured is £166,000,000, and only two-fifths of the houses are insured. The amount of capital at the command of the London bankers may be estimated at 64 millions; the insurance companies have always 10 millions of deposits ready for investments; 78 millions are employed in discounts; the speculations on the Stock Exchange embrace a national debt of 800 millions, railway shares to the extent of 300 millions, besides foreign stock, foreign railway shares, and miscellaneous investments of all kinds. Land has been sold in the neighbourhood of the Exchange and the Bank at the rate of a million pounds an acre. The rateable value of the property assessed to

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the poor-rates in the districts of the metropolis in 1857 amounted to £11,167,678. A parliamentary return shows that the total ordinary receipts of the Corporation of the City for the year 1857 amounted to £905,298, the largest item being the coal duty, £64,238. The Thames even, dirty and stinking as it is, is full of gold. In the year 1857 the tonnage entered inwards was 2,884,197, and that cleared outwards 2,143,884. Another fact will place the commercial value of the Thames in a still clearer light. In 1856 the customs duties entered as collected from all parts of the United Kingdom were £19,813,622, and of this large sum considerably more than half was collected in the port of London alone, being £12,287,591, a much larger sum than paid by all the remaining ports of the United Kingdom put together. No wonder that the Londoners are proud of the Thames. Why, even the very mud larks—the boys who prowl in its mud on behalf of treasure trove—earn, it is said, as much as £4,000 or £5,000 by that miserable employment in the course of a year.—*National Magazine.*

Earl St. Vincent.—Admiral Jervis, Earl St. Vincent, has told the story of his early struggles, and, amongst other things, of his determination to keep out of debt. "My father had a very large family," said he, "with limited means. He gave me twenty pounds at starting, and that was all he ever gave me. After I had been a considerable time on the station, I drew for twenty more, but the bill came back protested. I was mortified at this rebuke, and made a promise, which I have ever kept, that I would never draw another bill without a certainty of its being paid. I immediately changed my mode of living, quitted my mess, lived alone, and took up the ship's allowance, which I found quite sufficient; washed and mended my own clothes; made a pair of trowsers out of the ticking of my bed; and having by these means saved as much money as would redeem my honour, I took up my bill; and from that time to this I have taken care to keep within my means." Jervis for six years endured pinching privation, but preserved his integrity, studied his profession with success, and gradually and steadily rose by merit and bravery to the highest rank!—*Extracted from Self Help.*

Lord Dundonald.—During, we believe, the whole of Lord Dundonald's arduous services and romantic adventures in South America, his Countess accompanied him, to soothe his anxieties, to sustain his hopes, to animate his exertions, to share his dangers. One night, whilst he was in command of the Chilian fleet, his ship got becalmed under a battery, from which he was assailed with red-hot shot. His men were seized with a panic, and deserted their guns. If the fire from the shore was not returned it would speedily become steady sustained and fatal. He went down to the cabin where she lay: "If a woman sets them the example, they may be shamed out of their fears; it is our only chance." She rose and followed him upon the deck. We have heard her relate that the first object that met her eye was the battery with its flaming furnaces, round which dark figures were moving, looking more like incarnate devils than men. A glance at her husband's impressive features, and his terrible calmness, reassured her. She took the match, and fired a gun when he had pointed it. The effect on the crew was electrical; they returned to their posts with a shout, and the battery was speedily silenced.—"*Lord Dundonald,*" *in the North British Review.*

A Consistent Agrarian.—Wealth belongs to some men, just as intellect belongs to others. They would be rich anywhere, just as their envious neighbour would be poor anywhere. At a meeting of that class of discontented radicals who advocate an equal division of all property, in New York, about twenty years ago, a gentleman of property

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obtained a hearing, and forcibly argued this point. Addressing a sailor near him who had been prominent in the proceedings, he asked:—"What would you have me do with my money?" "Divide it equally among us all," replied Jack. "That would give us about ten dollars each, and to-morrow I should have nine dollars of mine left, while yours would be gone. What then?" "Shiver my timbers!" exclaimed the sailor, in perplexity, "why then divide again!"

THE STORM.—Extracted from a discourse by the Rev. George Gilfillan. *The sea hath spoken, even the strength of the sea*; (Isaiah, xxiii. 4.

Immensity and power of the sea.—Where can we find an image of immensity or eternity more striking in the ocean? It seems to have no beginning and no end, no let and no outlet—

"Without a mark, without a bound
From off the earth's wide circle round."

The earth itself undergoes innumerable changes, so much so, that were a man now awakening from the dead after a slumber of a thousand years, he would not, I believe, recognise a single landscape or a single part; but the sea continues the same—the same loud, restless, foaming, roaring reality that it was a thousand years—yea, centuries ago; it knows no wrinkles on its azure brow. And what a reality is its power! It has uprooted rocks, it has swallowed up ships in its foam, and it has swallowed up navies in entire fleets like straws. It has engulphed four countries; it is ever fighting with the earth, lashing it like a demon, and is always successful in the contest.

Wisdom and Intelligence of the Sea.—There is method in the very madness of the ocean—and, above all, there is method in its movements. Its waves are regulated by the moon—that fair and beautiful orb. Far away in space as it is, it is guiding the tides by its direction every morning and every evening, and amid all their wildness, and all their tumult, they are in every motion and every wave obeying the silent, far off, but strong influence of that beautiful planet. As you walk along the side of the ocean in a storm, you might imagine that in that ocean nothing could live—that all beneath its surface was dead. But if you imagine so, you are mistaken; for the ocean teems with every variety of life. It abounds with vegetable life, with coral rock, and with submarine products in innumerable numbers beneath the waves—it abounds in animal life, in every variety of fish, of marine animals, and of enormous monsters, such as the earth breeds not, that lurk in the deep caves and fathomless recesses, and in its innermost main; but there is not one of those several plants, not one leaf, of those coral waves, not one scale of those finny tribes, and not one claw of those marine monsters but has been as carefully elaborated by God as the hand of man or as the wing of the angel. The sea speaks not only of immensity and power, not only of wisdom and intelligence, but of benevolence. We can find a proof of benevolence even in the waves of the ocean. Yea, ten thousand evidences of it may be seen by the intelligent eye there. There were various things connected with the ocean which show that God's purpose in making it was a benevolent one. Its very waters stimulate, refresh, and strengthen those who bathe therein; it abounds with the most delicate and most salutary food; it forms itself a broad causeway for commerce to come and go between land and land, and convey the resources and the products of one country to another; it is, in short, a liquid of a strong and everlasting band uniting the earth together and preparing it for that glorious era of existence when it shall be one, and connected together in one friendly family.

A tempest not to be considered a visitation on those who suffer.—When we hear of

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tempests and losses by sea, we are never for a moment to suppose that these are special manifestations of anger to those who have suffered by them—that these men were guilty above others. Far from it. We are to remember that God regulates the ocean as he does all his other works by general laws, and that general laws will destroy with equal severity both the righteous and the wicked who expose themselves to their anger. I dare not therefore say, when any severe tempest occurs, that it is a peculiar object of Divine displeasure; still, the angry ocean is a striking emblem of the anger of God. But what a delightful thought it is that even on the ocean, mercy rejoices over judgment. For one day a storm there are many days a calm—for one ship lost in the howling tempest, hundreds return in safety.

How Britain is benefitted by the Sea.—The sea has been Britain's rough nurse and her shading shield. Britain, divided by the ocean from other lands, was long left to herself. We were long left to assert our own hard won independence, and to cultivate our own manly and noble qualities; and when Britain became of consequence enough to invite the envy and cupidity of neighbouring lands, that ocean, which had been her nurse, became her shading shield against the continental despot and oppressor. It is notorious to every child, that, had it not now been for the ocean, our country would have been a province of France, and it is notorious even still that there is nothing that so awakens the spirit of defiance against our continental neighbours as our own angry name—as the spirit of our brave sailors, which seems, as it were, to reflect and to invite the spirit of that chainless ocean which surrounds our shores. The sea is untameable, and its untameable spirit has been transferred, blessing to God, to the hearts and the souls of British sailors, and to Britain in general. I have sometimes thought that God's prime reason, his final cause for making islands in this earth at all—for He might easily have made it without them—was that in that island called Britain there should arise a nation which should be the arm of liberty for many an age—a nation that has stood against the waves of despotism again and again, and almost stood alone—and that all who should touch upon her shores, however enslaved before, should instantly, and for ever, become free.

"The Gift of the Gab.—The late Sir Robert Peel on more than one occasion invited Mr. Stephenson, the eminent engineer, to Drayton. He refused at first, from an indisposition to 'mix in fine company;' but ultimately went. On one occasion an animated discussion took place between himself and the Rev. Dr. Buckland, late Dean of Westminster, on one of his favourite theories as to the formation of coal; but the result was that Dr. Buckland, a much greater master of tongue-fence than Stephenson, completely silenced him. Next morning, before breakfast, when he was walking in the grounds, deeply pondering, Sir William Follett came up, and asked him what he was thinking about. 'Why, Sir William, I am thinking over that argument I had with Buckland last night. I know I am right, and if I only had the command of words which he has, I'd have beaten him.' 'Let me know all about it,' said Sir William, 'and I'll see what I can do for you.' The two sat down in an arbour, where the astute lawyer made himself thoroughly acquainted with the points of the case, entering into it with all the zeal of an advocate about to plead the dearest interests of his client. After he had mastered the subject, Sir William rose up, rubbing his hands with glee, and said, 'Now I am ready for him.' Sir Robert Peel was made acquainted with the plot, and adroitly introduced the subject of the controversy after dinner. The result was, that in the argument which followed, the man of science was overcome by the man of law, and Sir William Follett had at all the points the mastery over Dr. Buckland,—'What do you say, Mr. Stephenson?' asked Sir Robert, laughing.

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'Why,' said he, 'I will only say this, that of all the powers above and under the earth, there seems to me to be no power so great as the gift of the gab.'"—*Men Who Have Risen.*

THE BANKER AND THE SAILOR.—When Mr. Hankey was in vogue as a London banker, a sailor had, as part of his pay, a draft on him for fifty pounds. This the sailor thought an immense sum, and calling at the house, insisted on seeing the master in private. This was at length acceded to; and when the banker and sailor met together, the following conversation ensued: "Mr. Hankey," says the sailor, "I've got a tickler for you; didn't like to expose you before the lads." "That was kind. Pray what's the tickler?" "Never mind; don't be afraid, I won't hurt you 'tis a fifty." "Ah, that's a tickler indeed." "Don't fret; give me five pounds now, and the rest at so much per week. I shan't mention it to anybody."

THE SEAMAN BOLD AND TOUGH.

I am a seaman bold and tough,
  I plough the rolling sea,
And be it smooth or be it rough,
  'Tis all the same to me.
The waves may rise, the winds may blow,
  I care not how they move;
The ocean is my home below,
  And God my friend above.

I am a seaman bold and tough,
  A seaman every inch;
And put my mettle to the proof,
  You will not find me flinch.
The bravest man of all the crew
  Shall not do more than I;
This, this alone I dare not do,
  The Lord my God defy.

Let wild ones swear, and rage, and quaff,
  And try to bear me down;
I'd rather meet their empty laugh,
  Than God's tremendous frown.

For things like these I do not choose
  My precious soul to sell;
'Tis better all the world to lose,
  Than lose my soul in Hell.

Come, skipper, tell me now no more,
  That none but lubbers pray;
When bullets fly or tempests roar,
  Who stand so firm as they;
I see them strong and undismayed
  When all around are awed;
It does not make a man afraid,
  To have a friend in God.

And when we all aloft shall go,
  Who then the best shall fare?
Will he who scorned His God below,
  Be happier for it there?
When he before his Judge shall bend,
  Without a hope or plea,
Thou, Lord of Life, thou sinner's friend,
  Be then a friend to me.

MEETINGS, SERMONS, COLLECTIONS, &c.

For the "Shipwrecked Mariners' Society."

The following collections have been duly remitted by the respective Honorary Agents, viz.—

	£	s.	d.
ABERDEEN—			
Mariners' Church, by Rev. Dr. Longmuir	1	9	0
BANGOR, WALES—			
Tabernacle, Calvinistic Methodist, by Mr. W. Parry	2	1	1½
Eneglaim „ „ by Mr. Griffith Jones	0	10	1
Twrgwyn, „ „ by Mr. Thomas Bywater	1	0	3
Peniel, Baptist, by Mr. O. Owens	0	12	0
Ebenezer, Independent, Rev. Robert Thomas	1	16	0

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BRAUNTON, DEVON—			
Parish Church, by Rev. J. W. R. Landon, M.A. (Life Member)....	5	0	0
BRIGHTLINGSEA, ESSEX—			
Parish Church, by Rev. E. T. Waters (Life Member)	5	0	0
Wesleyan Methodist, by Rev. Mr. Simpson	1	11	6
Independent Chapel, by Rev. Mr. Pye			
BURNHAM, SOMERSET—			
Parish Church, Annual Sermon, by Rev. T. Williams (Life Governor)	4	12	6
EXETER—			
St. Sidwell's Church, by Rev. J. L. Galton (Life Governor).....	22	17	6
GUERNSEY—			
Zion Chapel, by Rev. W. Walshaw	3	11	0
GARLIESTOWN, N.B.—			
Independent Chapel, by Mr. Alexander Beattie	1	2	9
HOPE COVE, DEVON—			
Marlboro' Church, by Rev. John Cole, M.A.....	1	6	6½
ILFRACOMBE, DEVON—			
St. Philip and St. James' Church, by Rev. W. C. Moore (Life Governor)	14	0	0
Brethren's Room	1	9	10
KIRKWALL, ORKNEYS—			
United Presbyterian Church, by Rev. R. Reid.....	1	0	0
Deerness Parish, by Rev. Matthew Fisher	1	11	0
Union Prayer Meeting of Established and United Presbyterian Churches, by Rev. O. Scott and Rev. Mr. Pettigrew	1	8	9
NITON, ISLE OF WIGHT—			
Parish Church, by Rev. G. Hayton	8	19	0
MILLBROOK, NEAR DEVONPORT—			
Maker Parish Church, by Rev. E. Trelawny, M.A. (Life Member) ..	7	7	10
OSMINGTON, DORSET—			
Parish Church, by Rev. W. F. Tregathen	2	6	6
PORTINLLAEN AND NEVIN, WALES—			
Calvinistic Methodist's, Nevin	1	7	1
Wesleyan ,, ,, ...	0	8	0
Baptist Chapel, Morfa Nevin	0	3	0
Calvinistic Methodist, Mowa Nevin	0	13	0
,, ,, Edeyrn	1	3	1½
PWLHELI, WALES—			
Baptist Chapel	1	5	0
Calvinistic Methodist	2	2	0
Poulan Independent.....	0	13	1½
Wesleyan	0	7	9
RAMSGATE—			
A Public Meeting of the Branch was held at the Town Hall, on the 27th March; the meeting was addressed by the Deputy, Thomas Whitehead, Esq., Mr. Cutler, Mr. W. Thompson, Hon. Sec., Rev. J. Gilmore, and others. Mr. J. Gillatt, Travelling Agent, attended as a deputation, the sum of..... was collected at the doors.	1	9	3

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RUNCORN, CHESHIRE—			
Parish Church, by Rev. John Barclay, M.A., Vicar (Life Governor)..	10	0	0
Holy Trinity Church, by Rev. John Rooker, M.A. (Life Member) ..	5	15	4
Floating Church, by Rev. E. D. Garvin, M.A.	1	0	0
Wesleyan Methodist Chapel, by Rev. Joseph Exell (Life Member) ..	5	10	0
Independent Chapel, by Rev. Alfred Howson	3	0	0
United Methodist Free Church, by Rev. Joshua Tayler	1	1	6
Welsh Presbyterian Chapel, by Mr. John Hughes	1	2	6
Welsh Calvinistic Chapel, by Mr. Thomas Williams	1	15	6
Primitive Methodist Chapel, by Mr. T. W. Roughsedge	1	1	0
SOUTH SHIELDS—			
St. Hilda's Church, by Rev. James Carr (Life Governor)	13	6	4
Methodist Free Church, by Rev. Mr. Keane....	3	17	6
Templetown Methodist Chapel, by Mr. Carr	1	1	0
Wellington „ „ by Mr. M. Morton	1	7	0
STROMNESS, ORKNEYS—			
United Presbyterian Church, by Rev. William Stobbs.....	3	11	9
STRANRAER, N.B.—			
United Presbyterian Church, by Rev. James Ferguson	6	11	0
SWANAGE, DORSET—			
Parish Church, by Rev. L. Lester (Life Member)	7	1	0
WARKWORTH, NORTHUMBERLAND—			
Congregational Chapel.....	2	6	10
WEYMOUTH, DORSET—			
Wesleyan Methodist Chapel, by Rev. Robert Church (Life Member)..	7	2	6
WHITBY—			
by Rev. J. B. Broderick, M.A., Vicar, Sneaton.....	1	7	2
WIVENHOE, ESSEX—			
East Donyland Church, two Sermons, by Rev. V. M. Torriano, Rector, and Rev. J. F. Swann, Curate	4	11	10
Collection after Tea Party, per Mr. Joseph Wilkins, Hon. Agent....			
WOODBRIDGE, SUFFOLK—			
Orford Church, by Rev. John Maynard...	3	11	9

CORRESPONDENCE.

To the Editor of "THE SHIPWRECKED MARINER."

BRAUNTON, NORTH DEVON,
12th June, 1861.

DEAR SIR,—Is it not in your power to publish that simple method of restoring suspended animation—I mean by the use of the Bastinado, or beating the soles of the feet with a flat instrument. Bastinado the feet of an apparently drowned person as soon as the body is recovered from the water and you will soon see the result. I have restored persons after being in the water twenty minutes or half an hour; the last was in the presence of my Inspecting Commander, William Sterne, Esq., R.N., at my late station in the Coast Guard, in the County Kerry, Ireland, on the 17th August, 1853. I had nothing to use but a shoe, and in less than an hour I had the

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satisfaction of restoring a youth, 17 years of age, to his friends. His name was John Forrester, and it's no small task I had to perform amongst the wild Irish—who thought I was beating the dead corpse, but when symptoms of life appeared, the joy manifested by the poor creatures was beyond comparison.

You may depend, Sir, that half the persons that lose their life by drowning are lost by neglecting this method; anything will answer the purpose, a boat's stretcher, a shoe, a thoul pin, boat's tiller, piece of rope, or anything that may be at hand. Do not run to a public house or any other place, but on the spot use the method—never run half-a-mile for a doctor—a quarter of a minute's neglect, and life is totally extinct. Pray promulgate it, and thousands will bless you before seven years are over your head.

I remain, Sir, Your obedient Servant,

G. A. SYMONS.

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 4.—Thomas Baring, Esq., M.P., F.R.S. in the Chair. A reward of £12 was voted to the crew of the 'Arklow,' Life-boat for putting off with the view of rendering assistance to a ship which was seen on the 12th June, in distress on the Arklow Bank, which is nine miles off the land. Before the Life-boat, however, reached the bank, the ship had got off and proceeded on her voyage. Rewards amounting to £11 17s. were also voted to the crews, and to pay the expenses of the Society's Life-boats stationed at Carmarthen Bay and North Dundrum Bay, for going off with the intention of succouring vessels in distress, which, however, did not ultimately require their services.

The silver medal was voted to Henry Puxley, Esq., of Dunboy Castle, for swimming off and afterwards saving at considerable risk of life, by means of a small boat, four persons who had been capsized from their boat during blowing weather off Berehaven, on the coast of Cork, on the 7th ult. Had it not been for the prompt and daring exertions of Mr. Puxley on the occasion, the officer of coastguard stated that he believed the poor men must have perished. A reward of £2 to two fishermen for saving three persons, whose boat had capsized and sunk near Carrickfergus during a gale of wind on the night of the 5th ult. The three men were found clinging to her mast, which was only a foot above the water. In this perilous position, with the sea breaking over them, they remained a considerable time, until their piercing cries for help at last attracted the attention of the salvors.

August 1st.—Captain Sir Edward Perrott, Bart. in the Chair. A reward of £9 10s. was voted to the crew of the Lowestoft Life-boat, for putting off and saving the crew of eight men of the French brig 'St. Michel,' of Marans, from Christiana, which, during a gale of wind was wrecked on the Holm Sands on the 25th ult. The sea was breaking heavily over the wreck at the time the poor men were taken off; but, as the Life-boat was skilfully managed by her intrepid crew, no life was fortunately lost.

A reward of £6 to the crew of the Arklow Life-boat, for putting off on the night of the 22nd ult., in reply to a signal of distress from a vessel which was dragging her anchor, and in great danger of grounding on an outlying sand bank. The Life-boat remained by the vessel until the next morning, when the weather having moderated, she got out of danger, and proceeded on her voyage.

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The silver medal was presented to James Toomey, in testimony of his gallant exertions in wading into the surf at the peril of his life, and afterwards assisting to save the mate of the schooner 'Industry,' of Whitehaven, which, during a heavy gale of wind, was wrecked off Kingstown, some time since.

September 5th.—Sir E. Perrott, Bart., V.P., in the chair.—A reward of £6 10s. was voted to the crew of the Cahore Life-boat, for putting off to the rescue of the crew of the Spanish barque 'Primera de Torrieveja,' which, during thick and foggy weather, and in a heavy sea, went ashore on Blackwater bank, on the 7th ult. The barque was found with her rudder disabled, one of the pumps choked, and making water rapidly. The master and fourteen men left the vessel in their own boats, and, after one boat had been swamped, succeeded in landing at Ballinamona. One man had been, however, inadvertently left on board the ship. At two p.m. information was sent to Cahore of the wreck, when the Life-boat was immediately launched, and proceeded to the bank. Meanwhile the barque had worked off, and with the one sailor on board drifted out to sea. As soon as this was observed the Life-boat bore down to the ship, which she succeeded in overtaking about five miles north-east from Cahore Point. The crew of the Life-boat finding, on getting on board of the vessel, that the water was rapidly increasing in her hold, thought it advisable to run her for the beach near Arklow, which was safely accomplished.

A reward of £8 to the crew of the Lizard Life-boat, for going off in reply to signals of distress from the schooner 'Hurrell,' of Penzance, which, during a dense fog and a heavy ground-swell, was found to be in a dangerous position near the Old Lizard-head. The schooner was found by the Life-boat in a very critical situation, within a cable's length of a precipitous cliff ahead, and on either side high and dangerous rocks. Her crew, four in number, had collected their clothing and were about to leave her in their own punt, when the Life-boat arrived alongside. Had they done so, they would not in all probability have reached the shore alive, as the passage between the scattered rocks and the shore is most intricate. At the request of the master the Life-boat remained alongside during the night, and at daylight succeeded in warping the vessel clear of the rocks, and anchoring her in a secure position.

A reward of £8 to the crew of the Penmon, Anglesea Life-boat, for putting off in reply to a signal of distress from the smack 'Pink,' of Chester, which, during blowing weather and heavy rain, was seen in a dangerous position about a mile from the Life-boat station. On arriving alongside the smack, she was found to have carried away her main boom and to have only one cable out, which the master feared would give way every moment, and his vessel be driven on Puffin Island. At his request the Life-boat remained alongside until eleven o'clock p.m., when the weather having moderated, the vessel fortunately got out of danger.

A reward of £13 to the crew of the Wicklow Life-boat, for putting off in the night in a heavy sea, with the view of saving life from a wreck, which was, however, from its sudden disappearance supposed to have foundered before the arrival of the Life-boat.

A pecuniary reward was also voted to Mr. W. H. M'Kay, of Wick, N.B., in consideration of his laudable and prompt service in wading into the sea and rescuing, at some risk of life, the master of the brigantine 'Nymph,' of Greenock, which during stormy weather had been wrecked near Loch Inchard, Sunderland. It appeared that the poor man had perseveringly clung to his vessel's boat, which had previously been swamped, until she was amongst the breakers close to the shore. Here M'Kay rushed to his help, and succeeded in bringing him safely to land.

Payments having been made on various Life-boat stations, the proceedings closed.

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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, 1861.

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:—

32 W, 75 O, 2 AP	134	1	3	*London.*
8 W, 11 O, 3 M...	24	13	9	*Aberdeen.*
1 M	2	7	6	*Aberystwith.*
2 W, 4 O	6	5	0	*Alloa.*
1 W, 3 M, 1 MM.	10	17	6	*Appledore.*
1 MM	2	17	6	*Arbroath.*
1 AP	3	15	0	*Ardglass.*
1 MM	2	2	6	*Ardrossan.*
1 W, 3 O.....	3	6	0	*Avock.*
1 M	1	10	0	*Barnstaple.*
2 M	4	5	0	*Barra.*
2 W, 7 O, 1 M ..	14	19	0	*Belfast.*
3 W, 5 O.....	5	3	0	*Beer.*
3 W, 2 O.....	4	15	0	*Blakeney.*
1 W, 3 O	1	19	0	*Blyth.*
1 AP	4	0	0	*Boston.*
1 W, 1 M, 1 MM.	7	12	6	*Bridgewater.*
1 AP, 1 M	4	15	0	*Bridport.*
1 AP	3	5	0	*Bressay.*
1 W, 1 O.....	2	3	0	*Bristol.*
4 W, 14 O, 1 M..	13	15	6	*Brixham.*
1 W, 3 O, 1 M, 1 MM	7	9	6	*Cardigan.*
1 W, 4 O.....	2	10	0	*Carlisle.*
1 M, 1 MM... ..	5	16	6	*Carnarvon.*
1 W, 3 O, 1 AP ..	4	16	0	*Colchester.*
2 W, 4 O.....	3	5	0	*Cork.*
1 AP	3	5	0	*Crouch River.*
1 M	2	2	0	*Culdaff.*
1 W, 1 O.....	1	17	0	*Cullivoe.*
1 W, 14 O, 1 M..	17	6	6	*Dartmouth.*
2 W, 6 O, 1 AP ..	17	8	0	*Dinas Cross.*
5 W, 6 M, 2 MM	23	3	6	*Dundee.*
1 W, 5 O.....	11	5	0	*Dungarvon.*
2 W, 3 O.....	4	19	0	*Edinburgh.*
1 W, 1 O	1	5	0	*Elie.*
9 W, 17 O	21	5	0	*Exmouth.*
2 W, 3 O, 1 MM .	8	11	6	*Falmouth.*
1 W, 1 O.....	1	0	0	*Faversham.*
1 W, 3 O..... .	3	6	0	*Filey.*
1 W, 2 O, 1 M ..	3	3	6	*Fishguard.*
1 W, 5 O.....	1	16	0	*Flamborough.*
2 W, 2 O, 1 MM.	11	9	6	*Flint.*
1 W, 4 O.....	2	2	0	*Fowey.*
1 W, 4 O.....	4	0	0	*Fraserburgh.*
1 AP	3	10	0	*Gerrans.*
1 F	1	12	6	*Girvan.*
3 W, 10 O, 1 M..	5	12	6	*Glasgow.*
1 W, 2 O.....	6	0	0	*Goole.*
2 W, 11 O	24	6	3	*Gravesend.*
1 AP	4	0	0	*Greenwich.*
1 W, 1 O.....	7	18	0	*Grimsby.*
1 W, 7 O.....	7	4	0	*Guernsey.*
11 W, 26 O, 7 M .	48	12	6	*Hartlepool.*
17 W, 23 O, 3 AP, 15 M	73	7	9	*Hull.*
1 M	3	0	0	*Ilfracombe.*
1 W, 1 O.....	5	12	6	*Inverkeithing*
4 W, 6 O.....	7	14	0	*Ipswich.*
3 W	5	15	0	*John O' Groat*
3 W, 5 O.....	5	1	0	*Kincardine.*
2 W	2	15	0	*Kingstown.*
1 W, 1 O, 1 M ..	4	5	0	*Kirkcaldy.*
1 W, 2 O.....	16	1	3	*Leith.*
8 W, 15 O, 1 AP, 1 F, 1 PB	10	5	6	*Lerwick.*
1 M	2	15	0	*Llanelly.*
6 W, 11 O, 2 M, 1 MM	29	10	0	*Liverpool.*
3 W, 5 O	5	9	0	*Limekilns.*
4 W, 11 O, 1 F ..	16	1	3	*Lossiemouth.*
1 M, 1MM	4	2	6	*Lyme Regis.*
12 W, 23 O, 2 M .	23	12	0	*Lynn.*
1 W, 5 O.....	4	16	0	*Macduff.*
1 W, 5 O.....	9	11	3	*Maldon.*
5 M	1	15	0	*Margate.*
5 W, 10 O	11	3	0	*Maryport.*
1 W..... ...	2	8	0	*Mevagessey.*
1 W, 1 O, 1 MM .	2	16	0	*Middlesboro'.*
3 W, 9 O, 1 M ..	11	8	6	*Milford.*
1 W, 1 O, 4 M, 1 MM, 1 F....	20	18	0	*Montrose.*
3 W, 1 O..... ...	5	15	0	*Mousehole.*
4 W, 7 O, 1 AP, 1 MM	10	15	0	*Newcastle.*
1 M	2	5	0	*Newhaven.*
3 W, 2 O.....	5	16	0	*Newport(Mon)*
1 M	1	10	0	*Newport(Pem)*

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1 W, 1 O, 1 M, .. 47 W, 84 O, 2 AP,	6	17	0	*New Quay, Wales.*
25 M, 5 MM ..	196	10	0	*No. Shields.*
1 AP	3	5	0	*Orford.*
1 W, 3 O.....	2	8	0	*Perth.*
1 M	1	12	6	*Pill.*
1 W, 6 O, 1 M, 1 MM	6	12	6	*Plymouth.*
2 W, 1 M	4	16	6	*Poole.*
1 W.....	1	15	0	*Port Glasgow*
1 W, 5 O.....	2	19	0	*Portinllaen.*
1 W, 4 O.....	1	17	0	*Portleven.*
1 W, 2 O..	2	13	0	*Portmadoc.*
1 W, 2 O.....	1	10	0	*Port Patrick.*
4 M	8	0	0	*Portsmouth.*
2 W, 9 O.....	5	11	0	*Portsoy.*
1 W, 4 O, 1 M ..	10	15	0	*Pwllheli.*
1 W, 2 O.....	9	15	0	*Ramsay.*
3 W, 1 O.....	3	3	0	*Ramsgate.*
1 W, 4 O, 1 M ..	5	7	0	*Robin Hood's Bay*
1 MM	2	8	0	*Rye.*
1 W, 3 O, 1 AP ..	9	2	6	*St. Ives.*
1 W.....	2	8	0	*Salcombe.*
3 M	4	12	6	*Sandwich.*
8 W, 19 O	22	10	0	*Scarboro'.*
1 W, 1 O.....	4	13	9	*Selby.*
2 W, 2 O.....	4	4	0	*Shoreham.*
1 W, 2 O.....	2	12	0	*Sidmouth.*
1 W, 2 O.....	2	13	0	*Sligo.*
1 W, 3 O	1	19	0	*Southampton*
70 W, 60 O, 30 M	170	10	0	*So. Shields.*
1 M	2	7	6	*Staithes.*
1 W, 4 O, 2 M ..	7	19	6	*Stockton.*
6 W, 22 O	19	10	0	*Stornoway.*
3 W, 1 O.....	6	3	0	*Stranraer.*
1 W, 3 O.....	1	12	0	*Stromness.*
60 W, 85 O, 40 M	204	13	6	*Sunderland.*
1 W, 2 O	6	15	0	*Teignmouth.*
1 W, 4 O.....	1	12	0	*Topsham.*
1 W, 4 O.....	1	16	0	*Waterford.*
1 W, 2 O.....	3	3	6	*Wexford.*
1 W, 2 O.....	1	13	0	*Weymouth.*
10 W, 26 O, 1 F, 4 M	47	16	0	*Whitby.*
2 W, 4 O, 4 M, 1 MM	15	10	0	*Whitehaven.*
1 W, 3 O.....	2	13	0	*Whitstable.*
1 W, 2 O	1	0	0	*Wick.*
1 AP	2	13	0	*Wigton.*
1 W.....	3	15	0	*Winterton.*
1 AP, 1 M	5	0	0	*Wivenhoe.*
1 M	2	2	6	*Woodbridge.*
13 W, 23 O, 2 M .	8	0	0	*Gt. Yarmouth*

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 440; Orphans, 918; Aged Parents, 52; Master Mariners, 55; Mariners and Apprentices, 286; Fishermen, 10; Pilots and Boatmen, 4; Shipwrecked men forwarded home, 420; in all, 2185 persons relieved, at an expense, inclusive of that in the succeeding table, of £1946 1s. 7d.!!!

BELOW THE ATLANTIC.—Soundings in the Atlantic have been particularly pushed forward, and have excited, on account of the telegraph cable, more general interest than any others yet taken. They have revealed the fact that at least 230 miles from the coast of Ireland the water is still shallow; or, in other words, that there is another Ireland only waiting to be raised—thus reversing the famous panacea for keeping the country quiet. It is just beyond this that the true Atlantic begins, the gulf suddenly sinking to 9,000 feet. Thus Ireland may one day have a coast line as high as the Alps. The whole floor of the Atlantic is paved with a soft, sticky substance, called oaze, nine-tenths consisting of very minute animals, many of them mere lumps of jelly, and thousands of which could float with ease in a drop of water; some, resembling toothed wheels; others, bundles of spines or threads shooting from a little globule. Some, however, are endowed with the property of separating flint from the sea water, which is more then every chemist could do; and there are hundreds of square miles covered with the skeletons of these little creatures. Part of this oaze is doubtless from the clouds of rain-dust which rise from the vast steppes of South America in such masses as to darken the sun, and make the animals fly to shelter, and which, after sweeping like a simoon over the country, lose themselves in the "steep Atlantic." No bones have been found of the larger animals, so that the kraken and sea-serpent might sleep their last sleep, and leave not a bone or a vertebra to tell the tale. Not a mast or anchor, not a block or strand, not a coin or a keepsake has been found to testify of the countless gallant ships and more gallant men who have gone down amid the pitiless waves.—*All the Year Round.*

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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 the 31st August.*

Vessel's Name.	Port.	Amount of Relief. £	s.	d.	Vessel's Name.	Port.	Amount of Relief £	s.	d.
Adelaide	Newcastle	0	5	6	James	Guernsey	2	17	6
Alma	Glasgow	0	9	7	Jessie	London	2	2	6
Amstell	S. Shields	0	9	0	Iris	Bristol	2	19	0
Annie	London	2	12	6	J. Davis	Liverpool	1	3	0
Ardras	Shields	4	13	0	Jubilee	Shields	4	2	0
Asteria	London	0	14	0	Lorkwoods	London	1	19	0
Arnold	,,	2	12	6	Louisa	Tables	1	10	0
Bullfinch	,,	1	7	6	Lucy	Guernsey	2	10	0
Brothers	Arbroath	1	5	6	Margaret Davis	London	1	10	0
Blockwood	London	3	0	0	Marion	,,	1	12	0
Boat	Oban	0	7	0	Mary Ann	,,	1	5	0
Bee	Liverpool	3	10	6	Mealanzas	Sunderland	0	5	6
Brothers	London	0	14	0	Mary Jane	London	2	2	6
Chados	Plymouth	8	2	0	Nestor	Faversham	2	0	0
Charles Wood	Greenock	1	0	0	Neptune	London	0	8	6
Ceylon	Liverpool	6	0	0	Nancy	Goole	0	10	0
Demerara	Hull	2	19	0	Olinda	Shields	0	14	0
Dolphin	Sunderland	0	13	8	Prince Albert	Newcastle	0	9	0
Endeavour	,,	1	6	0	Penelope	Rochester	3	0	0
Echo	Aberystwith	5	10	6	Patient	Ardrossan	0	14	6
Enterprise	Fraserburgh	1	0	0	Phillyre	Bristol	6	19	0
Express	London	7	10	0	Queen of England	London	0	5	6
Exile	Falmouth	0	11	6	Regina	Liverpool	3	19	0
E. Stewart	London	2	0	0	Royal Bride	Bristol	2	2	0
Elizabeth	Shields	1	18	9	Robert and Margaret	Hartlepool	0	10	0
Fairy	Aberdeen	1	5	6	Robert	Dundee	1	1	6
Fox	Whitby	0	12	0	Ranger	Plymouth	1	14	0
Francis	Londonderry	0	15	6	Rambler	Exeter	0	10	6
Fanny	Cardigan	2	16	6	Standard	Hartlepool	4	10	0
Fame	,,	1	14	0	St. George	Sunderland	0	10	0
Falcon	Scarborough	5	17	1	Star of the East	Liverpool	2	13	6
F. Endeavir	Looe	1	12	6	Swift	Sunderland	0	6	7
Gun	Guernsey	4	10	6	Stag	Falmouth	0	5	0
Glynne	Chester	5	11	0	Syrian	Liverpool	0	10	0
Gulnare	Portsmouth	1	10	0	Sartio	Falmouth	0	17	6
Hackley	London	0	16	0	Thomas and Mary	London	3	5	0
Hermit	,,	2	16	3	Utility	,,	1	12	6
Helen	Penzance	0	19	3	William Edward	Gloucester	0	4	0
Heron	Liverpool	3	10	0	Wilberforce	Scarborough	0	14	6
Havelock	Hull	0	15	0	William Hyde	St. Johns	2	10	0
Hawthorn	London	0	14	2	Zulu	Liverpool	3	10	0
Josephine	Shields	2	12	0					

BEAUTIFUL THOUGHTS.—Among some of the South Sea Islanders, the compound word for hope is beautifully expressive. It is manolana, or the *swimming thought*—faith floating and keeping the head aloft above water, when all the waves and billows are going over one—a strikingly beautiful definition of Hope, worthy to be set down along with the answer which a deaf and dumb person wrote with his pencil, in reply to the question, "What was his idea of forgiveness?" "It is the odour which flowers yield when trampled on."

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ANNUAL GRANTS TO WIDOWS.

List of Widows Relieved in July, who were also relieved at the time of the death of the Husbands, but who are permitted to apply annually for further Relief while they have Children under Fourteen Years of Age, or are themselves above Fifty years of Age, and without Children.

No.	Names.	Age.	Number of Years a Subscriber.	Number of Children.	Agency.	Amount.	No.	Names.	Age.	Number of Years a Subscriber.	Number of Children.	Agency.	Amount.
1	Mary J. Mullett	37	11	Five	London	3 1 0	85	Louisa Snell	42	3	Four	Ipswich	1 15 0
2	Catherine Liddell	42	5	Three	,,	1 15 0	86	Jane Jack, or Bremner	70	4	None	John O'Groats	1 0 0
3	Harriet Bennett	37	15	Three	,,	2 16 0	87	Jane Sinclair	72	3	None	,,	1 0 0
4	Rebecca Nicholson	44	5	One	,,	1 5 0	88	Widow Cochran	57	1	None	Kincardine	1 0 0
5	Mary Ann Grant	58	3	None	,,	1 0 0	89	Elizabeth Jameson	54	12	Two	,,	2 2 0
6	Elizabeth Hale	68	5	None	,,	1 0 0	90	Widow Keillar	32	7	Three	,,	1 19 0
7	Frances Shepherd	25	8	One	,,	1 9 0	91	Mary Anderson	33	8	Two	Leith	1 15 0
8	Jane Farrow	24	13	Three	,,	2 12 0	92	Margaret Leask	56	1	None	Lerwick	1 0 0
9	Elizabeth Smith	41	6	Two	,,	1 11 0	93	Ann McPherson	34	10	Three	,,	2 5 0
10	Mary Davidson	41	8	Six	,,	2 19 0	94	Johanna Linklater	31	8	Two	,,	1 16 0
11	Caroline Chambers	39	2	Five	,,	1 16 0	95	Jane Nelson	30	8	Three	,,	2 2 0
12	E. Merritt	31	7	Two	,,	1 13 0	96	Ann Giffard	36	8	Three	,,	2 2 0
13	M. Nicol	40	0	One	,,	1 13 0	97	Margaret Irvine	36	6	Two	,,	1 12 0
14	Ann L. Calvert	31	19	Four	,,	2 10 0	98	Elizabeth Twatt	59	3	None	,,	1 0 0
15	Anna Chaplin	35	5	One	,,	1 5 0	99	Isabella Wilson, jun.	40	12	Three	Limekilns	2 11 0
16	Harriett Bailey	45	1	One	,,	2 1 0	100	Catherine Thomson	44	8	One	,,	1 10 0
17	Ann Guyon, or Walker	39	12	Five	Aberdeen	3 4 0	101	Isabella Wilson, sen.	42	7	One	,,	1 8 0
18	Barbara Taylor	32	16	One	,,	1 6 0	102	Jane Williams	28	5	Three	Liverpool	1 15 0
19	Widow Allen	45	5	Three	,,	1 14 0	103	Barbara Garrick	54	5	One	,,	1 5 0
20	J. Mathew	63	7	None	,,	1 3 0	104	Isabella Jenkins, or Mann.	55	5	None	Lossiemouth	1 0 0
21	J. Henderson, or Cowie	51	7	One	,,	1 8 0	105	Mary Sudding, or Cowell	44	15	Five	,,	3 13 0
22	Isabella Maclean, or Rigg	33	3	Four	Alloa	3 0 0	106	Elizabeth Jenkins, or Dick	40	5	Five	,,	2 5 0
23	Elizabeth Hatchley	43	18	One	Beer	1 9 0	107	Jane Gordon, or McGillvray	21	8	One	,,	1 9 0
24	Mary Ann Griffin	27	7	Two	,,	1 14 0	108	Mary Peeps	52	11	One	Lynn	1 14 0
25	Elizabeth Gibbs	43	0	Two	,,	2 0 0	109	Eliza Sands	48	6	Two	,,	1 11 0
26	Elizabeth Mann	60	15	None	Blakeney	1 0 0	110	Elizabeth Rippingdale	67	9	None	,,	1 5 0
27	Eliza Porter	42	9	One	,,	2 6 0	111	Rachael Oliver	32	7	Two	,,	1 12 0
28	Rose Everitt	31	18	One	,,	1 9 0	112	Mary Ann Staines	51	5	One	,,	1 5 0
29	Elizabeth Absolom	38	7	Three	Blyth	1 19 0	113	Harriet Snelling	37	5	Five	,,	2 6 0
30	Mary Smith	50	7	One	Bristol	2 3 0	114	Susan Jary	41	10	Two	,,	1 19 0
31	Mary Ann Farrer	42	10	One	Brixham	1 13 0	115	Eliza Cuthbert	42	5	Three	,,	1 15 0
32	Mary Blackmore	39	18	Five	,,	2 13 0	116	Charlotte Guy	48	4	Three	,,	1 12 0
33	Mary Ann May	32	4	Two	,,	1 8 0	117	Faith Webb	30	4	Two	,,	1 8 0
34	Nancy Nicholas	35	8	Three	Cardigan	2 2 0	118	Emma Slipper	38	4	Two	,,	1 8 0
35	J. Johnstone	39	9	Four	Carlisle	2 10 0	119	Mrs. Price	—	5	Two	Maryport	1 10 0
36	Sarah Harris	33	4	Three	Colchester	1 11 0	120	Widow Harris	—	4	One	,,	1 4 0
37	K. Merrick	35	8	One	Cork	1 10 0	121	Widow Costin	—	8	Two	,,	1 15 0

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39	Mary Doherty	61	1	None	Culdaff	1	0	0	123	Mary Ann Pearson	57	6	One	"	1	19	6
40	Rose McLaughlin	58	2	None	"	1	0	0	124	Jane Mathias	42	6	Two	Milford	1	11	0
41	Willa. Anderson	31	4	Four	Cullivoe	1	17	0	125	Mary Davis	36	11	Two	"	2	1	0
42	Sarah Talling	40	5	Four	Dartmouth	2	0	0	126	Widow Bodin	75	11	None	Mousehole	1	7	0
43	Ellen Carr	31	4	Three	Dundee	1	15	0	127	Caroline Harvey	39	5	One	"	1	5	0
44	Isabella Lindsay	49	11	Three	"	2	7	0	128	Mary Ann Watson	49	7	Two	Newcastle	1	13	0
45	J. Reekie	49	14	Two	"	2	6	0	129	Anne Archibald	49	8	Two	"	1	16	0
46	Jane Crammond	47	6	One	"	1	6	0	130	Agnes Fergurson	43	11	Three	"	2	8	0
47	Isabella Thomson	66	2	None	Edinburgh	1	0	0	131	Ann Williams	52	7	One	Newport (Pem.)	1	8	0
48	Agnes McRuvie	52	5	One	Elie	1	5	0	132	Anne Rennolls	40	8	One	"	1	10	0
49	Mary Gibbing	81	15	None	Exmouth	2	2	0	133	Eleanor Rowlands	50	5	One	New Quay (Wales)	1	5	0
50	Ann Marchant	51	13	None	"	1	10	0	134	Mary Owens	68	15	None	"	1	12	0
51	Mary Ann England	46	14	Two	"	2	6	0	135	B. Wetherhead	57	5	Three	North Shields	1	15	0
52	Caroline Norton	31	9	Three	"	2	3	0	136	Jane Gibson	67	11	None	"	1	7	0
53	Mary Richards	32	9	Four	"	2	10	0	137	Isabella Reed	46	15	Two	"	2	8	0
54	Sarah A. Prouse	27	10	Two	"	1	19	0	138	Rebecca Reed	30	8	Three	"	2	1	0
55	S. Bidder	38	8	Two	"	1	15	0	139	T. White	47	13	Two	"	2	5	0
56	Louisa M. Shafter	46	7	Four	"	2	5	0	140	Mary Ann Boylan	26	10	Two	"	1	19	0
57	Rebecca Boulton	37	3	One	Faversham	1	0	0	141	Ann Forster	36	5	Four	"	2	0	0
58	Ann Ross	55	11	None	Filey	1	7	0	142	Ann Hudson	33	12	Four	"	2	17	0
59	S. Hoxby	36	7	Three	"	1	19	0	143	Ellen Mann	31	13	Three	"	2	13	0
60	Mary Thomas	41	6	Two	Fishguard	1	11	0	144	A. Gillespie	40	7	Two	"	1	13	0
61	Mary Beelby	40	2	Five	Flamborough	1	16	0	145	F. W. Clark	51	5	Two	"	1	10	0
62	Sarah Minear	50	6	Four	Fowey	2	2	0	146	Esther McLean	62	5	None	"	1	0	0
63	Mrs. Wilson	—	10	Four	Glasgow	2	12	0	147	Leslie Wood	61	4	None	"	1	0	0
64	Widow Kelso	—	6	Two	"	1	11	0	148	Mary Buckhan	64	11	None	"	1	7	0
65	Mary Bates	42	9	Five	Grimsby	2	16	0	149	Ann Evans	31	5	Two	"	1	10	0
66	N. E. De Monepied	30	11	One	Guernsey	1	14	0	150	Mary Farrow	37	10	Four	"	2	12	0
67	Harriet Mellanby	52	10	One	Hartlepool	1	12	0	151	Ann Pooltan	32	11	Three	"	2	8	0
68	Ann Dale	41	8	Four	"	2	7	0	152	Margaret Adamson	41	9	One	"	1	11	0
69	Elizabeth Dawes	51	10	Two	"	1	19	0	153	Margaret Heans	36	16	One	"	2	2	0
70	Alice Pottinger	30	7	Four	"	2	5	0	154	Mary Oliver	31	9	Five	"	2	16	0
71	Susan Pearson	40	10	Four	"	2	13	0	155	Ellen Stott	49	11	Two	"	2	1	0
72	Alice Brown	45	9	One	"	1	11	0	156	Margaret Gibson	28	8	One	"	1	9	0
73	Mary Smith	52	4	Two	"	1	8	0	157	Elizabeth Atkinson	42	11	One	"	1	14	0
74	Mary Blance	44	15	Four	"	3	5	0	158	Orphans of Foster	—	12	Three	"	2	10	0
75	D. Canham	44	9	Three	Hull	2	4	0	159	Mary Irvine	69	7	None	"	1	3	0
76	Elizabeth Ansdell	41	11	Five	"	3	1	0	160	Margaret Phillips	62	13	None	"	1	10	0
77	Frances Wells	60	4	None	"	1	0	0	161	Margaret Simms	41	10	Two	"	1	19	0
78	Rachael Polfreyman	50	6	One	"	1	7	0	162	Ann Tulloch	48	5	One	"	1	5	0
79	Mary Ann Elder	62	4	None	"	1	0	0	163	Mary Newham	60	9	None	"	1	5	0
80	Eliza Wells	44	4	Three	"	1	13	0	164	Mary Beagle	40	8	Two	"	1	15	0
81	H. Salmon	64	8	None	"	1	4	0	165	Isabella Taylor	35	5	Two	"	1	10	0
82	Harriet Bell	62	10	None	"	1	6	0	166	Sophia Kirby	46	10	Four	"	2	13	0
83	Sarah Whittaker	50	5	Two	"	1	10	0	167	Ann Welch	62	2	None	"	1	0	0
84	Alice Hanman	63	11	None	Ipswich	1	7	0	168	Widow McLaren	—	11	Three	Perth	2	8	0

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ANNUAL GRANTS TO WIDOWS,—*Continued.*

No.	Names.	Age.	Number of Years a Subscriber.	Number of Children.	Agency.	Amount.	No.	Names.	Age.	Number of Years a Subscriber.	Number of Children.	Agency.	Amount.
169	Jane Patterson	45	2	Six	Plymouth	2 0 0	237	B. Forbes	40	8	Two	Sunderland	1 15 0
170	Sarah Pester	62	7	None	Poole	1 2 0	238	Jane Robson	48	7	Four	„	2 5 0
171	Eliza Snook	62	13	None	„	1 10 0	239	Lydia Thomson	65	8	None	„	1 3 0
172	Ann Hendy	36	4	Four	Portleven	1 17 0	240	Elizabeth Easton	72	7	None	„	1 2 0
173	Catherine Jones	43	10	Five	Portinllaen	2 19 0	241	Isabella Gibson	33	6	Two	„	1 11 0
174	Janet McClymont	48	5	Two	Portpatrick	1 10 0	242	Elizabeth Mackey	46	11	Three	„	2 8 0
175	Jean Macdonald	30	8	Six	Portsoy	2 19 0	243	Margaret Allan	69	5	None	„	1 0 0
176	Mary Patterson	38	13	Three	„	2 12 0	244	M. Rokes	48	14	Three	„	2 14 0
177	Mary Ann Lewin	58	5	None	Ramsgate	1 0 0	245	Mary Erskine	73	5	None	„	1 0 0
178	Frances May	61	2	None	„	1 0 0	246	Agnes Pellem	36	6	One	„	1 6 0
179	Sarah Goddard	57	4	One	„	1 3 0	247	Ann Devine	34	3	Four	„	1 15 0
180	Elizabeth Cooper	30	12	Four	Robin Hood's Bay	2 17 0	248	Elizabeth Crinson	53	3	One	„	1 1 0
181	Jane Lancaster	40	8	Six	Scarborough	2 19 0	249	Jane Hillyer	55	12	None	„	1 8 0
182	Mary Ann Camish	37	9	Five	„	2 16 0	250	Ann Keys	50	8	None	„	1 3 0
183	Elizabeth Rowbottom	40	7	Six	„	2 17 0	251	Elizabeth Green	38	13	None	„	1 10 0
184	Elizabeth Fuller	62	5	None	„	1 0 0	252	Sarah Deans	29	4	Three	„	1 12 0
185	Barbara Turner	46	15	Two	„	2 8 0	253	Elizabeth Dixon	42	10	None	„	1 6 0
186	Ruth Webb	28	3	Two	Shoreham	1 6 0	254	Isabella Macdonald	33	3	Two	„	1 6 0
187	M. Horn	39	16	Two	Sidmouth	2 10 0	255	Mary Allison	60	16	None	„	1 13 0
188	Ellen Crothers	29	7	Two	Sligo	1 13 0	256	Mary Hodgson	34	8	None	„	1 3 0
189	Widow Schinkfield	23	7	Three	„	1 19 0	257	Dorothy Hindmarsh	57	5	One	„	1 5 0
190	Martha Curry	42	4	Six	South Shields	2 6 0	258	Margaret Worthington	59	6	None	„	1 1 0
191	Mary Fieldwick	33	13	Three	„	2 12 0	259	Sarah Hodgson	54	9	One	„	1 11 0
192	Jane Dixon	71	8	None	„	1 3 0	260	Jane Carr	44	2	Two	„	1 4 0
193	Elizabeth Sturgeon	66	4	None	„	1 0 0	261	Isabella Olive	33	2	Four	„	1 12 0
194	Sarah Greaves	26	4	Two	„	1 8 0	262	Mary Ann White	64	2	None	„	1 0 0
195	D. Watson	31	5	One	„	1 5 0	263	Ann Turnbull	51	5	One	„	1 5 0
196	Orphans of Morton	—	11	Two	„	2 1 0	264	Sarah Hays	32	9	Two	„	1 17 0
197	Jane Forrest	41	11	Two	„	2 1 0	265	Elizabeth Alderson	50	9	One	„	1 11 0
198	Isabella Mortimer	22	7	One	„	1 8 0	266	Prudence Smith	40	14	One	„	1 19 0
199	Mary Macdonald	24	8	One	„	1 9 0	267	Mary Browning	34	6	Two	„	1 11 0
200	Ann Mowatt	44	10	Two	„	1 19 0	268	Elizabeth Harvey	27	6	One	„	1 6 0
201	Orphans of Peel	—	8	Three	„	2 1 0	269	Mary Ann Kemp	47	5	One	„	1 5 0
202	Mary Ann Staincup	41	12	Four	„	2 17 0	270	Sarah Jane Lister	29	5	Two	„	1 10 0
203	Jane Elstob	37	7	Four	„	2 5 0	271	Eliza Hill	40	15	Three	„	2 16 0
204	Jane Day	56	2	None	„	1 0 0	272	Ann Johnson	39	8	Three	„	2 1 0
205	Sarah Lock	36	9	One	„	1 11 0	273	Charlotte Carr	38	7	Two	„	1 14 0
206	Elizabeth Oliver	35	3	Three	„	1 10 0	274	Sarah White	40	10	Four	„	2 13 0
207	Mary Lee	33	10	Three	„	2 5 0	275	Rebecca Beaton	32	9	Three	„	2 4 0

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209	Eleanor Kerton	—	6	None	„		1	0	0	277	Sarah Shepherd	30	2	Four	Topsham		1	12	0
210	Mary Bosson	32	13	Three	„		2	12	0	278	Mary Ann Howling	—	11	Two	Wexford		3	3	6
211	Margaret Hutchinson	28	9	One	„		1	11	0	279	Anne Shea	43	2	Five	Waterford		1	16	0
212	Mary Scott	59	10	None	„		1	6	0	280	Martha Purchase	30	7	Two	Weymouth		1	13	0
213	Anne Hodgson	41	7	Two	„		1	14	0	281	Ellen Redman	30	5	One	Whitby		1	5	0
214	Margaret Gray	35	9	Two	„		1	18	0	282	Orphans of Elder	—	7	Three	„		1	19	0
215	P. Williamson	60	4	None	„		1	0	0	283	Elizabeth Sneaton	40	9	Four	„		2	10	0
216	Jane Wood	33	10	Four	„		2	13	0	284	Mary Ann Fewster	34	5	Four	„		2	0	6
217	Sarah Hunter	60	8	None	„		1	4	0	285	Jane Brown	60	8	None	„		1	3	0
218	Hannah Laws	37	12	Two	„		2	3	0	286	Jane Noble	37	9	Four	„		2	10	0
219	Elizabeth Pye	28	7	Three	„		1	19	0	287	Sarah Wetherall	41	10	Four	„		2	12	0
220	Sarah Ann Mowatt	30	4	Three	„		1	12	0	288	Esther Coverdale	34	10	One	„		1	12	0
221	Elizabeth Starling	30	5	One	„		1	0	0	289	Ann Taylor	31	6	Four	„		2	2	0
222	Ann Whittington	30	5	Two	„		1	10	0	290	Ann Jackson	39	7	Four	Whitehaven		2	5	0
223	Margaret Hume	42	10	One	„		1	12	0	291	Caroline Harrison	50	5	One	Whitstable		1	5	0
224	Jane Drake	48	9	One	„		1	11	0	292	Anne Honet	37	4	Two	„		1	8	0
225	Margaret Mac Farlane	65	12	None	„		1	8	0	293	Catherine Swanson	73	1	None	Wick		1	0	0
226	Ann M. Campbell	53	8	None	„		1	3	0	294	Mary Ann Meadows	33	5	Two	Yarmouth		1	10	0
227	Frances Ashby	25	2	Two	„		1	4	0	295	Mary Ann Barber	47	10	One	„		1	12	0
228	Susan Creasey	29	6	Four	Stockton		2	2	0	296	Elizabeth Miller	76	12	None	„		1	8	0
229	Widow McLeod	37	2	Five	Stornaway		1	16	0	297	Phœbe Gallant	65	6	None	„		1	2	0
230	Rachael McMillan	37	9	Five	„		2	16	0	298	Caroline Miller	44	9	One	„		1	11	0
231	Mary Macdonald	46	9	Four	„		2	10	0	299	Maria Mays	45	9	Two	„		1	17	0
232	L. Macdonald	34	2	Five	„		1	16	0	300	Elizabeth Millican	46	11	Five	„		3	1	0
233	Janet Chrighton	38	5	Three	„		1	15	0	301	M. A. Neave	24	3	One	„		1	1	0
234	Eliza Stevenson	43	5	Two	Stranraer		1	10	0	302	Lydia Wetherall	61	1	None	„		1	0	0
235	Janet McMillan	47	9	Three	„		2	3	0	303	Jane Newstead	48	10	Three	„		2	5	0
236	Jean Mowatt	41	4	Three	Stromness		1	12	0	304	Sarah Stolworthy	31	8	Four	„		2	7	0
										305	Ellen H. Sheehan	60	9	None	Youghal		1	5	0

Note.—Two hundred and seventy-nine Widows, a list of whom appeared in our thirtieth number, page 114, Vol. 8, were also relieved in January, making, with the above a total of *five hundred and eighty-four widows* (not including orphans) of drowned Fishermen or Mariners, who are thus receiving *Annual Grants* to the amount of £1001 17s. 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.

Ocean Splendours.—When the sea is perfectly clear and transparent it allows the eye to distinguish objects at a very great depth. Near Mindora, in the Indian Ocean, the spotted corals are plainly visible under twenty-five fathoms of water. The crystalline clearness of the Carribbean sea excited the admiration of Columbus, who in the pursuit of his great discoveries ever retained an open eye for the beauties of nature. 'In passing over these splendidly adorned grounds,' says Schopf, 'where marine life shows itself in an endless variety of forms, the boat, suspended over the purest crystal, seems to float in the air, so that a person unaccustomed to the scene easily becomes giddy. On the clear sandy bottom appear thousands of sea stars, sea urchins, molluses, and fishes of a brilliancy of colour, unknown in our temperate seas. Burning red, intense blue, lively green, and golden yellow perpetually vary; the spectator floats over groves of sea plants, gorgonias, corals, alcyoniums, flabellums, and sponges, that afford no less delight to the eye, and are no less gently agitated by the heaving waters, than the most beautiful garden in earth when a gentle breeze passes through the waving boughs.'—*The Sea and its Living Wonders.*

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Portfolio.

THE SOUL'S ANCHOR.

Hebrews, vi., 19.

In the opening of a new month or of a new quarter, look, believing reader, at thine anchor. Surely it is good and profitable for thee to see thy safety, that thou may'st ride out all the storms which arise, and never make "*shipwreck of faith and a good conscience.*" And what is *thine* anchor? Nay, who or what can it be, but Jesus and His finished righteousness? He hath accomplished redemption by His blood, and hath entered within the veil to prove its all-sufficiency. On Him then, thou hast cast anchor; indeed, He is Himself the anchor of all thine hopes, and the "Rock of Ages," on which thou resteth thine eternal security, "both sure and steadfast." True it is unseen, and like the sailors' anchor, cast out into the deep. But though unseen, it is not unenjoyed; for concerning Him, who is the anchor of the soul, it is the blessed privilege of faith, "*Whom having not seen, we love: and in whom, though now we see Him not, yet believing, we rejoice with joy unspeakable and full of glory, receiving the end of our faith, even the salvation of our souls.*"

But the anchor of this world's mariner, and that of the spiritual navigator, differ most widely. His anchor is cast overboard at an uncertainty: it may break; it may find no anchorage, the cable may part, the ship may drive, one anchor after another be lost, and the vessel, after all, founder. Not so with Him, whose hope and anchor of the soul, is the Lord Jesus: "*He is a rock. His work is perfect.*" His salvation is founded in the everlasting counsel, purpose, will, and good pleasure of God our Father; it is secured in the perfect obedience, righteousness, blood-shedding, and death of the Lord Jesus Christ: and the soul who rests on this anchor of hope alone for redemption, hath been brought savingly acquainted with the Father's love and the Son's grace, through the blessed teaching, power, and application of God the Holy Ghost.

Dear reader, Is this thine anchor? Hast thou this glorious security entered within the vail for thee: unseen indeed, but not unknown; undeserved, but not unenjoyed? Oh! if so, what unspeakable mercies are unceasingly arising out of this Divine, this rapturous hope, to support thy weather beaten soul: Surely, precious Jesus! we may well look up to Thee, in the opening and close of every day and every month, as the anchor of our souls both sure and steadfast; for thou hast been and wilt still be to us, until we get into the haven of everlasting rest, what thou hast been to all thy redeemed; "*a strength to the poor, a strength to the needy in his distress, a refuge from the storm, a shadow from the heat, when the blast of the terrible ones is as a storm against the wall.*" Isaiah xxv. 4.—*Rev. Dr. Hawker.*

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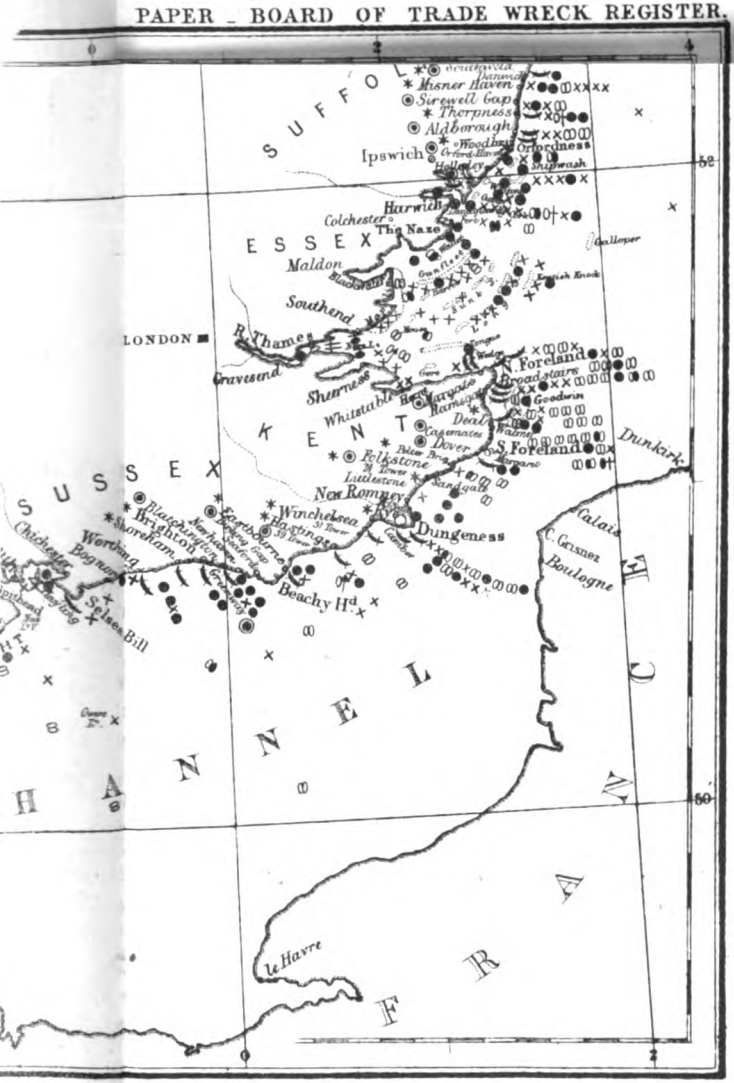

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THE SHIPWRECKED MARINER.

A Quarterly Maritime Magazine.

VOL. IX. 1862.

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London:
GEORGE MORRISH,
24, WARWICK LANE, PATERNOSTER ROW, E.C.
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however, to the Portuguese government that Magellan had gone with others to offer their services to Spain, they were denounced as deserters, and every art was resorted to for the purpose of blackening their characters, and while their courage and capacity were depreciated openly, private offers were made to them of pardon and reward if they would return into the Portuguese service; but they turned a deaf ear to these treacherous offers, and induced Cardinal Ximenes, then at the head of the Spanish ministry, to interest himself in their favour, and not only did their project receive every consideration, but they were created knights of the order of St. James, and terms were arranged to the satisfaction of the gallant adventurers. The idea adopted by Magellan was that some strait or opening might exist in the American continent, and through this strait a passage might be found that would lead to the East Indies. This idea was not originated in the mind of Magellan, for we find that not only did it occur to Columbus, but he actually tried to discover such a passage while navigating the American coast, and there cannot be a doubt that had Columbus not been hampered with his West Indian government, but had confined his operations to maritime discovery, he would have largely extended his knowledge of the world which he had discovered.

However this may be, to discover the supposed passage, and as a consequence to secure the profits of both Indies to Spain, was the idea of Magellan when starting on his expedition, because the Pope had conceded to Spain all the countries west of the Atlantic, and any discovery made to the west would come under the terms of the grant. It was stipulated that the adventurers were to have a twentieth part of the profits, and also the government, to them and their heirs of the places to be discovered, along with the title of king's lieutenant.

Magellan's little squadron consisted of five ships, the 'Trinidad,' having on board Gomez, an experienced Portuguese pilot; the 'Santa Vittoria,' under Lorenzo Mendoza; the 'San Antonio,' commanded by Juan de Cartagena; the 'San Jago,' Captain Juan Serrano; and the 'Concepcion,' under Gaspar de Quixada. These vessels were manned with 237 men, 30 of them being Portuguese, in whose matured skill the admiral placed every confidence. The supply of provisions, ammunition, and stores was estimated to last two years. Their destination was a secret; all that was permitted to transpire was that their object was to discover new countries. The hopes of returning loaded with gold made the men embark with alacrity. It was fortunate for them that they did not regard the limited means they possessed to effect the great ends they had in view.

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On the 1st of August, 1519, the expedition left Seville, and on the 27th of September it sailed from San Lucar, steering for the Canaries. Fresh provisions were taken in at Teneriffe, and soon after they were becalmed, so that it was a long time ere they lost sight of the coast of Africa, and it was not until seventy days had elapsed that they crossed the line. At last in the beginning of December the admiral made the coast of Brazil, and landed on some low lands in the Bay of Santa Lucia, and soon after arrived at a large river, supposed to be the Rio de Janeiro. The natives came down to the shore to see what they imagined to be great sea monsters, and supposed the boats to be their offspring. The natives, who were copper-coloured, received their visitors with great hospitality, and furnished them with all kinds of provisions, receiving in payment any trifle that was offered. Magellan continued at this place for a fortnight, the natives coming off every day in their canoes, and exhibiting the most friendly feelings towards the strangers, who had come so unexpectedly among them. The seamen afterwards landed at several places in Brazil, where they found fruits, sugar-canes, and numerous animals, hitherto unknown to them, and made an island, being one of a group of seven, all lying off the mouth of a large river, in which they found a number of gems. To this island they gave the name of St. Mary. Seals were found in great plenty, and for the first time they saw the penguin. There were many other objects in the animal and vegetable worlds that attracted their attention on account of the novelty of their appearance and the nature of their qualities; but although they sailed for hundreds of leagues along the coast the great object of their search did not appear, and the adventurers must have felt deeply chagrined at their disappointment.

At length as they proceeded to the southward they reached the entrance of a great river, now thought to be the Rio de la Plata, and here the hoped-for passage was expected to be found. Accordingly the 'San Jago' was dispatched up the river in search of an opening, and she proceeded for 25 leagues up the stream, but finding no passage to the west, and that the river then turned to the north, the vessel returned to the coast. This trip occupied fifteen days. In the meantime Magellan himself with the rest of the squadron sailed to the south for 20 leagues, but still without meeting an open channel. Continuing in a southerly direction along the shore in April, 1520, they arrived in what is now called St. Julian's Bay. In this bay the Spaniards beheld for the first (or according to some accounts the second) time a race of men not less remarkable for their great size than their exceeding fierceness, who roared

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like wild bulls. There being at first no appearance of inhabitants at this place, the Spaniards thought it must be uninhabited; but after an interval of some weeks a savage was seen coming towards them singing and dancing. When he reached the beach he threw dust on his head, which the sailors observing followed his example, and this singular ceremony being thus reciprocated cemented a friendship between the parties, and the savage accompanied the sailors on board the ships. The height of the savage is described as little short of twice that of an ordinary man, and proportionally stout. Here it must be borne in mind that Spaniards generally are not tall. The savage's hair was white, his body painted of a yellow colour, and on each cheek was painted a stag's horn. Round his eyes were drawn large circles. He was covered with the skin of some animal described as resembling a camel in shape, with the ears of a mule and the tail of a horse. Whether the animal was seen by the Spaniards we are not told: most likely it was discreetly kept in the background. The savage was armed with a bow, the string of which is stated to have been made of the said strange beast, and the heads of the arrows were tipped with sharp stones. However strange the savage might have appeared to the sailors, they filled him with amazement. When he was brought before the admiral, he pointed to the sky as if he meant to ask whether the Spaniards had descended from heaven. The admiral treated him well; but suddenly turning on one side he saw a looking glass, and beholding the reflection of his own face he became so alarmed that he overturned two men as he started back. His report to his countrymen brought others on board, who greatly amused the officers and crew by their extraordinary behaviour. It is worthy of remark that these poor people, who have since been described as brutally savage, and who have for some reasons deserved the name, appeared to the Spaniards in the most pleasing light on their first acquaintance; and it must have been some gross injustice and cruelty practised towards them by Europeans that poisoned their minds against them and made them regard all strangers as enemies who came to injure them. Their manners and other particulars respecting them are now too well known to need further description here.

Magellan resolved to pass the winter at this place, and in order to make the provisions last longer, the people were put on short allowance. This and other causes of discontent induced the captains of three ships to conspire against the life of the admiral. The captains wished to return from what seemed an enterprise impossible of accomplishment; but Magellan was determined to persevere, and to such lengths did this unfortunate affair proceed, that the admiral was forced to bring to trial and hang one of his captains, Luis de Mendoza, and Captain Juan de Cartagena and some others were sentenced to be left on shore among the natives, called Patagonians. Here Magellan treacherously made prisoners of two of the natives that he might carry them

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to Spain. This caused the natives to attack the Spaniards on shore, and one of them was killed by their assailants. Soon after this Juan Serrano's ship was lost in a gale, but the crew and cargo were happily saved. Proceeding southward, Magellan entered a river, 30 leagues from St. Julian, along with his four remaining vessels, and there he found plenty of wood, water, and fish, which induced him to remain till the 18th of October. Once more putting to sea, and still coasting southwards, a strait, called Vittoria, after the ship which had discovered it, was entered, and here Magellan gave orders that all the other ships should examine the strait, while he waited for them a certain number of days. At this time the seamen on board the ship commanded by Olivarez Misquitos, rose on the captain, made him a prisoner, and set sail on their return to Europe. After waiting for Misquitos' ship for some time, the other vessels went on and afterwards entered the strait, now known as Magellan strait. The entrance lies in 52 degrees south latitude, and the strait, which is about 110 leagues in length, is very wide in some parts, and little more than half a league in others. The mountains on both sides are very high, and many of them continually covered with snow. In about six weeks after entering the strait, the admiral found himself in the Pacific Ocean, and his heart was filled with joy at the thought that he was the first European who had entered it from the west. The ships left this important strait on the 28th of November, 1520, but we are not told the exact day when they entered it.

The ships were soon among a number of islands, and Magellan wished to stay there until he had refreshed his men, but the natives came on board in such numbers, stealing everything they could lay their hands on, so that the squadron was forced to sail away, but before they did so, the admiral sent a body of men on shore, and they killed a number of the natives and burnt their houses in revenge for the robberies they had committed, and called their islands, Islas de los Ladrones (Islands of Thieves). It is lamentable to see with what readiness men shed the blood of the poor savages, among whom they go, for what they consider to be no offence, or who feel an irresistible temptation to possess themselves of what seem so precious to them. The Spaniards left the Ladrones on the 10th of March, and next day reached an uninhabited island, called Humana, where they found plenty of fruit and excellent water, as also some white coral and gold. Near this island was another, called Zulvan, the natives of which came in canoes to visit them. Here the Spaniards found that the people decorated their persons with gold, jewels, and silken ornaments, and they had daggers, knives, and lances, enriched with gold. The Spaniards remained at this place for more than ten days, during which they recovered in some degree from the effects of their late sufferings.

They departed from this place on the 25th March, and directing their course to the west south-west they made another island, which Magellan called

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Buthuan, but as it is not marked in modern maps by this name, its locality is now unknown. And here we may remark that, as the art of navigation had not then approached its present perfection, the bold adventurers who first visited those unknown seas must often have found themselves at a loss in their endeavours to ascertain their actual position, which may account for many apparent discrepancies in their narratives. An account is given of Buthuan, which leads us to regard the natives as having arrived at a certain degree of civilization, for we find them in possession of gold and of finely manufactured articles in silk and beautiful wood, and their king presented the admiral with a quantity of gold and spices. The dress of the king is thus described: his head was covered with a silken veil, and a piece of cotton wrought with silk and gold hung down to his knees; he wore a dagger with a handle of gold, the scabbard being of wood, hollowed and finely carved. In his person he was comely, his hair black and long, and his complexion olive; he had rings of gold in his ears and on his fingers. The subjects of his majesty dispensed with raiment, but their bodies were painted, the women only wearing clothing from the waist downwards. It would appear that they were habituated to the practice of chewing the betel nut.

The squadron next, under the guidance of the king's pilots, sailed to the islands of Zeilon, Zubut, Caleghan and Messana. In this last island they found dogs, cats, hogs, poultry, goats, rice, oranges, wax, and gold. They then sailed, in company with the king, to Lubut, distant 70 leagues, and entered the port on the 7th of April, firing a salute to the great terror of the natives. Through the friendly intervention of the King of Messana, the admiral was graciously received by the King of Lubut, and mutual visits were paid, the two kings going on board and the admiral landing in the port, where he was received with great ceremony by the sovereign of Lubut. His majesty was seated on a fine mat, made of date leaves, with a roll of cotton round his waist, a veil of needlework on his head, a gold chain round his neck, and his ears ornamented with jewels. Before him were placed some china vessels, some of which were filled with wine and others with eggs. For the greater honour and amusement of his visitors the king caused his daughters to dance naked before them. The inhabitants dwelt in wooden houses raised some distance from the ground, are said to have used weights and measures, and are spoken of as very just in their dealings.

Hitherto things had gone pretty smoothly with our adventurers, chiefly because they confined themselves to matters within the compass of their understanding, but they were led unfortunately, in their zeal for the propagation of their religion, to attempt the conversion of the king of Lubut and his people to the Roman Catholic faith—we say unfortunately, for this was a task for which they were in no manner fitted. However, they succeeded so far that the king and his son, as well as the queen and forty ladies were

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baptised, the king receiving the name of Charles and his son that of Ferdinand. These ceremonies were conducted with much solemnity, and produced such an effect that it was not long before all the people, with the exception of the inhabitants of one village, professed the religion of the strangers; but this village was immediately burnt to ashes as a punishment on the inhabitants for not conforming to the new faith. A cross was erected on the site of the ruined village; the idols were all destroyed, and crosses raised where those idols had been worshipped. So far everything had succeeded according to the wishes of our adventurers, nor were their commercial transactions with the natives less to their satisfaction.

From Lebut or Lebu, the Spaniards sailed to the island of Mathan, respecting the natives of which we have curious details. Mathan was found to be under the sway of two kings, one of whom refusing to pay tribute to the King of Spain, Magellan prepared to compel him to do so. The king was willing to be friendly with the strangers, and sent them presents of provisions, but refused to acknowledge any subjection to them. Magellan, therefore, accompanied by sixty Europeans, equipped in coats of mail and helmetted, and attended by the King of Lebut and his subjects in canoes, invaded the dominions of the disobedient King. Declining the assistance of the King of Lebut, being confident in the courage of his own people, Magellan marched some distance into the country, where he was attacked by three bodies of the enemy, amounting altogether, as we are told to 6000 men. The natives were armed with bows and arrows, darts and javelins, and they fought well. Notwithstanding this inequality of force the result of the battle was doubtful until the admiral rushing impetuously forward received a wound with a poisoned arrow which pierced his leg; he was also wounded in the right arm, his helmet was knocked off his head, and being brought to the ground, he was killed by having a spear thrust into his head. Eight or nine others of the Spaniards were killed, as also were about fifteen of the natives, on whose side the victory remained. The conquerors refused to allow the body of the admiral to be ransomed. Magellan, who thus perished, appears to have been a good sailor and an enterprising adventurer; but, like many of those who embarked in the perilous field of discovery at that period, he possessed little judgment and less principle, and resorted without scruple to violence when he could not otherwise attain his objects.

No sooner did the new convert to Romanism find that the victory had been decided against Magellan than he renounced Christianity, his knowledge of which must have been confined to a few unmeaning forms, and he entered at once into a plot with the King (whom he had gone to assist the strangers in conquering, though not allowed to accompany them to the field) for the destruction of the Spaniards. Such of the latter as happened to be on shore at the time were invited to an entertainment, and during the repast the whole

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of them were killed except Don Juan Serrano, whom they spared in the hopes of ransom, which the Spaniards would willingly have paid had they not dreaded that any further intercourse with their treacherous foes would have ended in their own destruction, seeing that their whole force was now reduced to 115 men; yet it must have been a sad spectacle for them when they saw Serrano kneeling on the beach when they were weighing anchor, and heard him imploring them not to leave him in the hands of his murderous enemies. What became, therefore, of poor Serrano was never known.

New commanders were chosen among the officers who survived. A survey of their vessels was made, and one being found very defective she was broken up, and the materials employed in repairing the remaining two, into which all the men, with their provisions, stores, &c., were removed. This took place at the island of Bohol, or Bohul, one of the Philippines, lying in lat. 9 deg. 30 min. N. One of the chief objects in view in sending out this expedition was to find a westerly course to the Moluccas, or spice islands, and Magellan had ascertained at the Philippines that the Moluccas were not very far distant from the former islands, and thither it was now resolved by the survivors to make their way with all speed.

With this view they steered a south-west course until they reached an island called Chipper, lying in lat. 8 deg. N. from Lubut, and 170 deg. west longitude from their first setting out. Chipper abounded with rice, ginger, goats, hogs, &c. The Spaniards were kindly received by the king, who, drawing blood from his right arm, touched his body, face, and the tip of his tongue with it in token of peace. In this the Spaniards followed him, and immediately afterwards all that their vessels contained were landed, and the Spaniards set about repairing their ships and refitting them. They spent about forty days in this employment.

Sailing thence W. and S.W. they came to Caghaian, a large island 40 leagues from Chipper, and shortly afterwards reached the rich island of Borneo, the chief city of which they found to contain 20,000 houses. The king lived in great state, and kept a splendid court. He was a Mahometan. He sent two elephants to the Spaniards on their arrival to bring their messengers (with the presents brought from Spain) to his palace; and sent back valuable presents in return, by the same messengers, who were treated very courteously. This potentate was held in great reverence by his subjects, who, when they approached him, lifted their hands closed together over their heads, raising up each foot, and concluded the ceremony by kissing their hands. The Spaniards found the country to abound with all the necessaries of life, in addition to which they found spices and camphor. The natives also made large quantities of arrack from rice.

Having left Borneo they steered for the Moluccas, but were forced to stop at the island of Cimbubon, in order to repair their ships, and take in wood

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and water. Here ostriches were found, also a vast number of crocodiles, and a strange fish, which had a head like a hog with the the addition of horns; the body appeared to be an entire bone, and the back was shaped like a saddle.

From Cimbubon they stretched away to the S.E. in search of the Moluccas, until they arrived at the islands of Solo Taghima, from whence they were informed the King of Borneo had received two pearls nearly as big as hen's eggs. No mention is made of the size of the oysters that contained these pearls. They must (to use the language of Dominie Sampson) have been "prodigious." The next island they touched at was Sarangani, where they pressed two pilots into their service that they might guide them in their course to the Moluccas. Having passed the island of Sangar, which is described as being very beautiful and under the government of four kings (although the knowledge of these facts could only have been obtained by the voyagers from hearsay, as they did not state that they landed on the island), they came at last to what the pilots pronounced to be the Moluccas.

It would appear that the Portuguese, who traded to these islands, had described them as very difficult of approach on account of the dense fogs that continually surrounded them and the dangerous reefs that extended from their shores, so that it was hazardous even to sail near them. Statements such as these were often made by buccaneers and pirates in order to deter others from pursuing them into their haunts or attempting to interfere with their monopoly of a profitable trade; and one of the greatest difficulties which succeeding navigators had to contend with was to ascertain how far they could rely upon such statements, or whether they should discredit them altogether; for they found that where no motives existed for publishing false accounts of the places they visited, those accounts were tolerably correct. Their ignorance of the true principles of navigation and their neglect in recording dates and other essential particulars often gave rise to doubts as to the truth of places laid down by these bold and adventurous but often uneducated and unprincipled sea rovers. No little trouble has arisen to discoverers from their efforts to come at the truth in these matters; but in consequence of the skill and care employed in detecting their errors and exposing their fallacies, the navigation of the seas has been deprived of more than half its dangers.

The Spaniards first beheld the Moluccas on the 6th day of September, and on approaching the chief island they sounded, but found no bottom till they reached 50 fathoms. On the 8th of November they anchored in the port of Tirridore or Tidore. The king, who was a Mahometan, received the voyagers kindly, called them his children and brethren, and entered into trade with them. The king is stated to have been displeased that the Portuguese had established their factory at Ternate instead of with him, and on this account encouraged an interchange of commodities and merchandise, supplying the strangers also with abundance of provisions. Here the Spaniards bought a

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large stock of spices. From Tidore they sailed to the great island of Gildo, where they began to trade upon a large scale, and were very successful in their dealings. In these islands they found most of the productions common to the countries in the Pacific. The voyagers were compelled to leave the ship 'Trinidad' at the island of Mare, she being no longer sea-worthy.

The only vessel now left was the 'Vittoria' (the crew of which consisted of 46 Spaniards and 13 Indians), and with her it was determined to make for Europe. The command was intrusted to J. Sebastian del Eleano. They passed Ambuno, or Amboyne, the Banda Isles, and Sumatra, and came to Mallua, where they stopped fifteen days to repair their vessel. They then steered W. and N.W. for some time after this, and reached the island of Eude, where they found abundance of cinnamon. Dreading the passage round the Cape of Good Hope, they resolved to keep well to the S., and went as low as 42 deg. S., the consequence of which was a detention of seven weeks from contrary winds. After doubling the Cape they were greatly distressed from want of provisions, and a debate took place among them as to whether they should not put in at some African port to obtain refreshments for their sick, and to revictual their solitary vessel, but the dread of falling into the hands of the Portuguese was so great, that the majority resolved that they should run all hazards and return home. The ship was then about 12 leagues from the Cape de Verd islands, and the date was the 1st of July, 1522. They kept on their course, therefore, without touching at any port. Such was their miserable condition for two months after this time that twenty-one of their number died, and the remainder were almost in a starving state. At last they arrived at St. Jago, one of the Cape de Verds, and on representing to the Portuguese their distress, they were kindly received and their wants supplied; but a second party having landed to purchase negroes and provisions, for which they offered to pay with cloves, they were made prisoners, and it becoming evident to the Spanish captain, from the refusal of the Portuguese to deliver up his men and other circumstances that foul play was intended, he weighed anchor with only 22 men, sick and able, and crowded all sail. The wind being in their favour, they made St. Vincent on the 4th of September, and on the 7th entered the port of San Lucar, in Spain, their numbers being reduced to 18 persons. They state that they had sailed 14,000 leagues, and crossed the equator six times. Their first act on returning to their native land was to return public thanks to Almighty God for the providential preservation of their lives from the many dangers to which they had been exposed.

On their arrival at Valladolid, where the emperor and his court then were, they were presented to his majesty, to whom they delivered the rich presents of arms, rare birds, and rich spices, which they had brought, as well as such of the natives of the distant islands as had been able to survive the voyage. The emperor received them most graciously, bestowed rich gifts upon them, and

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divided the rich cargo they had brought among them. Juan Sebastian was ennobled, and received a pension of 500 ducats. For arms the emperor gave him a globe, with the motto, "Primus me circumdedisti," (Thou hast first surrounded me), and the other leaders were particularly distinguished, and they were honoured by the whole people. The 'Vittoria' was greatly celebrated in song and story, and the strait which was at first called Vittoria, received the name of Magellan's Strait, by which it is now well known.

It was a sad subject of regret that out of 237 men who started with the expedition a mere handful returned home to enjoy their triumph, and that Magellan, their gallant commander, was not among the number. To him, however, belongs the honour of being the first commander who conducted his people into the Great Southern Ocean from the West, and his memory will ever be cherished by the Spaniards for the glory he conferred on their country.

WILD NIGHTS AT SEA.

AFTER a Summer and Autumn, the like of which our "oldest inhabitants" can scarcely remember, the Winter set in suddenly and severely. Within the space of three or four days we had a "nipping" frost, a snow storm, hail, rain and tempests of wind innumerable. The damage to the shipping and the destruction of property and the loss of life, as we glean from the local papers and the reports of the Honorary Agents of the "Shipwrecked Mariners' Society," have been very considerable.

Hull has been particularly unfortunate of late in the loss of her steamers. First the 'Lion,' then the 'Enchantress' with the loss of sixteen lives, and now the 'Hebe' and 'Beatrice' are reported, which makes the total number lost in about thirteen months, sixteen or seventeen, five of which were the property of one firm, Messrs. Wilson & Co. The storm of the 2nd November was very fatal on the N.E. coast of England, which was succeeded by another gale on the 14th of the same month, which although not so heavy as its predecessor, yet was the means of sacrificing both life and property to a large extent.

"By adding the results produced by the storms above mentioned to those of the 9th of February last, it appears that, since the year commenced, there has been in the aggregate about 16,300 tons of shipping more or less damaged, and not less than from seventy to eighty lives lost, at and in the vicinity of Hartlepool alone; and, by simply assuming the said damage to be equal to the low average of a thousand pounds for each vessel, the total loss to the maritime public cannot, therefore, be less than eighty-seven thousand pounds. These are matters which deserve the most serious consideration by those in power, as it cannot for a moment be doubted that the majority of this destruction of both life and property is caused by the want of some suitable asylum where the weather-beaten mariner could fly to, and find perfect security during

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storms from the sea." A Harbour of Refuge is indeed much wanted on this coast.

The accounts from our Northern and Eastern coasts, which we extract from a local paper, are painful in the extreme. A sad tale indeed is that from Scarborough—terrible and sad with all its heroism. True, it is painfully manifest that, as a "Spectator" tells us, there was throughout, the want of "a responsible guiding mind," but there was undaunted bravery and noble self-denial. Our readers are long ere this, familiar with the harrowing details. They know that the Destroyer who on that fearful evening made the poor fisherman's children fatherless, passed not by the noble. But they died no dishonoured death, for they were—to use the words of the coroner's verdict,—"generously and nobly endeavouring to save the imperilled lives of their fellow men." The account which brought the sad tidings told us also that the Scarborough Life-boat was a wreck. This matters not. A day had scarcely passed ere a lady at Scarborough intimated her intentions of replacing it at her own cost.

The dreadful events at Scarborough threw a gloom over all classes of the inhabitants and visitors that will long remain on many sad hearts. With regard to the circumstances following the stranding of the 'Coupland' of Shields, it is impossible to describe the scene in detail, so as to convey anything like a true idea of its horrors. Between four and five o'clock the vessel attempted the harbour, but could not succeed in entering. She drifted rapidly amid foaming billows that chased each other like huge mad cataracts, until she struck immediately opposite the Spa promenade. In the meantime the Life-boat was manned, and sent out to the relief of the schooner's crew, whose danger was not now so imminent. The sea broke upon the sea wall with such terrific violence that the massive stones on the parapet were dislodged. The rebound of the waves caused such a sea as no small craft but the Life-boat could have borne. Arrived at this point, she was watched and her crew were spoken to by the people on the Spa. The crew of the Life-boat appeared to be quite terror-stricken by their awful position. Suddenly a fearful lurch of the boat pitched out the veteran boatman, Thomas Clayburn, the leading man in her, and one of great experience and good judgment. He was quickly washed up to the Spa wall, and was saved by a life-buoy. James Banks was ejected a few minutes after, and was saved by the same means, after a very fearful struggle. The oars were now dashed out of the hands of the crew, and they were at once rendered powerless. The boat was washed heavily up against the wall, and nothing but her great strength and excellent qualities preserved her from being at once dashed to pieces. Ropes were thrown from the boat to the promenade, and she was drawn through the surf to a landing-place at the southern end of the wall. It was here the fatal occurrence took place. Having touched the ground, the men jumped out before the water had

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receded, and, seeing the danger they were in, a rush down the incline was made to assist them. In the momentary confusion that ensued another run of the sea came, and nearly all the party were thrown from their feet, and were now scrambling to save their lives. Many succeeded in getting up; but another wave washed off those who were yet below. Two or three times they were carried out and back again. Among these were Lord Charles Beauclerk, Thomas Brewster, and John Burton (two of the boat's crew), Mr. Saxony, Mr. Rutter, Mr. S. Rawling, and several others. A large wave was seen to lift the Life-boat with fearful force against the wall; and on her release it was found that the man Brewster, having been between the boat and the wall, was killed by the collision. He instantly fell forward as one dead, and was washed out to sea. Lord Charles Beauclerk was similarly treated, but he was not killed on the spot. He was washed to the foot of the cliff, where Mr. Saxony and Mr. Rutter went to his assistance. A rope was previously thrown to him, but he seemed powerless to grasp it. The gentlemen above named succeeded in fastening a rope around him, and he was drawn up the incline, the life just ebbing out of him. He was conveyed to the Music Hall adjoining, where he was attended by Dr. Lycett, who pronounced him dead. Two or three others were seen under the boat when she lifted with the waves. One of these was Mr. Wm. Tindall, son of the late John Tindall, Esq., banker, of Scarborough. John Burton, another of the boat's crew, was also washed out to sea and lost. Mr. Saxony and Mr. Rutter were swept away, and were recovered with great difficulty.

Attention was now turned to the shipwrecked crew, and they were hauled off safely by the rocket apparatus. The storm abated about nine o'clock on Saturday night. On Sunday noon a fishing-boat arrived, and intelligence was received that a few others had found shelter in Bridlington Bay. Twenty or more remain to be heard of.

The Rev. Robert Balgarnie, writing from Scarborough, says—"As the missing fishing boats have all returned save one, we are now better able to count up the dead; fourteen lives in all have perished; of these seven have left widows and sixteen children. It is feared that this list may yet be increased. Meanwhile, a subscription list has been opened in the town, and should any one be disposed to sympathise with these widows and orphans in their sore distress, I shall thankfully receive contributions on their behalf."

Wrecks at Yarmouth and Loss of Twenty Lives.—During the latter part of the week the weather was very stormy, with heavy rains. On Saturday it came on to blow with great violence from the W.N.W., and at noon it increased to a perfect hurricane, such as has not been equalled on this coast since the disastrous gale of May 28, 1860, when nine vessels went down in sight of land, and 14 fishermen's luggers with all hands were lost outside Great apprehensions were entertained of the boats at sea, a large fleet of which

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were prosecuting their voyages, and some of those which came in on Sunday gave sad confirmation to the forebodings on the beach by reporting the loss of two luggers and their crews. One boat reported that on Saturday afternoon, while scudding before the gale, about forty miles outside, she saw within a quarter of a mile ahead of her, a lugger, marked "Y.H." (Yarmouth) go down with all hands, and on passing over the spot one of the crew of the unfortunate vessel was seen clinging to the wreck, but owing to the tremendous sea running, which was expected momentarily to overwhelm the lugger, no assistance could be rendered to the poor fellow. Another boat reports the loss of a Sherringham lugger, which was seen to disappear with all hands in a terrific sea. As these vessels are manned by nine men and a boy, twenty souls must have perished. A large fleet of vessels were driven back into these roads for shelter. On Sunday night there must have been some thousands, extending from Chester to Lowestoft, a distance of thirteen miles. Many had been obliged to put into harbour with masts gone, sails split, rigging carried away, or damage of some sort. During the night the smack 'Adventure,' of Harwich, parted from her anchors, and was carried on to the North Sand, where they were rescued by the Life-boat from a position of the utmost peril, and were taken to the Sailors' Home. The shipping reports on this coast contain a long list of casualties, and sad tidings have reached us that the Prussian corvette, 'Amazone,' was stranded and totally lost near the Helder, with a crew of 118 persons.

A notice was posted at Lloyd's, announcing the fatal loss of an English vessel in the channel, near Furness, on Sunday. The crew are all supposed to have been drowned. Four bodies were found; one had a silver watch and chain. Another had also a silver watch and chain, without any name. Each had a medal, with the following inscriptions: on one side the bust of Admiral Lord Nelson, with, round the rim, "England expects every man will do his duty," and a ship on shore, and, on the reverse, "Shipwrecked Mariners' Society." The advantages of these medals, which are supplied to all the seamen members, are that being numbered, the person bearing them can be identified, and often they form the only clue that can be obtained of the loss of the vessel.

The south coast was not exempted from the ravages of the November gales, although, fortunately, the disasters were not attended with loss of life; the services of the honorary agents at Ramsgate and other ports were everywhere in requisition, attending to the wants of the shipwrecked men as they were brought on shore, frequently naked, to be clothed, and hungry, to be fed and cared for, being cold, wet, and exhausted from long exposure to the elements. "Already Winter then has been heralded in by tempest, destruction to property, and an amount of desolation and suffering, truly appalling in its magnitude and extent, and owing to which the fire will burn less brightly in many a humble cot, the lines upon the widowed cheek will have become more strongly drawn, care will have deeper ploughed its indentations, and the wail

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of suffering childhood will have evoked many a sigh from the burdened heart, now that the strong arm on which the family have hitherto leaned for support has been palsied in its watery grave."

We have been favored by Dr. Acland, Regius Professor of Medicine at Oxford, and a son of Sir Thomas Dyke Acland, Bart., an earnest friend and Vice-President of the Shipwrecked Mariners' Society, with the following copy of a stirring letter, which he addressed to the editor of the *Times*, under the title of

A CORNISH WRECK IN 1861.

SIR,—It may, perhaps, interest some of your readers, whether they stand a chance or not of falling into the hands of wreckers, to learn what they may expect if they should have to try the experiment on the coast of Cornwall.

No heavier surf rolls upon Great Britain, nor is there a more inhospitable shore than that from Hartland westwards. The day before yesterday I was standing at sunset on the breakwater of Bude. The waves were dashing heavily on the rocks. A noble Life-boat had just been successfully exercising her powers against the upright walls of water. The crowd that had watched her were dispersing, when a small schooner and a sloop in the offing showed signs of approach. The danger signal was hoisted. The wind off shore made entrance in such a sea impossible. "By Heaven," said the harbour master, "the sloop is coming in. In an hour Captain Brown will be drowned." Inside the breakers lay the "Hobbler's" boat, unable to approach. In creeps the sloop till her sails shake in the wind. She drives now slowly to the northwards. The sun is down. We just see her rise on the surf, then heel over, then fall on her broadside under the opposite cliff. Roller after roller tumbles in heavily; now she rises, and then dashes down into the foam. We, who have watched with pride the Life-boat, felt a sore aching as we saw the little 60-ton sloop doomed. The two sturdy fellows who for an honest but painful livelihood unceasingly navigate these rude seas in their ricketty craft seem to deserve another fate.

The Life-boat cannot approach the reef. "A rocket might save them!" It is a mile round the bay to the opposite cliff. Away run the crowd. Hoyle, chief boatman of the Coast Guard, is not yet out of the Life-boat, of which he is captain. He jumps ashore. A cart is soon at the station-house; the rockets and their apparatus are put in; the crowd follow as you of London might follow a fire-engine. We reached the cliff. It is now dark. From the surf, in the recoil of the wave beneath the cliff, here some 70 feet high, Brown cheerily answers, "Ay, Ay;" and is then submerged under the next breaker. Will she hold an hour as she crunches against the rocks? We lie down or strain over the ricketty edge. "Keep back," say the knowing ones, "lest the cliff give way." Away flies the rocket, lighting up the caldron below. The captain and his mates are clinging to the masthead. "Have you the line?" is shouted. Cheerily but yet more faint, "Ay, Ay," reaches our straining ears. The block is fixed. The hawser is hauled out; a few more anxious moments and Hoyle and his chief mate Daingher cry again, "Stand back," and Brown is lifted over the cliff. We feel, for we cannot see, the dripping, battered, cheery little fellow, who, after shaking like an old Newfoundland, rushes to the cliff edge, to help in hauling up his mate, "Joe of Clovelly."

The excited crowd gives half-choking hurrahs, and retires inland. Scarce one hour from the ill-fated entry of the sloop has completed all.

In the morning, at daylight, most of us return to see washing away by the incoming

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tide the shivered timbers of the luckless sloop. Brown, the industrious and ruined seaman, is there too, and takes a last look at all his hard-earned savings; his life only spared, he must begin all again.

So might have ended my tale of a Cornish wreck in '61.

But, "*One is taken and another left.*" To the skill and the alacrity of Hoyle, Daingher, and their men, acting in obedience to the excellent instructions of the Board of Trade, the result was due. But Daingher is out all night, no doubt on duty; in the morning he is not seen, and at noon his body is found at the haven mouth. Returning home he fell over the cliff. Whether he had a family I know not. The man appeared to be an intrepid, sterling seaman. He dies unseen in this remote spot, but at his post.

I did not take my pen to beg through your columns, yet if any who read this are moved to inquire concerning the persons I have named they can apply to the clergyman of Bude. No doubt, he would answer them, or if any, thinking for the first time of the annual hundreds of these incidents off our coasts, be moved to send much-needed aid to the Society of Shipwrecked Mariners, you, by inserting these lines, will do some distressed seamen good service, as well as oblige,

F. R. S., WHO WAS AN EYE WITNESS OF ALL.

October 9.

The committee of the Bath Auxiliary in their able report, in remarking upon splendid steamers struck ashore, of vessels foundering, of wrecks scattered far and wide, all round these iron-bound islands, that the public heard of the disasters, and sympathised with the brave men exposed to all the horrors and dangers of such tremendous storms; and, surely, it is just that Englishmen should have a heart for the mariner. He is homeward bound, it may be, from the far Malabar Coast or the Falkland Islands; his face has been bronzed in the tropics, or furrowed in the northern seas; he has been absent from his native land, perhaps, a year; his good ship comes within range of the British waters; there is a headland of the old country in sight; the sailor has caught a glimpse of some cottage on a green hill, and all seems to go well—in a few hours he expects to stand ashore. But, with the suddenness of a miracle the sky is overspread; a gale rises, and, before another morning, the stout vessel lies a melancholy ruin among the breakers, and the poor seaman, even if his body be not drifting upon the rocks, or lying in some village dead-house, is destitute, his sea-chest sunk, his savings lost; his kit gone with the timbers of the foundered ship. It is for his sufferings after the wreck, then, that public sympathy should be roused; and the "Shipwrecked Mariners' Society," a thoroughly national and patriotic institution, is devoting all its energies to the relief of the unfortunate fellows who have lost their little all during the late calamitous tempests. But it is not only for the sailor himself that charity is needed. He has left, it may be, an aged mother, a helpless wife, a cluster of little children: and who, if not the mariner's orphan, has a claim upon the generosity of Englishmen? The committee of the "Shipwrecked Mariners' Society" appeal, then, for aid in their pious work; they point to the castaway seaman with scarcely a rag of clothing—the hardy and dauntless man who,

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labouring in a pair of trousers and a blue shirt, found himself a beggar when the vessel struck, and the cargo was remorselessly squandered in the deep. They call, also, for help for the widow and her offspring. Nor is the plea superfluous. For the past year the accounts have not yet been made up, but the committee expended in 1860 upwards of £12,000; they gave to one family, consisting of a mother and six children, the sum of £16 17s. 6d.; and to another £14 7s. 6d.; whilst shipwrecked persons were presented with donations of £4 and under, for clothing, railway expenses, and other essential purposes.

Previous to the establishment of the "Shipwrecked Mariners' Society," men cast upon the coast during any great storm were to be found spread over the country, travelling often barefoot and half-naked to their homes, begging their way from house to house or town to town. Impostors taking advantage of the calamity were largely mixed up with them, of which the public being aware, the real castaway was often turned from the door without relief, from the difficulty to discriminate, and thus those hardy men which constitute, under God, the bulwark of the nation, were left without sympathy with but few exceptions in the hour of their greatest distress, and the helpless widow and orphan of the drowned without relief, save from the hard hand of the parish officer.

The establishment of this Society has entirely altered the face of things with respect to them and the country. *Now*, wherever a vessel is wrecked, an Agent of the Institution (of whom there are nearly 600 in the United Kingdom) meets the crew, clothes them if naked (and they often come on shore thus), has all their wants attended to, and despatches them by rail to their homes; thus the country is relieved from the pitiable sight of its brave defenders begging their way under such circumstances, and the charitable from being assailed by travelling impostors asking alms under the pretence of shipwreck. The widows and orphans, as we have before shown, are visited in their affliction with prompt succour, often with sufficient to set the widow up with a mangle or in a little way of business.

There are *annually* nearly 4000 vessels reported at Lloyd's as wrecked, foundered at sea, stranded, &c., 1700 of which are wrecked on the coasts of the United Kingdom. The crews of English ships picked up at sea or wrecked abroad and sent home are equally cared for, on their landing, by the Society's Agents. In this way about 11,000 persons are annually relieved: last year 11,091, of whom 3844 were widows and orphans of seamen and fishermen, and 7247 shipwrecked men! This proves the greatness and national character of the work, and the need of the help of the public which the Society represents.

The past year has been even more calamitous than the preceding. The storms in the early part of it caused fearful devastation among the shipping. In February alone the Society dispensed £3000 to the sufferers, and now for

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many weeks the demand consequent upon the frequent gales has been met by an expenditure of about £500 per week, by which the Society's resources has been exhausted, and the Banker's account overdrawn. These facts tell their own tale, and the late disastrous gales have made such a serious inroad upon the funds that we hope the sea-side summer visitors will so weigh the facts, now they are returned to the comfort of their winter fire-sides at home, as to add a contribution in the balance of expenditure for their future annual trip, and join the "Royal Benevolent Society of the Shipwrecked Fishermen and Mariners."

STRAY LEAVES FROM A LOG BOOK.

NEARLY nineteen years ago, and when the southern winter was fast setting in with all its severity in the neighbourhood of the Cape of Good Hope, the good ship 'Regular,' of Liverpool, Capt. Carter, laden with iron (chiefly), for Bombay, rounded the Cape, and keeping a high latitude until she had made sufficient easting before striking to the northward into the Trades, strained with her dead-weight carried low, sprung a leak, which compelled them to keep her before a heavy N.W. gale as the only hope of keeping her free by the constant use of the pumps. Four long nights and days were they incessantly plied, but all in vain! She gained hopelessly on the wearied crew and threatened to engulf all within her who should maintain their place another night. Carter was not wanting to make the best arrangements in his power for those under his command—the days were short—and there was no human probability of the ill-fated 'Regular' surviving the night. But landsmen might tremblingly ask, what prospect can there be for a frail open boat when a noble ship founders in the storm?

"See the rain in torrents come,
Darkness overspreads the sky;
Wretched they who have no home,
Where for shelter *can* they fly?

"Precious Ark in *Thee* the soul
Is secure from every harm,
Storms may threaten, billows roll,
They shall not produce alarm."

A little provision was hastily gathered together, and the long-boat and cutter, after much labor, got into the water; the former, under the command of the Captain, received two ladies (passengers), the second mate and a portion of the crew; while the remainder man the cutter, in charge of the chief mate. The sinking vessel affords but a dangerous shelter; whither, then, can they fly? Nothing but the vast southern ocean before them, and having scud so long before a N.W. gale, had almost passed the parallel of latitude within which there was a prospect of their meeting with vessels bound either to India or Australia. Yet, while there is life there is hope, or, as Jack's proverb runs,

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"Never say die while there's a shot in the locker," and if that hope is centered in the Rock of Ages they will not hope in vain.

As though nothing was to be left in the completion of this dark dispensation that was calculated to render their position cheerless in the extreme, a slight delay on the part of the cutter, after the long-boat had once cast adrift, deprived them of each other's society; added to which, the long-boat was so unfortunate as in getting clear of the ship to ship a sea, which damaged their scanty supply of biscuit. Our sufferers now, as the only prospect of prolonging their existence, scud their boat before the sea. Mountainous crests, towering now and again far over them, threaten instant destruction, but by the aid of a steer oar she is kept stem on, and with the buoyancy of a gull on its native element, she alternately mounts their roaring summits and descends the briny valley, followed by enormous albatrosses and other sea fowl, which, through that long and dreary night exhibit impatience for their prey, and call forth the little remaining strength of the crew to beat them off. Doubtless, through the darkness of that night, and amidst the howling of the tempest, a still small voice whispered comfort to some there, directing the eye of faith to the star of hope which can peer through the heaviest cloud. We are in God's hands, they might exclaim; "Let Him do what *seemeth Him good.*" The night spent, they are permitted to see another morn dawn upon them, but only to know they have run farther into the inhospitable southern ocean. A hurried glance round the horizon, as the boat ascends a foaming crest, only convinces them of their utter desolateness. A little sea-sodden biscuit is served round as their choicest fare, and the mate relieves the captain at the steer oar. No appearance of their companions with the cutter, so that little doubt remains with those in the long boat that their fellows in distress have done with the things of time and had entered on eternity. The mate elevated on the after thwart, the better to command his steerage with the oar, while with anxious eye watching a following wave, lest by the slightest incaution on his part the boat might take a fatal yaw broadside to the sea, he descries for an instant an object which in accordance with his sanguine hopes he gives utterance in a half frantic way, "Sail, ho!" while all is instantly hidden again in the transitory valley, during which interval he is the subject of censure for trifling with the feelings of his comrades.

All, eager to confirm, or otherwise, the correctness of the mate's report, anxiously watch the next ascent of the boat, when Carter shouts, not *one* but *two* sail—steering right for us—we must be observed. On they come, under treble reefed topsails and foresail, with the *tout ensemble* of men-of-war. A few minutes and they were abeam; so close is the nearest frigate that as she rolls the officer walking the quarter deck is clearly distinguishable, but evidently no more notice is taken of the boat than if she was an albatross. Hailing would be useless in such a gale, and as a last resource, and when almost too late,

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Carter tears a shawl from one of the ladies' shoulders, and frantically waives it till the attention of the officer on deck is attracted, and he reports to his captain the proximity of a boat with a large red flag! Who has not experienced, when a particular chord on the memory is struck, the rapidity with which corresponding past events will pass under review? So was it with the noble minded Roy, commanding the French frigate, 'La Cleopatra,' who a few years previously had suffered shipwreck in the China sea, and after some days exposure in his boat was picked up by a Liverpool merchant ship. Roy's experience in the school of misfortune was now to be employed for the benefit of the fellows of those who, in the Providence of God, had been instrumental in his relief, and which controlling power this Christian commodore was not slow to acknowledge—"turn the hands up, round the ship too, and bring the boat under the lee; tackles on the lower yards, and set taut the lee lifts ready to whip her in if necessary. Doctor, cause cots to be prepared in the sick bay, and hot water in the coppers ready for baths. Each officer send a change of raiment forward to the sick bay." Such directions, when the cause of humanity is the plea, are sure to be cheerfully obeyed by all *true* blue jackets under whatever flag they sail, and such were the crews of 'la Cleopatra' and her consort 'l'Alcmene.' A favorable opportunity is watched, and in a momentary smooth, the boat ranges under 'Cleopatra's' lee, two gallant lieutenants with bow line knots grapple and secure the two ladies, who are hoisted in before they well know where they are, and in a few minutes they are all snatched by the hand of Providence, in a most remarkable manner as will be seen, from a watery grave. While everything which kindness and generosity can suggest is being done to alleviate their sufferings or conduce to their comfort, the commodore enquires of Capt. Carter if *all* his crew were with him, and being informed that one boat's crew hung a little longer to the wreck, so that they were immediately lost sight of, he determines at once to work back on opposite tacks with the other frigate fifty miles dead to windward in search of the missing boat. 'l'Alcmene' is signalized to haul her wind on opposite tacks to the 'Cleopatra,' taking about ten mile stretches, and keep a masthead-man aloft. The frigates haul their wind accordingly, and the masthead-man of 'l'Alcmene' had scarcely reached the fore topmast cross-trees before he reports "A boat on the weather bow," which in like manner is picked up and welcomed by the second frigate.

'La Cleopatra' and 'l'Alcmene' were bound to China from France, but the commodore most generously offered to land these British subjects at the Mauritius. This wonderful deliverance occurred on a Saturday, in the month of May, 1843, and in the evening, when they were partially recruited by the kind attentions of our over-the-water cousins, the commodore related to Capt. Carter the following most striking particulars connected with their meeting, proving the falsity of the term *chance* in these cases, but shewing how indis-

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putably our ways are ordered of God—that He of His infinite power directs our minds and actions to work out His will as or more surely than we can direct the course of the ship. The narrative must convince anyone who is not obstinate against all conviction, that it was the guiding hand of the Almighty alone that made these frigates the instruments of deliverance.

The commodore's account of the facts. "On the previous afternoon (and probably about the time that the 'Regular' was being abandoned), the commodore was walking the deck with the lieutenant of the watch, and expressed his intention to alter course to the northward, adding, however, 'I will wait till I come on deck again,' and retired to his cabin for a few minutes only while he consulted the chart and decided on the course. On entering his cabin, however, he picked up a book which he had been reading, and indulged himself with just another page or so before going on deck; but what was most unusual with him he fell asleep, and did not awake for some hours, when, finding himself in the dark he repaired on deck with rather a confused notion that he had directed the alteration in the course early in the evening. He found, however, the ship on her former course, and was reminded by the officer of his directions not to make any change until he came on deck again. 'True,' was his reply, '*then we will hold on till we get sights to-morrow!*'" Was this chance?

"God moves in a mysterious way
His wonders to perform,
He plants His footsteps in the sea,
And rides upon the storm.

"Ye fearful saints fresh courage take,
The clouds ye so much dread
Are big with mercy, and shall break
In blessings on your head.

"Judge not the Lord by feeble sense,
But trust Him for His grace,
Behind a frowning providence
He hides a smiling face."

"Some two years ago," added the commodore, "I was cast away in the China sea, and was picked up under the direction of the same Divine Providence by a Liverpool ship; I hope, therefore, that although we may differ in certain ecclesiastical ceremonials, which can be laid aside while we meet on common ground, we shall all unite our voices on the coming Sabbath in the general thanksgiving, and to praise Him who hath done all things well." I need scarcely say that this proposition was cordially acquiesced in, and thanks publicly offered up the next day. On the following Whitsunday the succoured crew appeared in the English church at St. Louis (Mauritius), and publicly returned thanks. In the course of the sermon the clergyman feelingly related the foregoing events, and the writer being present, having just arrived in Her Majesty's ship 'Beagle,' on her homeward voyage from Australia, called the following day on the officers of the 'Cleopatra' to thank them in the name of our flag and service for their generosity to our countrymen and women. The reply made by one

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of the lieutenants was, "Why Englishmen are always ready to pick a French man up, why should not a Frenchman the same," or in effect, as it struck me, "*Neptune* expects every man will do his duty." All seasoned in the same harness cask of the ocean, we belong to a common fraternity when necessity holds up her hand. A remarkable coincidence was yet in store for the sequel. 'La Cleopatra' and 'l'Alcmene' pursue their voyage to China, and Carter with his crew embark for England in Her Majesty's troop ship 'Belleisle,' Capt. (now Admiral) Kingcome, bound home from China. On reaching Liverpool he makes known the treatment he had received from the French officers to the Chamber of Commerce, who desire to express their gratitude by forwarding a suitable sword through our government to the French authorities for the commodore. Our gracious Queen was on the eve of embarkation for the Court of Louis Philippe when this became known, and was able to express in person her sense of the services rendered by the French officers to her subjects. His Majesty, gratified by the manner in which the event was conveyed to him by Britain's most loved Sovereign, directed the Minister of Marine to mark his royal favor in a dispatch to Commodore Roy and the officers and crew of the 'Cleopatra' and her consort 'l'Alcmene,' and about the period of its receipt at Macao, Carter arrives there with a new ship, and to his joy meets his old benefactors.

COMMUNICATING FROM A WRECKED VESSEL TO THE SHORE.

It is well known to every sailor, and easily understood by thinking landsmen, that when vessels are wrecked it often occurs that whole crews, or parts of crews, and passengers are lost for the want of a ready means of establishing a communication with the shore from the wreck. This has often happened even when there were hundreds looking on, and all the known appliances at hand, the Life-boat, through the fury of the tempest, could not pull off, the rocket failed from the same cause, or that the vessel was too far off, or that though the line passed over her, the crew could not get at it; and the poor fellows were seen to drop one by one into their watery grave, agonising the feelings of many a gallant heart which was ready at any risk to attempt their rescue. But it is often the case that a vessel goes on shore on some uninhabited part, or on a coast where the inhabitants have no means at hand to help the crew.

The Committee of the Shipwrecked Mariners' Society, in whose ears the cry of the bereaved widows and orphans of those gallant men whose lives are thus sacrificed is continually sounding, in following out their benevolent and

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humane work, published an advertisement, offering a reward of Fifty Pounds "for the best, simplest, and least expensive mode of communicating from a wreck to a lee-shore," and as the result of which, various suggestions have been offered, from several quarters, that of a kite, and from among the kites the Committee have selected the one presented by Lieut. Nares, of H. M. S. 'Britannia,' who has most laboriously and scientifically adapted it to the object desired.* The plates, which we publish so fully, describe the kite and its uses, that but little is left to be added.

Having, however, attended a trial of it in a fresh gale, when it was a perfect success, we have great pleasure in congratulating Lieut. Nares on the result of his benevolent labors, believing that, under God, it will be the means of saving many lives. We, therefore, *strongly* recommend that every ship be furnished with one, and as it is well known that however simple the instrument, some previous knowledge is necessary, if it is to be promptly used in the hour of danger, we suggest the desirableness of practice so as to give confidence, for it will be self-evident, that if the kite be flown when it is perceived the vessel must go on shore, or as a precaution when there is danger, the communication with the shore may be instantly established. The kite, when sufficiently elevated, may be made fast to an empty water cask† by means of a toggle in the bung-hole, and a coir hawser coiled on the deck fast to the cask. We would suggest that one or two water casks might be fitted to receive a mast eight feet long to go into the bung-hole, with a step to receive it, a triangular sail secured to the mast and sheeted home to the ends of the cask, the kite line and the rope fast to the ship would prevent the cask rolling, and the sail doubtless would materially assist the kite in rapidly taking on shore whatever might be fast to it.

LIEUTENANT NARES' LIFE KITE,

Approved by the "*Shipwrecked Fishermen and Mariners' Royal Benevolent Society*," as the best, simplest, and least expensive mode of communicating between a wreck and a lee shore. When the wreck is on a low beach, the Kite may be used, without assistance from the shore, to drag each man to the beach, with or without the help of a life buoy. When opposite to a cliff, the Kite may be used to drag a line on shore, by means of which a hawser may be hauled to the top of the cliff.

The Kite should be flown from the rigging, immediately the vessel commences

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* Lieut. NARES, on first presenting his plan to the Committee, most benevolently declined any thought of accepting the reward of £50 offered.—Ed.

† Coasters generally carry water casks on deck.

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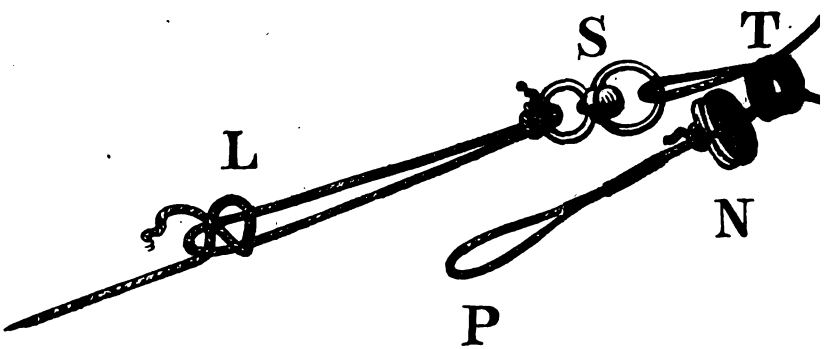
to drift. The Kite is fitted in the usual manner, with two lines secured to the midship upright cane, one close to the top B, and the other close to the bottom, W. They are connected together, the lower one being rove through a thimble, T. at the end of the upper one, and knotted to prevent its unreaving again. The upper line has also a swivel S, at the end, to keep the turns out of the line used to fly the Kite with. If the Kite is flown with one line, make it fast to the swivel, S. If flown with two lines, make fast the second to the lower line, W. N. P. The lower line renders through the thimble, T, on the upper one, and therefore allows the Kite to be flown at any height, and if necessary to be brought to the ground. The sides of the Kite are fitted to bend back, so that it may be made to hold less wind as the gale increases. In fitting the lines, C



being the centre of the Kite, the angle T C K should be 60°, with the knot N, close against the thimble, T. In constructing the tail, length is required more than weight.

TO FLY THE KITE.

Bend the line to the swivel on the Kite, S. and take a turn with it round a cleat, ready to veer away. See the tail clear, and bent to the bottom of the upright cane. Open and spread the Kite by crossing the stick at the back, A.

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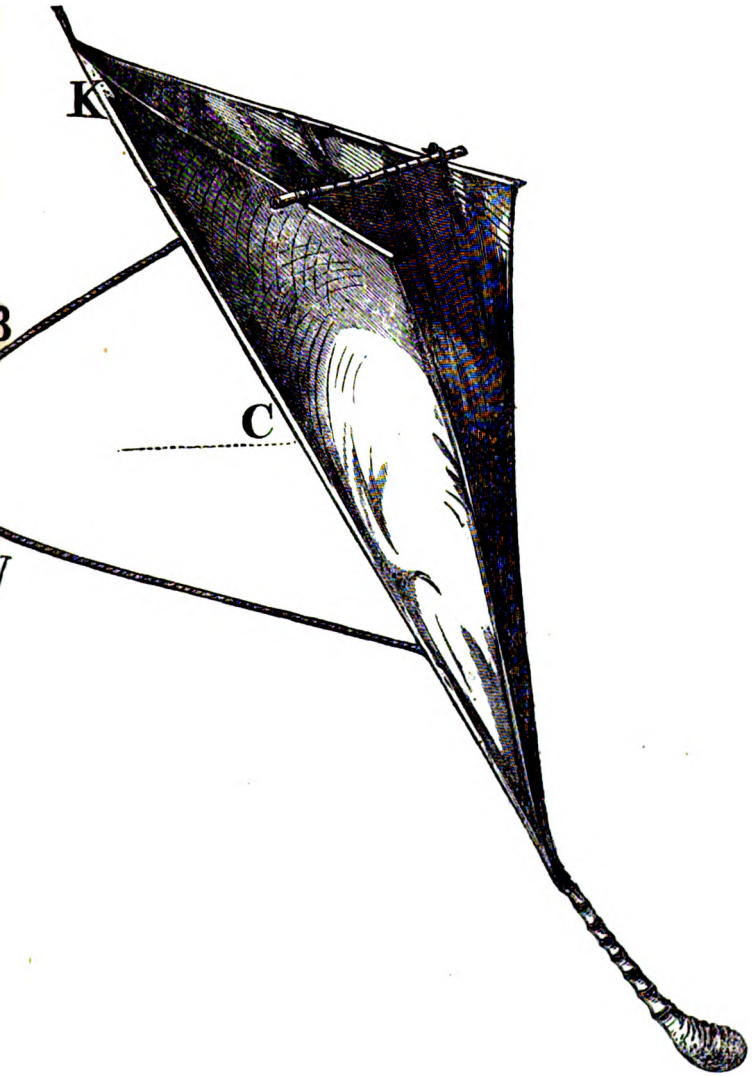
DO NOT SPREAD THE KITE OUT TOO TIGHT, PARTICULARLY IN WET WEATHER. *If the Kite is unsteady*, add a longer tail. *If the Kite pulls too hard*, do not



stretch the sides on so tight. *If not blowing hard*, lighten the tail, *but do not shorten it.*

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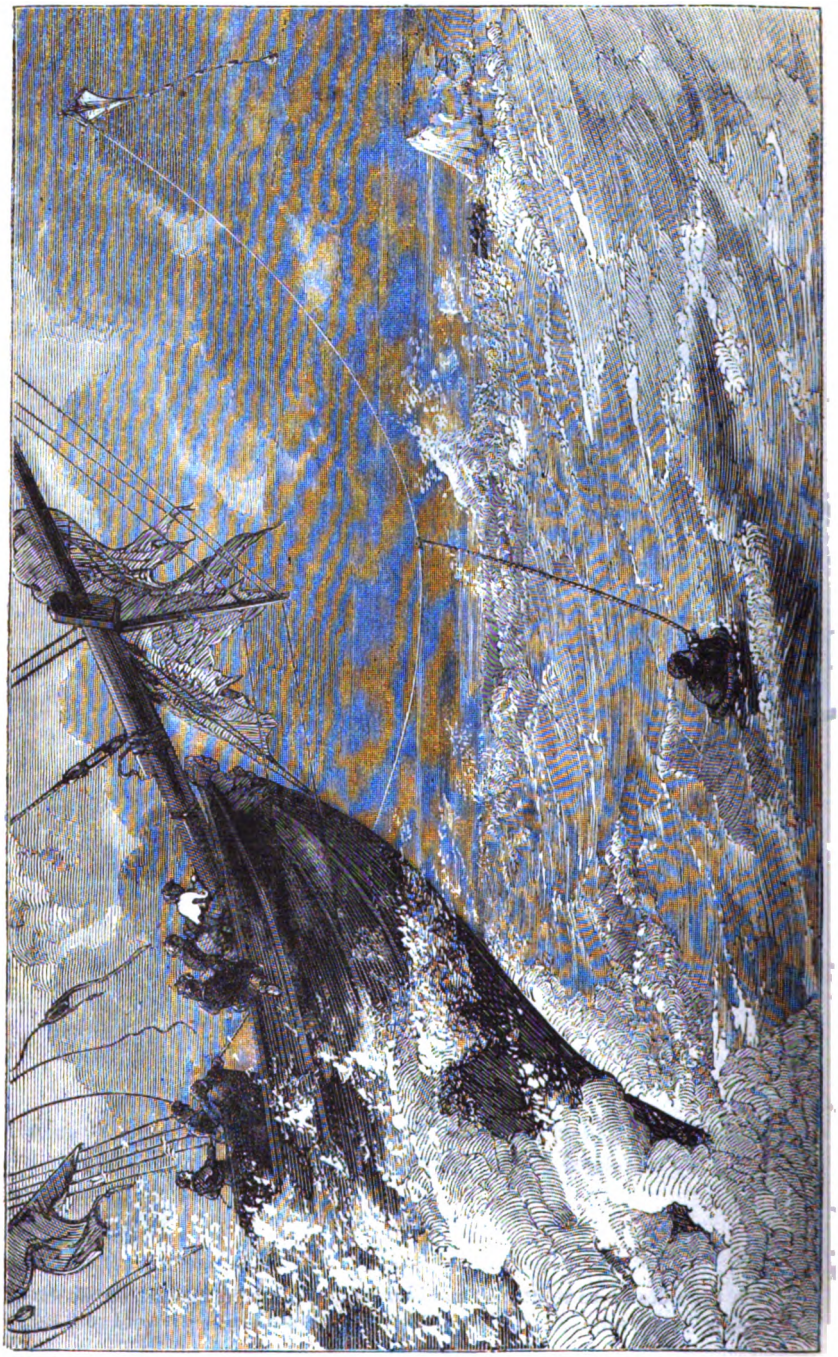

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TO COMMUNICATE WITH THE SHORE.

If the Wreck is on a Beach,

After the Kite is steady in the air with about 100 yards of the line out, make fast one end of 20 yards of line to a Kisbie or other life buoy, and the other to the bight of the Kite line. Let a man get into the life buoy. Veer away the line until the man reaches the shore. When he is landed, haul back the Kite and life buoy. The last man will have to cut the line between the buoy and the ship. The first man may carry an extra line with him to be used in the event of accident.

If there is no life buoy on board.—Make fast the Kite line tight round the man under the armpits, with a hitch on the bight, that he may quickly disengage himself. Let him hold on to the line with his hands, the Kite will drag him to the shore.

To Carry a Hawser to the Cliffs,

If a coir hawser.—Bend on a piece of lead line to the Kite line. To this, bend the coir hawser. Veer away. The lead line is used to drag the end of the hawser up the cliff.

If a common hawser.—Bend a long lead line to the Kite line. Veer it to the shore. The lead line is then used to haul a larger line to the shore, by which a hawser may be dragged to the top of the cliff.

If Rocks Intervene,

The Kite may be lowered to the ground by using two lines, L. and P.

Before flying.—Make fast the second line to the loop on the lower of the two Kite lines, P. In flying the Kite, keep the second line slack. Festoon it up to the flying line in order to keep it out of the water. Veer away until the Kite is over the cliffs.

To Drop the Kite.

Tauten in the second or lower line, P, gradually. If the Kite is falling short of the cliff, slacken the second line, and the Kite will instantly rise. When the Kite is down, the lines are used to haul larger lines to the shore, by which a hawser may be dragged to the top of the cliff.

It may also be used to communicate between vessels at sea, in all cases when a boat cannot be used, and to carry a line across a river. Cost of Kite, 20s. Apply to Lapthorn and Sons, Sailmakers, Gosport, Hants; or through the Shipwrecked Mariners' Society, Hibernia Chambers, London Bridge, S.E.

We have been favored by the Rev. John L. Gordon, with a plan for saving life from a wreck, by Mr. Scanlan, of Strangford, Co. Down, part of which consists in the well-known device of an endless whip to haul backward and forward on a hawser, set taut from the wreck to the shore, the communication he proposes to establish by a mortar fired from the vessel to the shore, or if too far off he also proposes a kite. We give his plan in his own words:—

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"I would get a long shroud hawser laid, 2½-inch rope, and a small strong rope twice the length of the hawser; I would cut the small rope in the centre, and make the two ends fast to two eyes on each side of a strong wrought-iron traveller, which I would have shipped on the hawser. This traveller must have four eyes, one large to go on the hawser, one on each side for the small ropes, and one empty to receive a strong 'spring hook,' which is attached to the life-preserving apparatus as follows:

"I would get twelve pieces of good strong rope, capable of sustaining a weight of at least 15 stone each, these pieces of rope should be about five yards long. I would make one end of these ropes fast to the spring hook already mentioned, and to the other end of each rope I would fasten a small spring hook; and about 36 inches from the latter hook on each rope, I would make fast three or four thimbles to insert the spring hook in, after passing the end of the rope to which it is made fast round the body and under the arms of each person to be sent on shore, which rope can be made sufficiently tight round the person's body by shifting the hook into one of the three thimbles made fast to the side of the rope.

"I would have an air-tight India-rubber case, about 18 inches long and 13 inches in diameter, with a valve for inflating attached to one end of same, which could be done in a moment when required for use; I would make this (case or buoy) fast to that part of the rope which would be on the person's back. This completes the apparatus."

We would notice, with reference to Mr. Scanlan's plan, that communication *from* the wreck by means of a mortar has been duly considered, and where it is available, which it might be in large vessels, of course it could be used, but in small coasters the sea will generally break over them the instant the vessel takes the ground, precluding the possibility of firing the mortar, and almost the same difficulty under the same circumstances attaches to the rocket, still there is no reason that *every* chance of saving valuable lives should not be given, and these means if at hand might sometimes be available, but we believe the water hogshead with a Kite fast to it would safely land half a dozen men if they were lashed to it, which might be easily done by slinging the cask and having bights spliced in the slings large enough to go under the arms of each man.

THE INFIDEL SAILOR RECLAIMED.

(*A Brief Memoir of the late* Rev. John Newton, *Rector of St. Mary Woolnoth London.*)

About the middle of the last century, there was living in Yawry Bay, near Sierra Leone, in an islet on the western coast of Africa, a poor white man, in the miserable condition of a servant to a dealer in negro slaves.

His lot was a hard one, compared even with that of the negroes whom he tended. He was often an object of pity—sometimes of scorn—to the poor black creatures (themselves the prey of the horrid hunters) who were passing through his master's hands as mere articles of merchandise.

But his hard lot fell to him as the result of his own wickedness. He had

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lately been a common sailor on board a man-of-war bound for the East Indies, but had been transferred, at his own request, to another ship, sailing to the coast of Guinea. Here he obtained his discharge, and entered the service in which we find him—an example of unusual folly and impiety, and a willing slave in Satan's bondage.

At one time he was on the very verge of death—left, without a draught of water, in a raging fever. At another, when the fever had abated, weak and hungry, he was ready to perish from want of food, and was glad to steal and devour the most unwholesome roots, and the meanest refuse of his master's table. And at all times—in the tropical rains, or under the solar blaze—he was almost destitute of clothing or of shelter.

Hated and despised by a negro mistress, and generally (even by the poor pagans amongst whom he herded) regarded as a monster of evil, he cherished the fiercest hatred and rage against those who ill-treated him. He was even urged on to conceive the most horrible designs of revenge, regardless of consequences which must have followed their perpetration. One thought alone restrained him from his meditated purpose—save as he was held back by the hand of a gracious Providence, of which, at the time, he knew nothing, nor desired to know. It was an early affection, strangely cherished in all his wanderings, in reference to one whom he had left in the land of his birth. She was his idol; and, while ignorant of God and His truth, he would have thought nothing too hard that could have secured his union with this object of his fond regard. Strange, that in a mind so filled with malignity, there should still be left a single sentiment of good!

Nor was this course of evil new to him. In the vessel he had left he was a degraded man. He had been impressed—through his own imprudence, while in the merchant-service with his father—and, it being on the eve of an expected war, he could not obtain his discharge in England; yet, through the kind influence of friends, who had hitherto borne with him for his father's sake, he was called to the quarter-deck as a midshipman. The captain befriended him also, on their account, and the officers received him kindly; but such was his folly and obstinacy that, in order to avoid a five years' absence from the idol of his romantic but passionate regard, he betrayed a trust, and rashly deserted from his ship, when out on duty.

As might be expected, he was quickly re-taken, tried, and flogged, and degraded to the lowest rank of service in the vessel.

This disgrace could not be shaken off, although at times he felt it to be intolerable. Yet the thought of being torn away from the object of his fond desire, was the sting of all his distresses. In his own words, written many years afterwards, "No case, except that of a conscience wounded by the wrath of God, could be more dreadful than mine."

If it be thought that conscience would now rebuke or restrain him, it would

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appear, from his own account, that he had—at least for a long and dreary interval—completely mastered and stifled that inward monitor. Thus he ran on in sin without remorse, and gave himself up to all ungodliness; and it was a relief to the captain to get rid of such a man, who even in those times exceeded the rest of the crew in wickedness. He was, therefore, (with another) exchanged at Madeira into the African ship, and afterwards, by his own choice, left in wretched servitude at the Slave Coast, like an outcast from the society of men.

Such was John Newton at the age of twenty-one; and such was his condition when, at his father's request, the captain of another Guinea ship undertook to seek him, and, if possible, to bring him back to England. So inured had he become both to his sins and his degradation, that he began at last to delight in his vile employment, and was ready to fix his abode amongst the black savages, and the more savage whites.

To all human appearance, such a case would be hopeless. Reformation was improbable in the highest degree; restoration seemed impossible. But the things which are impossible with men are *possible* with God. All his blasphemies had not exhausted the long-suffering of the Lord, nor had his abounding iniquities surpassed the much more abundant mercies of our God. The turning-point of his mad career was now at hand; and, led by a train of circumstances which, if not miraculous, are truly wonderful, he will soon be seen on his way home, under the discipline of a wise and gracious hand, and learning, from the very rudiments, the knowledge of the things of God.

His employments had located him for a time at a station far up the stream of the river Kittam, whose course lies very near to the margin of the ocean. Here, while collecting the horrid merchandise of human beings from the interior of the country, it was usual to cross the ridge of land that lies between the river and the sea, to look out for passing ships, with which they might drive their nefarious trade.

"In February, 1747," writes Mr. Newton, "my fellow-servant, walking down to the beach, saw a vessel sailing past, and made a smoke in token of trade. She was already a little beyond the place, and, as the wind was fair, the captain was in some demur whether to stop or not: however, had my companion been half an hour later, she would have been gone beyond recall." This proved to be the very ship referred to. The captain had made inquiry for him at Sierra Leone, and at the Bananas; but, finding he was at a great distance, had given up the search. Here, however, he resumed his inquiries, and having thus unexpectedly found him out, he came on shore himself to deliver his message. "Had an invitation from home reached me," says Mr. Newton, "when I was sick and starving at the Plantanes, I should have received it as life from the dead. But now—I heard it at first with indifference!"

The captain, however, not willing to leave him behind, invented a series of

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plausible statements (not one of them true) which, joined with the possibility of once more seeing—perhaps of gaining—the idol of his heart, at length induced him to accept his father's invitation to return. "And thus," he adds, "I was suddenly freed from a captivity of about fifteen months. I had neither a thought nor desire for this change one hour before it took place! I embarked with him, and, in a few hours, lost sight of Kittam."

This happened just on the point of an intended inland expedition. One day later, and the slave-dealer had gone away from that place! One hour later, and the ship had been far on her course without him! And the inquiries of the captain for the long-lost prodigal at any other point, had been all in vain.

Such are the mysterious ways of the providence and grace of God! The unbeliever may not discern them; the scoffer will deny them—as John Newton himself did in these, the days of his ignorance; but if, like him, he be brought to his right mind, he will stand amazed at the loving-kindness of the Lord. "*Oh, that men would praise the Lord for his goodness, and for his wonderful works to the children of men! For he hath broken the gates of brass, and cut the bars of iron in sunder.*"

From this remarkable turning-point of his life began a fresh series of trials, which, by slow degrees, awakened him to a sense of shame and contrition, and eventually led him to the knowledge and belief of the truth. Still it was not without a long and painful struggle that his pride and unbelief gave way. Neither could he put away his evil doings. But a ray of light divine at length pierced the darkness of his heart, and this ray was never after wholly quenched.

Conscience, the inexorable minister of justice to a guilty soul, now renewed its office in John Newton's heart. The bold blasphemer now, at times, would tremble at the remembrance of his sins; and it is no small wonder that he was not overwhelmed with despair. The ship in which he had embarked had a long voyage before her, and this, by unforeseen events, became more lengthened still. The weather proved unpropitious; and, from her protracted wear and tear in the tropical heats, she became little better than a wreck before she reached her long desired port. Her stock of provisions, also, was so nearly exhausted, that those on board were reduced to the lowest daily allowance.

When Jonah fled from the presence of the Lord in the ship of Tarshish, the sea wrought and was tempestuous, until the disobedient prophet was taken, by lot, and cast into the sea. No lot was needed in the present case, to find out the guilty rebel: he was plainly spoken of as another Jonah. The troubles of the voyage were attributed to the presence of such a notorious sinner in the ship; and, if the purpose were not seriously entertained, it was often talked of among the crew, of casting him overboard, as the only means of saving the ship and their own lives. Time after time death seemed to him inevitable, and "*after this the judgment.*"

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Yet it was not so much by terror as by hope that he was at last led back—a wandering sheep—to the Good Shepherd. In his uttermost distress, truths came to his remembrance which had been taught him by his mother in his early days—truths, which his long course of impiety and his atheistical speculations had seemingly obliterated from his memory. Now, as from a long, deep slumber, they revived; and, like morning after a night of storms, or the haven to a foundering ship, his doubts and his terrors gave way to a belief in the truth of God, and a hope of salvation by Jesus Christ.

John Newton, like many another who has trodden the path of the prodigal son, had once known the tender care and teaching of a pious mother. His mind had been early stored with religious principles, and he was oftentimes awakened to their solemn importance. In his youthful years he openly professed to choose the Lord and His service. But his ardour cooled again, and he became careless and vicious. His mother died in 1732, and he was cast among strangers who knew not the fear of God. The evils of an unrenewed nature grew and strengthened with his growth, overpowered his frequent resolutions to amend his ways, and lead a better life. "I took up and laid aside a religious profession three or four times before I was sixteen years of age; but all this time my heart was insincere. I often saw the necessity of religion, as a means of escaping hell; but I loved sin, and was unwilling to forsake it." Such are his own words, when afterwards referring to this part of his life; and, in this, his case is by no means singular.

Many a fond Christian mother has rejoiced in the early professions of a beloved son; but has lived to see the morning cloud pass away—the early dew evaporate, and her hopes blighted by a long course of sin and folly. But a mother's faith and tears are not vain things. John Newton could testify that the prayers and instructions of his mother were the last good impressions to be got rid of, and the first to reappear. Parental expectations may, like the winter sun, seem to go down at noon; but faith and prayer are neverfailing resources to a Christian, even in the darkest hours of parental anxiety.

But, on the other hand, let not the example of John Newton, and of the abounding grace that *saved* him—that *can* save the chief of sinners—let not this give boldness to the wandering prodigal, or to the impenitent backslider. God's ways are not our ways, nor His mercies limited according to our weak thoughts; yet it is written in the Book of Truth—"*He that, being often reproved, hardeneth his neck, shall suddenly be destroyed, and that without remedy.*"

How little could the mother of John Newton anticipate the fearful course that opened to her wilful and ungrateful child! Left motherless at the age of seven, he soon became entangled in the snares of vice. For a short period, he was sent to school; but, in 1736, when about the age of eleven, he went with his father to sea, where his corrupt nature found room for rapid development; so that, after about six years spent in various voyages, he was ripening into early

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manhood with no right principle—no fear of God—to guide his steps: but, in their stead, a reckless love of sin, and a defiance of all restraint upon his passions and his acts.

It was at this period of his life, during a casual visit, that he formed that strange and romantic attachment to the daughter of his mother's friend; an impression that never was effaced from his heart. He had been engaged to go out to Jamaica—at that time a promising field of enterprise for a young man—but, fascinated by this new passion, he purposely lingered until the ship had sailed without him.

"She was the *occasion*," says Mr. Newton, "though not the *cause*, of that series of foolish conduct on my part, which plunged me into the misery of African bondage; and, when I was there, I was so infatuated and degraded in my spirit—so riveted to my chains—that I think nothing but the attachment I felt for her could have induced me to return."

Thus, for her sake, he neglected opportunities of honourable occupation, became the prey of the press-gang, deserted from his ship when on duty, incurred the greatest disgrace, endured the direst miseries, and, at length, gladly embraced the alternative of a half-savage life in Africa! Yet all this time he was following a course of life which rendered this, or any other honourable union, all but impossible. It appears from his own account, that this inconsistency never forsook him until, in his homeward voyage, he was led as a sinner to the cross.

In a review of his life, at an after period, he writes thus to a friend:—"How industriously is Satan served! . . . . Not content with running the broad way myself, I was indefatigable in enticing others; and, had my influence been equal to my wishes, I would have carried all the human race with me. . . . When I think of the most with whom I spent my unhappy days of ignorance, I am ready to say, '*I only am escaped alone to tell thee.*' . . . The Lord cut me short of opportunities, and placed me where I could do but little mischief; but, had my abilities and occasions been equal to my heart, I should have been a Voltaire and a Tiberius in one character—a monster of profaneness and licentiousness. 'Oh! to grace how great a debtor!'"

Our story leads us on to trace some of the wondrous ways of Infinite Love—Love that could so long bear with such a sinner as John Newton; and that could transform him into a child of grace—Love, already opening the way for the prodigal's return, and going out to meet and receive him.

While slowly tracking his homeward passage in the trading ship—from port to port in Africa and America—much of his time was spent in extravagant folly and madness. Once, in the midst of a night-carouse with the sailors, the wind blew his cap into the sea. Inflamed with ardent spirits, he was actually leaping over the ship's side to recover it, imagining there was a boat suspended within his reach. And once, in the pursuit of game, he got bewildered in the

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depths of an African forest. Night overtook him; wild beasts prowled around him; and, for a while he was unable to find his way back to the ship. In these, and other circumstances of imminent peril, he was as often rescued by Divine power and mercy from temporal and eternal death; but even these deliverances left no sensible impression on his still callous heart.

In Mark ix. is given the history of a poor demoniac, whom the disciples, in their Master's absence, could not cure. Often had the evil spirit "*cast him into the fire and into the waters to destroy him.*" When Jesus himself came near, "*straightway the spirit tare him, and he fell on the ground, and wallowep foaming.*" So, after the Lord had rebuked him, there was a fierce struggle, even in the very act of deliverance— "*And the Spirit cried, and rent him sore, and came out of him. And he was as one dead.*" Not without a struggle will Satan lose his prey. The case of John Newton bears a strong resemblance to this, and nothing but the power of Jesus could rescue him.

In March, 1748, after leaving the banks of Newfoundland, the ship sustained so much damage during a violent gale that all hope of making land was, for a season, gone. Then the thought of eternal things thrilled through his mind with a force he could not resist. His crimes rose up against him, and conscience *would* be heard. Then, also, his infidel philosophy failed him, and a reluctant conviction of the truth fastened in his mind.

In his own words, referring to this important season—"I began to think of my former religious professions—the extraordinary turns of my life—the calls, the warnings, and deliverances I had met with—the licentious course of my conversation, particularly my unparalleled effrontery in making the Gospel history the constant subject of profane ridicule. I thought there never was, or could be, such a sinner as myself; and then—comparing the advantages I had broken through—I concluded that my sins were too great to be forgiven. The Scriptures, likewise, seemed to say the same; for I had formerly been well acquainted with the Bible, and many passages returned upon my memory, particularly those awful passages—Proverbs i. 24-31; Hebrews vi. 4-6; and 2 Peter ii. 20; which seemed so exactly to suit my case and character, as to bring with them a presumptive proof of a divine original."

But his estimate of his own sad case was still far from adequate. He adds—"It was not till after I had gained some clear views of the infinite righteousness and grace of Christ Jesus my Lord, that I had a deep and strong apprehension of my state by nature and practice; and perhaps, till then, I could not have borne the sight—so wonderfully does the Lord proportion the discoveries of sin and grace."

The mental process by which John Newton was delivered from his thraldom was like a long and doubtful warfare. Light had broken in upon his soul, yet darkness still had sway. The life, the sayings, and the person of Jesus became his study; but as yet he rather *wished* than *believed* the record to be true. The

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parable of the fig-tree (Luke xiii. 6-9) struck him; so did the case of Paul the Apostle; but, most of all, that of the prodigal son in the fifteenth of Luke. "I thought *that* had never been so nearly exemplified as by myself. And then, the goodness of the father in receiving, nay, in running to meet such a son. And this intended *only to illustrate* the Lord's goodness to returning sinners! Such reflections gaining upon me, I continued much in prayer. I saw that the Lord had interposed so far to save me, and I hoped He would do more. And sometimes I thought I could be content to die even for want of food, so I might but die a believer."

At this very time, famine stared him in the face. The half of a salted cod was a day's allowance for twelve persons. They had no bread, hardly any clothes, and very cold weather. It was only by incessant labour at the pump that they could keep the ship above water; and their fears were even greater than their sufferings, for it was certain they could not hold out much longer.

At last he landed in the north of Ireland, to all appearance a new man. "I was no longer an infidel; I heartily renounced my former profaneness, was seriously disposed, and sincerely touched with a sense of the undeserved mercy I had received in being brought safe through so many dangers. I was sorry for my mis-spent life, and purposed an immediate reformation."

In his earlier years, John Newton had repeatedly formed similar purposes of self-amendment. Perhaps the reader has done the same, and so, like him has failed. Failure must follow every attempt of a sinner to render *himself* holy and pleasing to God by his own works. But when his own resources fail him—when all his works, even the best of them, are seen and felt to be full of sin—then, as a *sinner* believing, he is "*justified freely, by God's grace, through the redemption that is in Christ Jesus.*"

Now he began, by slow degrees, to apprehend the way of faith. He believed that *the past* was forgiven by the infinite mercy of God in Christ, and he was thus preserved from falling back into his old sins,

It was his own case which he depicted, with so much force and beauty, in one of his own Olney hymns:—

"In evil long I took delight
Unawed by shame or fear,
Till a new object struck my sight,
And stopp'd my wild career.

I saw One hanging on a tree,
In agonies and blood,
Who fix'd His languid eyes on me,
As near His cross I stood.

Sure never, till my latest breath,
Can I forget that look;
It seem'd to charge me with His death,
Though not a word He spoke.

My conscience felt and own'd the guilt,
And plung'd me in despair:
I saw *my sins* His blood had spilt,
And helped to nail Him there.

Alas! I knew not what I did!
But now my tears are vain;
Where shall my trembling soul be hid?
For I the Lord have slain!

A second look He gave, which said—
'I freely all forgive;
This blood is for *thy ransom* paid,
I die, that thou may'st live.'"

[*To be continued.*]

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VISITS TO THE SEA COASTS.

[*Continued from our last number.*]

WISBECH is one of the most considerable and thriving market towns in the Isle of Ely and County of Cambridge, and derives its name from the river Ouse, or as it was anciently called the river Wis or Wise which flows through it. It is situated some 8 or 10 miles from Cross Keys Wash, and about 18 miles from the sea, to which it has access by the navigable river Nene, and which makes the town a port. By the Wisbech canal it has also a continuous communication by the Ouse with Cambridge, Lynn, Huntingdon, Hertford and London, and by railway it is within a few hours journey to any part of the kingdom. The chief trade of the town is in corn, bones, wool, coal and timber, and the repairing of ships, barges, and boats. Previous to the extension of the railway in 1847, from Ely to Wisbech, considerable quantities of corn were brought here for exportation, but since then a great proportion is carried away by various intersecting lines which has materially injured the water traffic of the town. Wisbech market ranks amongst the foremost in England, very large quantities of corn being sold there in the course of a year. Vessels of 500 or 600 tons enter the port, and 65,964 tons of shipping cleared in and out during the year 1860. The number of ships belonging to the port in 1860 were registered as 70, with a total tonnage of 10,449. In consequence of its distance from the sea, there are no fishermen at this port. Wisbech owes much of its present prosperity to the improved state of the fens by which it is surrounded, as well as to the improvements made in the outfall of the Nene, and its channel from Wisbech to Cross Keys Wash. Extensive improvements have also been effected within the last few years in the quays, at an expense of upwards of £60,000, by the construction of new wharfing, and the erection of a revolving iron bridge of large span, having tubular girders, over the Nene.

There are no institutions for the special benefit of sailors, with the exception of an Auxiliary Branch of the Shipwrecked Mariners' Society, which has about 200 beneficiary members here; but we found on enquiry that the honorary subscriptions did not amount to one sixth part of the sum (upwards of £47), expended by the society in the shape of relief at that port last year, and we beg to remind our readers that the greater the increase of beneficiary members, and in consequence of the increased amount of relief required, the more necessity there is of an addition to the list of honorary subscribers, to enable the society to continue its liberal grants. During our stay at the place we were informed that the curate, the Rev. Mr. Brown, who is a warm friend of the sailor, was indefatigable in affording them spiritual instruction, and that he preached to a goodly number of them every Sunday afternoon in the National School room. Continuing our journey into Norfolk, we stopped a few hours at

BLAKENEY, a small sea port about 26 miles N.N.W. from Norwich, chiefly

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noted for its harbour, which is well situated for sheltering small vessels, and was improved under an Act of Parliament obtained in 1817, so that vessels of 150 tons burthen can approach the quay. The spring tides here rise 10 feet. The Port is called Blakeney and Cley, the jurisdiction extending 90 miles along the coast, from Morston on the west to Bacton Coal Gap on the east. The Custom-house establishment has been removed from Cley to this place. The trade of the port is principally in coal, timber and deals, iron, tallow, oil and oil cake, of which the importation is considerable. The exports are chiefly corn and flour. 77 vessels and 290 seamen were registered last year as belonging to the port. About 16 sloop-rigged vessels are employed in the oyster dredging, averaging 14 tons each, besides upwards of 150 smaller vessels used in the harbour fishery during the winter months. There are about 80 fishermen at Blakeney, and eight licensed pilots employed by the Harbour Company, four of whom are on duty by day and four by night. A great number of valuable lives and much property are constantly destroyed here, notwithstanding the extraordinary hardihood of the fishermen, than whom no braver set of tars exist between Blakeney and Yarmouth, but no means specially adapted for saving life from wreck are to be found at this place; we were however informed, that it was in contemplation to plant a life boat here. Here is an extensive branch of the Shipwrecked Mariners' Society under the able superintendence of C. Temple, Esq., and many were the godsends last winter which the widows and orphans of "the lost" received through its instrumentality. Still travelling eastward we arrived at

SHERRINGHAM, a considerable fishing station, having a road and rivulet winding down to the beach, through a ravine in the cliffs. Here are three herring-curing-houses and about four-and-twenty luggers, averaging 28 to 30 tons burthen, and carrying 10 men each, besides about 100 crab boats. Cod, skate, whiting, crabs and lobsters, are taken in abundance, especially the two latter, of which great quantities are sent to London. The sea is here continually encroaching on the cliffs, which have wasted several yards during the last few years. In 1810, a large inn was thrown in a heap of ruins upon the beach. An excellent life-boat has been stationed here for many years, purchased by the late Hon. Mrs. Upcher, at a cost of £150. After remaining a night at Sherringham, and finding no other conveyance available, we got into one of the fishing boats and sailed along the coast for about four miles to

CROMER, a fashionable watering-place, picturesquely situated about 22 miles from Norwich, on the sea cliffs, which are a considerable height above the beach. The town is very compact, and sheltered on three sides by an amphitheatre of hills, partly covered with wood, and commands an extensive sea view. An Act of Parliament was obtained in 1845 for the purpose of raising money to build a new jetty and breakwater, and also for erecting a

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sea-wall, which extends along the whole front of the west end of the town. In the years 1825 and 1832 large portions of the cliff fell into the sea, so as to endanger the then existing light-house, and in 1845 the old jetty was washed away. The old light-house was consequently included, partly taken down a few years since, and a new one erected on a hill a little farther from the edge of the cliffs. It is a white brick tower, 52 feet in height, and 300 feet above the level of the sea, forming a pretty and conspicuous addition to the surrounding scenery. It is crowned with a lantern, lighted by a great number of patent lamps, in finely plated reflectors, which revolve on an upright axis. The yearly consumption of oil for the lights is about 1000 gallons. Cromer is not a port, but small vessels come on to the beach, and unload coals, &c., which are taken up the cliffs in carts. Ships are continually passing, but the coast is extremely dangerous, and no less than four or five lights are stationed between this and Yarmouth. There are two life-boats always in readiness on the beach. R. Herring, Esq., and lady, have been for many years indefatigable in promoting the cause of the fishermen, and in 1842 were the means of getting up a fancy fair in aid of the funds of the Shipwrecked Mariners' Society, which realized the sum of £500. Here we were able to find a vehicle to take us on to our next appointed station, and after about an hour and a half's ride over a very hilly and rough road, we were set down at

MUNDESLEY, a pleasant little village and bathing place, commanding a fine view of the ocean, and sheltered behind by verdant hills. It is not so much frequented by visitors as Cromer, but affords a very eligible summer residence to those who prefer "quiet" to the pleasures of the fashionable world. Although no port, it is a landing place where vessels lade and unlade cargoes of coals, timber, &c. Mundesley was much improved a few years since by the erection of two massive walls to preserve it from encroachments of the sea, and which form an upper and lower terrace, the latter being 90 feet above the beach, and used to form a pleasant promenade, but both walls were destroyed by high tides in February, 1836, and although rebuilt the same year, are now again in ruins. There is a life-boat established here, and on the highest point of the cliff is a signal station for the Coast Guard, at which a mortar for the preservation of the lives of shipwrecked seamen with its carriage, &c., is constantly kept ready for use.

Passing by the important ports of Yarmouth and Lowestoft, which we hope to notice in our next, we come to

SOUTHWOLD, which is a very pretty seaport, bathing place and market town, and was anciently called Suwald, in all probability from an adjacent wood, for the western boundaries still retain the appellations of Wood's End Marshes and Wood's End Creek. It is bounded on the east by the German Ocean, by a creek on the north, and the navigable river Blyth on the south, and is 12 miles S.W. from Lowestoft. The town is pleasantly situated on a hill and is in the

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form of a triangle, encompassed by the river Blyth. It has an increasing maritime trade, which derived great advantage during the middle of the last century from the construction of two piers, tending greatly to the improvement of the harbour. Pilot boats and one of the largest sized life-boats are stationed here. There is also a Coast-guard station at which are kept Manby's apparatus and rockets. Large quantities of herrings and sprats are cured here for the London markets, and the sole and cod fishery are extensively carried on. About 230 mariners and fishermen belong to the place, and pursue their hazardous calling in about 11 luggers and 100 smaller boats. The former measure about 25 tons and their average burthen is 16 to 18 tons. On the cliff is a battery of six 18-pounders, presented to the Corporation by H.R.H. the Duke of Cumberland, in 1745. There is also a comfortable little reading room, near the battery, for the accommodation of visitors, which commands an extensive sea view. In the year 1665 the English and Dutch navies had an engagement off this place, when the Dutch were completely defeated, and a second battle occurred between the same parties in 1672, in Southwold Bay. Taking a pleasant drive northward for about five miles, we came to

ORFORD, which is a small seaport, situated near the confluence of the rivers Orde and Alde, twelve miles east of Woodbridge, and five south west of Aldborough. Large quantities of oysters are taken in the river Alde. A custom-house and coast-guard station are established here, and a little trade is done in corn and coal. A market was formerly held, but of late years has been discontinued. The keep of Orford Castle stands on the summit of a hill near, and serves as a seamark. About a mile and half east of the town, and a mile from each other, are two light-houses, called the higher and lower lights. There is also a floating light four and half miles south east of the others.

IPSWICH, celebrated as the birth-place of Cardinal Wolsey, is the largest market town and borough, and the principal port in Suffolk, standing for the most part upon an easy acclivity rising upon the north of a semicircular reach of the river Orwell, about twelve miles from the sea, and in our opinion ranks second to no town on the coast of the eastern counties for its picturesque description. The river Orwell here takes a south easterly course, and flows into the German Ocean between Harwich on the south and Landguard Fort on the north. The scenery upon the river banks is widely celebrated for its beauty, and the most favorite relaxation from business turmoils of the inhabitants of Ipswich is the trip to Harwich by the steamboats, which ply to and fro several times daily. At the southernmost point of the reach the river is crossed by an iron bridge erected some forty years since, beyond which the river is known as the Gipping, and takes a north-westerly course as far as Stowmarket, to which place it is navigable by barges. East of the bridge is an excellent wet dock, comprising 33 acres, in which vessels drawing from 14 to 15 feet of water can always float. The first stone of the lock gates was laid in 1837, since which

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the imports and exports have greatly increased; the promenade between the dock and new cut is one of the pleasantest walks in the town. An extensive coasting and foreign import and export trade is carried on here, the exports consisting chiefly of corn, malt, butter, and the various articles manufactured in the town, and the principal imports are coal, iron and timber. Ranged along the side of the docks are the extensive works of Messrs. Ransome & Sims, which are widely celebrated as the manufactory of all kinds of agricultural implements and iron work. There are also large ship yards, in which several Indiamen of 1200 tons burthen, brigs of war, and other vessels have been built, but owing, it is said, to the alteration in the Navigation Laws a few years since, this branch of the Ipswich trade has very much declined. The number of vessels belonging to the port is 186, of a total burthen of 15,755 tons, and manned by 868 hands.

A very fine building was erected on the quay in 1845, the centre of which is appropriated as a Hall of Commerce. Near to this is the Custom-house, the first stone of which was laid on the 19th October, 1843, with masonic honours. It is a spacious building, and besides the business connected with the customs, the excise, dock, and river offices are held under its roof. Ipswich abounds in fine ancient and modern buildings, amongst the former of which might be mentioned Christ Church, built by Sir Edmund Withipole, and enclosed by a park. The house is of red brick in the Elizabethan style, with projecting wings; the entrance hall is beautifully paved with chequered black and white marble, overlooked by a gallery on each side, and it is fitted up in the old baronial style. The park, though small, commands a view of the river, is pleasantly diversified, and contains some of the largest beech and Spanish chesnut trees in the kingdom. It has been stated that when the celebrated Lord Rochester was on a visit at this house, the park keeper was rolling the surface of the bowling green with the aid of a pair of donkeys, and to prevent their thin hoofs from penetrating the soil, he had managed to put boots upon their feet, which induced the earl to observe that "Ipswich was a town without people, that there was a river without water, and that asses wore boots." One of the greatest architectural curiosities of Ipswich is a house in the Old Butter Market, built in 1567. On the second story are four long windows in front, and on the base of each are represented the emblematical figures of Europe, Asia, Africa, and America; on the roof are four attic windows, forming so many gable ends; over these windows are carved figures of Cupids, and the whole exterior is ornamented with men, animals, fruits, flowers, and wreaths of roses. On the west end of the house is the figure of Atlas supporting the globe on his shoulders, and in the centre of the front, the royal arms of Charles II. are displayed. The interior contains several good rooms, with perfect and curious specimens of the carving in wood at that period. This edifice after nearly 300 years is in excellent preservation, and well worthy the attention of the anti-

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quarian. Although there are no particular public institutions for the benefit of seamen, temporally or spiritually, at this port, beyond an extensive agency of the Shipwrecked Mariners' Society, whose flag may be daily seen waving in the breeze, from the top of the residence of the active hon. agent, Mr. A. R. Taylor, yet the people of the town are by no means unmindful of the "hardy tar," and have in addition to their other acts of benevolence in his behalf, by sermons and collections for their benefit in various churches and chapels, lately made a contribution for the purchase of a life-boat, to be called 'The Ipswich,' which will be planted on such part of the coast as the Committee of the Life-boat Institution, to whom the townspeople will present it, shall deem advisable.

An incident, attended with affecting circumstances occurred here a few months since, the relation of which will not fail to interest our readers. The master and crew of a vessel, who had been picked up at sea from a wreck, in which they had lost all but what they then stood in, were landed at this port, and at once proceeded to the Hon. Agent of the above Society. This gentleman promptly attended to their pressing necessities, obtained comfortable lodgings for the men at a neighbouring inn, where they were supplied with plenty of food and drink, and a small addition of that indispensable requisite to the sailor, "baccy," whilst he kindly entertained the captain and mate at his own house. The next morning they were all accompanied by the Agent to the Railway Station, where tickets were obtained, at the Society's expense, to convey them to their destination, and whilst waiting on the platform for the departure of the train, the poor shipwrecked fellows, filled with gratitude at the kind treatment they had received, surrounded the Agent, and amid smiles and tears, and shakings of the hand, heartily cheered him and the society he represented, in such a sort, that he informed us, he never remembered being so much overcome in his life, and could not restrain the tears which involuntarily gushed into his eyes, whilst he felt at that moment amply repaid for all the interest he had ever manifested on behalf of the hardy, yet susceptible mariner. Before taking our final leave of Ipswich we went on board a steam-boat, and made a voyage down the beautiful Orwell to

HARWICH, a borough and seaport at the mouth of the Stour and near the confluence of the latter with the Orwell. It is situated immediately opposite the well known Landguard Fort, on a small peninsula, which admits only of a narrow approach. The town lies on high ground with a fine bold shore, and is pleasant and healthy. Southward of the town is Beacon Hill, of considerable height, and dividing Orwell or Harwich haven from the arm of the sea, which extends to Walton-on-the-Naze. Between this hill and the town an esplanade extends nearly a quarter of a mile, commanding a delightful view of the harbour and the German Ocean, where numerous vessels are constantly passing, and many others are seen in the distance as far as the eye can reach. In 1844, £50,000 was granted by Parliament for the formation of a breakwater

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from Beacon cliff, so as to divert the current towards Landguard point, and also for dredging the shoals at the entrance of the harbour in order to admit first class vessels. Additional sums have since been granted for the same purpose, and for forming a gravel walk, extending upwards of a mile from the esplanade to the end of the breakwater. A little above the esplanade is a martello tower. The Roman cement trade is carried on at this port, and employs a great number of vessels in dredging for cement stone on the west rocks at the entrance of the harbour. The fisheries employ several vessels, and a considerable trade is carried on with Ipswich and Manningtree. There are steamers to London during the summer, and daily to Ipswich. The Royal Harwich Yacht Club was founded in 1843, and is under the patronage of the Queen and Prince Consort. Ship-building is carried on, and there is a dock-yard well supplied with ships' storehouses, &c., from which several third rates have been launched. In the harbour, which is protected by Landguard Fort, more than a hundred men-of-war and frigates, and between 300 and 400 colliers are said to have ridden at one time. There are two light-houses at Harwich, to guard vessels from the Andrews, a sand-bank which forms a bar at the mouth of the river, extending from the Fort to the Rolling ground, at which there is good anchorage. The low light is near the beach, and the high light, nearer the town, forms a conspicuous object in clear weather. Here are consular agents for several Foreign powers, and an Ordnance depôt. Harwich was formerly the station of the packets from Holland to Hamburg, and of a considerable naval yard, but these establishments have been a long time extinct, to the great detriment of the town.

MISCELLANEOUS.

THE ENORMOUS ARMAMENTS OF EUROPE.—Some correct statistics have been collected respecting the number of men employed in the armies of Europe, and it is really almost enough to make one despair of the progress of mankind to find that something like 4,000,000 of men, at the lowest computation, are under arms. Here is a list:—Army of Austria, 738,344; Prussia, 719,092; Russia, 850,000; France, 626,000; Great Britain and India, 534,827; Denmark, Sweden, Spain, Portugal, and Italy, 303,497; total, 3,771,760. The cost of maintaining, clothing, and paying these men, at the low average of £40 per head, is £150,000,000 per annum; but the loss is not to be measured by this sum, enormous as it is, for we must also reckon what would be gained were this mass of labour productive, instead of unproductive. The labour of 3,771,760 able-bodied men cannot be calculated as producing less than £120,000,000 per annum, so that virtually between the cost of their maintenance and what they ought to produce were their labour utilised, there is a difference of something like £300,000,000 a year. We are quite sure this sum is rather under than over the mark. The worst feature of all this is we can see no termination to this expenditure. Since the breakdown of popular institutions in America, and the outbreak of the savage war which nearly a million Republicans and Democrats of that country, now under arms, are waging against each other, we may turn in vain for consolation from the Old to the New World.—*Money Market Review.*

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DEATH OF H.R.H. THE PRINCE CONSORT,

(Patron of the Shipwrecked Mariners' Society.)

The Prince Consort died about eleven o'clock on Saturday night, the 14th ult. This melancholy event, which afflicted the whole nation with profound grief, came upon us altogether unexpected. For the week or two previous it was known that he was labouring under indisposition; but the uninterrupted health he had enjoyed during his residence among us, his regular and temperate mode of life, his youth and his strength—all combined to make the public think little of the matter, or to regard it as one of those passing indispositions which would soon yield to medical treatment. The appearance of a bulletin for the first time on Wednesday, 11th Dec., was the first shock to the national security, but even then we were assured there was no danger. The bulletin of Friday was of an alarming tenor, and from that time a universal anxiety was felt as to the issue of the disease. On Saturday morning and in the course of the forenoon the physicians were again hopeful; but in the course of the afternoon symptoms of typhoid fever supervened, and his already overweakened frame sunk under the attack. Telegraphic messages of the melancholy event were forwarded to the Emperor and Empress of the French, and to the other Continental Courts, all of whom have expressed the deepest sorrow. His Royal Highness died surrounded by the greater portion of his children; the Princess Royal, Prince Alfred and Prince Leopold, being the only ones that were unavoidably absent. We forbear to speak of the deep affliction into which this melancholy event has plunged our beloved Queen, except to add that she has been wonderfully supported under the irreparable loss she, as well as her faithful subjects, have sustained.

When at every service in London the name of the Prince Consort was omitted from the customary prayer and from the well-known petition in the Litany, when from the pulpit the preacher announced to his flock the tidings, that many among them had neither known nor feared but for that dread and touching token, every church became a house of mourning. His late Royal Highness was a Patron of the Shipwrecked Mariners' Society from its commencement, and a liberal contributor to its funds. May the cutting off thus early and suddenly in the prime of life and vigour one of the great ones of the earth, "*so teach us all to number our days, that we may apply our hearts unto wisdom.*"

THE AMERICAN OUTRAGE ON THE BRITISH FLAG.—The 'La Plata' which arrived at Southampton, on the 27th of November, brought news that Messrs. Slidell and Mason, the Commissioners from the Confederate States of America, were forcibly taken out of the Royal Mail Company's steamer 'Trent,' whilst on her passage from Havannah to St. Thomas, by the American steamer 'San Jacinto.'

The steamer 'Theodora,' with the Commissioners on board, ran the blockade of Charleston on the 18th of October last. Mr. Slidell was accompanied by his wife and three daughters. They left Havannah on board the 'Trent,' on the 7th inst., and on the 8th, as she was approaching a narrow passage between a reef opposite the Paradon Grande Lighthouse, Old Bahama Channel, a large war vessel was observed waiting ahead, and showing her colours. On coming nearer, the 'Trent' hoisted her ensign,

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which met with no response from the war vessel. When within about an eighth of a mile the stranger, it is said, fired a round shot across the 'Trent's' bows, at the same time hoisting the American flag. Immediately afterwards, it is reported, she fired a shell from a long pivot gun on her forecastle, which burst about a hundred yards to leeward of the 'Trent.' Capt. Moir, of the 'Trent,' thereupon hailed the Captain of the other ship, asking what he meant by stopping his ship. He replied he wished to send a boat on board; at the same time one was lowered, containing two officers and ten men, who boarded the 'Trent' and demanded her list of passengers, which was refused. Lieut. Fairfax, the officer in command of the party from the war steamer, which proved to be the 'San Jacinto,' then said that Captain Wilks, his commander, had received reliable information that Messrs. Slidell, Mason, Eustace, and Farland were on board the 'Trent,' and demanded that they should be given up. This was peremptorily refused, both by Captain Moir and Commander Williams, R.N., the naval agent in charge of her Majesty's mails; the former stoutly denying the right of the Federal vessel to take any person from under the English flag. The Commissioners were standing near, and boldly declared that they were all present, but being on board a British ship claimed the protection of the flag. The lieutenant then said he would take charge of the steamer, and waved his hand to the 'San Jacinto,' when three more boats were sent alongside, in which were 30 marines and about 60 sailors. Commander Williams thereupon made the following protest:—"In this ship I am the representative of her Majesty's Government, and I call upon the officers of the ship, and passengers generally, to mark my words, when, in the name of the British Government, and in distinct language, I denounce this as an illegal act, in violation of international law, and an act of wanton piracy, which, had we the means of defence, you would not dare to attempt." The men in the boats then boarded and came on the deck of the 'Trent' with bare cutlasses, and the Commissioners were forthwith arrested and forced into the boats. Mr. Slidell said he hoped the case would be fully represented. The Americans stated that they were short of provisions, and asked for a supply to maintain their prisoners. Captain Moir did so, but said distinctly they were for the exclusive use of the four gentlemen.

The American Lieutenant afterwards said his orders were to take Capt. Moir and his papers on board the 'San Jacinto,' and that the 'Trent' was to be brought nearer.—Capt. Moir replied—"You will find me on the quarter deck; if you want me, you will have to come there for me," and immediately afterwards walked on deck.—The Lieutenant, however, called his men together and ordered them into the boats, finally telling Capt. Moir he wanted nothing further. The boats then returned to the 'San Jacinto,' and the 'Trent' proceeded on her voyage. The dispatches of the Commissioners did not fall into the hands of the Americans, and have arrived in the 'La Plata.' The indignation on board the 'Trent' was so great that every person was willing to take part in the defence of the ship, had an order been given; this was, however, out of the question in the presence of such fearful odds. The two other persons taken were the secretaries of the Commissioners.

Her Majesty's Government have most promptly, we hear, demanded an apology and the surrender of the prisoners, and if no substantial satisfaction be obtained within seven days, then our Ambassador with his suite was to leave Washington, but at the time of our going to press we have no intelligence of the result. Captain Wilks and the officers of the 'San Jacinto,' met with a perfect ovation at Boston, and the House of Representatives and the Naval authorities have passed a unanimous approval of the conduct of Captain Wilks in the seizure of the Commissioners.

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Altogether this event is one of the most grave that has happened since Baron Brunow, the Russian Ambassador, left London on the memorable 8th of February, 1854. Now more than ever are we called upon to offer with heartfelt earnestness the prayer in our Litany, "That it may please Thee to give to all nations unity, peace, and concord, We beseech Thee to hear us, good Lord."

REWARDS FOR SAVING LIFE ON THE HIGH SEAS.

The following are the rewards granted by the "Shipwrecked Mariners' Society" during the past quarter, viz.:—

October 4th.—Capt. Hon. Francis Maude, R.N., in the chair. A letter was read from Capt. W. H. Thompson, Honorary Agent at Galway, setting forth the praiseworthy and heroic exertions, combined with much seamanlike skill, of Capt. Thomas Hastings and five of the crew of the brig 'Martha,' of Liverpool, in being the means, under Providence, of rescuing five fishermen during a heavy gale, in which he damaged the stern of his vessel by backing a close-reefed maintopsail to pick them up from an open boat, destitute of provisions and water, and without a compass, having spent their sails, and conveying them in safety to Wick, to the joy of numerous spectators who were gathered on the heights eagerly scanning the sea in search of missing boats. It was resolved unanimously that the Society's framed Testimonial be presented to Capt. Hastings, and £1 to each of his crew, viz., F. Richardson, mate, F. Holme, A.B., H. A. Fox, A.B., A. Simpson, A.B., and A. O. Lindsgren, A.B.

November 22.—A letter was read from Mrs. Warren, the Honorary Agent at Holyhead, with enclosures relative to the rescue of the crew of the brigantine, 'Providence,' by Capt. Beaumont, the officers and crew of the steamer 'Scotia.' The committee having considered all the circumstances connected with the rescue of the crew of the 'Providence' from a watery grave—It was moved by Capt. the Hon. Francis Maude, R.N., seconded by Capt. J. S. Lean, R.N., and resolved unanimously, "That this Committee hereby record their high sense of the humanity, courage, and seamanlike skill manifested by Capt. Beaumont, assisted by his officers and crew as exhibited on this occasion, and instruct the Secretary to send Capt. Beaumont the copy of this Minute in the frame used on honorary occasions."

A letter was read from Capt. Walter Couth, late Master of the schooner, 'Kate,' stating the particulars of his being picked up at sea with his crew, in a strong gale, by the steamer 'Temora,' Capt. A. Howling, and expressing his gratitude for Capt. Howling's great kindness and his admiration of the skill displayed in getting them on board his vessel. Resolved on the motion of Capt. the Hon. Francis Maude, R.N., seconded by William Stuart, Esq., and carried unanimously, "That the best thanks of this Committee be offered to Capt. Howling, and that the Secretary do send him a copy of this minute."

A letter was read from the Honorary Agent at Burnham, enclosing testimonials to the gallant and humane conduct of Henry Press, pilot, and his nephew Henry Press, in saving the life, at the risk of their own, of Charles Shaw, Master of the ketch 'Fanny,' the vessel having foundered. It was resolved, on the motion of Capt. the Hon. Francis Maude, R.N., seconded by Capt. Charles R. Egerton, R.N., "That the silver medal of the Society be awarded to each, together with the sum of £2."

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A letter was read from J. T. Page, Esq., R.N., Honorary Agent for Minehead, enclosing papers relative to the rescue of the crew of the steamer 'Waterwitch,' eight in number, by the schooner 'Friendship,' Capt. Marley. It appearing that a subscription was being got up at Watchet, for the purpose of presenting Capt. Marley with a Testimonial, it was resolved unanimously, "That £5 be sent to the Honorary Agent to be added to the subscriptions in the name of the Society."

December 6.—A letter was read from the Secretary of the Royal Humane Society, forwarding a letter with enclosures from Rear-Admiral Sir Stephen Lushington, K.C.B., late Commander-in-chief on the South American Station, stating numerous cases wherein Capt. Smyley (United States commercial agent at the Falkland Islands,) had saved upwards of forty lives, at many times at the risk of his own. It was proposed by Capt. the Hon. Francis Maude, R.N., seconded by Capt. C. R. Egerton, R.N., and carried unanimously, "That the Silver Medal of the Corporation be presented to Capt. Smyley, and that it be accompanied by a letter from the Secretary, in the framed Testimonial of the Institution, setting forth the Committee's high approval of his conduct."

Number of Medals given by the "Shipwrecked Mariners' Society, since January, 1851.....	Gold....	28
	Silver ..	135
Number of lives saved for which rewards have been given.....		4578
Rewards for saving life, not including Framed Testimonials, &c...		£758 5 0

REWARDS FOR SAVING LIFE ON THE COASTS.

The following were granted by the Royal National Life Boat Institution during the past quarter, viz.:—

October 3.—T. Chapman, Esq., F.R.S., V.P., in the chair. A reward of £13 was voted to the crew of the Holyhead Life-boat, for rescuing fourteen of the crews of the brig 'Anne,' of Plymouth, and the schooner 'Betsey,' of Peterhead, which, during a heavy gale of wind on the 15th ult., ran for shelter to Holyhead harbour, and failing to secure a berth, dragged their anchors and got close to the rocks. The 'Anne,' at the time, had parted one cable, and was actually within a few yards of the rocks, on which the surf was breaking heavily. The 'Betsey' was about a cable's length further out, but was leaking. Fortunately the gale was at its height, and in a few hours afterwards it having a little moderated, it was considered safe to put the crews again on board their ships, which were ultimately brought, with the assistance of the Life-boat and after much difficulty into harbour.

A reward of £4 to the crew of the Dundalk Life-boat, for rescuing, after several shore boats had made fruitless attempts, a ship-keeper, who had been left on board the barque 'Frederick,' of Dublin, which was totally wrecked on Dundalk Bar, on the 13th ult., having been stranded during the previous month.

A reward of £4 to the crew of the Camber Life-boat, near Rye, for saving two men from the barge 'Peace,' of London, which, in a gale of wind and a heavy sea, sunk, off Camber, in the night.

A reward of £6 10s. to the crew of the Llandudno Life-boat, for putting off, in a heavy gale of wind, in reply to a signal of distress from the smack 'Uncle Tom,' of Runcorn, on the 13th ult. The sails of the vessel had been carried away, but, with the

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assistance of a steam-tug, she was towed ashore, and her crew of three hands saved.

Rewards amounting to £11 10s. were also voted to the crews of the Life-boats at Walmer and Tyrella for putting off in reply to signals of distress from two vessels, which, however, on the arrival of the Life-boats did not require their services.

A reward of £2 to Capt. Dewsbury, of the steam-tug 'Beaufort,' of Sunderland, and £2 to his crew, for rescuing four men from the brigantine 'Villiers,' of London, which, during squally weather had struck and partially sunk about midnight, on the Mumbles Head, Swansea, on the 3rd ult. There was a heavy sea running at the time, which was sometimes going over the poor fellows in the rigging. Capt. Dewsbury had to back his vessel between the two masts of the wreck, cutting away the mainstay, and thus the tug's keel was crosswise over the deck of the sunken vessel. When in that position, which was only for an instant, the four men dropped from the rigging on to the deck of the tug. Shortly after the four men were rescued by the tug, both masts of the wreck went over the side, when she broke up and soon disappeared altogether. Two of her crew had previously unfortunately perished.

A reward of £7 to five policemen and one civilian, for swimming off a considerable distance, at much risk of life, in a heavy sea and a strong ebb tide, and saving the lives of two persons who had been capsized from their boat, off Lahinch, on the coast of Clare, Ireland. It was stated that two of the constables had on previous occasions very laudably exerted themselves in saving life.

The thanks of the Institution, inscribed on vellum, were voted to Mr. L. M. Maxton, collector of customs at Bridport, in testimony of his general services in aiding to save life, and particularly on the occasion of the recent wreck of the 'Pauline,' off Bridport, during a heavy gale of wind. The Shipwrecked Mariners' Society had also presented him with its framed testimonial for previous Life-Boat services.

November 7.—Capt. Sir Edward Perrott, Bart., in the chair. The meeting expressed much commisseration for the families of the two poor men who lost their lives by the wrecking or breaking up of the Scarborough Life-boat against the sea-wall. The institution made a liberal gratuity to their families, and also a reward to the Life-boat crew. The benevolent donor of the wrecked boat has also given a very liberal contribution to the two poor men's families. The meeting expressed deep sympathy for the relatives of Lord C. Beaualerk, W. Tindall, Esq., and Mr. Hiles, who so nobly perished while attempting to save the lives of their fellow-creatures on the occasion, and decided on presenting a memorial silver medal to the families of the late Lord C. Beauclerk, Mr. Tindall and Mr. Hiles, as a permanent mark of its sympathy for them. The silver medal of the institution was also ordered to be presented to Mr. O. Sarony, Mr. Hick and Mr. J. Rutter, who so nobly exerted themselves in endeavouring to save the lives of others on the lamentable occasion.

A reward of £6 10s. to the crew of the Seaton Carew Life-boat, for rescuing five of the crew of the barque 'Robert Watson,' of Sunderland, which was stranded near Seaton, during a heavy gale of wind on the 2nd inst.

A reward of £12 to the crew of the Yarmouth surf Life-boat, for rescuing ten persons from the smack 'Adventure,' of Harwich, which was wrecked on the North Sand, on the 3rd ult. Her perilous position having been observed, the Life-boat immediately proceeded to her rescue, and amidst the greatest danger, succeeded in snatching ten poor fellows from an inevitable death. Inspecting-commander Warren, R.N., and Mr. Pitts, chief officer of the coast-guard, went off in the Life-boat on the occasion.

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A reward of £6 10s. to the crew of the Bacton Life-boat, for putting off to the assistance of the schooner 'Skylark,' of Folkestone, which was seen on the 28th ult. during stormy weather and a heavy swell in the offing, with her foremast gone, and in a perfectly disabled state. The coxswain, who had been on the look out, immediately mustered his crew. The boat was quickly launched, and was steadily rowed through the surf to the vessel, which she soon reached, and found to be rapidly drifting on a lee shore. Fortunately the assistance of a steam-tug was also made available on the occasion, and the tug, in conjunction with the Life-boat, was the means of ultimately bringing in safety the schooner and her crew to Yarmouth. The men had during the night fully intended to abandon their vessel, but the sea was too heavy to permit them to take to their boat.

The Lowestoft Life-boat was instrumental, on the 2nd inst., during a heavy gale of wind, in bringing safely into harbour the disabled schooner, 'Fly,' of Whitby, and her crew of four hands. About ten o'clock the vessel's signals of distress were seen in the direction of the East Point, when the Life-boat, manned by Captain Joachim, R.N., and her gallant crew, was immediately got out and launched through a tremendous surf. Standing to the northward, they discovered the vessel by her repeated signals of distress, and having hailed her, found the crew were not able to keep her afloat. They then closed with her, and threw nine or ten hands on board, which enabled them to slip her cable and run for the harbour.

A reward of £6 10s. to the crew of the Bridlington Life-boat, for rescuing four men of the schooner 'Friends,' of Lynn, which was stranded off Bridlington.

A reward of £4 to the crew of the Banff Life-boat, for rescuing six men from the schooner 'Auchincruive,' of Grangemouth, which was observed to become unmanageable during a violent gale of wind on the 1st inst. The schooner soon afterwards became a total wreck, and without the assistance of the Life-boat her crew must have perished.

A reward of £6 10s. to the crew of the Cahore Life-boat, for rescuing a poor man who had been cast adrift in a boat from the ship 'A.Z.,' of New York, which had stranded on the Blackwater Bank on the 25th ult. The Life-boat was proceeding towards the disabled ship, when the crew fortunately observed something like a boat a great distance off on the ocean. They immediately bore down towards it, and fortunately reached the poor fellow just previous to his craft entering the broken water, where he must inevitably have been swamped.

December 5.—Thomas Chapman, Esq., F.R.S., V.P., in the chair. Rewards amounting to £28 10s., were voted to the crews of the Lowestoft and Pakefield Life-boats, for putting off on the 10th and 14th ult., and rescuing during heavy gales of wind twenty-nine shipwrecked persons from the barque 'Undaunted,' of Aberdeen; pilot cutter 'Whim'; and lugger, 'Saucy Lass,' of Lowestoft. The Lowestoft harbour steam-tug rendered important service to the life-boat in saving the crews of the pilot-cutter and the lugger; and her crew of four men were paid £2 by the Institution. It was said that, owing to the very dangerous position in which the cutter and lugger lay during the gale on the sands, if the slightest accident of any kind had happened, or anything had given way, to either the Life-boat or steamer, the two latter must, to all appearance, have instantly gone to pieces. Capt. Joachim, R.N., had gone off in the Lowestoft Life-boat on each occasion, and the Institution voted to him its third service clasp in admiration of his additional gallant services. Mr. John Symons, chief officer of the coast-guard, was also thanked by the Society for proceeding off in the boat.

A reward of £12 to the crew of the Yarmouth Life-boat, for saving ten men from the smack 'Adventure,' of Harwich, which had stranded on the night of the 3rd ult.

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A reward of £15 to the crew of the Caistor Life-boat, for going off on the night of the 14th ult., during a gale of wind, with sleet, and rescuing, at great risk of life, the brig 'Lively,' of Clay, Norfolk, and her crew of five men. This service was performed with great difficulty, and was ultimately only accomplished with the help of a steam-tug.

A reward of £5 10s. to the crew of the Castletown, Isle of Man, Life-boat, for rescuing the crew of five men from the schooner, 'Eliza Anne,' of Dublin, which was wrecked on the 25th ult. The waves on the occasion rolled in like mountains, enveloping the strand with their foam. Indeed, the gale raged with such violence that it was thought impossible for any human agency to render any succour to the distressed sailors. However, the Life-boat did reach the poor fellows, and rescued them just as they were about to commit themselves in their own boat to the boiling elements.

Rewards amounting to £30 were likewise voted to the crews of the Life-boats at Holyhead, Brighton, Fleetwood, Buckie, and Bridlington, for either going off with the view of succouring distressed vessels or assembling in stormy weather, in order to be ready for any emergency that might have arisen.

It was reported that during the last two years the Life-boats of the Institution had been directly instrumental in rescuing four hundred and eighty-five seamen from a watery grave.

A gratuity of £10 was voted in aid of a local subscription for the relief of the widow and orphans of a poor fisherman named John Gerrard, of Burton Bradstock, near Bridport, who perished on the 22nd ult., while nobly engaged in saving the lives of his fellow fishermen whose boat had been capsized by a heavy ground swell.

Payments amounting to upwards of £1,000 having been made on various Life-boat establishments, the proceedings terminated.

MEETINGS, SERMONS, COLLECTIONS, &c.

For the "Shipwrecked Mariners' Society."

The following collections have been duly remitted by the respective Honorary Agents, viz.:—

BLAKENEY—			
Parish Church, by the Rev. R. H. Tillard	3	0	3
BRISTOL—			
St. Raphael's Church, by Rev. Dr. Wolff and Rev. D. Boutflower	14	0	0
St. Andrew's, Montpelier, by Rev. Dr. Wolff	8	11	5
St. Mary Redcliff Church, by ditto	4	4	11
DUBLIN—			
Episcopal Chapel, Upper Bagot Street, by Rev. H. Verschoyle, M.A.	9	0	0
HOWTH, NEAR DUBLIN—			
Parish Church, per Rev. W. R. Lawrenson, M.A.	5	10	4
IPSWICH—			
Tacket Street Chapel, by Rev. E. Jones			
Turret Green Chapel, by Rev. T. M. Morris	7	0	0
Two collections in box on board 'Queen of Thames,' per Capt. Rackham	1	12	2
LIVERPOOL—			
Mariners' Church, by Rev. W. Maynard	7	0	0
and most efficient help has been rendered to the zealous Hon. Agent, Capt. Bevis, R.N., by a member of the same congregation, Edmund Coleman, Esq., who collected this year for the Society the sum of	51	9	6
STIFFKEY—			
Parish Church, by Rev. R. B. Brereton	1	16	10

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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, 1861.

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:—

4 M, 11 W, 20 O, AP 1	76	1	9	*London.*
6 M, 2 W, 6 O	28	7	0	*Aberdeen.*
1 MM	1	10	0	*Aberdovey.*
1 M	2	7	6	*Aberystwith.*
2 AP	3	0	0	*Aldborough.*
1 M	1	10	0	*Alloa.*
1 MM, 1 W, 2 O	8	2	0	*Appledore.*
2 W, 4 O	9	9	0	*Arbroath.*
1 W, 3 O, 1 PB	6	7	0	*Ardrossan.*
1 M, 1 W, 2 O	4	5	6	*Ayr.*
1 W, 4 O	6	0	0	*Bangor.*
2 F	4	0	0	*Barra.*
1 W, 3 O	5	8	0	*Belfast.*
1 AP	2	0	0	*Berwick.*
2 M, 1 AP	6	3	0	*Blakeney.*
7 M	18	7	6	*Blyth.*
3 M	7	15	0	*Boness.*
1 M	1	10	0	*Bognor.*
2 AP	3	5	0	*Boscastle.*
1 W, 1 O, 2 AP	8	6	3	*Boston.*
1 M, 1 W, 3 O	16	0	0	*Bridgewater.*
1 M	1	17	6	*Bristol.*
2 W	10	0	0	*Brixham.*
7 M, 1 W, 6 O, 7 PB	29	9	4	*Buckie.*
1 MM	1	10	0	*Bude.*
1 M, 1 MM, 1 AP.	7	17	6	*Cardigan.*
2 M	4	0	0	*Carnarvon.*
2 M	5	5	0	*Carrickfergus*
1 M	2	12	6	*Colchester.*
2 M	3	2	6	*Cork.*
1 M	1	10	0	*Cowes.*
1 MM	2	2	6	*Devoran.*
1 W, 3 O	13	16	3	*Dinas Cross.*
1 W, 3 O	5	5	0	*Douglas.*
12 M, 1 MM, 4 W, 12 O, 1 AP	59	12	3	*Dundee.*
4 M, 2 MM, 1 W 1 O	16	2	6	*Exeter.*
3 M, 1 MM, 1 W, 1 O	12	3	9	*Exmouth.*
1 PB	1	5	0	*Falmouth.*
1 MM	2	10	0	*Fethard.*
1 W, 1 O	5	0	0	*Fishguard.*
1 MM	1	17	6	*Flint.*
1 W, 3 O	7	0	0	*Folkestone.*
1 M	2	7	6	*Fowey.*
1 M, 1 W, 3 O	11	3	3	*Frazerboro'.*
1 PB	3	10	0	*Gerrans.*
2 M, 1 MM, 1 W, 3 O, 3 AP	12	2	6	*Glasgow.*
1 MM	2	7	6	*Gloucester.*
1 M, 1 W, 2 O	8	0	0	*Goole.*
3 M, 1 MM	9	12	0	*Gravesend.*
2 M, 1 W	7	3	0	*Greenock.*
1 W, 3 O	6	2	6	*Greenwich.*
11 M, 2 W, 1 O	25	10	0	*Grimsby.*
1 M, 1 AP	4	0	6	*Guernsey.*
1 M	1	0	0	*Harwich.*
20 M, 6 W, 3 O	51	10	3	*Hartlepool.*
1 M	1	10	0	*Hastings.*
29 M, 1 MM, 23 W, 32 O, 4 AP	150	4	8	*Hull.*
1 M	1	12	6	*Inverness.*
5 M, 1 MM, 1 W, 3 O	26	10	0	*Kincardine.*
1 F	1	17	6	*Kingstown.*
1 W, 1 O	2	10	0	*Kirkaldy.*
1 M, 1 AP	5	2	6	*Knottingley.*
4 M, 1 MM	12	0	0	*Leith.*
12 M, 1 W, 1 O, 3 F	32	3	6	*Lerwick.*
1 W	2	15	0	*Llanelly.*
1 MM, 1 W, 5 O	12	2	6	*Littlehampton*
3 W, 7 O	19	9	0	*Limekilns.*
7 M, 1 MM, 4 W, 14 O	47	1	0	*Liverpool.*
1 M, 1 W, 4 O	7	15	0	*Lowestoft.*
21 M, 5 MM	92	5	0	*Lynn.*
1 M	2	0	0	*Lytham.*
2 M	2	11	6	*Margate.*
2 AP	3	10	0	*Maryport.*
5 M	9	17	6	*Middlesboro'.*
1 M, 2 W, 4 O, 1 AP	13	0	6	*Milford.*
2 M, 1 W, 3 O	12	14	0	*Montrose.*
3 M, 1 W, 4 O	11	2	6	*Newcastle.*
1 M	1	10	0	*Newhaven.*
1 M	1	12	6	*New Quay.*
21 M, 5 MM, 3 W, 4 O, 1 AP	74	3	0	*No. Shields.*

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1 MM, 3 F	6	10	0	*Parkgate.*
1 M	1	10	0	*Penzance.*
14 M, 2 MM, 1 W	33	9	0	*Peterhead.*
1 W, 1 PB	5	10	0	*Pill.*
2 MM, 2 O, 6 AP.	17	11	6	*Plymouth.*
1 W, 6 O	6	12	0	*Salcombe.*
3 M, 2 MM, 6 W.	15	4	0	*Seaham.*
1 W, 3 O	8	6	3	*St. Ives.*
1 M	3	5	0	*Selsey.*
1 W	3	5	0	*Scalloway.*
6 M, 1 MM, 2 W, 1 O	27	0	0	*Scarborough.*
1 M	2	2	6	*Shoreham.*
1 M	1	15	0	*Southend.*
62 M, 5 MM, 9 W, 13 O, 2 AP	248	10	0	*So. Shields.*
18 M, 5 MM, 8 F.	63	18	6	*Staithes.*
1 M	2	5	0	*Stiffkey.*
1 AP	3	10	0	*Stockton.*
2 M	2	10	0	*Stornaway.*
2 M, 1 W, 5 O ..	8	7	6	*Swansea.*
2 MM	4	2	6	*Teignmouth.*
1 M, 1 MM.....	4	7	6	*Wells.*
23 M, 3 MM, 8 W, 10 O, 1 AP ...	120	13	9	*Whitby.*
2 M, 3 W, 2 O, 1 AP	26	16	7	*Whitehaven.*
1 W, 1 AP	7	10	0	*Wisbeach.*
1 M, 1 F.....	5	5	0	*Wivenhoe.*
2 M	6	5	0	*Woodbridge.*
2 M, 1 MM, 1 W.	8	3	6	*Workington.*
7 M, 1 MM, 2 W, 3 O, 1 AP....	51	5	6	*Yarmouth.*

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 128; Orphans, 217; Aged Parents, 34; Master Mariners, 55; Mariners and Apprentices, 355; Fishermen, 10; Pilots and Boatmen, 11; in all, 810 persons relieved, at an expense, inclusive of that in the succeeding table, of £3068 11s. 9d.!!!

BRITANNIA DOES NEED BULWARKS.—One of our national boasts has now become curiously ironical. Boldly sang the poet that—

> Britannia needs no bulwarks,
> No towers along the steep;

and the sentiment is still avowed in popular tradition, and entertained, perhaps in popular belief. But it happens that bulwarks are now considered indispensable, and the towers are rising along the steep in compact strength and tremendous array. On these very defences, once thought so superfluous, we are expending enormous sums of money. The vote asked for towers and bulwarks 18 months ago was the largest sum taken for any single object since the grant in aid of the Irish famine, and the results are already discernible. The summer tourists who, in search of the picturesque, explore the bays and inlets of our southern coasts, come suddenly upon frowning fortifications and heavy batteries of cannon. Round Portsmouth and Gosport the chain of forts is complete enough to be easily traced and understood. The approaches of the Thames have been gradually rendered impregnable. Plymouth is absorbing its share of expenditure, and to these places of strength another has now been added. Portland has been converted into a fortress of the first order, and its casemates, its batteries, its prodigious ditches, and its perpendicular scarps would almost serve for Gibraltar itself. Rocks have been rent, transfigured, and transplanted as if by a convulsion of Nature. An artificial ravine has been excavated, and the stone carried out to sea to make an artificial mountain in the midst of the waves. Engineers pronounced the geological structure of the island to be imperfect, and the "faults" of the strata have been corrected by the hand of man. A headland has been taken and dressed with stone considered superior to its original composition. As a result, we have acquired an unassailable harbour, in which a fleet could lie with absolute protection against both tempests and cannon.

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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 Sept., and the 30th Nov.*, 1861.

Vessel's Name.	Port.	Amount of Relief. £	s.	d.	Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Alma	Aberystwith	1	12	0	Dove	Lynn	0	6	0
Atlas	Glasgow	15	15	0	Darius	Shields	10	17	6
Annie	Hull	40	18	6	Eagle	Boston	0	3	9
Albany	Shields	2	19	0	Earl of Derby	Yarmouth	0	12	6
Ant	Stockton	1	1	6	Eagle	Shields	6	6	0
Alarm	Belfast	0	5	0	Emperatrice	Dundalk	0	7	6
Allies	Rochester	3	7	6	Eagle	Scarborough	2	3	6
Ann C.	Holland	1	3	0	Emma	Whitby	3	3	6
Adventure	Harwich	2	0	0	Emporium	Belfast	6	1	6
Auchinerier	Grangemouth	3	12	0	Eleanor	London	0	13	6
Alexander	Baltimore	2	10	0	Egbert	Shields	2	12	0
Atlanta	Wells	0	8	6	Forest Queen	Exeter	14	15	0
Albion	Aberystwith	1	0	0	Fairy	London	2	5	0
Ann	Middlesboro'	0	5	0	Famous	Whitby	2	15	0
Andes	Pwllheli	1	17	0	Fras. Griffiths	Llanelly	0	12	0
Adventurer	London	1	12	6	Forsyth	Shields	1	18	6
Antelope	Lincoln	2	7	6	Friends	Lyme	5	16	0
Alma	Cowes	0	10	6	Fame	,,	2	15	6
Bonne Harriette	Dundalk	4	1	6	Fyfe Maid	Glasgow	3	4	0
Bee	Kinsale	2	3	0	Favorite	Newport	2	2	0
Blakeney Trader	Blakeney	0	9	6	Favorite	Sunderland	1	17	0
British Flag	Liverpool	12	0	0	Free Briton	Shields	0	13	6
Blue Jacket	Wisbeach	0	5	6	Glide	Liverpool	0	6	10
Belmont	Plymouth	0	10	0	General Havelock	Newport	3	15	0
Barnard	New York	2	17	6	General Cathcart	Faversham	15	19	6
Bannerree	Faversham	0	4	6	Gambler	Shields	1	1	6
Cuba	Sunderland	1	18	6	Goodentire	Whitby	1	4	0
Colon st	Liverpool	8	18	6	Gratitude	Shields	1	9	0
Cassandre	Hartlepool	1	17	0	G. Smith	Sunderland	0	14	6
Charles Wood	Greenock	0	11	6	Hope	Cardiff	1	0	0
Chilly	Shields	0	16	0	Hydres	Exeter	6	8	0
Cenius	Sunderland	5	11	0	Hero	Fowey	1	3	6
Corra Line	Glasgow	1	18	10	Harlequin	Teignmouth	1	1	0
Commerce	Peterhead	20	10	0	Horatio	Blyth	8	0	0
Charlotte	Rushbuchan	0	15	6	Harmony	Sunderland	2	6	6
Clementina	Lyme	1	3	0	Hull Packet	Glasgow	0	14	0
Camillia	Blakeney	0	11	6	Isabella & Jane	Guernsey	4	16	6
Comet	Shields	0	14	8	John & William	Faversham	0	8	6
Curracca	Bucksport	0	16	0	Jason	Goole	0	12	6
Confidence	Goole	0	15	0	John Booth	Bideford	0	15	0
Confidence	Scarborough	2	17	0	Janet	Teignmouth	2	4	0
Catherine	Frazer	2	10	0	John Brown	Whitby	0	19	6
Concord	Shields	1	18	6	John & Jane	Yarmouth	1	4	6
Copeland	,,	6	17	0	Jarrons	Shields	0	7	6
Clyde	Montrose	2	6	0	Jane	St. John's	0	4	6
Concordia	Drammer	0	7	0	Jane	Whitby	0	4	0
Choice	Blakeney	0	6	0	John	Shields	3	19	0
Collina	Camaroon	0	2	0	Janet	,,	0	14	6
Chance	Shields	2	12	6	J. Archibald	Exeter	2	2	0
Chieftain	Hartlepool	0	14	6	Kate	Gloucester	1	6	6
Colonest	Seaham	4	0	0	Lizzie Gawn	London	0	3	6
Cactus	Blyth	0	13	0	Lydia	Lynn	0	18	0
Crusader	London	2	2	6	Leonardas	London	2	6	0
Derby	Inverness	2	13	6	La Flarne	Calais	1	18	6

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RELIEF TO SHIPWRECKED CREWS—*continued.*

Vessel's Name.	Port.	Amount of Relief. £	s.	d.	Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Lady Mansell	Guernsey	1	0	0	Regina	Whitby	19	0	0
Lady Lovell	Inverness	2	7	0	Ranger	Teignmouth	3	10	2
Loda	London	0	18	10	Robert Watson	Sunderland	1	13	0
Lady Douglas	,,	5	0	0	Remuski	,,	0	19	0
Melitia	,,	0	3	6	Rhodes	Shields	0	8	6
Martasicher	Glasgow	0	1	6	Ranger Egbert	,,	2	0	0
Matilda	London	0	5	6	Rokeby	Sunderland	4	12	6
Marwers	Shields	0	8	0	Sea Bird	Yarmouth	0	11	6
Mary Ann	Plymouth	1	3	8	Susan	,,	0	16	8
Mary Ann	London	2	18	0	Safe Return	,,	2	8	0
Magdaline	Whitehaven	0	2	6	Swift	Plymouth	0	12	4
Martha Grace	Maryport	1	13	3	St. Andrews	Aberdeen	10	5	6
Maria	Portsoy	2	11	0	Sunder	Sunderland	1	16	6
Melitia	Sunderland	1	7	7	Sylph	Whitby	2	7	0
Minerva	Exeter	3	0	6	Strathbogus	Banff	3	8	6
Marley Hill	London	0	16	0	Stenter	Hull	1	16	6
Majestic	Liverpool	0	10	0	Sarah & Elizabeth	Lynn	0	3	0
Margaret & Ann	Shields	0	16	0	Sunbeam	Shields	0	3	0
Marco Bozzares	London	8	12	0	Shincliff	Sunderland	4	10	6
Mary & Ann	Dundee	1	10	0	Seine	Whitby	2	10	0
Myrtle	Sunderland	1	12	6	Swift	Plymouth	1	0	6
Maling	Dundee	2	4	6	Surprise	London	2	7	0
Maritius	Newcastle	1	1	0	Temiscota	Liverpool	16	10	0
M. Mile	Shoreham	1	12	6	Triller	London	3	17	0
Neva	Hull	2	5	6	Triton	Shields	3	8	6
Nigaro	Hartlepool	0	12	6	Terra Nova	Dartmouth	4	18	0
Nettle	Hull	0	3	6	Tamer	Shields	6	5	0
Ophelia	Whitby	0	19	0	Undaunted	Aberdeen	3	13	0
O. P. Q.	Hull	0	9	0	Union	London	2	14	6
Ondine	Yarmouth	0	18	6	Vivid	Poole	5	9	0
Orb	Guernsey	2	8	0	Venus	Lynn	1	2	6
Odin	Drammer	0	5	0	Virago	Hartlepool	2	17	0
Opheleus	Shields	0	5	6	Vrdmy	Peterhead	2	12	0
Octavia	Yarmouth	0	8	1	Volant	Sunderland	8	19	0
Providence	Swansea	4	2	0	Valiant	Newport	0	10	1
Port	Whitby	0	13	6	Viscountess Canning	Guernsey	2	0	9
Penelope	Rochester	2	7	6	Verdant	Shields	7	6	0
Pare Packet	Whitstable	0	5	0	Villiers	London	2	13	0
Popplewell	Chester	2	8	0	Viper	Yarmouth	1	17	0
Prince Arthur	Liverpool	1	18	0	Woodbine	Maryport	4	7	0
Pickering	Whitby	0	5	0	Waterwitch	Whitby	1	2	6
Petrel	Yarmouth	2	3	0	William Brann	,,	0	9	6
Providence	Hartlepool	0	17	0	Williams	Perth	1	14	0
Phœnix	Aberdeen	2	6	0	William Thompson	Sunderland	0	7	0
Primrose	Wells	0	8	6	Waterwitch	Belfast	16	16	0
Princess	Shields	4	12	6	William Barber	Yarmouth	6	8	0
Pilgram	New York	0	8	6	Williams	Hull	0	9	6
Queen of the Wave	Shields	0	14	6	X. Y. Z.	London	4	0	0
Queen	Woodbridge	1	15	0	Yortel	Hartlepool	0	6	0
Ravenswell	Newcastle	1	9	9	Young Gipsey	Newport	1	7	6
Rambler	Bristol	3	5	0	Yarboro'	Grimsby	16	2	0
Robert	Dundee	0	3	6	Zealous	Shields	2	15	0
Richard Brown	Troon	14	5	6					

"DEAD AS A HERRING."—The herring is a delicate fish. Whenever it is taken out of the water, even though it seems to have received no hurt, it gives a squeak, and immediately expires; and though it be thrown instantly back into the water, it never recovers. Hence the proverb, "Dead as a herring."

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Portfolio.

THE BIBLE THE CHRISTIAN'S COMPASS.

By Lieut. W. G. Rhind, R.N.

What the compass is to the sailor, such should the Word of God be to all that cross the stormy ocean of life. Some there are whose eye, like that of the faithful helmsman, is never off the Compass—they steer by the Word, both in the storm and in the calm. It has made them wise unto salvation through faith which is in Christ Jesus (2 Tim. iii., 15); and trusting in His atoning sacrifice and finished work on the cross, *all is well with them.* They seek to adorn the doctrine of God their Saviour in every good word and work; and keeping a sharp look out for quicksand, rock, and shoal, and for the gallant ship or the galley of the great enemy (Isaiah xxvii, 33), they enter the fair haven with the well-known cry, so sweet to a sailor's ear, "steady she goes," and so casting anchor within the vail, "abide there for ever" (Heb. vi. 19). Others there are who profess a great veneration for the Word, say it is their compass, and promise to steer by it; and yet you continually find the binnacle door shut. It is manifest, that if they go on in this way, inevitable destruction is before them; for if the helmsman's eye is seldom on the compass, it must go ill with him. Again, there are others who do not, in so many words, reject the compass; indeed, they say "it is a very good thing to have one on board;" and yet they never look at it. Ah! how strange it would be if we met a ship at sea and hailed her—"Where are you from?" and they were to reply, "I do not know. I have forgot." "Where are you bound to?" "I do not know." "What is your course?" "I don't look at my compass just now, but I hope to do so at the end of my voyage." Alas! such a vessel will founder in the mid ocean: she has despised God's compass, His guide over the stormy ocean of life. *A fourth class* will say, "I'll none of your compass: there is many a move in it I do not understand: this always turning to the north puzzles me. I won't believe what I cannot comprehend." These are the Infidels of this age. Look over the history of those who have "made shipwreck of their faith" (1 Tim. i. 19), and there you will see this infidel fleet sinking amid oaths and blasphemies. The shattered hulls of the Voltaires, Volneys, Paines and Humes, darkening the coast, and vessels of less magnitude —all wrecked—they threw the compass overboard, and perished in the fearful storm of their last struggle. *Lastly*, there are others who, dissatisfied with the compass, will have an extra one of their own contriving (without a magnet), in the same binnacle, and forbid all others to steer by the true one only. See especially Jer. xxiii. 29-31. But ah! how different their end will be who take God's Word as their guide. "The Lord will be to them a place of broad rivers and streams, wherein shall go no galley, with oars, nor gallant ship pass thereby. For the Lord is our judge, the Lord is our lawgiver, the Lord is

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our king; He will save us. Thy tacklings are loosed; they could not well strengthen their mast, they could not spread the sail; then is the prey of a great spoil divided; the lame take the prey. And the inhabitant shall not say, I am sick: the people that dwell therein shall be forgiven their iniquity" (Isaiah xxxiii, 21—24). How beautifully does Cowper describe the "abundant entrance into the everlasting kingdom" (2 Peter i. 11):—

Thou, as a gallant bark from Albion's coast
(The storms all weathered and the ocean crossed,)
Shoots into port at some well-haven'd isle,
Where spices breathe and brighter seasons smile.
There sits quiescent on the floods that show
Her beauteous form reflected clear below,
While airs impregnated with incense play
Around her, fanning light the streamers gay;
So thou with sails how swift hast reached the shore
"Where tempests never beat nor billows roar."

A Royal Sabbath at Crathie.—Her Majesty, the Royal Family, and suite, attend divine service in Crathie Church on Sundays when at Balmoral in Scotland. The Queen, with her usual punctuality, enters her pew exactly at the hour, followed by her family and attendants. Earl Russell and family, or whoever may be the Minister of State in attendance, take their seats in the neighbouring pew, and the domestic and other servants take their seats in the pew behind. Worship begins in about a minute or two, and now the little church is about three-fourths full, but it is an interesting assembly for an interesting object. There are the highest and lowest in the land met to worship our common Father through our common Mediator. All, as sinners are on one common level in the Divine sight, and all needing the common salvation. There are seated a number of poor Highland women, on whose heads there never, probably, was a bonnet of any description, and who have now only tawny linen coverings over their grey locks. There, within the distance of a few yards, are the highest personages in this or any land, plainly dressed in mourning, and less conspicuous, and apparently more devout than the Highland servants behind them. There, again, is Earl Russell, whose tough frame, we are sorry to see, has much yielded during the last few years to the advance of life and the cares of office, but whose patriotism and strong intellect can grasp so readily the constitutional interests of this country and liberties of the world; and there, again, in a seat or two behind him, are two Highland shepherds, whose minds, it is likely can take in little else of this world but their little flocks; and throughout the church there is an indiscriminate mingling of country gentry and Highland peasants and paupers—in short, an epitome of Britain. Mr. Anderson, the parish minister, conducts the services. The sermon is preached extemporary. There was no indication, in manner or matter, that Royalty was present. There was no pretence to eloquence — not a graceful attitude — not one beautiful sentence—not a figure—not an illustration—not a novel sentiment—not a novel way of putting an old truth—there were many rudely constructed sentences—several incorrect expressions and grammatical blunders. Nevertheless, the sermon was admirable in matter, containing in the plainest form a comprehensive view of the way to heaven; and it is delightful to think that the subject was so definitely laid down to the Royal Family, and still more delightful to hear that such preaching is liked by the Queen.

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THE SHIPWRECKED MARINER.

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DISTINGUISHED NAVIGATORS.

DRAKE.

Nearly three hundred years have passed away since Sir Francis Drake lived, the terror of Spain and the glory of England, and yet is his memory cherished with a fervour as fresh as when he was covering himself with laurels, and leading his countrymen on to victory. He was born at Tavistock, in Devonshire, in the year 1545. Like many renowned mariners, he began life in the merchant service; for we find him, at the commencement of his career, serving as an apprentice on board a small vessel trading to France and Zealand. Even at the age of eighteen we are told that he held the rank of purser on board a ship bound for the Bay of Biscay; he afterwards went to the Coast of Guinea and the West Indies, and in 1567 he served under his kinsman, Sir John Hawkins, in the Bay of Mexico. It would appear that he lost considerably in the last two voyages; but, undeterred by this, he made a voyage in a vessel called the 'Swan' to the same quarter, his object on this occasion being to obtain such experience and information as might enable him to undertake some enterprise that might reward him for his losses and gain him distinction. His conduct upon this occasion gives us some insight into the character of the man, and lets us see how lightly he regarded what would produce a depressing effect on the minds of ordinary men.

Bent on the execution of his purpose, he fitted out two vessels, the 'Pasca,' of 70 tons, and the 'Swan,' of 250 tons, taking the command of the first himself, and giving his brother the command of the second. The crews numbered 73 men and boys, and the vessels were stored with provisions for a year. With this petty force he sailed from Plymouth on

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the 24th of May, 1572, and directed his course for the Coast of South America. During this voyage, he attacked and succeeded in sacking the town of Nombre de Dios, by which he appears to have gained great riches; but the most remarkable part of his adventure in that quarter was his having seen from a high tree, and with the aid of his glass, the waters of the great Pacific Ocean, a sight which fired his mind with the idea of exploring that lately discovered field of nautical adventure. While at the Isthmus of Darien, a prince of the free Indians, to whom he gave a cutlass, presented him with four large wedges of gold. This Drake might have retained for himself, as the gold was given to him for his own use, but with the true sense of justice of a noble spirit, he threw it into the common stock, saying, "My owners gave me that cutlass, and it is but just that they should have their share of its produce."

In his return to England, Drake sailed from the Capes of Florida to the Scilly Isles in twenty-three days, and reached Plymouth, on Sunday, August 9, 1573, having been absent about fourteen months. Having acquired much wealth in this trip, Captain Drake might have spent the remainder of his days in the enjoyment of ease and tranquility; but this did not suit his active mind, for we find that he fitted out three frigates at his own expense, which he commanded in person, and went with them, under the Earl of Essex, then engaged in putting down the rebels in Ireland. On the death of the unhappy Essex, Drake applied to the vice-chamberlain of the Queen, Sir Christopher Hatton, who obtained for him permission to fit out an expedition against the Spaniards in America. And here we must observe that, whatever virtues the good Queen Bess possessed, generosity was not among the number; for, although the gallant Drake had rendered good service to the state by fitting out and serving with three ships of war, he received no reward from her, nor did she contribute in the least towards the expense of the proposed expedition, considering her permission for the undertaking quite as much as she should grant.

The friends of Captain, now Admiral, Drake contributed liberally towards fitting out this expedition, which consisted of five ships, the 'Pelican' (which he named the 'Hind'), of 100 tons, commanded by Drake himself; the 'Elizabeth,' 80, John Winter; 'Marigold,' a barque, 30, John Thomas; 'Swan,' a fly-boat, 50, John Chester; and a pinnace, 15, Thomas Moon. The vessels were manned by 164 able seamen, carried plenty of provisions, and were provided with four pinnaces in pieces, to be put together when wanted. We are told that the vessels for the captain's table, and

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many of those in the cook-room, were of silver, and everything else on board was on a proportionally grand scale.

Everything being prepared, the expedition left Plymouth Sound on the 5th November, 1577, but a violent storm, which injured some of the vessels, forced them to put back and refit. On the 13th December, the fleet sailed once more, the wind being in their favour, and saw no land again till the 25th, when they passed Cape Cantin, on the Barbary Coast, and made the island of Mogador, lying one mile from the continent, and here they found a safe harbour. At this place the admiral ordered one of the pinnaces to be put together. While this was being done, the natives came round the seamen, and seized and carried off a man named Fray, who foolishly ventured among them. The sailors would have attempted to recover their companion, but seeing numbers of natives collecting about them, they were glad to recover their boat and make off. In vain did the admiral send a body of men to try to get Fray back, for the people on shore constantly fled at the sight of the English; and as there was no remedy for it, the fleet was forced to sail from the Coast of Morocco on the 30th December. With regard to Fray, he was taken before the Moorish authorities and examined, as to who and what the people were on board the fleet, when he stated that the expedition consisted of English ships, under the command of Admiral Drake, and was bound to the Straits —a statement purposely circulated to conceal the object of the admiral. Upon hearing this, the Moors sent Fray back with presents for the admiral, and assurances of friendship. The fleet having sailed, however, the only thing that could be done was to send Fray home to England in a merchant ship, and this was done.

The fleet having proceeded on its course, arrived at Cape Blanco on the 17th January, and here was found a ship lying at anchor, which the admiral seized, and took her into the harbour. Here the fleet remained four days, the admiral exercising his men in the use of their arms. The admiral left this place on the 22nd, and on the 27th he reached the Cape de Verdes, and, after visiting or sighting several islands on his way, he made the Coast of Brazil on the 5th of April, having passed fifty-four days without seeing land. A number of those on board his ships, who had never been in those latitudes, were astonished at beholding the flying fish, sharks, and other marine marvels, with accounts of which they entertained their wondering friends on their return home. As soon as the natives on the Brazil coast descried the ships, they lighted large fires in different parts, and performed ceremonies, to induce their gods to sink or

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drive away the vessels. On the 11th a violent tempest, with lightning, hail, and thunder, separated the 'Christopher' from her companions, but she was able to rejoin them at a place which the admiral called Cape Joy. The object of Drake being to get into the South Sea before the Spaniards were aware of his intention or could make preparations for defence, he made as little stay anywhere as he could. At Cape Joy no inhabitants were seen, but there were herds of wild deer, as also seals, which they could eat the flesh of, though it was not very pleasant. Having taken in water here they sailed for the River Plate, but finding no harbour there, they kept on their course, and soon came to a bay, well stocked with fish and having good water, and afterwards discovered a fine harbour, to which all the vessels sailed. Here the 'Swan' was broken up, and her provisions and ironwork divided among the other craft. At this place they were visited by the natives, whose colour, costume, and manners made it manifest that they were of the same race with those who had been seen by Magellan and his people. Two of these people took a fancy to the admiral's hat, which they snatched from his head and ran away with, dividing their prize, so that one got the hat and the other the lace. We are not told whether the thieves were punished for their audacity, but we should imagine it afforded matter for laughter rather than for stripes.

Once more putting to sea, they soon came to an anchorage at what Magellan named Port St. Julian, where Drake landed with six of his men, when one of them, the gunner, was killed by one of the natives, who was immediately slain by the admiral himself. It will be remembered that here Magellan hanged one of his mutinous captains, and at this place, and on the same gibbet, Drake caused one of his men, who had been tried and convicted of the same crime towards him, to suffer the penalty of death.

On the 17th August the fleet left Port St. Julian, and four days afterwards entered the Straits of Magellan, of which they give a very unfavourable report, on account of the difficulties of the navigation, a report which has been confirmed by subsequent navigators. After surmounting the difficulties and dangers they encountered in the Straits, they entered the South Sea on the 6th September, and afterwards a terrific storm drove them 200 leagues south of the Straits; but they found shelter among some islands in which were plenty of good water and excellent herbs. Another storm assailed them on the 8th, by which the 'Elizabeth,' Captain Winter, was separated from them and driven back into the Straits, of which Winter took possession in the name of Queen Elizabeth, and he then returned to England. Drake, with the vessels still remaining, ran down the coast until he reached Chili, touching at the island of Mocha, where the natives supplied him with two sheep and some potatoes.

Arrived at the scene of his future operations, Drake lost no time in commencing the business that brought him out. Meeting an Indian in a canoe,

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he told them that a large Spanish ship lay at St. Jago, on which they went thither, and took possession of her without difficulty: they also rifled the town, and took from the chapel a silver chalice and other valuable articles. After discharging all their prisoners but one, whom they kept to pilot them, they steered at once for Lima, the capital of Peru. On the passage they examined the various prizes they had taken, and found them to be worth 37,000 Spanish ducats. Continuing their course they came to the port of Tarapaxa, where some of their people landed, and found a Spaniard asleep, with eighteen bars of silver lying beside him, which they took away without waking him; and near this place, when going on shore for water, another party of them met a Spaniard and an Indian driving eight Peruvian sheep, each sheep being laden with 52 lbs. of very fine silver; they took the treasure, and let the men and sheep go their way.

On the 13th of February this handful of English adventurers, with their petty squadron, boldly approached the capital of Peru, and immediately seized twelve ships which they found there at anchor. From these vessels they took a chest of Spanish coin and other things; but learning that a rich ship, called the 'Cacafuego,' had lately left the harbour for Paita, they followed, but missed her, as she had sailed before their arrival. At Paita, however, they found another ship, from which they took 80 lbs. of gold, and a crucifix of the same metal, adorned with emeralds. But the admiral resolved to pursue the rich 'Cacafuego,' and offered a golden chain, which he wore round his neck, to the first who should discover her; and this splendid chain fell to the lot of Mr. John Drake, who saw the expected prize at three in the afternoon. All sail was made, and at six o'clock, a shot having carried away the Spaniard's mizenmast, she was boarded, when 13 chests full of silver money, 80 lbs. of gold, a quantity of jewels, and 26 tons of bar silver became the reward of the captors. They also found some articles of lesser value on board.

The admiral landed at several points on the coast as he went along; but altogether he behaved with the greatest moderation, leaving no traces of that cruelty or injustice that had marked the progress of the Spaniards in their conquest of the country. Such, however, was the terror inspired by the reports of the valour of the admiral and his followers, that the Spaniards fled like sheep before them, not regarding numbers.

The history of this expedition reads more like a romance than a record of facts; but it must be remembered that Drake, though distinguished for daring courage, was yet more eminent for the wisdom with which he laid his plans; and to this, more than to any other cause, may be attributed the success that attended his operations. Thus he went out to the West Indies with the express view of acquiring a knowledge of the country and its defences, but more particularly of its defenders, and the best mode of acting against them. The fortifications were, in many places, tolerably good, but they were manned

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by a people unskilled in the art of war, and too greatly enervated by the effects of the climate, which, added to their inactive life, rendered them utterly unfit to cope with a band of hardy seamen, inured to toil and regardless of danger, led by a gallant and skilful commander, in whom they had every confidence: in such an unequal contest, numbers only increased the confusion of their enemies, and often produced defeat where certain victory was expected. There was no man who better understood the value of time than Drake, and hence he hastened from place to place to prevent any account of his presence in their neighbourhood from reaching them; and in this he was favoured by the distance of one place from another, and the difficulty of communication in those wild countries. Thus he often appeared before a place with his squadron, when the governor thought him hundreds of leagues distant; the ignorance of the extent of his force also made the Spaniards believe him possessed of numbers and arms that nothing could resist.

While serving his country in America, by destroying her enemies, he did not fail to reap a rich reward for himself and his gallant companions; for, besides the immense loss inflicted upon the Spaniards by his operations, and the riches they conferred upon England, for every pound laid out in preparing for the expedition, it is stated that no less than forty-seven pounds was returned.

Drake having amply revenged his country's and his own injuries on the Spaniards in the western hemisphere, prepared to return home with the treasure which he had acquired; and to ensure his successful return, it was necessary to consider well what course to follow. He thought a return by Magellan's Straits would expose him to the danger of falling into the hands of the Spaniards, who might waylay him with a greatly superior force, so he resolved to make for the East Indies, with a view of rounding the Cape of Good Hope; but there being no wind he was forced to run down the American coast until he reached the latitude of 43 deg. N., but the cold weather which he encountered in that latitude induced him to return south till he gained the 38th deg. N., off the coast of California, at which he touched, and took formal possession of, in the name of his sovereign, Queen Elizabeth. His reception by the natives was very gracious, and they did all they could to make his short stay pleasant; but the poverty of the land was evidently great, and there was no sign of that wealth for which the country has since become so famous. Drake called the country New Albion, but it is now known as California.

The squadron then sailed to the Ladrones, which they made on the 13th of October, and afterwards passed several islands, among which were Tagulada, Zewarra, and Zelon. In Tagulada they found abundance of cinnamon. From thence the admiral steered for the Moluccas, which they reached on the 4th of November, and then held on for Tirridore; but meeting with the Viceroy of

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the King of Ternate, who advised him to avoid Tirridore, and sail at once for Ternate, the king of which country was on bad terms with the Portuguese, the admiral stood at once for Ternate. Having cast anchor before the town, he sent a messenger to the king with a velvet cloak as a present, assuring the king that, in visiting his country, he only sought to exchange merchandise for provisions; whereupon his majesty sent a polite offer of all he had to him, and offering his kingdom as a present to his royal mistress. The king visited the admiral on board, along with a number of his most considerable subjects, and came in four large pleasure barges. These barges were canopied with perfumed mats. All on board were dressed in white, and a number of soldiers accompanied the king, each furnished with arms, and well accoutred. Other visits were paid mutually, and great ceremony was observed. On one occasion the admiral sent some of his officers to visit the king, when they found him seated under a canopy of cloth of gold, and surrounded by about a thousand persons, among whom were four envoys from Arabia, dressed in scarlet robes and turbans, having been sent on a mission from Muscat to Ternate. The king's dress is thus described:—"He was covered with gold tissue; in his hair were fastened a number of gold rings by way of ornament, and a large chain of the same metal hung round his neck; his legs were uncovered, but he wore shoes of a kind of red leather, and several rings, set with jewels, on his fingers." This potentate was lord over seventy islands, besides Ternate, which is the chief of the Moluccas. He and his people were Mahometans.

The admiral next made the Celebes, where he stayed twenty days to repair the ironwork of the ship. After leaving this place the ship ran ashore on a small island, but she was floated off by throwing overboard eight pieces of ordnance, three tons of cloves, and some provisions. The admiral next visited Baretene and Java, and sailed thence on the 26th March. On the 18th June they doubled the Cape of Good Hope, and on the 22nd July reached Sierra Leone. Here the admiral refreshed his people, being the first place where the vessel had touched since leaving Java. His people having furnished themselves with a plentiful stock of provisions, they proceeded on their course for Plymouth, where they arrived on the 26th September; but by their own reckoning, on Sunday, 25th September, 1580, having gone round the world in two years, ten months, and a few days. It is said, that such was the abundance of wealth that Drake had brought, that when he entered Plymouth, the sails of his vessel were made of silk. Thus was Drake the first man who circumnavigated the globe, and this he did without receiving aid from any sovereign or public body, his own friends having sufficiently supplied the means which he required, in addition to his own resources, for effecting his patriotic purpose.

To do honour to the admiral, Queen Elizabeth went from London to meet him at Deptford, where she dined with him on board his ship; and after

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dinner, she conferred the honour of knighthood upon him, telling him at the same time that his actions did him more honour than his title.

Far from being satisfied with the wealth and honours he had acquired, we find him eagerly engaging in the service of Queen Elizabeth in the war she carried on against the Spaniards; for in 1585 he recommenced his attacks on them in the Cape de Verdes and in the West Indies, and two years afterwards he commanded a fleet of thirty sail, and with them he boldly attacked and burned a portion of the celebrated Armada, then lying at anchor in the harbour of Cadiz. We next find him acting as second in command, or vice-admiral, under the great Lord Howard Effingham, High Admiral of England, in the conflict which took place with the Armada, when it attempted to invade England, but which ended so disastrously for the Spaniards. On this occasion, such was the terror of his name, that a rich galleon surrendered to Sir Francis without firing a shot. After the defeat and destruction of the Armada, Drake once more went to the West Indies, and attacked the Spanish possessions there, but he was not attended with his usual success, for he met with more than one failure; and, finally, having undertaken an expedition against Panama, in which he was driven off, the disappointment threw him into a slow fever, which terminated his life at sea on the 9th of January, 1597.

The following description of his person, he being then about forty-five years of age, is taken from a work of some note:—"He was a small man, of a fair but somewhat weather-stained complexion, with light-brown, closely-curling hair, an expansive forehead, a clear blue eye, rather common-place features, a thin, brown, pointed beard, and a slight moustache. Though low of stature, he was broad-chested, with well-knit limbs. His hands, which were small and nervous, were brown and callous with the marks of toil. There was something in his brow and glance not to be mistaken, and which men willingly call master. He wore a heavy gold chain about his neck, and it might be observed that upon the light full sleeves of his slashed doublet, the image of a small ship on a terrestrial globe was curiously and many times embroidered."

If we were to regard Drake as a mere successful adventurer, looking first at the low and destitute condition of his early days, and then at the very eminent position to which he subsequently attained, we could not help being filled with admiration at the energy of character that had enabled him to surmount every obstacle in his way, and to establish his fame on a basis that no time can destroy. But there is another point of view in which we must look at this man and his works. During the time he lived great events were taking place, and there cannot be a doubt that Drake was raised up by Providence to perform an important part in the great drama that was then attracting the gaze of the world. Spain, by the great power and wealth which she had acquired through the discovery of the new world, of which she had become the unworthy possessor, was puffed up with pride, and indulged in the wildest

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dreams of ambition and conquest. Among these dreams was the subjugation of England to her sway, and for this purpose she spent a vast amount of treasure and labour in building, fitting out, and arming a large fleet to carry a mighty army to our shores; and to this fleet she gave the name of the "Invincible Armada," and sent it forth filled with the hopes of victory and glory. How that Armada ended we need not relate here. England possessed at that time a bold and hardy race of seamen; but of what avail would these have been, without ships and material of war, to meet the danger to which she was then exposed? But Drake had gone forth previously against the foe, and ravished from them a vast amount of treasure; and this having been circulated throughout the land, enabled shipping to be built and armed, and enterprises to be undertaken that added to the wealth of England, so that she possessed some means—small as those means were—for encountering the threatened invasion; but not only did Drake bring home the means for the creation of the shipping necessary on this eventful occasion, but he himself led them to battle, and secured them victory by his skill as a commander, and his valour as an English seaman. Surely, we see in all this the hand of the Almighty, who thus saved this happy island from falling under the power of the most cruel and bigoted nation on earth, which would not only have put an end to the glorious Reformation then established, but would have delivered our ancestors to the stake and the rack, and inflicted upon them similar calamities to those they showered upon the unfortunate natives of America who fell into their hands. Thus God delivered our country from the threatened evils, and to Him be the praise and the glory.

THE ROYAL NAVAL SCHOOL.

THE primary object of this School is to board and educate the sons of Naval and Marine Officers at the least possible expense, and to admit a limited number gratuitously or on a very reduced payment, preference being given to the orphans of those who have fallen in the country's service; and the names of those on the foundation are unknown to any but the Council, who elect them after carefully examining the relative merits of each case. The large number of officers whose half-pay does not afford them the means of educating their children, and the long list of orphans awaiting admission and resting their claims upon the long services of their fathers, afford sufficient proof of the utility of the institution, by means of which they can alone be qualified to maintain their position in life. A considerable number of the pupils of this School have entered the Naval and Military professions, in which they have distinguished themselves, and many have fallen in the service of their country. The names of those who perished in the Crimean war are inscribed on a monu-

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ment (erected by subscription), in the School Chapel. As an evidence of the national importance of this School and its growing influence upon the service, it may be mentioned that during the last ten years upwards of 200 of its former pupils have received commissions in the Royal Navy or Marines; and that annual presentations for Cadetships are not only placed at the disposal of the Council by the Admiralty for competition amongst the students, but several of the Lords Commissioners have, in like manner, individually given Cadetships.

We learn from the last report of the Council that nearly 17 years have elapsed since the School was transferred from its temporary abode at Camberwell to its present permanent home at New Cross, Kent, within five minutes' walk of the North Kent, Brighton, and Crystal Palace Railways; the new building, on its first occupation, afforded increased means for more efficiently carrying on the business of the School, but it was far from complete in its arrangements, even for the number it was then calculated to accommodate. As much, however, was effected as the means at the disposal of the Council at that time would enable them to achieve. An expenditure of upwards of £30,000 in the purchase of freehold land, and the erection and fittings of the new building (including steam machinery, sinking a well, and building a detached laundry and infirmary) still left many deficiencies to be supplied, whenever the funds would justify any further expenditure. At the end of the year 1845, after paying all the expenses of the new School, the amount of the general fund stock was only £2025 6s. 4d.; and this, too, after expending, upon building purposes, the grant of £8000 received from Lloyd's Patriotic Fund; for which amount the School is bound in perpetuity to board and educate gratuitously a certain number of nominees, being the sons of Naval and Marine Officers.

Since the erection of the new School in 1844, many important and much-needed additions have, from time to time, been made to the building. A brief recapitulation of those will show how much remained to be effected for the well-working of the School, whilst, at the same time, it will afford a gratifying record of the progress that has been made in a few years towards the completion of the original design. It was found necessary, soon after the occupation of the new building, to remove a great quantity of earth to make suitable play-grounds, which were enclosed by a boundary wall and thoroughly drained; and there were also provided an effective warm-air apparatus for the School and class rooms; a new day lavatory and additional accommodation in the pupils' yards; a new and commodious library, including fittings and furniture; and a wall was also erected to bring within the boundary of the premises an additional piece of ground which had been kindly given to the School by the Governors of Christ's Hospital and the Clothworker's Company. Four acres of land which, on taking possession of the property at New Cross were quite unfit for the purpose of a summer playing field, were let for several years at a profitable rental, for brick-making, until the ground became gradually reduced to a

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sufficient level, when it was drained, sown, and enclosed by a brick-wall. Up to 1850, the room designed for three class rooms was obliged to be used as a school room; when at the head master's request an appropriate school room, according to the original design, was erected and fitted up, and the temporary school room was at once converted into class rooms, as intended.

In 1855 the increase of pupils, and the desire of the Council to reduce the number of beds in the dormitories, rendered it necessary to adapt the large mathematical class room to a bedroom, for which it was built. A Fives Court and Gymnasium have been added to the other recreative advantages; and in 1858 the uncompleted wing was extended so far as to make provision for a dining hall for the men servants and two more class rooms, it being the desire of the Council eventually to provide the means of teaching each class in a separate room. All the foregoing alterations and additions, amounting to upwards of £5000, were paid for out of the general funds of the Institution, as the means accrued for carrying out these improvements, including those diversions from the original design which were rendered necessary by the limited resources at the Council's disposal on the opening of the School. But, independently of these additions, a very neat and commodious chapel, including an organ and the requisite fittings, was erected in 1852, principally by voluntary subscriptions, headed by a munificent donation of £1000 from the President, Admiral Bowles, C.B.

An earnest effort is now being made to raise the amount necessary for the completion of the Swimming Bath (for which purpose about £200 more are required), so as to give to the pupils the great advantage of its continuous use throughout the year, instead of only during a period of four months. The Council are now receiving donations for roofing the building; making it approachable under a covered way from the Chapel Arcade, and providing the requisite apparatus for rendering the water tepid during the cold weather; and it is hoped that, as this will necessarily be a source of additional annual expense to the school, a sufficient amount will be raised amongst the well-wishers of the service to enable them to complete the design without trenching upon the funds for payment for the erection of the Bath, which was a part of the original plan of the building, but has been unavoidably deferred for want of funds. Several supporters of the school are engaged in the collection of small subscriptions amongst their friends, which, in the aggregate, will doubtless produce a large sum, however trifling the amount of each donation.

The Bath was constructed in 1858, so far as to render it available during the summer months, at an expense of upwards of £500; since which period a considerable number of the pupils have learned to swim—so essential a requirement in the Navy, for which the majority of them are intended—whilst all have had the benefit of the healthful and refreshing exercise of bathing. When the French troops were disembarking in Syria, a French man-of-war's boat, in

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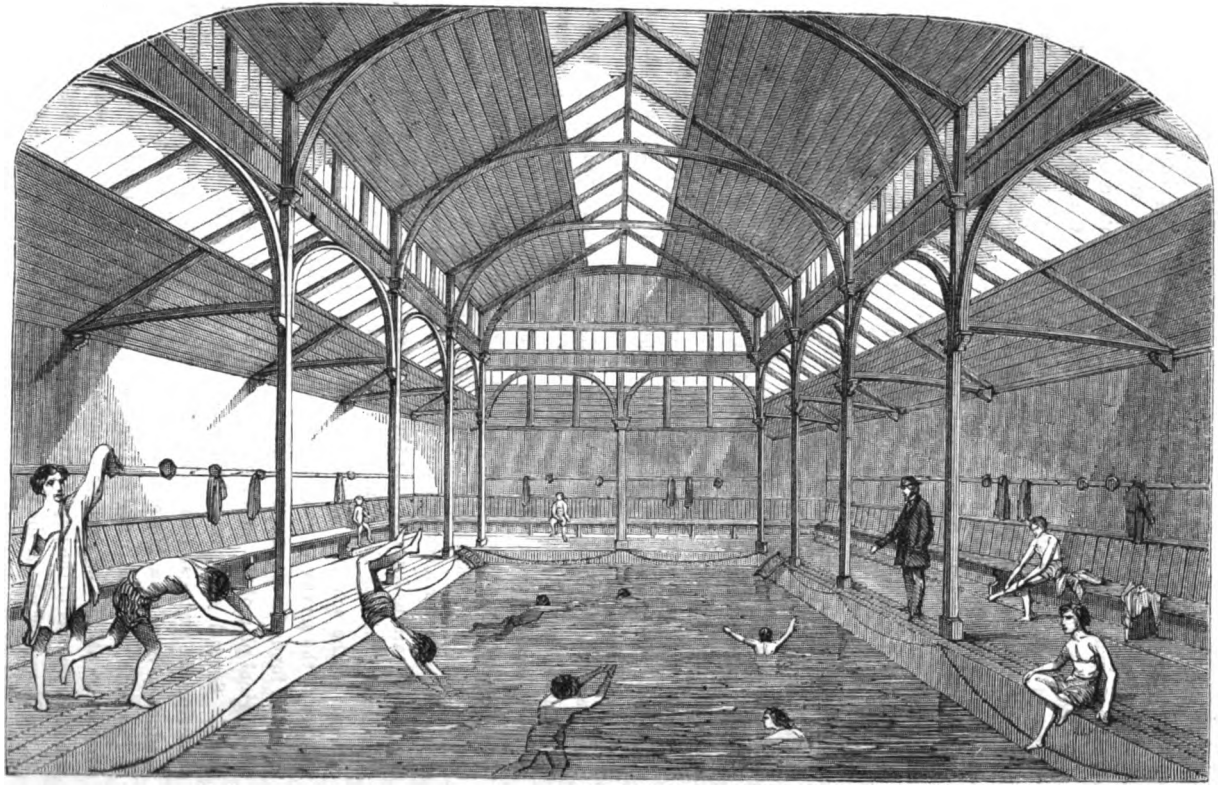

The Swimming Bath—Royal Naval School.

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attempting to land in a heavy surf, capsized, and the whole of her crew were immersed, but promptly rescued by a young English midshipman, who attributed his success in saving their lives to his having learned swimming whilst a pupil of the Royal Naval School. The annexed is an illustration of the interior of the proposed Bath, which is plain and simple, care having been taken to secure lightness and durability in the roof, without incurring outlay for useless ornament.

Her Majesty the Queen, and the late lamented Prince Consort (the latter of whom laid the foundation stone of the School in 1843), have subscribed most liberally to the Bath fund in aid of which the following donations have also recently been received, viz.: from Capt. Montagu Montagu, R.N., £10 10s.; Major Kent, (former pupil) 77th Regt., £10 10s.; Messrs. Drummonds and Co., £10 10s.; Messrs. Barclay, Bevan & Co., £10 10s.; Lieut. F. A. Smith, R.N., £10 10s.; Admiral Meynell, £10; Capt. the Earl of Glasgow, R.N., £10; Admiral the Hon. A. Duncombe, £10; the Earl Howe, £5; Admiral the Earl of Lauderdale, £5; Admiral Sir George Back, £5; Alderman Salomons, M.P., £5; Messrs. Coutts & Co., £5; D. B. Chapman, Esq., £5; Thomas Stilwell, Esq., £5; the Marquis of Tweeddale, £5; the Right Hon. and Rev. Lord De Saumarez, £5; the Marchioness of Thomond, £5; Admiral R. Mainwaring, £5; Capt. J. G. Johnston, £5; Mrs. Eames, (collected in small sums under 2s. 6d.) £8 7s. 10d.; besides collections of smaller amounts, by other ladies; Admiral Sir A. Clifford, Bart., C.B., £3; Lord Rodney, £2; and it is hoped that, at a time when it is impossible to predict how soon the British Navy may be called into action, the well-wishers of the Naval Service will assist so laudable an undertaking in behalf of the sons of those who, in perilling their lives for the benefit of their country, are strengthened by the conviction that it is to this institution their children can look with confidence for an asylum.

The chapel is detached from the main building, though similar in architecture, the general funds of the Institution having only been touched upon to the extent of little more than £900 in accomplishing this most important undertaking. The Council refer in their report to the share which their secretary (Mr. Alfred Eames) has had in increasing their resources; his long connexion with the School having enabled him to exercise an important influence on its position.

In addition to Her Majesty's annual subscription of £100, which gives her the right of nominating gratuitous pupils to the School, H.R.H. the Prince of Wales, by the payment of £500 is a Life Governor, exercising similar privileges; and H.R.H. Prince Alfred, himself a sailor, is also a liberal donor. The Duke of Northumberland and J. Stoddart Douglas, Esq., are also Life Governors.

The pupils of the School (under the Head Mastership of the Rev. T. Chambers, D.D., who is supported by most able coadjutors) have distinguished them-

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selves in the various examinations for the Universities,* the Naval and Military services, and in the other pursuits they have embraced; and the Naval Service is now provided with an admirably conducted establishment, where their sons can receive a first-rate education at a moderate cost, the charges being graduated with a view to their relative circumstances and means, varying from £15 to £35 per annum, the latter of which is the actual cost to the School: thus rendering it accessible to all ranks, and promoting that mixture of classes so mutually beneficial in all public schools. A limited number of civilian's sons are admitted at a higher rate of payment, under which rule many Officers in the Army and Clergymen have availed themselves of the advantages offered to them. The more the claims of the Institution are made known we are sure the greater support it will receive, but at present out of upwards of 6000 Officers of the Royal Navy and Marines, there are only about 700 annual subscribers. Many of the Captains of ships in commission are, we understand, engaged in making known the nature and objects of the "New Cross School;" and to those who feel disposed to subscribe specially for the increase of the number of pupils on the foundation, we may announce that a special fund has long been open, the interest of which is devoted exclusively to the extension of the number thus admitted. We speak from experience when we heartily commend the Royal Naval School to the support of our readers, and invite their *personal* inspection of the establishment, where they would meet with every attention on application to the Secretary.

THE INFIDEL SAILOR RECLAIMED.

[*Concluded from our last number.*]

AFTER the marriage of John Newton, which took place two years after his return, he received the command of a vessel in the African trade. He had previously made one voyage to the scenes of his former servitude and suffering; not as master—for which he deliberately judged himself unfit, until he had better learned to obey—but as mate; and it had been his business to go from place to place to purchase the slaves collected at the various coast-stations. We must remember that this was a hundred years ago, before we can understand how one, who had himself tasted so bitterly the hardship and degradation of the slave—how *he* could again take part in such scenes of woe, and that for *gain!*

True, such things were sanctioned by long and general usage, and scarcely

* Three pupils have recently gained valuable Scholarships at Oxford, by open competition, viz.: Messrs. Sackett Hope, J. G. Gamble, and H. H. Morris.

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a single voice—save the cry of the captive—had gone up against it. True, also, the master of the ship was now an altered man, both in mind and manners—carefully guarding every avenue of thought and action, lest temptation should bring him down again from his moral elevation. Yet, how imperfect were his views of Christian obligation at this time, and afterwards, appears from the mere fact of his engaging actively—though subordinately—in that traffic of tears and blood.

In the three voyages which he made during this period, he commenced afresh the study of the Latin tongue, of which he had barely acquired the rudiments in his school-days. At his new task he toiled very hard, under many disadvantages; but it was, perhaps, a healthy exercise for a mind so long unused to any wholesome discipline. In this curious combination of character—slave-master and classical student—he passed about six years, towards the end of which he became acquainted with Captain Clunie, a man of some experience and knowledge in the things of God. From him, for the first time, Mr. Newton learned the value of Christian intercourse, and obtained directions where to seek the same privilege on his return to England, where he landed—from his last voyage—in August, 1754.

He had already begun to feel disgust with his present employment, and often prayed that some other way of life might be opened for him; but the answer was given in an unexpected manner.

Mr. Newton was within two days of sailing on another voyage, when he was suddenly seized with a fit of the apoplectic kind, from which, indeed, he soon recovered, but which left behind such symptoms as rendered it unsafe to proceed to sea. Thus he was preserved from a voyage which proved "extremely calamitous," and became for ever disengaged from his uncongenial business.

A new trial followed in the severe illness of Mrs. Newton, occasioned by the shock of his own sudden and alarming seizure; and it was long before she recovered. Meanwhile he formed some valuable Christian acquaintance in London, and also obtained, unsought, an appointment to the office of tide-waiter, at Liverpool.

In this new employment, he found much leisure for reading and study, in the prosecution of which he laid aside his old favourite Latin authors, and devoted his whole attention to the Holy Scriptures, and a few choice Christian writers.

At length we find him re-united to his loved and loving wife, rejoicing to find her health restored, and to see in her the dawning of spiritual light—"*the light of the knowledge of the glory of God, in the face of Jesus Christ.*" Henceforward the story of the African Blasphemer becomes the story of a devoted Christian and servant of God.

Mr. Newton possessed a wonderful facility in illustrating Scripture narratives by his own experience. Like one of Joseph's brethren, trembling at the foot of his throne in Egypt, he had found himself a conscience-smitten sinner at the

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feet of Jesus, expecting only to hear the awful sentence of the Judge—"*Depart from me, ye cursed, into everlasting fire.*" How touching is the parallel completed in the following verses of the Olney Hymns:—

"But oh! what surprise when He spoke,
While tenderness beam'd in His face;
My heart then to pieces He broke,
O'erwhelm'd and confounded by grace—
'Poor sinner, I know thee full well;
By thee I was sold and was slain;
But I died to redeem thee from hell,
And raise thee in glory to reign.

'I AM JESUS, whom thou hast blasphemed,
And crucified often afresh;
But let me henceforth be esteem'd
Thy brother, thy bone, and thy flesh.
My pardon I freely bestow,
Thy wants I will fully supply,
I'll guide thee and guard thee below,
And soon will remove thee on high.

'Go, publish to sinners around—
That they may be willing to come,—
The mercy which now thou hast found,
And tell them that yet there is room.'
O sinners! the message obey,
No more vain excuses pretend,
But come, without farther delay,
To Jesus, our brother and friend."

In the last stanza we perceive the desire springing up in his own mind to make known the grace of God, who had arrested him in his course of evil, and made him an example—not of wrath, but of mercy.

From October, 1755, the course of Mr. Newton's life and circumstances ran remarkably smooth and uniform for several years. Living in the habit of prayer, and using diligently the talents he had received as a steward of the Lord, his profiting in knowledge and grace was rich and evident. In his daily business he was unmistakeably *a Christian*, notwithstanding the reproach which, at that time, unusually fell to the lot of those who were more godly than their neighbours. In his leisure hours he stored his mind with the knowledge of the things of God, from the precious treasures of the open Book. And in the rest of his time he was not backward to communicate to others what he had obtained so freely, or to seek, in Christian fellowship, the growth of his soul in love, and grace, and power.

In his private devotions he preferred, when practicable, to walk in the open air; a closet as wide as the horizon, and as lofty as the sky, was not too large for him, in his daily intercessions on behalf of those he knew and loved. Thus, in mental abstraction from earthly things, his prayers and praises went up to heaven; and, in the full assurance of faith, he often obtained the answer of peace.

Wonderful indeed was the transformation of his whole character and life!—from such a frightful course of impiety and rebellion to so rich and deep a sense of free and sovereign grace!—yielding no longer the bitter fruits of infidelity and vice, but the sweet enjoyments of righteousness and peace!

His present experience brought back to his remembrance a very remarkable dream that had occurred to him many years before. It was during a voyage to Venice, in 1743, and deserves to be told in his own words:—

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"The scene presented to my imagination was the harbour of Venice, where we had lately been. I thought it was night, and my watch upon the deck. As I was walking to and fro by myself, a person came to me and brought me a ring, with an express charge to keep it carefully; assuring me that, while I preserved that ring, I should be happy and successful; but if I lost or parted with it, I must expect nothing but trouble and misery. I accepted the present and the terms willingly; not in the least doubting my own care to preserve it, and highly satisfied to have my happiness in my own keeping.

"I was engaged in these thoughts, when a second person came to me, and, observing the ring on my finger, took occasion to ask me some questions concerning it. I readily told him its virtues, and his answer expressed a surprise at my weakness in expecting such effects from a ring. I think he reasoned with me for some time upon the impossibility of the thing, and at length urged me, in direct terms, to throw it away. At first I was shocked at the proposal, but his insinuations prevailed; I began to reason and doubt of the matter myself, and, at last, plucked it off my finger, and dropped it over the ship's side into the water. The same instant a terrible fire burst out from a range of mountains behind the city of Venice. I perceived too late my folly; and my tempter, with an air of insult, informed me that all the mercy God had in reserve for me was comprised in that ring, which I had wilfully thrown away. I understood that I must now go with him to the burning mountains, and that all the flames I saw were kindled upon my account. I trembled, and was in great agony, so that it was surprising that I did not then awake.

"But my dream continued; and when I thought myself on the point of a constrained departure, self-condemned, without plea or hope, suddenly a third person came to me, and demanded the cause of my grief. I told him the plain case, confessing that I had ruined myself wilfully, and deserved no pity. He blamed my rashness, and asked if I should be wiser, supposing I had my ring again. I had not time to answer before I saw this unexpected friend go down under the water, and he soon returned, bringing the ring with him.

"The moment he came on board, the flames in the mountains were extinguished, and my seducer left me. Then was the prey taken from the hand of the mighty, and the lawful captive delivered. My fears were at an end; and with joy and gratitude I approached my kind deliverer to receive the ring again; but he refused to return it, and spoke to this effect—'If you should be entrusted with this ring again, you would very soon bring yourself into the same distress; you are not able to keep it, but I will preserve it for you, and whenever it is needful, will produce it on your behalf.' Upon this I awoke.

"A time came when I found myself in circumstances very nearly resembling those suggested by this extraordinary dream—when I stood, helpless and hopeless, upon the brink of an awful eternity. Had the eyes of my mind been then opened, I should have seen my grand enemy, who had seduced me, pleased with my agonies, and waiting to seize and bear away my soul to his place of torment. I should have seen Jesus, whom I had persecuted and defied, rebuking the adversary, challenging me for his own, as a brand plucked out of the fire, and saying, '*Deliver him from going down to the pit; I have found a ransom!*' However, though I saw not these things, I found the benefit—I obtained mercy. The Lord answered me in the day of my distress; and, blessed be His name, He who restored the ring vouchsafes to keep it! '*The Lord is my shepherd.*' I have been able to trust my all in His hands, and I know whom I have believed. '*Bless the Lord, O my soul!*'"

During Mr. Newton's residence at Liverpool, his mind was drawn more

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strongly to the work of an evangelist. The extended revival of religion by the ministry of Wesley, Whitfield, and others, at this period, seemed to invite the active co-operation of one who had tasted, so freely, the constraining love of Christ. At the same time, also, the judgment of his Christian friends—and they were not a few—urged him to embrace every opportunity of calling sinners to repentance.

The easier way to the stated exercise of this ministry appeared to be among the Dissenters; but he had many reasons for preferring the Established Church. His first application for orders was, however, unsuccessful; and his earlier attempts at preaching were far from encouraging. His failures could not quench his desire to serve the Lord; but they led him to a deep and salutary searching of his heart and motives, which he has thus described:—

"I began to think my views to the ministry were presumptuous; I thought, at least, that if the Lord was pleased to accept my *desire* to serve Him, He would not accept my *service*, because I had been so vile a creature; as He accepted David's desire to build His house, but did not employ him because he had shed blood. And yet, notwithstanding all disappointments and discouragements, He was pleased at length to admit me into His vineyard. He put it into my heart to have a meeting for a few select friends, in my own house, on the Lord's Day evening, which I continued for about the last three years I lived at Liverpool; and in these exercises He was pleased, in some measure, to open my mouth."

"*The hand of the diligent maketh rich.*" While apparently *waiting* for employment in the Lord's vineyard, he was already planting and watering; and he found himself greatly enriched thereby, in knowledge and utterance, and furnished for a wider field of action when the fit time should come.

In the copious use of his pen he found much profit and delight, and contributed largely to the benefit of others; especially by his inimitable hymns, and his very numerous and valuable letters, of which several volumes have been published.

The same Divine power that had interposed so many times in the days of his ignorance to preserve his life from destruction, still followed him in his daily official duties. One incident becomes all the more remarkable on account of his habitual punctuality. Detained by some business on a certain day, he came to his boat much later than usual. At length he went out to inspect a ship; but, just before he reached her, the ship blew up! Had he left the shore at his usual time, he must have perished in the explosion.

Mr. Newton was now in his thirty-ninth year; and yet, like one born out of due time, he had only just begun to *live*. His long and useful career as a minister of the Established Church, commenced with his ordination, which took place on the 29th of April, 1764. He entered, at the same time, on the curacy of Olney, in Buckinghamshire, where he preached his first sermon, from Psalm lxxx. 1—"*Give ear, O Shepherd of Israel! Thou that leadest Joseph like a flock: Thou that dwellest between the cherubims, shine forth!*"

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He soon set to work in earnest, among both adults and children in his parish, and before long he began to see the fruit of his labour.

He adopted himself, and recommended to others, the "*extempore*" mode of preaching; though he was keenly sensible of the exercises and temptations attending it. But even these were not without their value to him, as the following extract from his letters will show:—

"Many exercises have I had about preaching, nor am I wholly without them still. . . . To be an *extempore* preacher, with some degree of acceptance and popularity, is an ensnaring situation. It affords much ground for the workings of pride and self-complacency, and therefore it is a mercy if the Lord is pleased to give us frequent proofs of our own inability; notwithstanding what we can do when He puts forth His power in us.

"However, I should tell you that, long after He had given me some liberty of speech at Olney . . . my mouth was stopped again. That is, my mind was so confused that I only talked nonsense; and I thought it my duty to tell the people I could not preach, because the Lord suspended His assistance. I therefore stopped, and told them so. When I had made this acknowledgment, I had liberty again, only I could not resume the subject I had been upon. But I spoke freely on what had happened; and perhaps it was one of our best opportunities. It was so to me. My pride was kept down, my mind perfectly composed; and I went home as easy as if the whole parish had admired my sermon."

A temptation of another kind soon occurred, but he discerned the snare, and escaped it. His stipend was only sixty pounds per annum—a smaller sum than he had derived from his office at Liverpool. Now he had the offer of a wider sphere of service, a pleasanter situation near London, and great emoluments. But he preferred, at this time, to remain at Olney, amongst a loving people, whom he loved, and to whom the Lord had made him useful. And he found no reason to regret his choice.

It was here he was made useful to the poet Cowper, whose shattered mind found solace and relief during a long residence at his parsonage. And it was here that his intercourse commenced with the Rev. Thomas Scott, of Aston Sandford; who received his first spiritual instruction from Mr. Newton, and who afterwards became so extensively useful by his writings, especially a learned Commentary on the Scriptures. Here, also, he acquired many valuable friends, among whom was Mr. Thornton, of London, whose munificent bounty found in him one of the many channels through which it reached the hands of the deserving poor; and from whom he himself at length received the gift of a valuable and important charge in the city of London.

Mr. Newton remained curate of Olney more than fifteen years, but circumstances eventually arose which rendered a change desirable. At the same time, the rectory of St. Mary, Woolnoth, was pressed on his acceptance by his friend, Mr. Thornton; and, accordingly, in the year 1779, he removed to London, where, on the 11th of December, he took for his first text,

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Eph. iv. 15, "*Speaking the truth in love.*" A motto remarkably descriptive of his own ministrations.

In the very heart of the city—then more populous than now—he brought into operation the same wise and systematic diligence which had marked his ministry in the country, but with redoubled care and circumspection. His church was surrounded by merchants and bankers, who were less accessible to the Gospel message than the poorer class of his parishioners; and he felt a solemn obligation laid upon him to seek *the rich* as well as the poor, that he might make full proof of his ministry. Accordingly, on the morning of the Lord's Day, he generally adapted his discourses to this class of his hearers, that he might, if possible, save some of them. In the evening his sermons were usually of a more popular kind, and seldom failed to attract a large auditory, from various parts of London, and of all denominations.

From this point our story must over-leap many years of his greatest usefulness and popularity. His life and labours were but little varied in their character; but they were crowned with rich and abundant proofs of the Lord's grace, and eminently fruitful in blessing, both to saints and sinners.

We may here introduce a few of those brief, occasional remarks and observations, in which he, often so happily, conveyed important counsel or reproof, and presented truth in striking and familiar terms.

Referring one day to the frequent interruptions of a residence in London, he observed—

"I seem to see in this world two heaps—of human happiness and human misery: now, if I can take but the smallest bit from one heap and add it to the other, I carry a point. When I hear a knock at my study-door, I hear a message from God; it may be a lesson of instruction; perhaps a lesson of patience: but, since it is His message, it must be interesting."

"His doctrine," observes Mr. Cecil, "was strictly that of the Church of England, urged on the consciences of men in the most practical and experimental manner. 'I hope,' said he one day, smiling, 'I hope, I am, upon the whole, a Scriptural preacher; for I find I am considered as an *Arminian* among the high Calvinists, and as a *Calvinist* among the strenuous Arminians."

"What some call providential openings, are often powerful temptations. The heart, in wandering, cries, Here is a way opened before me; but, perhaps, not to be *trodden*, but *rejected*."

"My principal method of defeating heresy, is by establishing truth. One proposes to fill a bushel with tares; now, if I can fill it first with wheat, I shall defy his attempt."

"Apollos met with two candid people in the church: they neither ran away because he was legal, nor were carried away because he was eloquent."

"When we first enter into the Divine life, we propose to grow *rich*: God's plan is to make us feel *poor*."

"The man who drinks deep at the living streams will not thirst after other waters. When we behold Jesus and His love by the eye of faith, we may, with the prophet of old, sit down by a barren fig-tree and a failing crop, and still rejoice in the God of our salvation."

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"Worldly men will be true to their principles; and if we were as true to ours, the visits between the two parties would be short and seldom."

"The Gospel is a proclamation of free mercy to guilty creatures—an act of grace to rebels. Now, though a rebel should throw away his pistols, and determine to go into the woods, and make his mind better before he goes to court and pleads the act, he may, indeed, not be found in arms; yet, being taken in his reforming scheme, he will be hanged."

Mr. Newton was now growing old in his Master's service. In preaching the Word—in pastoral intercourse with his parishioners—in friendly counsel to all who came to him, and these were many—and in correspondence with a large circle of friends—he was never idle, and his heart was in his work.

But his faith was not left untried. Domestic sorrows, one after another, fell with distressing weight upon him in his declining years. Nevertheless, his faith, more precious than gold, came out of the crucible only the brighter and purer for the trials it endured, and reflected more and more the image of his absent Lord. Thus it shall "*be found unto praise, and honour, and glory, at the appearing of Jesus Christ.*"

In October, 1785, he was bereaved of a dear and lovely niece, whom he and Mrs. Newton had loved as a daughter. She fell asleep in Jesus in the fifteenth year of her age. Of Miss Cunningham's character and death Mr. Newton published a brief but interesting memoir.

A severer stroke now followed, which fell upon the tenderest sympathies of his loving nature. The idol of his heart was smitten! A small tumour in the breast—the effects of a blow received some years previously—began to enlarge; and, in 1788, it was pronounced to be cancer. For two years this dreadful malady increased, and on the 15th of December, 1790, she breathed her last; dying, as she long had lived, in the peace of God.

But Mr. Newton had learned to give up his dearest treasure to Him from whom he had first received her, as a precious *loan* returned to the rightful owner. And he found, too, that the grace of God in Christ could fill even the largest chasm left by his departed friends. We get his own real sentiments, in a poetic form, in some of the verses written for the occasion of Mrs. Newton's funeral sermon:—

"Not vintage, harvest, flocks, nor herds,
Can fill the heart's desire;
And oft a worm destroys our gourds,
And all our hopes expire.

Domestic joys, alas, how rare!
Possess'd and known by few;
And they who know them find they are
As frail and transient too.

But you who love the Saviour's voice,
And rest upon His name,
Amidst these changes may rejoice,
For He is still the same.

The Lord himself will soon appear,
Whom you, unseen, adore;
Then He will wipe off every tear,
And you shall weep no more!"

In a letter to Miss Hannah More, on this trying occasion, he says:—"You will observe that I ask not only for *prayers*, but also for *praises* on my behalf.

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I could begin every letter with the words of David, '*Oh, magnify the Lord with me, and let us exalt his name together!*' Great has been His goodness. I am a wonder to many, and to myself." Then, looking back upon his fond attachment to the departed, and forward to his own solitary path, he adds—"I am to live, if I can, not for myself, but for Him who redeemed me from the house of bondage in Africa, and called me out of darkness into marvellous light."

Thus he was still upheld by the power of God, for purposes of mercy and grace; and many souls had reason to glorify God for the continued ministry of Mr. Newton, both in and out of the pulpit.

One dear and tender tie yet remained to engage and reciprocate his affectionate regards. He had no children of his own, but had brought up two nieces, Miss Cunningham, and Miss Elizabeth Catlett. The former had been removed by an early death; Mrs. Newton had also gone to the house of all living. Miss Catlett thus became the sole prop and stay of Mr. Newton's declining age. By her constant and affectionate solicitudes, she became to him all that a dutiful daughter could be. But she was seized, in 1801, with a distressing nervous disorder, which at length increased to positive insanity; and Mr. Newton was left, for a full year, to walk by faith, *alone*.

In this last trying dispensation his soul was sustained by the faithfulness of God, and he found his daily solace in the Lord's service. More than ever precious were the hours to him as he drew nearer to their end. He ceased his annual summer visits to the country, and sedulously bought up every day for the finishing of his testimony. In May, 1805, he said to a friend—"I do not intend now to move beyond the stones of London. I am eighty. I have but little time left. I would not leave my people now for a thousand pounds."

After this, his friends began to advise him to discontinue his public ministrations. His sight and memory failed him; and he was urged to stop before his infirmities compelled him. Raising his voice, he exclaimed—"I cannot stop. What! shall the '*Old African Blasphemer*' stop while he can speak?"

Our story draws to its conclusion; and it shall be to the praise of the Redeemer's grace if, in this brief recital, the example of John Newton shall lead one trembling sinner to the Cross of Christ, or one tried and weary saint to the throne of grace.

The grace that sustained him through so many times of anguish and trial is exceedingly abundant still to every soul that waits upon the Lord. And no poor sinner who has read the story of John Newton can say, "I am beyond the reach of free and sovereign mercy."

"*For this cause I obtained mercy, that in me first Jesus Christ might show forth all long-suffering, for a pattern to them which should hereafter believe on Him to life everlasting.*" (1 Tim. i. 16.)

On the 21st of December, 1807, he entered into his Master's joy, in the

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eighty-third year of his pilgrimage; and his epitaph written by his own hand, and to be seen on a marble monument placed near the communion table in the church of St. Mary Woolnoth, Lombard Street, London, in which he so long and faithfully dispensed the bread of life, thus briefly recapitulates his life:—

John Newton, Clerk,
ONCE AN INFIDEL AND LIBERTINE,
A SERVANT OF SLAVES IN AMERICA,
WAS BY THE RICH MERCY OF OUR LORD AND SAVIOUR
JESUS CHRIST,
PRESERVED, RESTORED, PARDONED,
AND APPOINTED TO PREACH THE FAITH
HE HAD LONG LABOURED TO DESTROY.

A WRECK SCENE IN THE NORTH.

THE year 1861 came in on our English north-eastern coast in storm and fury. For the two last days of the dying year a tempest had been brewing; and on New-Year's Day, when we quiet city folks were exchanging "compliments of the season," many anxious eyes were turned to seaward, and many an anxious heart grew sick as the wind rose, and rose, and still rose. Many vessels, southward-bound, put about, and had to run as far as Leith Roads for shelter. Soon after daybreak, on the 1st of January, the coast-guard men on the look-out at the Spanish Battery, Tynemouth, saw a vessel, deeply laden, with a flag of distress flying. She was struggling to get to the northward, but struggling in vain, and rapidly driving in upon the coast. The coast-guard men followed her along the shore with the rocket apparatus, and, as they went on, the people of the villages turned out to join them; so that, ere long, each head-land had its anxious crowd, looking—pitying—trembling. It was a very sad sight to see. Some of the vessel's sails had been blown away, and she grew more and more unmanageable amid the terrible seas that broke around and over her. At length, abandoning the desperate effort to get to the northward, her crew, as the last chance of life, ran her for Whitley Sands, five miles north of Shields. She was so deeply laden, that she struck on a ridge of sunken rocks and was still three-quarters of a mile from the shore. It was impossible to reach her with rockets. Only one hope remained—the Life-boat! As fast as they could run through the snow, driving wind, and rain, Life-boat men and fishermen made off for Cullercoats, where was stationed the Percy Life-boat, belonging to the National Life-boat Institution. Six horses were fastened to her carriage, and down they came at a gallop to the sands. She was speedily manned—by a gallant crew of Cullercoats men, and Mr. Byrne of the Coast-guard volunteering as bowman—pulled out as for their own lives; and not a

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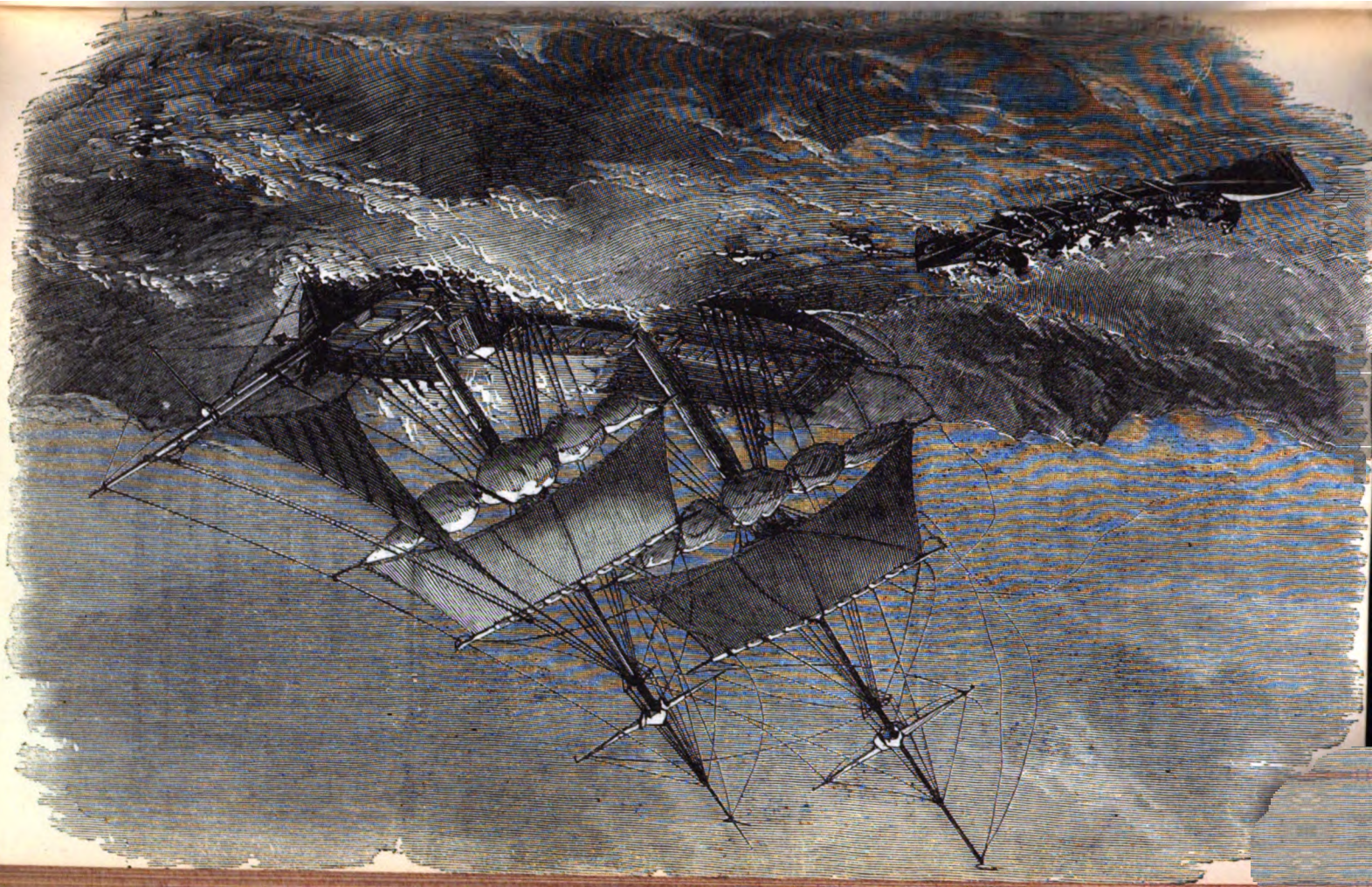

moment too soon did they reach the ship, which was now broadside on to the sea, her crew in the rigging, and the waves breaking over her half-mast high.

Cleverly and deftly was the Life-boat laid alongside; the vessel was grappled, and the boat held to her by a strong rope. Instantly the crew made towards their deliverers; but even as they left the rigging, one man was much cut in the face and head, the mate had his shoulders dislocated, and three of them were swept into the sea. The Life-boat was handled with consummate skill; two of the crew were at once picked up, and as the third man went down to his death, a strong hand seized him, with a grasp of iron, by his hair, and dragged him up to life. Two other men were got into the boat. Did any remain on board the ship? Yes: how overlooked, how so left to die, we know not—but the little cabin-boy remained. The boy's cry for help grew very pitiful: for some time he dared not venture out of the weather-rigging; at last he did so, and was seen in the lee shrouds: "he had got wounded in the head, and was covered with blood." One of the Life-boat's crew has since said that every face round him grew white and sick, and tears came from eyes little used to shed them—"They clenched their teeth, and with their own lives in their hands," dashed in their boat to save him. The sea beat her back. They dashed in again, to be swept back once more. Again and again they tried: the poor boy, meanwhile, crying terribly in his great loneliness and despair. He was *so* young, and the coast was *so* near! But the vessel began to part, and the unstepped masts must fall, and would crush the Life-boat if she stayed one minute longer in her then position. Then, sacrificing one life to save many, a brave man gave the order, in a hoarse broken voice, to "cut the rope." In an instant she was swept away under the vessel's stern—not a second too soon, for at once the mainmast fell, with an awful crush, on the very spot she had just left, and the vessel immediately broke up. The boy—"his face was covered with blood"—fell into the sea. Clenched in agony or clasped in prayer, his little hands were seen once—twice—lifted above the waves! the Life-boat again rushed towards him, but the tempest swept away his poor boyish cry before the roar and tumult of the winds: he did not rise again. The Life-boat was pulled back to the land.

Imagine, if you can, how every heart on shore beat fast and hot: how, running to the Life-boat, dashing into the surf, the men would drag her ashore; imagine, if you can, how the saved would feel, and how the brave would sorrow for the lost! . . . and is not such work infinitely grand and noble? has it not somewhat special claims upon our aid? *

The accompanying illustration is from a sketch by Mr. J. Scott, a talented marine artist of South Shields, from which a painting has since been made and presented to the Cullercoats fishermen's reading-room.—*Abridged from 'The Life-boat.'*

* The wants of the poor men saved were supplied, and the crew forwarded to their homes by the Honorary Agent of the Shipwrecked Mariners' Society.

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STRAY LEAVES FROM A LOG BOOK.

"WHAT'S IN A TRACT?"

"WATCH, shorten sail!" "Topmen, aloft, take in the royals," &c., were the orders hurriedly given, at about four bells in the middle watch, by the officer in charge of H.M. ship ——, as an angry arch of clouds, which had been for some time gathering, began now to herald its approach by the ruffled surface of the sea in its direction. One topman, assisted by a boy, were taking in the main royal, when some clumsiness on the part of the lad called forth such a volley of execrations from the man in the hearing of the officer, that the offender was desired to come down and remain aft until sail was reduced. When all was quiet, the seaman was interrogated relative to the expressions he had used toward the boy, but he seemed perfectly unconscious of having said anything improper: he was, however, reminded that his expressions, if taken literally, were a prayer to the Almighty to deprive him of sight, and that his soul might be eternally lost; to which he replied, that he did not mean any harm by what he said.

Oh! how often have we heard this reply even from those in authority, who ought to show a better example, when mildly reminded, by a God-fearing messmate, of this, at least it was in our time, too prevalent custom in the service. We remember an officer, since gone to his rest, one day irritated by the manner in which some work was being performed under his orders, breaking out into an oath, when a pious officer gently tapped him on the shoulder, and quietly whispered into his ear, "My good fellow, '*Swear not at all.*'" This word was sent home with power to his heart, like "a nail driven in a sure place by the Master of Assemblies," and was the means of his conversion; and many happy hours did we and others spend together afterwards in his cabin, in the cockpit, which became consecrated by the Word of God and prayer.

We remember an anecdote of Dr. Johnson, who was very curious to see the manner of living, and the discipline on board a ship of war; so Johnson went to Portsmouth, and passed a week on board the 'Ramilies,' of 74 guns, with the Commodore in command of the squadron. He enquired into everything, made himself very agreeable to the officers, and was much pleased with his visit. When he was conveyed on shore, the young officer whom the commodore had sent to accompany him asked if he had any further commands. "Sir," said Johnson, "have the kindness to thank the commodore and all the officers for their kindness to me, and tell Mr. —— (the first lieutenant), that I beg he will leave off the practice of swearing." The young man, willing, if possible, to justify, or, at least, to excuse, his superior, replied, "that unfortunately, there was no making the sailors do their duty without using strong language, and that his Majesty's service required it." "Then pray, sir,"

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answered Johnson, "tell Mr. —— that I beseech him not to use one oath more than is absolutely required for the service of his Majesty." Let us hope this ironical rebuke from the aged philosopher had the desired effect upon one or both of the officers.

But to resume the subject: our friend, the topman, had put into his hand by his officer a little tract, entitled the "Swearer's Prayer," which one of his messmates promised to read to him, he not being a "scholar." A week nearly elapsed without the officer making any inquiry about the tract or its effect, when, overhearing another seaman offending in like manner, it bethought him to have recourse to a different agency; so, instead of remonstrating with the offending party in this instance, he sought the interference of the man's "chum," or choice companion, who was a right thinking man, appealing to his better feelings, and the interest which he had in his mate's welfare would no doubt be sufficient to induce him to exert his influence in checking his practice of swearing. "Sir," said the man, thus appealed to, "do you remember giving Harry B. a tract last week? Well, sir, our mess is next to his, and this evening one of his messmates began to read it out, and we all listened to it; at the close, we all, in both messes, about twelve of us, agreed to help one another to give over swearing, and if any one of us caught another swearing, we are to give him a blow on the back, by way of reminder." We were thankful to find that, by God's blessing upon the little tract, this sinful habit became much controlled in the ship, even where a deeper work may not have been manifested. Some time afterwards, the same officer was detached from his ship for surveying purposes, and Harry B. was one sent with him as a leadsman, the original crew of the cutter, appointed for this service, not being very *au fait* at the "marks and deeps." This crew certainly beat all we ever came across for cursing, and we much dreaded a relapse in H. B., if steps were not taken to stop it. Instead of rebuking them, however, on the spot, we deferred taking any notice of it until we got them singly—during a quiet night-watch on the look out, and by degrees, this operated favourably on them, as regarded the baneful practice of swearing. On one occasion, whilst we were on deck, a man by accident let fall something from aloft on the foot of another who, formerly, would have exhausted a vocabulary of abuse upon him, but *now*, with his foot uplifted with pain, he casts a hurried glance aft, and, seeing his monitor, coolly remarked to his mate aloft, "Ah, if he had not been in sight, I would have launched out at you." The time occupied in seeing who was on deck was sufficient to allow his anger to cool. This only serves to show that men can bridle their tongues when in the presence of a superior officer, and very often before the young, who, if not thus checked by salutary discipline or self-control, would make the language on ship-board or elsewhere most distressing to a Christian mind; and although it has been well said, "The moral sinner will lay down in the same hell as the vilest," yet the blessings of

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Christianity, in restraining the profane and ungodly amidst whom we are obliged to dwell, are among the many mercies which the Lord hath granted to His people, lest they should be overwhelmed with overmuch sorrow at the filthy conversation of the wicked. "What's in a tract?" The seed sown upon many waters, we are assured, shall be found after many days; and "*A word spoken in due season, how good is it?*"

VISITS TO THE SEA COASTS.

[*Continued from our last number.*]

YARMOUTH or Great Yarmouth, redolent of "bloaters," derives its name from its situation at the mouth of the river Yare, and is about twenty miles from Norwich, by rail, and nine from Lowestoft, in latitude 52° 16′ N., and longitude 1° 43′ 7″ E. It is, next to Norwich, the chief town of the eastern counties, and the port of east Norfolk and Suffolk, and flourishes by its fisheries, its foreign trade, its advantages as a watering place (about 10,000 visitors patronized it in the summer of 1861) and by its manufactures. Its situation is very peculiar, being founded on a bank of sand which formed at the entrance of an estuary there, and which sand gradually became transformed into *terra firma*. Here the Bure, the Waveney, and the Yare empty their confluent streams with those of their tributaries the Ant, the Thame, and the Wensam through a long and broad artificial haven into the German Ocean. At a very early period the place was frequented by fishermen from different parts of England who used to dry their nets on the Denes or Downs, and eventually erected houses thereon, and it became the great mart for herrings. The Denes, on which Yarmouth is situated, now form a narrow tongue of land or peninsula running from the north towards the south, washed on the east side by the Ocean, and on the west by the river Bure, Breydon Water, (which receives the Yare), the Waveney, and the main Channel which carries all these rivers into the sea.

"*Antiquities of the Garruenos.*—The Yare is the modern form of *Garruenos*, the name given by the Greek mariner, of Alexandria, to the *Garu-an*, the rough water of the Britons.

"The principal opening of the Garruenos occupied the low sandy tract, five miles in width, between the present haven's mouth and the rising ground of Caistor, where, as the name and many relics of antiquity denote, a Roman station was fixed. In this wide space, exposed to the N.E. gales which blew so furiously, its rough surges, like those of the Garrunna obtained from the Keltic races living on its shores the name of Garu-an. In these struggles of the wind and waves a line of sandbanks was thrown up and eventually left dry. Through these the tidal waters preserved for themselves two passages

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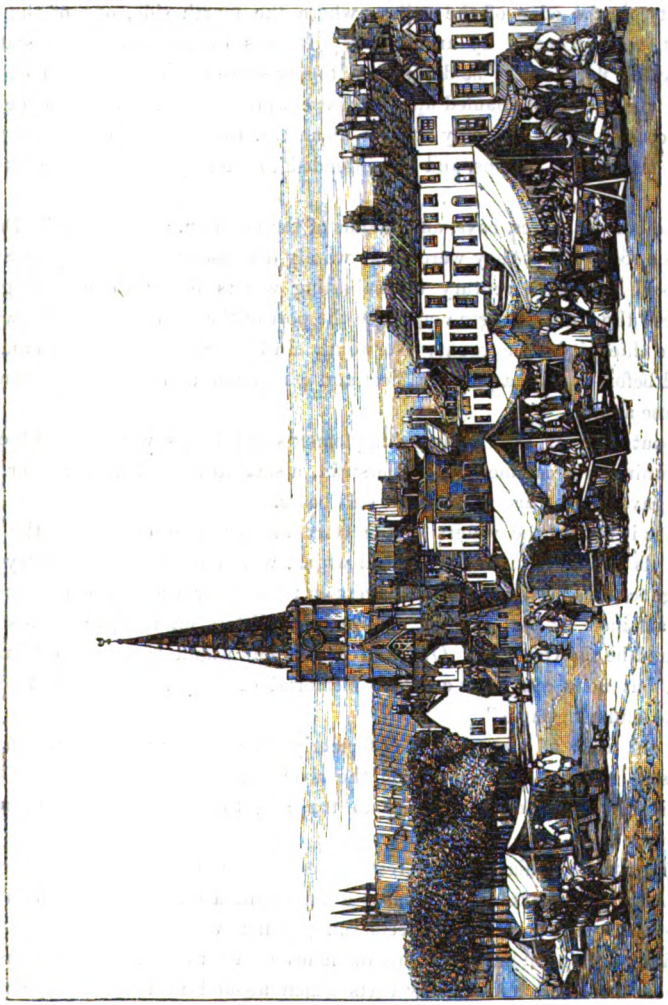
forming an island, on the most elevated parts of which, during the fishing seasons, fishermen first pitched temporary tents; a fair for the sale of fish was next established; permanent abodes were raised; and thus early in the eleventh century arose the seaport of *Moche Gærnemuth* or Great Yarmouth.



The Market Place of Yarmouth.

"Four miles south of Norwich (Caistor St. Edmunds) there is a clearly traceable Roman vallum which encloses an area of forty acres, now a farm; the western wall edges a narrow side valley which the tides of the Garu-an

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once covered; the remains of its water-gate, and of iron rings long visible on its face to which ships had been moored, proves that this was a port in ancient times.

"The walls of Burgh Castle, west of Yarmouth, are the most perfect of their kind; they form three sides of an oblong inclosure, sloping down a declivity to the edge of the valley, where the fourth side, one of the two longest, was protected by an estuary. It was evidently a naval station, from which fleets might be despatched to any shore threatened by an enemy, and in winter could be hauled up. It answers precisely to the description given of the coast defences raised by Stilicho, about A.D. 400, against the depredations of the marauding Saxons, and was intended to intercept their movements by sea.

"The broken shores, bays, and islands of the Garu-an, afforded to the Danes so firm a footing that they were never wholly dispossessed after the year 866.

"About the tenth century the subsiding waters began to produce great changes; the Nordvicus grew up to be the port of the district—and afterwards was the chief city of the county (Norwich). In 1004 Sweyn, King of Denmark, arrived before it with a powerful fleet and plundered and burnt the town; it soon rose again.

"About the year 1132 artizans' implements and looms were brought over, the spinning was commenced at Worstead, a small town in the neighbourhood which gave to the yarn the name it still bears.

"Thus it is that the waters of the Garu-an floated into England the first rudiments of that manufacturing skill which, widely matured by industry and intelligence, has been the principal agent in raising our country to an eminence never attained by the proudest empire that glitters on the page of history. Honoured be the Garu-an! Other streams in our island bear more celebrated names, but none can boast a nobler memorial of early usefulness or a better claim to enduring fame."

The old town of Yarmouth was formerly defended by walls of which the ruins still remain, and is built on the river side of the Denes, but of late years it has extended completely to the sea, to which it has a frontage of nearly a mile.

Amongst the peculiar and interesting features of Yarmouth are the north and south quays, extending almost a mile and a quarter, and which are very broad. The principal streets run parallel with the quays, and are crossed by a large number of narrow lanes called rows, for the traversing of which the small and narrow carts which abound in Yarmouth are used. A new and elegant lifting bridge over the Yare was completed in 1854. A substantial wrought iron bridge has been also erected over the Bure, at the spot whence nearly 80 persons were suddenly precipitated into the water by the fall of the old bridge nearly twenty years since; and a

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handsome iron tubular bridge, in two compartments, connects the railways with the tramways which extend the entire length of the quay, which is considered to be one of the finest in England, and is, in many places, 150 yards broad; it is well lined with commodious warehouses, ship yards, &c. The quay is divided into two parts, and known as the north and south quays, the latter being the more commercially important one; all the large ships and trading vessels load and unload their cargoes here, the north quay being the resort of the smaller craft. Opposite the south quay stand the Custom House and Port Due Office. The Wellington Pier at the south and the Britannia Pier at the north end of the Parade afford agreeable promenades, and are useful for passengers landing from boats. At an early period there was a channel to the sea on the north side of the town called Grubb's Haven, but this gradually became choked with sand and is not now discernible. The south channel in 1357 was rendered so inconvenient by choking from the sand that the trade of the town was stopped. After several unsuccessful trials to cut channels in different other places the present one was made in 1559, and the works brought to efficiency in 1567 by a Netherlands engineer. The shores on each side are now defended by piers and jetties.

The trade of Yarmouth is in the supply of the towns on the rivers, which are navigated by wherries or lighters—166,765 tons of coal and 67,528 tons of other goods were imported in 1860; the town is a great centre of the fishing trade. The mackerel fishery employs upwards of 3000 tons, with about 90 boats and 870 men, and produces about £20,000 a year. The herring fishery, for which Yarmouth is so highly and justly renowned, employs about 200 boats,* carrrying nine or ten men each, besides a number of smaller craft of a total altogether of about 6000 tons, whilst a very large number of persons of both sexes are employed on shore in the drying houses, &c., and the produce of their labour equals one-fifth of the entire returns of the herring fisheries throughout the kingdom, being no less than 100,000 barrels yearly, about 20,000 of which are sent to the southern counties. The fishing ground for herrings lies about nine leagues to the north-east of the

* The Yarmouth Herring Boats.—They will carry from fifteen to twenty lasts of herrings and upwards, and are generally manned by a crew of twelve or thirteen hands, the smaller luggers having about ten hands. During the herring voyage only two masts are carried, with foresail, mizen, and jib; but they have also for the mackerel voyage a mainmast, with mainsail and main-topsail. In the Yarmouth fishery, in particular, the vessels hailing from that port have the letters Y. H. and a number painted on the bows. They are now built of graceful forms, with yacht-like sterns, and are fast sailers. They carry rollers, but have no lecboards like the "buss," or Dutch "schuyt." They are usually constructed of the medium size of 65 tons builders' measurement, or 34 tons register. The nets vary in number from eighty to one hundred and twenty, which are periodically exchanged, and fresh ones taken on board; the others, in the meantime, being dried and mended, giving employment to a number of persons who are called "beetsters." Each Yarmouth lugger, therefore, must be provided with from twelve to fourteen score nets, each being eighteen to twenty yards long on the warp. They carry but one set of nets to sea with them, which are shot (*i.e.*, let down) overboard from the lugger across the tide, and drift with the lugger Liverpool salt, mixed with bay salt, is the salt used in the process of curing.

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port, and here the boats take their stand, and early in the evening the men cast their nets over the sides of their boats and then steer away under an easy sail. As daylight appears the nets are taken up and the success of the cast is seen; one boat will frequently take 130,000 fish at a single cast. The number of vessels belonging to the port is about 650, with about 4000 seamen. There are several small docks or basins belonging to the ship-builders, and ship and boat building is carried on to a great extent, vessels of nearly 500 tons being built in the yards. The roads of Yarmouth form a safe anchorage, and are resorted to by the large number of merchant and trading vessels, calculated at not less than 40,000 sail, exclusive of fishing vessels, annually passing along this coast. These roads are formed by several very dangerous sands, which, in foggy weather or when heavy gales sweep the coast, occasion many fearful shipwrecks. More than 500 vessels have been stranded, wrecked or lost off this coast, or compelled to put into Yarmouth harbour with damage in the space of three years; as a necessary consequence the loss of life is also great, and the number of shipwrecked mariners who are landed at Yarmouth year after year very considerable. Formerly, the unfortunate sailor who lost his vessel lost his wages also, and being utterly destitute he had to depend upon casual charity, and could only be passed to his parish as a vagrant. The law is now more humane, and the Shipwrecked Mariners' Society, of which there is a large branch here, and was the first auxiliary in the United Kingdom which united with the parent Society, has done an immense amount of good, by enabling the sailors to claim, when shipwrecked, to be clothed, fed, and forwarded to their homes.

In addition to this excellent Institution, one of those valuable auxiliaries to it, a Sailors' Home, (see engraving), with a signal station attached, is also established here, its objects being to provide a place of refuge for the seamen of all nations, when wrecked, detained by stress of weather, or paid off, &c., with comfortable board and lodging, and medical attendance at the lowest possible charge, and to impart to them useful and nautical instruction; the building is of red and white brick with stucco basement, fronts the sea, and forms an additional and appropriate ornament of the Marine Parade on which it is situated. It has a well-stocked museum attached, to which free admission is afforded to the public; also a library and news room, containing over 1000 vols. of books, and a collection of maps, charts, and nautical instruments. During the year 1861

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685 persons were received as inmates of the Home, and its income amounted to £730.* Near the Home is the Life-boat house, containing two boats, and other apparatus for saving life. The boats are of the respective lengths of about 40 and 30 feet, and have been instrumental in saving upwards of 2000 lives. A little Church, of which a picture is here given, was, about three years ago, also built near the beach for the use of sailors, beachmen, and fishermen, numbers of whom are now regular attendants, 50 are communicants. A beach and harbour mission is connected, having for its objects the improvement of the seafaring population by means of Sunday services, week-day lectures, distribution of the Scriptures, &c.; this work is also conducted by the Rev. A. B. Crosse, the minister of St. John's, who is a warm friend of the sailor, and a Scripture reader. The Sunday services have been hitherto held in a large upper room belonging to a ropery, but the accommodation offered is not nearly sufficient. It is therefore proposed to build a room large enough near the present one, and in quite a different part from where the Church is situated. Through the kindness of Mr. Crosse, we are enabled to furnish our readers with a picture of the contemplated building, which will be quite a plain one, and estimated to hold 600 persons, and to cost £600, which is rapidly being raised by voluntary contribution. The site has already been granted by the Corporation. At the

* From all the rooms there is a clear view to seaward and the roadstead for the beachman or pilot, who must be ever on the watch for life and property endangered. Newspapers of the day, puzzles and pastimes, with all that may render a library and reading-room attractive to the class for which it is intended — where, through the bounty of the benevolent societies, every Christian mariner may hear or read God's word (many, perhaps, for the first time) in his own tongue. Adjoining is the board-room for the use of apprentices and others who wish to prepare themselves for Government schools, or mates or masters of vessels, or get first steps in reading or writing, of which hundreds have availed themselves; and many a fisherman can now perform the necessary duties of his calling required of the pen. Passing by lavatories, &c., are the dormitories for British and foreign seamen, masters, mates, and women castaway, and the superintendent's chamber. The attic floor over is intended for a store for the property of seafarers cast ashore, or left in charge, gratis, when at sea or on leave; or for unclaimed goods; as well as additional accommodation for any great or sudden demand on the Home happening on a coast which 40,000 vessels pass annually, and more than half the wrecks of the United Kingdom occur, and where it has happened that 500 vessels have suddenly parted their anchors in one gale, in the depth of winter, throwing their crews unexpectedly on the sympathies and resources of the people of Great Yarmouth.

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south end of the town stands the "Mariners' Chapel," a neat little edifice, built in 1826. Its ministers are various, and the average attendance of mariners and their families 200 weekly. There is a Bethel in connection with

Yarmouth Beach and Harbour Mission Room.

the Chapel, but some distance from it, at which services are held almost every evening in the week by Mr. Jones, formerly himself a sailor, and now successfully engaged as a missionary amongst the beachmen and frequenters of the port; Bethel services also take place on board ships at the quay during the summer months.

A Fishermen's Hospital was built near the old Church in 1702, at a cost of £600, supplied by the Corporation; it was intended to accommodate 20 decayed fishermen and their wives, but the inmates have now little benefit besides the houses or rooms they live in. There are Steam Packets to and from London, Hull, and Newcastle for passengers and goods, and the Scotch steamers pass through the roads and occasionally land and take up passengers. There is also communication with North Walsham, Aylsham, Norwich, Beccles, and Bungay by water, and with all parts of England by rail and telegraph. The Nelson column, raised in honor of our greatest naval hero, who was a native of Norfolk, is 144 feet in height. Yarmouth and its neighbourhood present many other objects of interest to the visitor, but we cannot linger now to describe them, and therefore request our kind readers to accompany

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us in their imaginations about nine miles by railway, in a southwardly direction, to

LOWESTOFT, a seaport and packet station, and the seat of an extensive fishery, situate about 44 miles north of Ipswich, and standing upon the most easterly point of land in England, on a lofty eminence commanding a fine sea view. The side of the cliff is covered with hanging gardens or terraces filled with trees and shrubs, and between these and the sea is a tract of land on which stands a long line of buildings appropriated to the curing of fish. Lowestoft is a celebrated place for bathing, and affords every facility for the enjoyment of that luxury. The chief source of commerce is the herring fishery, which begins about a fortnight before Michaelmas and lasts till Martinmas. Previous to the commencement of the fishing, many of the fishermen (of whom there are several hundreds) are employed in fishing for mackerel. Rope and sail making and ship and boat building are carried on in the place. There is a fine small harbour formed by two piers, one on the north 600 yards in length, and another on the south 400 yards; at the centre of the extremity of each pier is a lighthouse, exhibiting to the benighted ploughman of the ocean its warning red light from sunset to sunrise; the south pier is defended by a parapet, and boarded for a promenade. Both piers consist of massive timbers braced longitudinally and filled with blocks of stone, the outer surface being faced with dressed masonry. The inner harbour is a piece of water two miles in length, which communicates with the river Waveney, by which merchandize can be conveyed to and from Beccles, and Norwich, of which Lowestoft, as well as Yarmouth, is the outport. The benefits conferred by the port as a harbour of refuge to the coasting trade are very great, many valuable lives and much property having been saved which otherwise would have been swallowed up by the waters of the insatiable ocean.

Near the harbour is the new town of South Lowestoft, with its delightful Esplanade 800 yards in length, and Marine Parade dotted with pretty villa residences; the Esplanade, with the south pier which joins, form a promenade unequalled on the eastern coast; on the occasion of our visit we strolled on to the latter, and for some time observed with considerable interest the animated and exciting scene of fishing luggers sailing out to sea in the face of a strong wind, and whilst so engaged were forcibly reminded of the perils which must be braved by the poor fisherman before our tables can be furnished with even a "bloater." The town has made rapid progress since the formation of the harbour and railway from a quiet fishing village to a busy and flourishing port, as belonging to which 158 vessels of a total of 7425 tons, and 1132 men and boys were registered last year. Its advantages as a packet station have induced the formation of the Northern Steam Packet Company, for communication with Denmark, Sweden, and Norway. A little to the north of the town on a point of land stands the upper lighthouse, an old

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circular tower erected in the year 1676, and partly rebuilt by order of the Brethren of the Trinity House in 1778. On the Denes is seen the low light-house built of wood, and which can be changed at pleasure to meet the variations which are continually occurring in the situation of the sands, and at some distance out to sea can be distinguished a floating light called the Stanford Light vessel, but owing to the Stanford Channel being no longer navigable by night this light was removed on the 1st January, 1862. There are a great number of ancient charities here; also one established a few years since, viz., six almshouses built for six of the poorest master fishermen of Lowestoft. A Life-boat, too, has long been established here, which has been instrumental in the salvation of many a wrecked mariner from a watery grave, and other means of saving life are also kept at the Coast Guard Station. A Bethel room is situated near the bridge, and it is in contemplation to erect a Beachman's Church. We were informed that between £60 and £70 were expended at this port last year by the Shipwrecked Mariners' Society, through its zealous coadjutors, the Hon. Agents, in the relief of shipwrecked persons and their widows and orphans.

RELIGION IN THE NAVY.

A.D. 1861.

FOREMOST amongst the friends of true education stand the Military Authorities, who have, of late years, given great attention to everything likely to produce a healthy tone of mind and body in the British Soldier.

For the education of his body, they have placed within his reach or otherwise encouraged, regular Gymnastic Instruction, as well as manly sports. For the improvement of his mind, there are Adult Schools, popular Lectures, Institutes, &c. And for the welfare of his soul, Bible Classes, Prayer Meetings, the labors of a large force of Scripture Readers, and an active body of Chaplains. All means in short are used to raise the moral and religious status of the Army; and by providing suitable occupation for the Soldier's leisure hours to endeavour to draw him away from the haunts of drunkenness and vice, and to make him feel that, amidst the unavoidable discomforts and evils of Barrack life, he may still be the respectable member of an honorable profession.

This example so worthy of imitation, it is to be hoped, will be more and more followed by the Clergymen and Officers of the Navy; and that the moral influence, found so effectual in the Army, will be studied and applied afloat, so as to eradicate the evils of drunkenness and immorality, through which the Service yearly sustains so much loss.

It is satisfactory to know that, in the past year, several ships-of-war have set apart screened berths during the evening hours for ADULT SCHOOLS, which

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have been freely used by the men. To secure a larger appreciation of this indulgence, it is essential that the *routine* duties of the ship be so arranged as not to disturb the men during the hours of self-improvement. Every facility should also be given for rigging the School, which should be well lighted, and as far as possible apart from the Band.

Several ships have, likewise, established READING CLUBS, and for these too much care cannot be taken in the selection of proper books, wholesome periodicals, and popular games. This ought to be the Chaplain's especial province. (Malachi ii. 7.) The Club-room should be separate from the School room, having convenient book shelves, and equal facilities, as to light and space, as the latter.

It cannot, however, be too strongly stated, that mere secular education is a very dangerous accomplishment, when not balanced by religious culture. That "*the fear of the Lord is the beginning of wisdom*," is as true now as it ever has been in the world's history. We should not, therefore, neglect the endeavour and the use of means, under God's blessing, to improve the heart, whilst improving the mind and body.

This end has been sought, in several ships, by the delivery of popular LECTURES, on subjects interesting to Seamen, (which most Officers could get up) with suitable illustrations; care being taken to trace up the works of the Creator to their Divine Originator (Col. iii. 17.), and to inculcate a vigorous, sober thoughtfulness. These Lectures form a friendly link between the officer and the man, which will repay the lecturer for any little labor in preparing the subject.

In an increasing number of ships, facilities have been afforded for holding BIBLE CLASSES (Acts, xvii. 11.) or PRAYER MEETINGS (Mal. iii, 16, 17,) in retired positions. These have supplied a want much felt by many Seamen and Marines, who, when on shore, are in the habit of attending week-day services, and of *kneeling* (Psalm xcv. 6,) in their own rooms: advantages which they too often lose, the moment they embark. In one line-of-battle ship, about 70 men thus voluntarily meet the Chaplain every Friday evening. In another ship, a similar number meet oftener, and have had, on extraordinary occasions, as many as 300 voluntary attendants. In several other ships, these Meetings are held *every* evening, and are very fairly attended.*

One or two ships have introduced the periodical administration of the LORD'S SUPPER; a custom the revival of which the *New Admiralty Instructions* seem to contemplate. (Ch. 51, Arts. 4, 9.) Advantage appears to be gained by spreading the Table in the presence of the Congregation, a screen being drawn round the Communicants after the other portion of the Service is finished. It

* Weekly Prayer Meetings are held at the Royal Sailors' Homes, at Portsmouth and Devonport, every Tuesday, at 7 p.m., at which officers and men are invited to attend.

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has been observed that the attendance is most numerous, where the little week-evening gathering has paved the way for personal intercourse between minister and people, and led to mutual confidence and esteem.

Although considerable success has attended the increased efforts put forth during the past year, for raising the moral and religious tone of the Lower Deck, and, wherever these measures have been adopted in an *agreeable* form, Seamen and Marines have gladly appreciated them;—yet it is not to be expected that the full value of such helps to discipline and order can be obtained, until Commanding Officers are led to consider the right and pleasant employment of the leisure hours, an *essential* part of Naval Discipline. The Chaplain's labours, fostered and encouraged, will be found one of the best means of advancing concord and good feeling in the messes. The establishment of means of improving soul, mind, and body, will do much to attach men to their ship and to their officers. And the regulations of the ship, embracing these things as an *essential and necessary part of daily routine*, will do much to produce contentment and cheerfulness, to reduce the Sick List, and to lessen the duties of the police.

There are, however, about 140 Ships-of-War, besides 50 Gun boats, manned by upwards of 17,000 men, which have not the advantage of a Chaplain's influence. Appeal must be made to the Officers of these vessels, not only to provide the auxiliary helps, but to come forward as the friendly supervisors of the little details of Reading Clubs, Adult Schools, Bible Classes, Prayer Meetings, &c.; without which friendly help (Matthew xxv. 34—40,) they are little likely to tide over the difficulties which beset their progress.

The establishment of SCRIPTURE READERS at the Home Ports, to visit the Ships-of-War at the Anchorages, the Naval Hospitals, and the Marine Barracks, has been a most effectual means of winning the consideration of the men for sacred things. The mess-to-mess visits and the reading to the ones and twos about the decks, have been greatly blessed in several ships, in raising the tone of the Lower Deck and encouraging many thoughtful Seamen to live up to their Christian principles. Testimony to the general good effect of the repeated visits of the Readers and of their personal intercourse with the men, will be borne by most of the Commanding Officers of ships, who have visited Portsmouth or Plymouth during the past year. And it is hoped that, ere long, ships calling at the other Naval Seaports at home and abroad, will enjoy similar advantages.*

In consequence of the prevalence of drunkenness and its attendant miseries (Proverbs xxiii. 29—35) amongst the crews of some small vessels, the Commanding Officers induced their ships' companies to sign the TEMPERANCE "PLEDGE;"

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* Subscriptions, in aid of the Scripture Reader movement, will be gratefully received by the Chaplains of the Naval Hospitals at Portsmouth and Plymouth.

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themselves setting the example. Though several breaches of the "pledge" have taken place, requiring a frequent renewal of the "signing" process, yet the general result has been a vast improvement in morals and discipline, which has been further stimulated by mental and spiritual recreations.

Whilst thus viewing RELIGION in its bearing on the altered system of Naval discipline, which the improved mental and moral character of modern men-of-war's men has necessitated, its higher end must not be disguised (1 Timothy, iv. 8), *viz.*—that of "*converting the soul*," thereby "making it meet for the inheritance of the saints in light." Naval Officers should never forget this; and they should also bear in mind that upon the Chaplains devolve the care of the *souls* of their crews. The Chaplains are bound, not only by the "Admiralty Regulations" (Ch. 51, Art. 2, 8, &c.), but by solemn "ordination vows" and by Scripture instructions (Ezekiel xxxiii. 6, 8, &c.), as faithful Messengers, Watchmen, and Stewards, to be so "*instant in season and out of season*" to win souls to Christ, that they may be enabled to take as their "paying-off" text, Acts xx. 31, and, at the bar of God, may be found clear of the fearful blood of lost souls. It behoves, therefore, every officer and man, who is sensible of the awful responsibility of the sacred office, to do all that in them lies to uphold and encourage Christ's Ambassadors in the discharge of their weighty, but, too often, thankless duties.

Thus let but all Christians in the Naval Service unite, having in their hearts a desire for the Glory of God, and the welfare of the Navy, and there need be no fear for the results. True discipline will be restored, cheerfulness and contentment will be spread throughout the Service. And should the "blast of war blow in our ears," it will then be seen that the protection of our country is not placed in unworthy hands, but that, ever as of old, our Flag will float triumphant on the waters, and that "*God will not suffer the righteous to be moved.*"

MISCELLANEOUS.

ADDRESS OF CONDOLENCE FROM THE SHIPWRECKED MARINERS' SOCIETY.—"To the Queen's Most Excellent Majesty.—May it please your Majesty: We, your Majesty's dutiful and loyal subjects, the President, Vice-Presidents and Committee of Management of the 'Shipwrecked Fishermen and Mariners' Royal Benevolent Society,' deeply affected with a sense of your Majesty's overwhelming sorrow, caused by the sudden bereavement your Majesty has suffered, and which has also filled the whole nation with grief, most humbly approach your Majesty to offer their unfeigned tribute of condolence and heartfelt sympathy, in the affliction which it has pleased God to visit yourself and your Royal Family. We participate in the affliction of the nation at large in the loss of a Prince whose high virtues, political and moral, had endeared him to it: We have beside in that loss to deplore a Patron, whose name was associated with that of your Majesty in patronizing our efforts to succour in the hour of shipwreck our gallant and hardy seamen, or their widows and orphans should they have been

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drowned; thus manifesting his Royal Highness's sympathy with a body of men which in peace or war may be termed the right arm of your Majesty's empire. In offering thus our humble condolence and sympathy, we earnestly pray the Father of our Lord Jesus Christ, the Father of mercies and the God of all comfort, that your Majesty may be comforted from this Divine source, and that you may receive from Him wisdom and strength to govern these realms so happily entrusted to your Majesty's care." The above address of condolence on the death of the Prince Consort, which was unanimously adopted, has been most graciously received and acknowledged.

THE AMERICAN OUTRAGE ON THE BRITISH FLAG.—In our last number we gave a brief epitome of the 'Trent' outrage, and that a prompt reparation had been demanded by the British Government. The country, which displayed a firm and dignified attitude throughout, had been kept in a great state of suspense as to what would be the answer from America. At length the long-looked for answer came. The dove, and not the eagle, prevailed, and brought a message of peace. Never was steamer hailed with such eagerness as the 'City of Washington' when she entered the splendid harbour of Queenstown on the 8th of January, and bore the tidings that our just demands had been acceded to, and that Messrs. Mason and Slidell had been given up. Never did lightning speed forth on such a joyful work as this of announcing peace. As if to atone for its former deeds of destruction, it became the messenger of love and good will, faring forth into every city and town in the British Isles, and to all the capitals of Europe, telling that the dark cloud of war was dispersed, and that England was not to be called upon to imbrue her hands in the blood of her own children. There is deep cause for thankfulness in this—thankfulness, first of all, to the great Disposer of Events, and then to our Ministers, who, from the first moment that the outrage by Captain Wilkes became known, to the evening when "the message from the sea" was received, had shown a vigour and wisdom that are not often displayed on such occasions. Never were preparations more complete than those made by the War Office and the Admiralty. Never were troops despatched with greater speed than those which left this country a week after the 'La Plata' brought her startling tidings. There have been no half measures. There has been no penny-wise and pound-foolish economy to mislead the Americans into the belief that we were too parsimonious to maintain our rights. There has been no listening to those unpatriotic counsels which, whenever a quarrel arises between this country and another, assume that the former must be in the wrong. Decision and energy have marked every step, and we have shown our kinsfolk across the waters that, though averse to war, we are still more averse to dishonour; and that though prepared to put up with little affronts, we cannot allow rights to be violated, which we hold not only for ourselves, but in trust for all the world. The cost to the nation of despatching reinforcements to strengthen our Canadian colonies, and arousing their spirit of loyalty in preparations for the defence of their frontier from American invasion, has been far less than was at first anticipated, and will, we believe, prove to have been money well spent, in that, under God, the horrors of war have been averted; and to Him, therefore, we desire to give all the praise.

BRITAIN'S WATERY BULWARK.—By the position which God has given us, and the energy to occupy it, we have acquired a right to be consulted on all great questions connected with water. Besides its chief use in watering a whole world, the sea is

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precious to us as a means of defending our own bit of it. It is good for us and our families, good for the liberty and progress of the race, that the sea encircles this portion of the land all round. By aid of that circling sea, and by the blessing of Him who holds it in the hollow of His hand, we intend to keep this portion of the dry land for our own use, and for the benefit of all the oppressed who seek here an asylum from cruel power. Our neighbours need not exhaust themselves in beating their sides against the ribs of our cage: Nature is against them. In the last resort the question to be determined is not so much by docks as by ships; and not so much by ships as by shipmen. In spite of all her efforts, we shall have more seamen than France, for this plain reason, that we have more sea. The shore line of Great Britain and Ireland would, I suppose, go nearly three times round the shore line of France. No whipping or spurring can ever surmount that inequality. England has no Cherbourg, it is true; but she need not break her heart about it, for France has no Liverpool. Not stationary stone walls, but living sailors in well-built ships, will, in the last resort, determine the dominion of the world, whether in peace or war. Considering all the circumstances, we shall trust in Providence and keep our temper; no crowing among our neighbours can dry up the Channel. When you become too much excited by reading the newspapers, fold up the broad sheet and look to the map of Europe. The sight of the sea is the best prescription for cooling the fevered brow. Let all the lovers of freedom study the Bible and the map; while they study, let them give fervent praise to the God of the whole earth for pouring the green sea round all the circumference of this land, and scattering the seed of His word over all its breadth. In these two our great strength lies: the one is Providence, the other Grace!—*Rev. W. Arnot, M.A.*

March Winds and Shipwrecks.—It is impossible to rest, or even to settle to any employment, when looking out for wrecks. It is a sorer fidget than I ever went through at any tragedy to see the handling of ships approaching the bar in stormy weather, or driven from their moorings. The escapes are so narrow, and the failures are so fatal! To see a schooner capsized, so that her sails lie flat on the water, and she is washed up towards the sands going to pieces all the while; to see a bark settle and founder, while the best climber on board clings alone to the top of the mast above the water; to watch the lifeboat making its way to a brig, where the sailors are clustered in the rigging, and to be more and more doubtful whether it can ever reach them, and even afraid of its crew of well-known men being washed away; to see the country-people come thronging in all directions to the cliffs or the beach, and carrying away whatever they can lay hold of—the fellows even going into the water to meet and seize some tempting plank, or yard, or bit of sail; all this, going on while the winds are roaring and the sea seething, and rushing, and splashing, is about as melancholy a scene as I know. Worst of all is the failure to save the victims of the tempest. After battling with the wind and spray on the cliff through the night, and getting the lifeboat brought to the spot, and using the first break of daylight to try for a communication with the wreck, it is heartbreaking to have no effectual response from the ship, and to see, as the light advances, corpses drifting about in the surf below, or lying face downwards on the sands. It is agonizing to see the boat return with one or two of the crew as the only survivors, or with none, and to have to go home and tell wife and children that their warm blankets and hot coffee are in vain. We have certainly never found that the much-vaunted pleasure of saving human life was any compensation for witnessing the destruction of it. When our neighbours and we saved as many as we could, we still saw in them sufferers under a great misfortune and an awful shock—men more occupied

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with the destruction around them than with their own rescue; and in this we certainly sympathized with them. On windy nights in March my wife and I feel strongly that, while hoping that we should have discharged the common duties of humanity to ship-wrecked people as long as we lived, if it had been our lot to spend our lives on the coast, we cannot but feel the relief of dwelling inland, where the appeals of the needy come in so much more deliberate and so much less horrifying a form than that of a midnight wreck.—*Once a Week.*

An Extraordinary Deliverance from Death at Sea.—Ninety Days in an open Boat.—A relative and an officer of H.M.S. 'Topaze' sends us a copy of his journal under date of September 30th, 1861, from Esquimalt Harbour, Vancouver's Island. After stating that their ship had made a fine passage of 43 days from Callao, arriving at Vancouver's Island on the 20th September, gives the following remarkable statement, which he observes is not less true than strange:—

On the morning of the 7th September our paymaster happened, at about half-past eight, to be looking over the bulwarks out to sea, and saw a boat under sail. This was reported to the captain, who at once ordered the ship to be hove-to, in order to let the boat come alongside, as the wind was blowing from her towards us, when we gave her a towrope. There were only two men in her, one of whom turned out to be an American, and the other an Irishman. The boat was a sloop of about 12 tons, with a deck on her, and at the masthead was flying the Yankee flag upside down. The men on coming on board seemed nearly famished, and they ate greedily the food we gave them, until at length the doctor had to forbid their eating any more. We towed the boat astern for four or five days; but one night, when we were going very fast through the water, she parted the hawser and broke adrift. When the men came round a little—for at first they were quite bewildered—we gathered from them, and the log they had kept, the following particulars. They were in the employ of an Englishman, who has a manufactory of cocoa-nut oil on an island called Fenning's Island, about four degrees north of the Equator. He sent the sloop with its captain (the Yankee), a cooper, an Irish and two Kanaka or Sandwich Island lads, to go to Washington Island, distant about 24 hours' sail, for the purpose of procuring staves to make casks for the cocoa-nut oil. They could not see the island for a fog, and then adverse winds drove them out to sea; they tried to reach Fenning's Island again, but couldn't on account of strong currents and foul winds. After being many days out they fell in with a French ship, from which they obtained their latitude and longitude. They could not make out whether the Frenchman said 156 or 166 degrees longitude. However, they worked by one of the two, and found themselves so far to the north that they tried to get to the Sandwich Islands. When they had been between 50 and 60 days out, the two Kanaka lads died, one soon after the other. I think it not improbable that the white men murdered them, as they must have been very short of food, having only taken away with them 30 days' provisions, and besides that, they occasionally caught a shark, or some other fish; and they also had some rain, and managed to catch the water, or else I expect they would not have been alive so long. The last shark they caught was with a piece of Kanaka flesh for bait. In the hold of the sloop we found a cask containing pieces of this flesh salted down like pork or beef. When we picked up the two men they had been out 90 days, from 9th June to the 7th September. Poor fellows, they must have had a terribly hard time of it! How providential it was that we should have come right across their track! If you just cast your eye over the map, and look at the broad expanse of ocean there is between Callao and Vancouver's Island, and just imagine that if we had gone a line either five miles to the east, or the same to the west

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of our course, we should not have seen them. They were trying, when we saw them to fetch San Francisco, or some part of the Coast of California, but they were 700 miles off land, and the wind invariably blows from the land, so the chances are they would never have reached it. They were both ill after they got on board of us from the food they had been eating, but got quite well before we landed them. We fitted them out with clothes, and the Government have paid their passage to the Sandwich Isles, where they wished to go. They put in the paper an advertisement thanking our captain and officers and the Colonial Government for the kindness shown them. The day after they were saved (Sunday), our chaplain returned public thanksgivings to Almighty God for their safe deliverance from the perils and dangers of shipwreck.

Health of the Navy and Mercantile Marine Compared.—We cannot afford to be indifferent to the well-being of the Mercantile Marine, and any statistic bearing upon it must prove interesting to us.

Dr. J. O. M'William, R.N., C.B., Medical Inspector of Her Majesty's Customs has long been before the world as a sanitary reformer, and has done good service in the dirty, out-of-the-way locality in which duty has placed him; he has probably the largest practice of any medical man in the metropolis, not even excluding those gentlemen who are attached to the large unions and the metropolitan police, and his opinions, we need scarcely say, are therefore worthy of deep attention, especially as we find that, from his ordinary waterside duties, he has chosen to extend his inquiries into the nature of those diseases which effect the health of the sailors of our merchant service, and consequently into the causes which annually produce a frightful rate of mortality amongst such a valuable body of men.

Dr. M'William, at the meeting of the National Association for the Promotion of Social Science, held in Dublin in August last, read a very elaborate paper on these subjects, and we are pleased to find that he has now reprinted it. After dwelling upon the many improvements which modern legislation has introduced into trading-ships, and remarking that notwithstanding the wise measures which, within the last few years, have been devised for the amelioration of the condition of our private seamen, many of the most valuable, especially those which relate to the promotion and maintenance of health on board ship, are but too frequently either partially or wholly evaded, Dr. M'William says that—"The seamen of the Royal Navy and the merchant seamen spring from the same class. The range of age (from fifteen to fifty-five) is nearly similar in the two Services, and both are employed in every quarter of the globe; but in many other respects they are very dissimilarly circumstanced. The longest voyages in the mercantile service rarely exceed eighteen months, while men-of-war are, as a general rule, several, it may be five years on one station, however unhealthy. In the Royal Navy, where hygiene in this country may be said to have had its birth, there are circumstances favourable to health, as discipline, clothing, cleanliness, good victualling, and, it may be added, breathing space, which, as a general rule, do not exist in the same degree in the other service. The man-of-war sailors have also, in all cases, medical attendance. On the other hand the merchant seaman, although much exposed in landing and loading cargoes while abroad, and less under the control as regards drinking and other excesses than the man-of-war's man, does not, like him, labour under the disadvantage of long continuance in a bad climate; and consequently his constitution gets renovated by comparatively frequent returns to the more healthy latitudes. Making due allowance for the deaths in the merchant service, of which we have no account, I think it may be assumed that the merchant seamen are less obnoxious to diseases originating in climatorial causes than the seamen of the Royal Navy; but, although exempt from the

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casualties incident to war, they suffer far more from drowning and violence than the seamen of the fleet—a circumstance due in great measure to the comparative rarity of shipwreck in the Navy. The proportion of deaths from drowning and accidents in the Navy is seldom above 5 per 1000 of the whole force employed, while the normal death-rate from such causes in the merchant service seems to oscillate between 8 and 11 per 1000."

We very much regret that we are unable to give the tables which Dr. M'William has compiled, as they afford an amount of information of which we can only give an approximate idea. We find that, in spite of the length of time which men-of-war's men are kept in sickly tropical climates, and of the chances which they run during a period of war, the death-rate in the mercantile navy is very trifling less than that furnished by Her Majesty's Service while on home voyages (the coasting trade, &c.). In three years, 1857-8-9, the deaths averaged in the former 24.20 per 1000, and in the latter from 10 to 11 has been the average during a series of years. This is a very startling fact, and we are quite of an opinion with the doctor when he arrives at the inevitable conclusion that although much has been done, "all is not done that might be done" to secure the health of the seamen of our Mercantile Marine, from whom so much is expected in the way of upholding not only the industry but safety of the country. There is ample food for reflection in the small pamphlet now presented to us, as long and successful voyages cannot be prosecuted by enervated and dissatisfied crews, we earnestly trust that the valuable researches of the author will have their due weight with shipowners, masters, and all those who have the means and inclination to give a helping hand to a set of men who, however hardy, skilful, and enterprising, still seem to require all the assistance which philanthropists can bestow upon them.—*Army and Navy Gazette.*

MINE'S A RELIGION FOR ALL WEATHERS.—There is a village on the coast of Cornwall, near the Land's End, where the people are very poor, but very pious and intelligent. Last year they were sorely tried. The winds were contrary, and for nearly a month they could not put to sea; at last, one Sabbath morning the wind changed, and some of the men whose faith was weak went out towards the beach, the women and children looking on sadly, many saying with sighs, "I'm sorry its Sunday, *but*—" "*If* we were not so poor."

"But!" "If!" said a sturdy fisherman, starting up and speaking aloud, "surely neighbours you're not going with your 'Buts,' and 'Ifs' to break God's law."

The people gathered round him, and he added, "Mine's a religion for all weathers, fair wind and foul. 'This is the love of God that ye keep his law,' '*Remember the Sabbath day to keep it holy*,' that's the law, friends. And our Lord came not to break, but to fulfil the law. True we be poor, what of that! Better poor and have God's smile than rich and have His frown. Go you that dare; but I never knew any good come of a religion that changed with the wind."

These words in season stayed the purpose of the rest. They returned to their homes and made ready for the House of God, and spent the day in praise and prayer. In the evening, just when they would have been returning, a sudden and terrible storm sprung up, that raged fearfully for two days. It would most likely have cost some of them their lives. After the tempest came settled weather, and the pilchard fishery was so rich and abundant that there was soon no complaining in the village. Reader, have you a religion for all weathers? Remember the words, "*Trust in the Lord and do good, and verily thou shalt be fed.*"—Psalm xxxvii.

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MEETINGS, SERMONS, COLLECTIONS, &c.

For the "Shipwrecked Mariners' Society."

The following collections have been duly remitted by the respective Honorary Agents, viz:—

BANFF—

The sum of £1 10s. was collected from the proceeds of a Seamens' Soirée, and remitted by George Gardiner, Esq.; the year before the same benevolent gentleman applied the surplus of a similar Soirée to the purchase of Testaments and Tracts for the seamen and their children. About 500 attended, and it was observed that the men enjoyed a happier evening spent thus in profitable addresses and conversation than at the Seamens' Ball which was formerly held, but for which the Soirée has been substituted. We hope other ports will follow the same laudable example.

BLYTH—

Parish Church, Sermon by Rev. Jas. Craig, (Life Member) 5 13 6

BURNHAM, SOMERSET—

Gratifying Testimonial.—On Tuesday, the 24th Dec., a public meeting was held at the National Schoolroom, Burnham, for the purpose of presenting Henry Press, pilot of Burnham, and also Henry Press, his nephew, with a medal and two sovereigns each, awarded to them by the "Shipwrecked Mariners' Society," for their gallant conduct in risking their lives to save the life of the master of the ketch 'Fanny,' of Gloster, that foundered in the Bristol Channel, near the Holmes, on the 15th of September last, in a gale of wind. Their conduct upon that occasion was manly and worthy the name of Englishmen. The chair was taken by the vicar, the Rev. T. Williams, Life Governor of the Society, at 6 p.m. He spoke in a clear and pointed manner of the usefulness of the society, and the praiseworthy conduct of the young men. J. B. Thwaites and T. Allen, Esqrs., who are honorary and very useful members of the society, also spoke and were listened to with much attention. The medals and sovereigns were then presented by Mr. Campbell, the zealous honorary agent.

FRAZERBURGH—

Free Church, Sermon by Rev. Mr. Donald 2 16 6

HOVE, SUSSEX—

Parish Church, Sermon by Rev. Walter Kelly, Vicar, (Life Governor) .. 12 5 0

HARWICH—

Parish Church, Sermon by Rev. Richard Bull, M.A., Vicar, (Life Governor) 10 5 5

KINCARDINESHIRE AUXILIARY—

The annual meeting was held within the Court House, Stonehaven, on the 17th December. John Garner, Esq., R.N., in the unavoidable absence of Mr. Sheriff Robertson, President of the Society, in the chair, when the following report was read and approved:—"As the claims of this society on public benevolence are so obvious, it is unnecessary to plead on its behalf with those who witness the dangers and struggles with which our seafaring population have to contend. Many disastrous wrecks attended by great loss of life and property, have already occurred during the past part of the present winter, and therefore the society has additional claims on the kind consideration of the public. In presenting the sixth annual report of the Auxiliary Institution for Kincardineshire, it is due to the Honorary Agents to record their disinterested kindness and persevering exertions on its behalf. It is trusted that their future efforts may be aided by the proprietors, factors, and others interested in the fishermen of the country, and that

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an institution which in the time of disaster grants relief with remarkable liberality, may continue to prosper and secure that measure of support which its benevolent object ought to secure. The ordinary members for the present year number 143, being a decrease of 46 as compared with last year. From the annual account of the treasurer (which on audit has been found to be correct) it appears that the total sum collected is £51 4s., of which £2 5s. are donations, £25 8s. annual subscriptions from parties not members, and the remainder has been contributed by the ordinary members. The sum of £32 has been remitted to the parent institution in London, and the sum of £11 13s. has been paid in various cases of disaster and distress."

LONDON—

Shipping and Shipwrecks.—A very interesting lecture on the above subject was delivered on Monday evening, 10th February, in the new and magnificent Vestry Hall of St. George's-in-the-East, to a highly respectable audience of about 200 persons, for the benefit of the "Shipwrecked Mariners' Society;" amongst the company present we observed Captain Webb, R.N., Secretary of the Sailors' Home, Capt. J. S. Lean, R.N., Capt. Westbrook, R.N., Fras. Lean, Esq., R.N., Lieut. Symons, R.N., &c., &c.

The lecture was presided over by Captain the Honorable Francis Maude, R.N., Vice-Chairman of the Committee of the Society, who in a very interesting speech introduced the lecturer, the Rev. R. H. Baynes, M.A., Incumbent of St. Paul's, Whitechapel, Chaplain of the Sailors' Home, &c. The chairman briefly touched on the following facts respecting the society's operations, to show its claims upon the British public, viz.:—that it had about 600 agents spread over the coasts of the United Kingdom, by whom, in conjunction with the central office in London, 109,955 mariners, together with their families, had been relieved since the establishment of the Institution in 1839; and that last year 3774 widows and orphans, and 7647 shipwrecked persons of all nations had been effectually relieved and sent home, or to their nearest Consuls, if foreigners. The noble chairman further stated that 50,000 blue jackets subscribed to the Institution, 3s. per annum, and that its income last year was £18,060. He remarked on the flag of the Institution, white with St. George's cross, several of which were displayed in the room, and said that about 3,000 ships carried it, and that it had been fruitful in commercial advantages by being the means of reporting ships at sea, or passing headlands. The gallant captain expressed a hope that the project of a hospital similar to Greenwich, and a pension fund would now soon be brought forward by the society, which it had been prevented doing before from various circumstances.

The rev. lecturer in an exceedingly graphic manner dwelt upon the part which shipping and sailors play in contributing to the comfort and happiness of humanity and to the prosperity and greatness of this country; and he deduced from those facts the strength of the claim they have upon public sympathy, and to assistance in the sufferings and distresses which are inevitable conditions of their mode of employment, involving an immense sacrifice of human life, resulting from the loss of upwards of 4000 ships annually.

The lecturer touched very happily various dates to show the growth of our Commercial Marine, which now amounted to upwards of five millions of tons, employing about 210,000 seamen besides the masters of the vessels; and in his second subject, "Shipwrecks," he feelingly depicted, in illustrating various prominent disasters which had befallen such vessels as the 'Kent,' the 'Birkenhead,' the 'Royal Charter,' &c., the terrible scenes that result from shipwrecks or fire at

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sea, and upon the calamities attendant on the more recent storm off Scarborough, when Lord C. Beauclerk and others lost their lives. Referring to the various modes adopted for the preservation of human life, when imperilled by the dangers of the deep, Mr. Baynes mentioned the gratifying fact that there are now Life-boats stationed all along the coasts of the United Kingdom, and that by their means hundreds of lives were annually saved. Another of the means of safety in regular use was the rocket and mortar apparatus, which was also greatly instrumental in saving life. But there are times when neither of these means of succour is available—when the Life-boat cannot get off the coast to succour those in peril; and when the distressed seamen (as often happens in the case of coasting vessels) cannot avail themselves of the rope thrown by the rocket or mortar. To meet these cases, the "Shipwrecked Mariners' Society" offered a prize of £50 to the inventor of the best, simplest, and least expensive mode of effecting a communication with a lee-shore from a ship in danger. The desideratum was supplied by Lieut. Nare's Life Kite, which was at once simple in use, quite inexpensive, and simply stowed away. Lieut. Nares, to his honour, declined to accept the reward, and freely offered his invention for the benefit of seamen generally. A specimen kite was exhibited in the hall, and the uses of the invention were described by Mr. F. Lean, the secretary of the society, who strongly recommended it to the notice of all shipowners and masters, as he believed it would, with God's blessing, be instrumental in saving many lives. He stated that the Commander-in-Chief at Portsmouth had ordered a gunboat to take Lieut. Nares and himself out in two-thirds of a gale of wind, and that at 500 yards off the beach the kite was flown, then made fast to a cask with a rope attached, and that a communication with the shore was established in 10 minutes. He clearly showed how a single man, in a circular life-buoy, might be taken on shore and thus convey a line, and that in case of need the water casks which are carried on the decks of the coasters might be always kept slung; that two bights might be spliced into the slings on each side of the cask, and that thus four men might be taken on shore by each cask, towed by the kite. Mr. L. showed that the casks would be prevented from rolling much by the lifting power of the kite, and suggested that if the kite was raised when the crew saw that the vessel must inevitably go on shore, and it was thought best to send a coir hawser on shore fast to the empty water cask, that the communication with the shore would be *instant* with the vessel's striking; he pointed out that if the kite was flown from one of the tops, there could be little doubt of its rising and thus being instrumental in saving all hands, when it would be impossible to get a communication *from* the shore by life-boat, rocket or mortar. The various other uses to which the kite is applicable were briefly explained to the satisfaction of all present.

The rev. lecturer then concluded his address by again dwelling upon the claims of the society on whose behalf they had met that evening, and on the great advantages which the small yearly subscriptions of three shillings secured to the wives and families of seamen, of which advantages 50,000 seamen had already availed themselves, and after making a forcible allusion to the shipwreck recorded in the Acts as a bright example, remarked briefly on what had been stated, drew a feeling description of the Society's mission, which was to feed the hungry, clothe the naked, and send the castaway to his home, and visit the widow and fatherless in their affliction; and then solemnly pointed to the far greater importance of the soul over the body, and the means of escape from eternal shipwreck.

The Doxology was sung and the meeting broke up, after a vote of thanks to the

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lecturer, proposed by the chairman, and to the chairman proposed by Capt. Lean, R.N., both of which were carried by acclamation.

LIMEKILNS—

Parish Church, Sermon by Rev. Dr. Johnston, (Life Governor)	7	6	0
St. Margaret's, Dunfermline	ditto	7	6	1½
Gillespie Church, Dunfermline	ditto	5	0	0

NEWHAVEN, SUSSEX—

A concert in aid of the funds was given in the National School rooms on the 4th ultimo, which was very numerously attended by the inhabitants, when the sum of £14 3s. was realized, and remitted by Mr. W. D. Stone, the active honorary agent.

NITON, ISLE OF WIGHT—

Godshill Church, Sermon by Rev. G. Hayton	3	6	0

PWLLHELI—

Parish Church, Sermon by Rev. D. Howell	2	10	0

SCARBOROUGH 10 0 0

Being one-third of the proceeds of a collection made in the Churches after the storm of the 2nd November last, handed to Mr. Hy. Taylor, Honorary Agent, by the Churchwarden, by request of the Rev. Dr. Whiteside, Vicar, (Life Governor).

SUNDERLAND—

On the evening of New Year's Day, a numerous audience was attracted to Bethesda Chapel, Tatham-street, by the announcement that the Rev. A. A. Rees would give them a series of photographs (of course verbal) of the Reign of Terror. Admission to the body of the chapel was obtained by the purchase of fourpenny tickets, and to the gallery for twopence; and the proceeds were to go to the funds of that excellent institution, the "Shipwrecked Mariners' Society," to which Sunderland is indebted annually about £1,500. Those who went expecting to get their money's worth were not disappointed, for the reverend gentleman goes right into the heart of every subject he takes up. The Reign of Terror! an awful subject! furnished him with ample materials for a real dish of horrors, culled from authentic contemporary French memoirs; and we really felt that we had had more than enough, before the lecture was ended. The moral drawn from the whole was the true one, that the reign of the mob is worse than that of a single tyrant, but that the frightful excesses of the lowest and most demoralised portion of the French people, as well as the folly of the National Assembly and Convention, were the natural result of centuries of misgovernment, and ought to be a warning to rulers in all time to come to concede wholesome reform before it be too late. The net amount realised by the lecture was about £8 4s. 2d.,—a handsome new year's gift to the above praiseworthy institution, to which it would be well were the shipowners of the town more liberal than they are.—*Local Paper.*

YARMOUTH, NORFOLK—

The annual sermon was preached in St. Nicholas' church, by the Rev. H. R. Nevill (Incumbent) when the sum of £13 14s. 4d., was collected.

The annual meeting of the branch was held in the Town Hall on the 20th February, the president (C. J. Palmer, Esq.) occupied the chair. There was a goodly attendance of persons connected with the sea. The chairman urged that the society was deserving of the support of the seafaring population, inasmuch as, when wrecked, it placed them in an independent position. Many relatives of deceased seamen had been relieved by the society during the past year, besides which several crews of Yarmouth vessels that had met with casualties at sea had been

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sent home from other ports. He hoped these crews would become members of the society, assuring them they would experience much pleasure in the feeling that they had a right to relief and were not merely the recipients of charity. (Applause.)

Mr. F. W. Ferrier, the honorary secretary, reported that during the past year this branch had relieved 219 seamen, widows, and children with money, provisions, and clothing; and had forwarded to their homes free of charge 150 seamen, of whom 97 were members of the society. The expenditure had been £258, while the receipts had been but £189 6s. Of this sum £136 10s. had been subscribed by mariners, £13 14s. 4d. had been collected at church, and the rest had been contributed by honorary subscribers. The number of members during the year had been 895, which was a decrease of 73 upon the previous year. The honorary subscribers had only decreased by one, the number for the past year being 253. Since the establishment of the society this branch had paid to it £3645 11s. 1d., and had received from it £2905 19s. 9d. Mr. J. Clowes, Mr. W. Briggs, Mr. F. Worship, and Mr. G. Blake having addressed the meeting, the Rev. H. R. Nevill, in a highly complimentary manner, moved a vote of thanks to the honorary secretary for his zeal in carrying out the objects of the society, which was carried *nem. con.*, whereupon the honorary secretary briefly returned thanks and expressed his deep interest in the society. Mr. C. Moody, travelling agent, from the Parent Society, then enlarged upon the benefits of the society, after which the meeting terminated.

REWARDS FOR SAVING LIFE ON THE HIGH SEAS.

The following are the rewards granted by the "Shipwrecked Mariners' Society" during the past quarter, viz.:—

January 24th, 1862.—Captain the Hon. Francis Maude, R.N., in the chair. Letters were read from Messrs. Ryan, Brothers and Co., Honorary Agents of the Society for Limerick, bringing under the notice of the Committee the humane and generous conduct of Captain Fudge, of the 'Holywood' steamer, in preserving the lives of eight men whom he picked up at sea in a gale of wind, in which in all human probability they would have perished, and most benevolently and hospitably entertained them on board his vessel until he could land them at the Skerries, returning from whence they had been blown off to sea. It was proposed by Vice-Admiral Bertie C. Cator, seconded by Captain C. R. Egerton, R.N., and carried unanimously, "That this Committee desire to record their high estimation of the conduct of Captain Fudge, they brought under their notice, which they feel does him honor as a man, and reflects great credit on him as a British seaman, and that a copy of this minute be sent him in the Testimonial Frame of the Institution."

February 14.—Captain the Hon. Francis Maude, R.N., in the chair. The services of Captain Thomas Allen of the barque 'Faithful,' of Ipswich, in rescuing the crew of the ship 'Alice,' 12 in number, were brought under the notice of the Committee by Mr. A. R. Taylor, Hon. Agent at Ipswich. It appeared by the statement of Mr. Taylor, corroborated by other documents, that Captain Allen in a most gallant manner remained by the 'Alice' for 80 hours, whilst blowing heavy with a dangerous sea, and finally with his boats crew effected the rescue of all on board by means of ropes, the crew one by one casting themselves into the sea, and being pulled

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into the boat. The hospitable treatment of the Shipwrecked Mariners was also gratefully spoken of. The Committee having considered the various documents before them,—It was proposed by Captain the Hon. Francis Maude, R.N., seconded by Captain Charles R. Egerton, R.N., and carried unanimously, "That this Committee duly appreciating the gallant, humane, and hospitable conduct of Captain Thomas Allen, do hereby award him the silver medal of the Institution as a testimony thereof."

REWARDS FOR SAVING LIFE ON THE COASTS.

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

January 2.—Thomas Chapman, Esq., F.R.S., V.P., in the chair. A reward of £6 10s., was voted to pay the expenses of the Life-boat at Thorpe, (Suffolk) in saving the crew of five men of the brig 'Content,' of Sunderland, wrecked on Sizewell Bank on the 19th ultimo. The crew were taken from the rigging. A smack, which was cruising about, had previously approached the wreck, and taken one man on board, but she was afterwards only too glad to have the protection of the Life-boat.

A reward of £5 to the crew of the Berwick Life-boat, for rescuing five men of the schooner 'Epimachus,' of Amsterdam, run ashore near Berwick on the 18th ult.

A reward of £6 10s. to the crew of the Life-boat 'Fishguard,' which took the crew of three men off the smack 'Ellen Owens' of Cardigan, which had a signal of distress flying, and her anchor dragging. Fortunately, the gale having moderated, the vessel herself was saved from destruction. Her crew having again been put on board the next morning, she proceeded to Bristol.

Rewards, amounting to £31 15s., were also voted to the crews of the Life-boats at Rye, Newhaven, Brighton, Penarth, and Llandudno, for putting off to vessels which had signals of distress flying, but which did not afterwards require their services.

The silver medal and £5, was presented to Mr. Thomas Adams, master of the smack 'Volunteer,' of Harwich; also the silver medal and £2 each to five men who had manned his small boat; and the vellum thanks of the institution, and £2 each to the remainder of the crew, six in number, for their noble and persevering services in rescuing six out of eleven of the crew of the barque 'Darius,' of South Shields, sunk on the Long Sand. The poor men were taken off the only mast standing in a most helpless state—two of their comrades having previously perished from exposure—having been on the mast more than twelve hours. This was stated to be one of the most heroic and persevering deeds of rescue from shipwreck recorded recently.

The thanks of the society, inscribed on vellum, were ordered to be presented to Capt. Wilson of the steamship 'Clarence,' of the General Steam Navigation Company, for rescuing, after much difficulty and danger to his vessel, the crew of eight men of the brig 'Virago', of Hartlepool, which, in blowing weather, was driven on the Middle Sand, near the mouth of the Thames.

February 6th.—Thomas Chapman, Esq., F.R.S., in the chair. A reward of £12 was voted to the crew of the Eastbourne Life-boat, for rescuing nine men from the barque 'Druid,' of Sunderland, wrecked off Eastbourne on the night of the 12th ult.

The Lytham Life-boat had succeeded in bringing safely to port the schooner 'Chance,' of Preston, which during a gale of wind and foggy weather had stranded on the Horse sandbank on the 17th ultimo.

A reward of £8 to the crew of the Dundalk Life-boat, for assisting to bring the schooner

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'Rook,' of Liverpool, to a port of safety on the night of the 16th ultimo. She was found thumping on the sandbanks on Dundalk Bar.

A reward of £4 10s. to the crew of the 'Tyrella,' Dundrum Bay Life-boat, for rescuing the master of the schooner 'Bellona,' of Liverpool, wrecked in Dundrum Bay on the night of the 17th ultimo.

A reward of £7 10s. to the crew of the Southwold Life-boat for rescuing the crew of five men from a small boat belonging to the schooner 'Princess Alice,' of Ipswich, which had sunk on Sizewell Bank on the night of the 27th ult.

A reward of £12 to the crew of the Cardigan Life-boat, for rescuing one man from the brig 'Pioneer,' of Carnarvon, which was found on the 23rd ultimo in a dismantled state in Cardigan Bay. Seven of the crew had previously taken to their own boat, and had unfortunately perished. Rewards amounting to £51 were likewise voted to the crews of Life-boats for putting off with the view of rendering assistance to vessels in distress, which did not, however, require their services.

March 6.—Thomas Chapman, Esq., F.R.S., V.P., in the chair. A reward of £34 was voted to the crew of the Caistor Life-boat, for putting off on the night of the 26th ultimo, and rescuing, at much risk of life, the crew of nine men of the brig 'Sisters,' of Whitby, which had sunk on the Barber Sands.

A reward of £14 to the crew of the Lowestoft Life-boat, and £3 15s. to the crew of the harbour steam-tug, and the thanks of the institution, inscribed on vellum, to Capt. W. Rivers, the harbour master, for rescuing four of the crew of the brigantine 'Matilda,' of Stockholm, which was wrecked on the Corton Sands on the night of the 26th ultimo. When saved the poor foreigners were nearly exhausted, and declared that they could not have lived another half-hour.

A reward of £7 to the crew of the Drogheda Life-boat, for saving the crew of four men of the brig 'Minerva,' of Workington, which had stranded on Drogheda bar on the 7th ultimo.

A reward of £17 to the crew of the Buddon Ness (near Dundee) Life-boat, for going off in the night and saving the crew of six men of the schooner 'Elizabeth Hannah' of Newburgh, which, while entering the Tay, had foundered on an outlying sandbank, on the 21st ult. Captain Speedy, of the steamer 'Hamburgh,' received also the thanks of the institution for his valuable services on the occasion.

Rewards amounting to £10 10s. were also voted to the crews of the Life-boats at Ferryside and Lossiemouth, for putting off to vessels which had signals of distress flying, but which did not afterwards require the assistance of the boats. Rewards amounting to £21 10s. were likewise granted to the crews of shore-boats for rescuing the crew of three men of the schooner 'Diligent,' of Carnarvon, sunk off Abersoch, near Pwllheli, on the 23rd January; 27 men from the ship 'Tiger,' of Bath, U.S., which was wrecked off Templetown, near Waterford, on the 22nd January; 7 persons from a fishing-boat which had drifted on the rocks near Spiddal, on the coast of Galway, on the 30th January; 4 men from a boat which had struck on a reef of rocks near Dunrie, on the coast of Donegal, on the 29th January, and 13 persons from a boat which had capsized off Belmullet, County Mayo, on the 19th January.

The Shipwrecked Fishermen and Mariners' Royal Benevolent Society had sent to the institution £150, which had been chiefly collected from its sailor members in threepences, over and above their annual subscriptions of 3s. each to the Shipwrecked Mariners' Society, and which its agents collect as a mark of good will towards the sister institution. Payments having been made on various Life-boat establishments, the proceedings terminated.

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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, and the 28th February, 1862.

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:—

10 M, 1 MM, 12 W, 17 O, 3 AP....	80	14	6	*London.*
8 M, 8 W, 9 O, 1 AP	58	19	6	*Aberdeen.*
2 M.....	3	15	0	*Aberystwith.*
1 M, 1 W, 4 O, 1 AP	16	7	6	*Anstruther.*
5 M, 2 W, 4 O, 1 AP	19	12	6	*Appledore.*
1 M	2	5	0	*Arbroath.*
1 M, 1 W, 5 O ...	7	16	6	*Ayr.*
1 M, 1 W, 6 O ...	16	0	0	*Banff.*
1 MM	1	17	6	*Barlochan.*
2 M	4	2	6	*Barnstaple.*
2 M	1	3	0	*Barra.*
1 M, 2 MM.....	6	0	0	*Belfast.*
1 M	1	15	0	*Berwick.*
1 W, 4 O.....	3	15	0	*Birmingham.*
1 M, 2 AP	8	17	6	*Blakeney.*
4 M, 1 MM, 5 W, 1 O	26	13	9	*Blyth.*
1 F	1	10	0	*Bognor.*
1 M	2	5	0	*Bosham.*
1 M, 1 B.....	2	15	0	*Bridgewater.*
1 W, 2 O	8	5	0	*Bridport.*
1 MM, 3 W, 2 O..	11	11	6	*Bristol.*
1 W, 1 AP.....	7	10	0	*Brixham.*
1 M, 2 W, 9 O, 4 AP, 6 F	33	13	9	*Buckie.*
1 MM	2	2	6	*Bude.*
1 W, 3 O	9	3	9	*Burghead.*
1 AP	3	5	0	*Cardigan.*
4 M, 2 W, 2 O, 2 AP	26	13	0	*Carnarvon.*
1 M	2	5	0	*Carrickfergus*
1 F.....	2	5	0	*Cove Bay.*
1 M	1	15	0	*Cowes.*
2 M, 2 W, 11 O, 3 AP	31	4	0	*Dinas Cross.*
1 M	1	10	0	*Douglas.*
1 M	2	15	0	*Dover.*
4 M, 1 MM, 1 W, 4 O, 1 F	12	9	0	*Dundee.*
1 MM	2	7	6	*Dungarvon.*
1 M	1	10	0	*Exeter.*
4 M, 1 MM, 1 W 2 O, 1 AP.....	20	19	6	*Exmouth.*
2 M, 2 W, 4 O....	16	5	0	*Falmouth.*
1 W, 5 O.....	9	0	0	*Filey.*
1 M	2	12	6	*Fishguard.*
1 MM	1	12	6	*Flint.*
3 W, 2 O.....	15	1	3	*Fowey.*
1 M	2	0	0	*Frazerboro'.*
1 AP	3	5	0	*Gainsborough*
1 AP	4	5	0	*Garliestown.*
1 M	2	17	6	*Girvan.*
4 M, 1 W, 2 AP..	20	12	6	*Glasgow.*
1 MM, 1 W	6	12	6	*Goole.*
1 W.....	3	10	0	*Grangemouth*
1 M, 1 F	4	5	7	*Gravesend.*
1 M	5	15	0	*Greenock.*
1 W..... ..	5	0	0	*Greenwich.*
1 W, 3 O.....	8	6	3	*Grimsby.*
2 M, 2 MM, 1 AP, 1 B	14	10	0	*Guernsey.*
22 M, 3 W, 8 O, 1 AP, 1 F .. .	87	14	3	*Hartlepool.*
1 W, 4 O	8	0	0	*Hastings.*
44 M, 3 MM, 8 W, 12 O.....138	14	3		*Hull.*
1 M	2	0	0	*Ilfracombe.*
1 M	2	0	0	*Inverkeithing*
3 M, 1 MM.....	9	2	6	*Inverness.*
5 M, 2 W, 3 O, 1 F	26	11	9	*Ipswich.*
8 M, 1 MM, 2 W, 1 O	22	1	6	*Jersey.*
1 M	3	5	0	*Kincardine.*
2 W, 1 O.....	9	0	0	*Kirkaldy.*
				Knottingley.
1 M	1	10	0	*Larne.*
1 W, 6 O.....	7	10	0	*Leeds.*
3 M, 1 MM, 5 W, 3 O	31	12	6	*Leith.*
11 M, 1 AP.....	17	12	6	*Lerwick.*
1 MM	1	15	0	*Llanelly.*
1 M, 1 MM, 1 W..	23	5	0	*Littlehampton*
1 M, 1 AP	6	0	0	*Limekilns.*
2 M, 9 W, 4 O, 2 AP	31	12	6	*Liverpool.*
1 W, 3 O..... .	8	6	3	*Lossiemouth.*
4 M, 1 AP, 1 F..	14	2	6	*Lowestoft.*
2 M	3	11	0	*Lyme Regis.*
5 M, 2 MM, 2 W, 2 O..... ..	19	0	6	*Lynn.*
5 F	11	14	6	*Lytham.*
1 M, 1 MM, 1 W..	10	7	6	*Macduff.*

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2 M, 1 W, 1 O ..	6	18	6	*Maldon.*
1 M, 1 F	3	5	1	*Margate.*
2 M, 1 MM, 2 W..	11	1	0	*Maryport.*
1 M, 1 MM.....	4	5	0	*Middlesboro'*
2 M	7	5	0	*Milford.*
1 M	2	10	0	*Mistley.*
5 W, 4 O, 1 AP...	20	11	3	*Montrose.*
2 M, 1 W, 2 O, 1 AP	14	12	6	*Newcastle.*
3 M, 1 MM, 3 AP.	11	2	6	*Newport.*
1 MM, 1 W, 3 O, 1 AP	17	10	0	*New Quay.*
1 O	2	0	0	*Newry.*
49 M, 9 MM, 14 W, 29 O, 3 AP	243	15	0	*No. Shields.*
1 F	2	17	6	*Ollaberry.*
1 W, 4 O.....	3	10	0	*Padstow.*
1 M, 2 F, 1 B....	9	0	0	*Parkgate.*
1 M, 2 W, 4 O ..	12	2	6	*Penzance.*
1 MM, 1 AP.....	4	15	0	*Peterhead.*
1 M	2	2	6	*Pill.*
8 M, 2 AP	17	7	9	*Plymouth.*
5 M, 1 MM.....	9	15	0	*Poole.*
1 M, 1 MM	3	7	6	*Portmadoc.*
1 W, 2 O.....	3	0	0	*Port Glasgow*
2 W, 4 O.....	13	5	0	*Portsmouth.*
3 W, 2 O.....	14	15	0	*Pwllheli.*
3 MM	5	17	6	*Queenstown.*
1 W, 1 O.....	2	17	0	*Ramsay.*
4 F	3	10	0	*Reawick.*
1 MM	2	12	6	*Redcar.*
1 M, 1 MM, 3 W..	12	0	0	*Robin H. Bay*
4 M	7	17	6	*Runcorn.*
2 M	5	7	6	*St. Agnes.*
1 M	1	15	0	*Salcombe.*
4 M, 1 MM.....	10	17	6	*Sandwich.*
11 M, 1 MM, 1 W, 4 O, 1 F	35	5	0	*Seaham.*
2 M, 2 W, 2 F ..	20	0	0	*Scarborough.*
7 M, 1 F	11	18	0	*Scilly.*
1 M	2	0	0	*Shoreham.*
1 M	2	0	0	*Silloth*
26 M, 2 MM, 9 W, 8 O, 4 AP, 3 B..156	4	0		*So. Shields*
1 W, 3 O.....	8	10	0	*Spalding.*
2 AP	3	0	0	*Southampton*
3 M, 1 MM.....	8	5	0	*Staithes.*
1 W.....	3	5	0	*Stockton.*
7 M, 2 W, 3 O, 2 AP, 1 F	30	14	3	*Stromness.*
6 M, 1 MM, 3 F..	14	13	0	*Stornaway.*
52 M, 7 MM, 21 W, 43 O, 3 AP, 1 B.269	19	6		*Sunderland.*
3 M, 1 MM	8	15	0	*Torquay.*
1 W, 2 O	3	0	0	*Troon.*
1 M, 1 W	5	0	0	*Warkworth.*
1 M, 1 MM	4	5	0	*Wells.*
2 W.....	0	10	0	*Wexford.*
3 W.....	5	7	6	*Weymouth.*
6 W, 4 O, 3 F, 5 AP	49	9	6	*Whitby.*
3 W	3	19	6	*Whitstable.*
5 W, 3 O, 5 AP..	28	11	3	*Whitehaven.*
1 O, 1 F.....	6	10	0	*Wick.*
3 W.....	10	2	6	*Wisbeach.*
1 M, 7 W, 2 O, 1 AP	35	8	9	*Wivenhoe.*
2 W, 3 O, 2 F, 9 AP	3	12	6	*Woodbridge.*
1 W	2	2	6	*Workington.*
5 M, 2 MM, 1 W, 1 O, 1 F	32	15	6	*Yarmouth.*

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 198; Orphans, 276; Aged Parents, 73; Master Mariners, 63; Mariners and Apprentices, 410; Pilots and Fishermen, 41; Boatmen, 7; in all 1468 persons relieved, at an expense, inclusive of that in the succeeding tables, of £3891 13s. 6d.!!

ROYAL NAVAL RESERVE.—From a statement issued by the Registrar-General of Seamen, it appears that on the 28th February last 11,251 claims had been received and 10,014 volunteers enrolled; of the above, 32 and 149 hold certificates of competency, as masters and mates respectively, 19 and 33 hold certificates of service as masters and mates respectively, and the force embraces 1,456 petty officers in the merchant service.

LIFE AND PROPERTY SAVED BY THE COAST-GUARD.—During the year 1861, no less than 623 lives were saved by the officers and men employed in the Coast-Guard Service, and property to the value of £607,800. The amount awarded for services rendered during the same period is under £2,100. At Kingstown, 103 lives were saved, and property valued at £196,600; while at Queenstown, the number of lives preserved was 171, and the value of property £173,800. The above facts speak volumes in favour of the Coast-Guard force.

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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.*, 1861, *and the 28th Feb.*, 1862.

Vessel's Name.	Port.	Amount of Relief. £	s.	d.	Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Antelope	London	4	2	6	Emma and Mary	Portmadoc	4	6	0
Ann	Shields	0	13	6	Epimachus	Amsterdam	0	10	0
Acorn	Guernsey	1	1	0	Erin	Belfast	1	0	0
Amulet	,,	1	10	0	Empress	Shields	0	10	0
Amity	London	3	0	0	Eliza	Liverpool	2	0	0
Ant	Stockton	1	8	6	Enchantress	London	5	0	0
Anomia	Greenwich	19	19	6	Ebenezer	Bristol	0	8	0
Anne	Milford	0	15	0	Ella	Inverness	2	9	0
Adonia	Groningen	0	2	0	Ebenezer	Boston	0	16	9
Anne Percival	Stornoway	5	9	0	Ellen and Mary	New Quay	0	18	5
Adonis	Waterford	16	19	0	Energy	Cardiff	0	13	9
Aberford	Hull	0	4	6	Elizabeth	Belfast	8	8	0
Alice	,,	1	7	6	Evangeline	London	8	10	0
Aylesford	Rochester	2	7	6	Emiline	Rotterdam	0	3	6
Anna Maria	Alloa	1	3	0	Evergreen	London	8	0	0
Amos	Shields	3	12	6	Express	Shields	0	6	6
Adelina	Leith	2	11	0	Eleanor	London	14	16	0
Arctic	Montrose	2	14	6	Erin	Sunderland	1	0	0
Ariel	Shoreham	0	3	6	Eliza	Waterford	2	5	0
Beatrice	Shields	1	19	0	Elizabeth	Shields	0	14	0
Blanch	Bridgewater	0	14	0	Esmerilda	Oporto	0	16	6
Barbadoes	Bristol	1	10	0	Elizabeth Ann	Jersey	4	7	6
Boyne	Liverpool	3	12	6	Fras. Griffiths	Llanelly	0	5	0
British Tar	Shields	3	8	0	Fanny	Shoreham	1	5	6
Boyne	Fleetwood	5	12	0	Fray	Sunderland	0	14	6
B. Davidson	Newcastle	2	12	6	Fame	Shields	0	6	0
Barbadian	Greenock	0	7	6	Forester	Milford	2	9	9
Crapand	Jersey	0	6	6	Forest King	Dumfries	9	9	6
Content	Sunderland	1	12	0	Frolic	London	0	9	0
Cynthia	,,	0	12	6	Free Briton	Shields	0	14	6
Colonist	Shields	0	6	9	Gratitude	,,	0	6	0
Clementina	Lyme	2	8	6	Gem	Lynn	13	10	0
Caroline	Newcastle	12	18	6	Good Intent	Llanelly	14	15	0
Content	London	2	10	6	G. Marsden	London	6	4	6
Chanticleer	Newcastle	0	1	6	Grace	Stranraer	2	14	0
Crustesloop	Sunderland	0	10	0	Glantanner	London	3	19	6
Cresswell Packet	,,	0	9	6	Greyhound	Douglas	3	6	0
Crimea	Arbroath	0	6	6	Gipsey	Bristol	1	5	0
Crest of the Wave	Sunderland	0	5	0	German	Sunderland	2	18	0
Cadiz	,,	2	16	0	Harmony	,,	0	8	6
Charter	Newcastle	5	17	6	Henry Wm	Maldon	1	18	6
Coquette	Plymouth	1	17	0	H. W. Bayfield	,,	0	11	0
Chantineer	London	0	8	0	Heroine	Shoreham	1	8	0
Cranmore	Milford	0	14	0	Heron	,,	0	9	0
Caroline	Exeter	3	0	0	Humility	Sunderland	0	11	6
Dahlia	Whitehaven	4	9	0	Halcyon	Ipswich	0	14	0
Dew Drop	Sunderland	0	12	6	Isabella	Aberdeen	0	6	0
Dollard	Tustorwold	0	12	6	Indus	Cowes	0	13	0
Druid	Sunderland	7	9	0	Irene	Whitby	1	10	0
Duchess	Shields	2	8	6	J. Selvis	Halifax	2	17	9
Duke de Brente	Liverpool	0	13	6	Janet	Shields	5	16	0
Don	Seaham	7	5	0	Jas. Strong	,,	1	17	6
Emma	Whitby	1	7	6	Job	Goole	0	9	6
Earling	Cork	3	10	0	Jas. Redding	Dumfries	0	15	0

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RELIEF TO SHIPWRECKED CREWS—*continued.*

Vessel's Name.	Port.	Amount of Relief. £ s. d.	Vessel's Name.	Port.	Amount of Relief. £ s. d.
Jane Brown	Ayr	0 18 0	Petit Peirre	Touville	1 12 0
John & Mary	Peterhead	10 13 6	Pelican	Delfzyh	1 10 0
Jane	London	0 16 6	Phœbus	Shields	4 2 6
Janet	,,	2 17 6	Portia	Liverpool	2 5 0
John King	Liverpool	2 5 0	Prince Albert	,,	4 4 0
Kangaroo	Aberdeen	7 16 6	Princess Royal	Shields	2 1 0
Kate	Liverpool	2 0 0	Queen Victoria	Falmouth	0 15 0
Lord Hungerford	,,	0 4 0	Queen Sheba	Shields	2 7 6
Lesmahagow	Scarborough	9 15 6	Queen	Dundee	0 5 0
Lunaria	Aberystwith	1 9 0	Regina	Whitby	3 0 0
Lord Seaham	Seaham	0 13 2	Radient	Shields	0 9 0
Lowestoft Packet	Lowestoft	0 8 0	Rebecca	,,	0 14 6
Lalacia	London	7 17 6	Rover	Fowey	0 14 0
Lion	,,	0 11 6	Rocheley	Sunderland	0 14 0
Lively	Whitby	0 12 0	Royal Middy	Montreal	1 2 0
Liberty	Jersey	1 8 0	Rose	Douglas	0 2 6
Loda	London	2 2 6	Success	Liverpool	0 2 0
Minna	Shields	0 10 0	Sirhony	Newport	0 2 6
Majestic	Liverpool	1 18 2	St. Andrews	Aberdeen	0 18 0
Maria	Dumfries	2 9 0	Sparkling Tom	London	2 3 0
Mary Elizabeth	Whitby	0 6 0	Samuel & Ann	Ramsgate	0 4 6
Morrison	Shields	9 16 6	Swin	Dover	0 5 8
Magnet	London	4 12 6	Samuel	Shields	0 13 6
Meleyer	Rotterdam	0 5 0	Spanish Boy	London	0 15 6
Mars	London	5 2 6	Sarah	Sunderland	5 8 0
Matilda	,,	12 13 0	Susan	Jersey	1 15 0
Maria	Bristol	0 7 6	Salacia	London	0 8 0
Margaret	Aberdeen	4 12 0	Sarah & Dorathy	Shields	0 14 6
Mary Ellen	Fowey	0 18 6	Safety	Sunderland	3 7 0
Marion	London	8 10 0	Signet	London	0 4 0
North Eastern	Sunderland	3 10 0	Seahorse	Sunderland	8 10 0
Neuvo Serafin	Bilbio	0 2 6	S. Barker	Shields	0 13 6
Nairn	Leith	0 8 0	Susan	Guernsey	1 12 0
New Clifford	Carnarvon	0 5 6	Sarah Fleming	Teignmouth	7 7 0
New Milford	,,	5 0 6	St. Croix	Jersey	1 4 6
Onward	Sunderland	0 5 0	Sarah & Ann	Sunderland	5 1 6
Ocean	Shields	10 8 0	Sea Nymph	London	5 0 0
Oude	London	8 6 6	Sister	Whitby	0 4 6
Orion	Bremin	0 10 0	Sophia	Sunderland	0 13 6
Ocean Child	London	2 2 6	Three Sisters	Aberystwith	0 16 6
Odessa	Blyth	1 4 6	Three Sisters	Newport	1 10 0
Osprey	Newcastle	0 17 6	Two Brothers	Plymouth	0 8 6
Peri	London	3 11 0	Tortoise	Sunderland	5 6 6
Port Glasgow	Whitby	0 2 6	Teregisto	Triest	0 3 6
Pearl	Teignmouth	0 8 0	Thornley	Sunderland	6 1 0
Peggy	Shields	3 18 0	Union	Newcastle	0 16 6
Princess	,,	1 16 0	Umpire	London	2 7 6
Primrose	Bude	1 0 0	Vesta	Newport	0 15 6
Pitton	Hartlepool	0 15 0	Valencia	Bilbao	2 0 6
Premium	Seaham	0 15 0	Viscount Canning	Guernsey	5 18 4
Phœnix	London	1 10 0	Waterwitch	Belfast	7 1 6
Poultons	Sunderland	0 19 6	Woodside	Glasgow	4 18 6
Princess Alice	Ipswich	1 10 0			

STATISTICS OF HUMAN LIFE.—The total number of human beings on earth is now computed in round numbers at one thousand millions. They speak 3,064 now known tongues, and in which upwards of 1,100 religions or creeds are preached. The average age of life is 33½ years. One-fourth of the born die before they reach the age of 7 years, and the half before the 17th year. Out of 100 persons only 6 reach the age of 60 years and upwards, while only 1 in 1,000 reaches the age of 100 years. Out of 500 only 1 attain 80 years. Out of the 1,000,000,000 living persons 330,000,000 die annually, 91,000 daily, 3,730 every hour, 60 every minute, consequently 1 in every second. The loss is, however, balanced by the gain in new births. Tall men are supposed to live longer than short ones. Women are generally stronger than men until their 50th year, afterwards less so. Marriages are in proportion to single life (bachelors and spinsters) as 100 : 75. Both births and deaths are more frequent in the night than in the day. One-fourth of men are capable of bearing arms, but not one out of 1,000 is by nature inclined for the profession. The more civilized a country is, the more full of vigour, life and health are the people. The notion that education enfeebles and degenerates the human frame is not borne out by fact.—*Once a Week.*

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ANNUAL GRANTS TO WIDOWS.

List of Widows Relieved in July, who were also relieved at the time of the death of the Husbands, but who are permitted to apply annually for further Relief while they have Children under Fourteen Years of Age, or are themselves above Fifty years of Age, and without Children.

No.	Names.	Age.	Number of Years a Subscriber.	Number of Children.	Agency.	Amount.	No.	Names.	Age.	Number of Years a Subscriber.	Number of Children.	Agency.	Amount.
1	Elizabeth Anderson	63	3	None	London	1 0 0	86	Widow McGregor	32	8	Three	Leith	2 1 0
2	R. E. Dinsdale	33	13	One	,,	1 18 0	87	C. Malcolmson	56	7	None	Lerwick	1 3 0
3	Harriet Bailey	47	11	Two	,,		88	Esther Sinclair	55	4	None	,,	1 0 0
4	S. A. Rouse	35	7	One	,,	1 9 0	89	Grace Johnson	37	2	Six	,,	2 0 0
5	Micah Benson	64	5	None	,,	1 0 0	90	Margaret Irvine	36	13	Two	,,	2 4 0
6	Elizabeth Shepherd	66	16	None	,,	1 14 0	91	Gifford Robertson	35	5	Three	,,	1 14 0
7	S. S. Culverhouse	44	10	Four	,,	2 13 0	92	Janet Peterson	39	2	Three	,,	1 9 0
8	Jane Cooper	71	3	None	,,	1 0 0	93	Barbara J. Scolley	47	15	Two	,,	2 8 0
9	Margaret Price	54	15	None	,,	1 13 0	94	Catherine Johnson	38	3	Three	,,	1 10 0
10	Ann Watson	44	10	One	,,	1 12 0	95	Janet Leask	45	11	Four	,,	2 15 0
11	Rebecca Anderson	42	6	Two	,,	1 12 0	96	Eleanor Laurenson	57	1	One	,,	1 2 0
12	Susan Dyer	34	12	Four	,,	2 17 0	97	L. Jameson	—	6	One	,,	1 6 0
13	Catherine Bowden	68	4	None	Appledore	1 0 0	98	E. Jenkins	35	5	Three	Llanelly	1 15 0
14	Margaret Henderson	62	10	None	Aberdeen	1 6 0	99	Ellen Clark	34	11	One	Limekilns	1 15 0
15	Ann Gavin, or Penney	58	7	None	,,	1 1 0	100	Ann Hoskin	36	5	Three	Looe	1 15 0
16	Christiana Brebner	56	4	One	,,	1 3 0	101	Mary Richardson	45	8	Three	Lytham	2 1 0
17	S. Hall or Chalmers	40	10	Two	,,	2 0 0	102	M. A. Whisker	40	7	One	Lynn	1 8 0
18	Elizabeth Clark	56	7	None	,,	1 3 0	103	C. Flanders	31	8	Four	,,	2 7 0
19	Jane Horne	57			,,	1 0 6	104	M. Thomson, or Greig	26	5	Three	Macduff	1 15 0
20	Margaret Murchie, or Dalton	37	7	Two	Ayr	1 13 0	105	Mary Morison, or Mc'Cobb	33	2	Four	,,	1 12 0
21	Lydia Dew	47	17	Two	Blakeney	2 12 0	106	Jane Yell, or Hunter	27	6	Two	,,	1 12 0
22	Mary Ann Kerrison	40	6	One	,,	1 7 0	107	Betty Finch	75	6	None	Maldon	1 16 0
23	Hannah Waller	39	12	Four	,,	2 18 0	108	Susan Christefield	44	6	Four	Mevagissey	2 2 0
24	Elizabeth Harvey	46	7	One	,,	1 9 0	109	Mary Loraine	46	10	Two	Middlesborough	1 19 0
25	Ann Hope	38	11	Five	Blyth	3 2 0	110	Mary Mc'Arty	44	12	Five	Neath	3 4 0
26	Mary York	41	10	Two	,,	2 0 0	111	Ann Riches	60	13	None	,,	1 9 0
27	Ann Waters	35	4	Four	,,	1 18 0	112	Mary Allen	31	5	One	Newcastle	1 5 0
28	Widow Withycombe	43	11	Four	Bridgewater	2 15 0	113	Mary Proctor	39	8	Three	,,	2 2 0
29	Elizabeth Jackson	30	7	Two	Bridlington	1 15 0	114	Ann Tomlinson	38	10	Three	,,	2 6 0
30	Sarah Bryant	40	12	Four	Bristol	2 17 0	115	Catherine Dotchin	55	11	None	,,	1 8 0
31	Susan Drake	51	13	Two	Brixham	2 5 0	116	Mary James	—	5	Three	New Quay	1 10 0
32	Margaret Reed, or Cowell	41	8	Four	Buckie	2 8 0	117	Ann Quin	46	8	Four	Newry	2 7 0
33	Susan Kessach, or Geddes	27	9	Two	,,	1 17 0	118	Anna Rennison	69	7	None	North Shields	1 3 0
34	Margaret Coull, or Geddes	45	4	Two	,,	1 8 0	119	Mary Irvine	65	7	None	,,	1 3 0
35	Ann Geddes	33	5	Four	,,	1 19 0	120	Jane Wright	60	7	None	,,	1 3 0
36	Jane Taylor, or Geddes	25	4	Three	,,	1 14 0	121	Mary Robson	69	6	None	,,	1 2 0
37	Mary Winchester	40	7	Two	,,	1 13 0	122	Eleanor Bell	67	7	None	,,	1 3 0

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39	Jane Wood	32	5	One	„	1	5	0	124	Ann Baird	63	7	None	„	1	2	0
40	E. Venning	28	7	Three	Clovelly	2	0	0	125	Rebecca Skillett	45	5	Three	„	1	15	0
41	B. Miller, or Abbott	30	7	Two	Dundee			0	126	Margaret Anderson	45	7	Two	„	1	14	0
42	Alice Harvey	62	7	None	Falmouth	1	3	0	127	Ann Harrison	47	10	One	„	1	13	0
43	Elizabeth Sherrock	30	1	Three	„	1	7	0	128	Elisabeth Butcher	32	6	Three	„	1	19	0
44	Elizabeth Cammish	68	14	None	Filey	1	12	0	129	Sarah Lee	60	7	None	„	1	3	0
45	Sarah Simpson	63	14	None	„	1	12	0	130	P. Smith	66	5	None	„	1	0	0
46	Mary Ferguson	29	10	One	„	1	12	0	131	Dorothy Watson	32	5	Two	„	1	10	0
47	Widow Duthie	32	9	Three	Fraserburgh	2	5	0	132	Sarah Lillici	33	9	Two	„	1	18	0
48	Mary Kerr, or Cumming	37	11	Four	Garliestown	2	15	0	133	M. A. Gibson	33	10	Three	„	2	6	0
49	Mrs. Mc'Leisk	50	8	Four	Glasgow	2	8	0	134	Anna Brown	37	11	Two	„	2	2	0
50	Jane Johnstone	63	9	None	„	1	5	0	135	Jane Hall	43	10	Five	„	2	18	0
51	Grace Milne	32	1	Four	„	1	10	0	136	Jane Arrowsmith	35	5	One	„	1	5	0
52	Barbara Mc'Bride	40	5	Two	„	1	10	0	137	H. Laing	49	16	Two	„	2	10	0
53	Agnes Cant, or Johnston	39	10	Five	Grangemouth	2	18	0	138	Dorothy Rennison	46	14	One	„	1	19	0
54	Esthes Miller	33	7	Two	Greenwich	1	13	0	139	Elizabeth Whale	30	12	Three	„	2	10	0
55	Isabella Rose	27	7	One	„	1	9	0	140	Margaret Mc'Dowell	25	5	One	„	1	5	0
56	Rachael Simon, or Marriett	40	6	One	Guernsey	1	6	0	141	Caroline Laing	33	8	Two	„	1	15	0
57	Sarah Gardner	53	8	One	„	1	9	0	142	Mary Nesbit	49	7	Three	„	2	0	0
58	E. Parker	56	9	Two	Hamble	1	17	0	143	Catherine Storey	44	12	Four	„	2	18	0
59	Ann Boaz	45	16	Three	Hartlepool	3	0	0	144	Mary Miller	35	11	Four	„	2	14	0
60	Sarah Knox	63	15	One	„	1	19	0	145	Ann Forster	55	12	Three	„	2	12	0
61	Grace Yeaman	32	11	Three	„	2	8	0	146	Mary Potts	34	12	Four	„	2	18	0
62	Elizabeth Tate	42	10	One	„	1	13	0	147	Mary Graham	36	8	Five	„	2	13	0
63	M. A. Dale	20	11	Two	„	2	1	0	148	Widow Hay	38	6	Three	Perth	1	17	0
64	S. Sharp	38	14	Two	„	2	6	0	149	M. A. Moon	38	4	Four	Plymouth	1	18	0
65	Ann Brown	58	12	None	„	1	8	0	150	M. Radford	33	7	Two	„	1	14	0
66	Elizabeth Trott	33	1	Five	„	1	14	0	151	K. Hannaford	35	4	One	„	1	4	0
67	S. Rochester	24	6	Two	„	1	11	0	152	Orphans of Scoble	—	8	Two	„	1	16	0
68	Alice Pike	45	10	Three	„	2	7	0	153	Sarah Long	58	2	None	Portsmouth	1	8	0
69	Margaret Inkster	48	7	Two	Hillswick	1	13	0	154	Mary Williams	41	15	Four	Pwllheli	3	5	0
70	Emily Coultas	37	8	Four	Hull	2	7	0	155	Ann Barker	51	5	None	„	1	0	0
71	Martha Ann Jones	61	9	None	„	1	5	0	156	Ann Mc'Bride	—	7	One	Queenstown	1	8	0
72	Mary Harrison	39	11	Three	„	2	7	0	157	R. Jarman	43	5	Four	Ramsgate	2	0	0
73	Sarah Lee	52	8	Two	„	1	16	0	158	Mary Kingsford	54	4	One	„	1	3	0
74	Fanny Green	37	5	One	„	1	5	0	159	Catherine Moncrieff	42	2	Three	Reawick	1	8	0
75	Mary Cross	38	5	One	„	1	5	0	160	Clementina Reed	38	2	Four	„	1	12	0
76	Sarah Royston	60	6	None	„	1	1	0	161	Clementina Reed	31	5	Two	„	1	10	0
77	Isabella Frazer	37	6	Four	Inverness	2	3	0	162	E. Johnston, or Sansting	—	10	Three	„	2	5	0
78	Margaret Patterson	41	13	Three	„	2	14	0	163	Ellen Sinclair, or Lamener	62	—	None	„	1	0	0
79	Widow Neish	55	2	None	Kincardine	1	0	0	164	M.A.Moncrieff, or Hardwell	32	1	Two	„			
80	Widow Gilbert	52	10	One	„	1	12	0	165	Bruce Yell	—	1	Two	„			
81	Widow Miller	49	13	Two	„	2	5	0	166	Barbara Mann	—	2	Two	„			
82	L. Notman	45	12	Two	Leith	2	3	0	167	Ann Hudson	51	9	One	Redcar	1	11	0
83	Janet Robertson	43	8	Three	„	2	1	0	168	Elizabeth George	44	1	Two	Rhyl	2	10	0
	Widow Drake	60	10	None	„	1	6	0	169	Elizabeth Storn	32	11	Two	Robin Hood's Bay	2	1	0
	Ann Ferguston	36	8	Four	„	2	7	0	170	Jane Storn	52	11	One	„	1	14	0

ANNUAL GRANTS TO WIDOWS,—*Continued.*

No.	Names.	Age.	Number of Years a Subscriber	Number of Children.	Agency.	Amount.
171	H. M. Jolly	53	16		Scarborough	1 14 0
172	M. P. Tugwell	34	6	Three	South Shields	1 17 0
173	Mary Guthrie	41	5	Two	„	1 10 0
174	Mary Ann Dickinson	29	4	One	„	1 4 0
175	J. Williams	49	11	Two	„	2 1 0
176	D. Cuthbertson	36	3	Three	„	1 11 0
177	A. W. Maddison	43	11	Two	„	2 1 0
178	Elizabeth Gray	36	10	Two	„	1 19 0
179	D. Sykes	56	11	None	„	1 8 0
180	H. Bell	60	10	None	„	1 7 0
181	Ellen Cooper	29	2	Two	„	1 4 0
182	M. J. Mc'Kay	28	10	Two	„	1 19 0
183	S. Nicholson	44	8	Two	„	1 15 0
184	Ann Banfield	44	7	One	„	1 8 0
185	P. Bishop	45	10	One	„	1 13 0
186	Margaret Lunn	60	9	None	„	1 5 0
187	Mary Ingram	40	11	None	„	1 7 0
188	Elizabeth White	24	7	Two	„	1 13 0
189	Elizabeth Ferrier	34	12	One	„	1 16 0
190	Elizabeth Bell	33	7	Five	„	2 10 0
191	Elizabeth Houston	43	11	Four	„	2 15 0
192	M. Henderson	35	11	One	„	1 15 0
193	M. Young	57	10	One	„	1 12 0
194	E. Smith	40	6	Two	„	1 12 0
195	M. Durward	60	4	None	„	1 0 0
196	Catherine Gray	25	7	Two	„	1 13 0
197	Anna Faulckner	41	6	Three	„	1 17 0
198	Mary Brunswick	56	5	One	„	1 5 0
199	J. Hodgson	39	12	One	„	1 16 0
200	Elizabeth Jary	37	5	Four	„	2 0 0
201	Elizabeth Hewison	54	12	None	„	1 9 0
202	Grace Simmons	32	5	One	„	1 5 0
203	M. A. Smith	27	9	One	„	1 11 0
204	Ann Clark	64	9	None	„	1 5 0
205	Elizabeth Scoofield	68	10	None	„	1 6 0
206	H. Timnouth	43	12	None	„	1 8 0
207	E. Brown	28	9	Three	Staithes	2 13 0
208	Ann Tulloch	44	7	Two	Stromness	1 14 0
209	Esther Watt	38	8	Five	Sunderland	2 13 0
223	Maria Waugh	47	9	Three	Sunderland	2 4 0
224	Ann Jackson	35	6	Three	„	1 17 0
225	Margaret Denne	24	7	Two	„	1 13 0
226	Catherine Harrison	41	9	One	„	1 11 0
227	Isabella Pennick	50	8	Two	„	1 16 0
228	H. Harling	35	7	Two	„	1 14 0
229	Ann Gill	53	6	None	„	1 1 0
230	Isabella Hatch	61	12	None	„	1 9 0
231	M. Riseborough	43	10	One	„	1 13 0
232	Mary Mingay	62	17	None	„	1 15 0
233	H. Burnett	28	5	Three	„	1 15 0
234	Mary Thompson	53	13	None	„	1 10 0
235	Mary Phillips	27	13	Two	„	2 5 0
236	Elizabeth Hunter	38	6	Two	„	1 12 0
237	Mary Taylor	52	6	Two	„	1 12 0
238	Alice Booth	67	10	None	„	1 6 0
239	Rebecca Metcalfe	29	6	Two	„	1 12 0
240	H. Flemming	52	14	None	„	1 11 0
241	Mary Miller	32	6	Two	„	1 12 0
242	Elizabeth Fawcett	50	10	One	„	
243	E. Shippe	38	5	One	„	1 5 0
244	Mary Roberts	30	5	Two	Teignmouth	1 10 0
245	Grace Henley	46	7	Three	„	2 0 0
246	Mary Smith	38	3	Two	Warkworth	1 6 0
247	Anna Wright	63	2		Waterford	1 0 0
248	T. Greaves	37	3	Six	Wells	2 4 0
249	M. M. Crafer	34	5	Six	„	2 10 0
250	S. A. Harman	32	7	Two	„	1 14 0
251	Charlotte Symes	33	5	Three	Weymouth	1 15 0
252	M. A. Pearce	43	6	Four	„	2 3 0
253	Sarah Lick	51	8	Three	Whitby	2 2 0
254	Mary Blake	38	11	One	„	1 14 0
255	Jane Sanderson	40	11	Two	„	2 1 0
256	Margaret Leadley	31	10	Two	„	1 19 0
257	Sophia Wright	27	12	Four	„	2 17 0
258	Harriet Harland	28	3	One	„	1 1 0
259	U. E. Appleby	49	5	One	Wivenhoe	1 5 0
260	Mary Ann King	44	6	One	„	1 6 0
261	C. Rattenburg	41	9	Two	Yarmouth	1 17 0

210	Anna Rackley	36	10	One	,,	.....	1	12	0	263	Susan Bedingfield.....	42	4	Three	,,	.....	1	14	0
211	Mary Scott	33	9	Five	,,	.....	2	16	0	263	Mary Ann Bowles	25	9	Two	,,	.....	1	18	0
212	E. Lidgerton	42	5	One	,,	.....	1	5	0	264	Harriett Rackham	43	6	Five	,,	.....	2	8	0
213	Jane Christie.....	47	5	Two	,,	.....	1	10	0	265	Charlotte Martin	33	9	Two	,,	.....	1	18	0
214	Maria Bulmer	38	10	Six	,,	.....	3	4	0	266	Louisa Robinson	41	10	Five	,,	.....	2	18	0
215	Mary Mc'Pherson.....	36	5	Two	,,	.....	1	10	0	267	Elizabeth Claxton.....	35	3	Five	,,	.....	1	19	0
216	Jane A. Hooper	25	7	Two	,,	.....	1	13	0	268	Anna Bushell	35	19	Two	,,	.....	2	16	0
217	E. Robson.....	61	6	Three	,,	.....	1	17	0	269	Elizabeth Howlett	42	9	One	,,	.....	1	12	0
218	Jane Bowman	38	13	Two	,,	.....	2	5	0	270	Sarah Wells	43	9	Two	,,	.....	1	18	0
219	Elizabeth Laythorpe	35	7	Five	,,	.....	2	10	0	271	Sarah Canham	38	9	Three	,,	.....	2	4	0
220	J. Robertson.....	45	13	One	,,	....	1	18	0	272	Jane Crow	53	14	None	,,	.....	1	11	0
221	Elizabeth Thirkell	38	7	Four	,,	.....	2	5	0	273	Mary Ann Bowles	48	9	One	,,	.....	1	11	0
222	Elizabeth Waters.....	45	9	One	,,	.....	1	11	0	274	Sarah Harlock	51	13	Four	,,	.....	3	0	0

NOTE.--Two hundred and seventy-nine Widows, a list of whom appeared in our thirty-second number, page 233, Vol. 8, were also relieved in July, making, with the above a total of *five hundred and seventy-nine widows* (not including orphans) of drowned Fishermen or Mariners, who are thus receiving *Annual Grants* to the amount of £1002 1s. 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.

VERBAL STATISTICS.—The annexed suggestion is made by a Nottingham journal:—Professor Max Miller, in his admirable lecture on the Science of Language (call it, if you will, Glossology or Logology) tells us, that out of the 50,000 words or so in the English tongue, it has been found that a rustic labourer only uses 300. An ordinary educated man is supposed to use 3000 or 4000, while a great orator reaches 10,000. The Old Testament contains 5642 different words; the works of Shakespere about 15,000; those of Milton about 8000. It appears to us that these figures suggest a capital way of comparing wholly dissimilar writers and speakers. We get some notion of Shakespere's greatness when we find that, although living at an earlier period, his *copia verborum* nearly doubled Milton's. Command of language is not the greatest of literary faculties—but it is generally in company with the greatest. There is, we believe, a Statistical Society; if one or two of its members would take the trouble to ascertain the number of words used by Mr. Tennyson, Mr. Browning, Mr. Bailey, in all their poems—by Lord Palmerston, Mr. D'Israeli, Mr. Gladstone, Mr. Bright, in all their speeches—we should obtain a useful though incomplete test of their comparative powers of mind.

A STORY OF THE LONGSHIPS LIGHTHOUSE.—Originally two men only were stationed at the lighthouse; but it once happened that one of them died—thus the other was alone on the dreary rock. Since that period four men have been employed in the service, three being always in the lighthouse, and one on the shore. The exchange is made every twenty-eight days, if weather permits. The landing is difficult and dangerous. In winter when gales prevail, the tide rushes on this rock furiously—preventing the exchange for many weeks beyond the stated time. It is related that an inspector, who was rather difficult to be pleased, on one of his visitations to the lighthouse was more than usually inclined to be dissatisfied; in particular, he did not see the necessity of so large a stock of provisions being kept—so near the land, surely they might fetch their store oftener. But whilst he thus employed himself grumbling and finding fault, the wind arose, and the sea began to complain also; the spray soon flew over the rock, and thus did the waves continue to boil and rage for nine weeks, keeping the inspector a prisoner all that time. The men received no orders to alter their arrangements as to provisions. The lantern of the lighthouse was once broken in during a fearful storm, and on that memorable night, it is said, the hair of one of the keepers changed from jet black to white. One would think that the occupation of light-keeper on such a spot would not be much sought after; yet some men have been engaged on this rock for twenty years.—*A Week at the Land's End, by J. F. Blight.*

Portfolio.

SPIRITUAL BALANCE SHEET.

"*For I reckon that the sufferings of the present time are not worthy to be compared with the glory that shall be revealed in us.*"—Rom. viii. 18.

How frequently we dwell on present trials and sufferings, rather than on "*the glory which shall be revealed in us;*" we think more of the "*light affliction which is but for a moment,*" than of the "*eternal weight of glory*" which is in reserve for us. St. Paul was a man who knew how to work experimentally on suffering and trial; perhaps no one ever endured so great a variety of suffering as he did, and no mortal ever had such manifestations of the Divine glory. I never think on the above text, but I imagine a sort of spiritual balance sheet laid before the tried and afflicted Christian, drawn up by one who is fully competent, under Divine influence, to give such a detail of losses and gains, and of riches in actual reversion, as will not fail to cheer him amidst the trials and vicissitudes of which he is the subject, if he will but calmly, prayerfully, and in faith consider this statement, relying on the faithfulness of that God who influenced the Apostle to draw it up for the consolation of the children of God. Let us now take a glance at the balance sheet, in the hope that we also may arrive at the same conclusion as did the Apostle Paul.

Dr.	Cr.
"THE SUFFERINGS OF THE PRESENT TIME."	"THE GLORY TO BE REVEALED IN US."
In labours more abundant.	For we know that if our earthly house of this tabernacle were dissolved, we have a building of God, an house not made with hands, eternal in the heavens.
In stripes above measure.	Eye hath not seen, nor ear heard, neither hath it entered into the heart of man, the things that God hath prepared for them that love Him.
In prisons more frequent.	That He might make known the riches of His glory on the *vessels of mercy* which He hath before prepared unto glory.
In deaths oft.	Henceforth there is laid up for me a crown of righteousness, which the Lord, the righteous Judge, shall give me at that day; and not to me only, but unto all them also that love His appearing.
Five times received I forty stripes, save one.	When Christ, who is our life, shall appear, then shall ye also appear with Him in glory.
Thrice was I beaten with rods.	And so shall we ever be with the Lord.
Once was I stoned.	
Thrice I suffered shipwreck.	
A night and a day I have been in the deep.	
In journeyings often.	
In perils of robbers.	
In perils by mine own countrymen.	
In perils by the heathen.	
In perils in the city.	
In perils in the wilderness.	
In perils in the sea.	
In perils among false brethren.	
In weariness and painfulness.	
In watchfulness often.	
In hunger and thirst.	
In fastings often.	
In cold and nakedness.	
Besides those things which are without, that which cometh upon me daily—the care of all the churches.	
Total..... "Light afflictions, but for a moment."	Total ..... "An eternal weight of glory."

The Apostle Paul, having carefully examined the foregoing account, deliberately makes the following declaration:—

"I am persuaded that neither death, nor life, nor angels, nor principalities, nor powers, nor things present, nor things to come, nor height, nor depth, nor any other creature, shall be able to separate us from the love of God which is in Christ Jesus our Lord."—*Zion's Herald.*

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HE SHIPWRECKED MARINER.

XXXV. JULY, 1862. Vol. IX.

DISTINGUISHED NAVIGATORS.

BYRON.

The spirit of naval enterprise that had been awakened by Columbus's discovery of America, and the subsequent discoveries made by succeeding navigators, was not suffered to die away, and in no country did that spirit exist with greater vigour than in England; for we find that George III., shortly after he ascended the throne, and during a season of profound peace, ordered an expedition to be fitted out for the purpose of making discoveries in the South Seas, which appeared to offer an inexhaustible field for exploration. The command of the expedition was intrusted to Captain Byron as commander-in-chief, and his force consisted of two ships of war, the 'Dolphin' and the 'Tamar;' the first he took the command of himself, and the second was under the command of Captain Mouat. These vessels were completely fitted out, manned, and victualled for the service. Everything being prepared on the 3rd of July, 1764, Byron hoisted his broad pendant as the Commodore, and his squadron departed to prosecute the voyage.

Nothing occurred calling for remark until the vessels reached Rio de Janeiro, where they anchored on the 13th of September. Here the commodore landed, and paid a visit to the governor, by whom he was received in great state, fifteen guns being fired in honour of the flag of old England. The governor returned the visit of the commodore, and was welcomed on board the 'Dolphin' with all the honours customary on such occasions. The vessels remained in Rio until the 16th of October in order to refresh the crews, and to take in such supplies as might be wanted. They then sailed for the south, and on the 22nd the people

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were informed that their destination was not as they thought the East Indies, but that the expedition was bound on a general voyage of discovery, and that on their behaving well the Lords of the Admiralty had ordered them to receive double pay, along with other advantages. On th 16th of November, after encountering some unfavourable weather, the stood for Cape Blanco, following the course laid down in a chart Anson's voyage. And here, it may be stated, that it was no unimporta part of the commodore's duty to lay down with precision the position places at which he touched, and to detect and point out errors where existed in the statements of preceding navigators. On the 20th November they sighted Penguin Island, and on the 21st the vess entered the harbour of Port Desire, and the commodore went in thr boats and took soundings of the harbour. Here he landed, and found th country nothing but a continued barren down. The only animals seen were four guanicoes, a species of deer. Port Desire may be a very desirable place for ships to seek shelter in, but in other respects there is little desirable about it. Leaving Port Desire on the 5th of December, with a pleasant gale they steered for an islet, called Pepys' Isle; but, though stated to be lying in 47 degrees south, it was nowhere to be found. Continuing their course to the south, on the 20th the vessels approached Cape Virgin Mary, and came so close in shore that they saw some guanicoes feeding in the valleys. Having come to an anchor, the commodore observed a number of men on horseback, making what seemed to be signs of a desire for him to land. Taking a well-armed boat's crew, and followed by the first lieutenant in a boat similarly armed, the commodore rowed towards the shore, and found the people to amount to about five hundred in number, who were drawn up on a stony point of land running into the sea. They did not appear to have weapons, but to prevent treachery the commodore waved the people back with his hand, and they promptly obeyed. He then landed and advanced alone, but as he advanced the Indians fell back; perceiving this, he made signs for one to come to him, which was done, and he then went forward with the Indian. This man appeared to be a chief, and was about seven feet in height. His face was oddly decorated, being painted of various colours in streaks, and one eye being surrounded by a black circle and the other with a white one. It would appear from this that the fashion did not change much among these savages, for previous navigators had described their faces as ornamented in a like manner. Whether these marks were

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signs of dignity among themselves, or were assumed in honour of their visitors, we are not told. The robe of this dignitary was formed of the skin of some animal, and was thrown over the shoulders, having the hair next the skin of the chief. Mutual courtesies having passed between the civilised and the savage chiefs both walked towards the main body of the Indians, whom the commodore found to be generally about the same size as the chief, the women being also of great size. The English then returned on board, having parted with the natives in the most friendly manner.

On the 21st of December, they entered Magellan's Strait, and took in a stock of wood and water, steering on the 26th for Port Famine, where they anchored close to the shore next day. Here they found an enormous quantity of drift wood. Byron, anxious to learn all he could respecting this strait, took a boat and tried to navigate a river called Sedger in the strait, but could only proceed to a distance of four miles, the trees which had fallen across the stream impeding his further progress. Some of these trees were of great dimensions. The woods abounded with parrots and other beautiful birds, and the water with excellent fish sufficient for all the crew, and every way acceptable and beneficial to them; nor was game at all deficient, for we are told that the commodore shot geese and ducks, not only in plenty for the supply of his own table, but also for that of several others.

On the 4th of January, 1765, having taken in plenty of wood and water, the ships returned into the Atlantic, and went in search of the Falkland Islands, sighting on their way what were called New Islands, and other land to the south. On the 14th they saw a flat island, covered with great tufts of grass, and soon afterwards discovered the magnificent harbour now known as Port Egmont, so called by Commodore Byron, in honour of Lord Egmont, who was then First Lord of the Admiralty. This harbour is at once so excellent and so extensive that it is said to be able to contain the whole navy of England in perfect security. Here geese, ducks, snipes, and other edible birds exist in such numbers that they afford an inexhaustible supply of food for the seamen, so much so, indeed, that it is recorded that the sailors were tired of eating them. The commodore had reason to remember this place, for he was here attacked by a sea lion, and had great difficulty in effecting his escape from its fury. The seamen had many encounters with these animals, and so desperate were they that it was a difficult job for six men to kill one

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of them. The commodore's mastiff dog was almost torn to pieces by one at a single bite. He thought that this might have been what was called Pepys' Island, mentioned in Cowley's Voyage; but he considered it advisable to take possession of this and the adjoining islands by the name of the Falkland Islands on behalf of King George III., his sovereign.

This island was settled by the English about thirty years ago, when there was much dispute between this country and the then United States of La Plata respecting their possession; but these disputes have long ceased to have any interest. These islands would possess no value were it not for the excellent harbour of Port Egmont, which offers a secure asylum for shipping from the dreadful storms that so frequently prevail in that dreary region. Ships may also obtain supplies here of provisions and stores of which they may be in want. On Sunday, January 27, the ships left Port Egmont, and on the same day a remarkable headland was seen, which was named Cape Tamar; a rock, called by the commodore the Eddystone, was next observed; and between this and a headland, to which the name of Cape Dolphin was given, they sailed towards what from its appearance was called Carlisle Sound, though it is now known to be the northern entrance of the strait between the two largest islands. The ships then stood to the westward, and on the 6th of February again entered Port Desire, where they found the 'Florida,' a store ship, which they had expected to meet them, having come from England for that purpose. On the 19th they again sailed, and on the 20th they took from the store ship all they could find room for, and she was sent back to England. On the 3rd of March the 'Dolphin' and 'Tamar' were assailed by a dreadful storm, and it was not until the 6th that they were secured in safety, the 'Dolphin' in a small bay opposite Cape Quod, and the 'Tamar' about six miles to the eastward of it. An officer having been sent out to seek for a safe harbour for the ships, returned in two days with a report that there were five bays between the ship and Cape Upright, in any one of which the ships might lie securely. After encountering more difficulties and dangers in their course, on the 23rd they obtained a sight of the Southern Ocean, which rolled in upon the ships with a heavy swell. They found difficulty in getting a harbour, notwithstanding an anxious search. On the 28th the 'Tamar' narrowly escaped being dashed to pieces upon the rocks, owing to the parting of her cable. Nothing could exceed the violence of the weather to which they were now exposed, and nothing but the interposition of a merciful Providence frequently saved them from destruction. When this strait was first discovered, it was thought that it would afford a speedy and safe passage between the two oceans; but experience has shown that if vessels may escape the horrors of passing round the Horn by going through it, they must encounter dangers almost as great as the rocky shoals, the abrupt windings, the currents, and sudden and violent gusts of wind, and the delays opposed to the progress of the navigator, render

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it doubtful whether he is in most danger in such a channel or in the open sea, where he has plenty of sea room. Of course steamers have a great advantage in navigating the straits.

Although the ships were now in the Pacific, they were tossed about by many a tempest on the new ocean on which they had ventured, and many were their hairbreadth escapes. On the 4th of April they discovered a harbour, and here it was proposed to take in wood and water. While they lay here the commodore endeavoured to induce the natives to come on board, but they declined, so he boldly went ashore to them with small presents, which were gratefully accepted. He then gave them some biscuit, which they were also glad to receive; and it is a remarkable fact that if a piece of biscuit fell to the ground not one of them ventured to take it up without his permission; they also, seeing the sailors cutting grass for some sheep that were on board, eagerly assisted them in their work, and soon loaded the boat. This was a fine trait in their character, and shows that even the untutored savage is capable of displaying good feeling when treated with kindness. Four of the natives were at last prevailed on to go on board the 'Dolphin,' at which they looked with amazement. In order to amuse them the commodore told one of the midshipmen to play the fiddle, and the sailors to dance. The poor Indians were delighted beyond measure with their entertainment, and one of them, to show how deep his feeling of gratitude was, took some red paint and ornamented the musician's nose with it, and would have conferred a like favour on the commodore had he not declined it. The natives were so much pleased with what they had heard and seen that they did not seem at all willing to leave. What a pleasing contrast does this mode of treating such simple creatures present to the violence and cruelty too often inflicted upon them by seamen who touch for a moment on their shores. This is done regardless of what vengeance may be exacted from the next comers, and the innocent thus often suffer for the guilty.

The expedition sailed from this harbour on the 7th, and on the following day it blew a hurricane, accompanied with snow and rain. On the 9th they sailed past some rocks, called in Narborough's voyage, The Judges, which appeared a dangerous reef, upon which the surf beat violently. Happily, a pleasant and favourable wind suddenly sprung up, and carried the ships from a coast on which they were surrounded with so many dangers. On the 26th they steered a westward course, which brought them within seven leagues of the island of Masafuero, lying off Valparaiso, in Chili. Near the island, which they found it difficult to approach on account of the violence of the surf, one of the boats sent out to try for soundings found a bank on which the ships might anchor. This bank yielded abundance of fine fish, which were caught with hook and line, and on the island shore they found plenty of fresh water. There were also on the island immense numbers of goats, the flesh of which was as

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delicately flavoured as that of the finest venison. One of the goats had his ear slit, and this led to a belief that he had been caught before—a circumstance that now saved the poor creature's life, and caused him to be set at liberty. Excellent fish was found here in such plenty that sufficient could be caught in a few hours to supply the whole of the people for two days.

The ships left this island on the 30th of April, and sailed on until the 7th of June, when they discovered land in 14 deg. 5 min. S. lat. and 144 deg. 58 min. W. long., having been attended in their course by numbers of dolphins and bonittoes, and seen vast flocks of birds. The commodore steered for "a small island of exceeding beauty, being surrounded by a beach of fine white sand, and covered with lofty trees, which, extending their shade to a considerable distance, and having no underwood, formed the most elegant groves that can possibly be imagined." Such is the description given by the officers of this charming islet. The natives appeared in numbers in their canoes, and fires were lighted on this and on a neighbouring island. In vain was a boat sent to search for a landing-place, for the surf prevented its approach. There were many sick on board, and they looked with longing eyes upon the pleasant shore, along which they could see the shells of turtle scattered about, and on the trees hung the cocoa nut in abundance. The scurvy had attacked the crew, and they knew that the flesh of the turtle and the delicious milk of the cocoa nut were sovereign remedies in this terrible disease. Judge of the grief of these poor people on finding these precious luxuries beyond their reach, for there was no possibility of effecting a landing anywhere on account of the surf, although the commodore went from island to island for this purpose, notwithstanding that the natives exhibited every sign of hostility, threatening with their looks and cries, and flourishing their spears at our people. In vain the sailors made signs of friendship, the savages invariably answered with rage in their countenances, and even went on their knees on the seashore as if imploring the Deity to destroy the ships. At last an anchorage was found, and the commodore brought to, but could neither land nor make the natives understand what he wanted. Despairing of doing any good among such people, the commodore named the place—that had appeared on approach to be a paradise—the Islands of Disappointment.

Sailing, thence, on the 9th June, they next day discovered a small island, surrounded with coral rocks, and covered with trees, among which was the cocoa nut tree. There was a small inlet, running into a salt-water lake, and here the vessels entered and brought to. Hundreds of natives now came down upon the beach, and showed every disposition to injure and rob the English. As their enmity seemed so determined, and that nothing could be obtained from them, the ships weighed their anchors and stood to the westward, where they soon saw an island four leagues distant. The ships' boats being some distance to leeward of the vessels, the savages thought it a good opportunity for attack-

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ing them, and accordingly two canoes filled with armed men followed them in hot pursuit, on which the commodore signalled for the boats to turn and face the foe, which they immediately did, whereupon the savages took in their sails and rowed off with all speed. The boats were again sent in search of a landing-place, and the vessels returned to the inlet, where they had anchored before. At this place they found a number of Indians, who were loading some large canoes, which was thought to be done with the view to attacking the ships' boats, but a shot having been fired over their heads, it so terrified them that they ran away and hid themselves in the woods. The commodore went ashore here, and examined the buildings in the village; these were found to be mere huts, covered with branches of the cooca nut tree. The men went naked, but the few women seen had cloths that covered them from the waist to the knee. The village itself was beautifully situated in a grove of lofty trees. The shores abounded with coral, and the shells of the pearl oyster were seen in quantities, that suggested the idea that a pearl fishery might be established on the island. There were dogs in every hut, who kept up an incessant barking at the strangers until they went away.

On the 12th of June the ships departed and made another island, along which they coasted, escorted as before by armed canoes, which kept abreast of the vessels, determined, as it would seem, to keep the strangers at a due distance. The ships' boats being near the shore, the crews made signs that they were in want of water, when the natives pointed to a spot some distance along the shore, whither the English went, and found a number of houses at the place. Here they found crowds of Indians, and more soon came after their arrival. As the ships lay a small distance off, their boats went close in shore, when a venerable Indian advanced from the houses towards the boats, being attended by a young man. Having motioned the crowd to retire, he advanced alone to the edge of the beach, pressing one hand on his breast and holding a branch of a tree in the other. He now delivered what he intended for a grand oration, and this was done in a pleasing manner, with a musical sweetness of voice, no one venturing to speak or join him in his harangue. In the meantime some of the sailors threw trifling presents to him, but of this he took no heed, nor would he suffer his attendant to touch one of them. Having come to the end of his discourse, he gravely gathered up the presents thrown to him, after giving the branch of the tree to the boats' crew. In compliance with a sign made to them most of the Indians laid down their arms, and a midshipman went on shore, on which the natives flocked round him and examined his dress with pleased admiration, particularly his waistcoat, which he gave to one of them. This was scarcely done when another snatched his cravat off, and ran away with it. Not liking this proceeding, the midshipman returned to the boat. All that the vessels obtained at this island was a few cocoa nuts. It lies in 14 deg. 41 min. S. lat. and 149 deg. 15 min. W. long., and was called by the commo-

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dore, King George's Island. The vessels sailed to the westward, and made two islands, one of which was named the Prince of Wales' Island; but though they were very beautiful and fertile, and appeared well peopled, there was no approaching them from the rocks and surf by which they were surrounded, nor did the natives exhibit less hostility than those they had lately become acquainted with. More islands were then passed of the same description, and on the 24th they discovered what they called the Duke of York's Island, round which a terrible sea breaks, and it was with much difficulty that the seamen could land, but when they did so they were delighted with the place. Large quantities of cocoa nuts were brought off in the boats, and these greatly relieved the sick. Sea fowl were so tame here that they suffered themselves to be knocked down with sticks, and there were numbers of land crabs found. There was a large lake in the middle of the island, which was without inhabitants.

The intention of the commodore being now to make for the Ladrone Islands, he sailed towards the north on the 29th, and on the 2nd of July a low flat island was discovered, on which abundance of tropical fruits was found, and the appearance of the land gave promise of rewarding those who would take the trouble of examining it thoroughly, but the stay of the ships here was limited to a single day. While here the ships were surrounded with canoes, filled with Indians of a bright copper colour, who are described as having a cheerful countenance and regular features, and as being tall and well made. Many of these people came on board and played off various antics, but their chief object in visiting the vessels was evidently to pilfer whatever they could carry off, and they were pretty successful in their speculation, on account of their agility and proficiency in the art of swimming off with their prizes. They had long black hair, tied up in a bunch behind, and they were adorned with shells and such ornaments as savages usually decorate themselves with. Their arms were long spears edged with shark's teeth, rendered as sharp as a razor. One of them, supposed to be a chief, had a string of human teeth round his waist. This island was named Byron's Island by the officers, in compliment to the commodore. It lies in 1 deg. 18 min. S. lat. and 173 deg. 46 min. W. long.

The commodore then steered for the Island of Tinian, a spot rendered famous by the description given of it in Anson's Voyage, in which it is stated to have yielded such abundance of turtle, fish, fowl, and fruit, that the crew of the admiral's ship, the 'Centurion'—which had been fearfully reduced by scurvy, which scarcely left a sufficient number of hands in a condition to bring the ship to anchor—soon recovered their health and spirits, and they were enabled thereby to carry out the grand object the admiral had in view. It is impossible for any one who has read the description of the island at the time of Anson's visit, and compared it with the condition in which it was found by Commodore Byron, without regretting that a spot so remarkable for its beauty and fertility, should

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have been so much deteriorated by neglect and the want of inhabitants. Byron found that it was covered with reeds, through which the sailors could scarcely make their way, the reeds being in many places as high as their heads. They were likewise annoyed with flies in such numbers that they could scarcely speak without having their mouths filled with them. They found plenty of poultry and hogs here, but they could not keep animal food without its stinking and being filled with maggots in less than an hour after it was killed. The heat here was excessive, and they would have been at a loss for fresh meat owing to this cause, had not a negro belonging to the 'Tamar' contrived to secure and bring hogs on board, and thus the people were always supplied with fresh provisions both on board and ashore. The Island of Saypan, which is very near that of Tinian, is both larger and pleasanter than the latter island, for it is covered with trees, and abounds with hogs and guanicoes. It was thought, from the appearance of heaps of pearl-oyster shells here, that the Spaniards carried on a pearl fishery on Saypan. Notwithstanding the annoyances the seamen were exposed to at Tinian, the refreshments it afforded enabled them greatly to improve their health, and the commodore made preparations for sailing to the north. Before leaving Tinian, we ought to mention that the English found that it produced cotton and indigo, with breadfruit, guavas, papuas, sour oranges, and limes. At a time when every spot capable of producing cotton acquires importance, it becomes a question whether Tinian could not be rendered useful in this respect.

On the 30th of September the ships left Tinian, and stood to the north. Nothing worthy of note occurred until the 5th of November, when the Island of Timoan was made. The ships were here brought to an anchor, and the following day the commodore went on shore. The inhabitants are Malays, and these people, seeing the ship's boat approach, crowded down to the beach, armed to the teeth, each having a dagger by his side, a long spear in his right hand, and a long knife in his left. These formidable appearances did not deter the gallant tars from landing, and they immediately began bartering handkerchiefs for a goat, a kid, and some fowls, thus establishing an intercourse of a nature profitable to both parties. Nothing of consequence occurred after this until the 13th of February, when they reached the Cape of Good Hope, then in possession of the Dutch. When the ships anchored, the governor sent his coach and six for the commodore, and received him with much cordiality, and made him an offer of the Company's house. From the Cape the ships sailed for England on the 7th of March, and on the 25th they crossed the line. An accident which happened to the rudder of the 'Tamar' about this time, caused the commodore to dispatch that vessel to Antigua for repairs, and the 'Dolphin,' continuing her course without any event of consequence occurring, anchored in the Downs on the 9th of May, 1766, after having circumnavigated the globe in about 22 months.

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In reviewing the voyage of Byron we find no great discoveries made nor stirring events happening; but it offers much that it is very pleasant to contemplate, and much more that is of importance to the mariner and the commercial community. The chief discovery made was that of the noble haven in the Falklands, called by Byron 'Port Egmont,' and we can conceive no greater boon to the seafaring man than such a refuge in a part of the world where storms almost constantly prevail, and where no other port is to be found yielding shelter for his ship and provisions for his people. The value of this discovery is acknowledged by its being made a station for ships of war, and its having become a British colony, for should Magellan's Strait be more made use of than it has been the value of the Falkland's will rise as places affording refreshments for passing vessels. The other discoveries of Byron are rather of a negative but not less valuable character, and here we may remark that it is of the highest consequence to the mariner to be told what to avoid as well as what to seek. Thus Byron saw many islands which he found it dangerous to attempt to land upon, and as he fixed the latitude and longitude of those islands with the greatest precision, vessels following in his track will know where to go when in want of refreshments and water, and what places to avoid, however promising their appearance may be, thus enabling them to escape from danger and to save precious time, which, properly used, must carry them into havens of safety and plenty. In another point of view this voyage fills us with pleasure, for we have no record of the loss of life on board, where all seemed happy, and where the general concord prevented any of those mutinous displays that are sometimes witnessed even on board some of the best regulated ships. Neither do we find that any outrage was committed on any of the natives, whether on the continent or in the islands, even when the conduct of those people appeared to provoke the seaman to retaliate upon them. In a word, Byron must have been a man of most amiable character, ruling his people rather by their affections than their fears, and he showed himself perfectly worthy of the confidence which his sovereign had honoured him with when he gave him the command of this important expedition.

SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

(The Twenty-Third Anniversary.)

The Annual Meeting of this most excellent Institution, established under the authority of the Legislature to represent the charity of the British public to Shipwrecked Sailors of *all nations* cast upon the coast of the United Kingdom, was held at Willis's Rooms, King Street, St. James's, on the 23rd May. His

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Grace the Duke of Marlborough, President of the Society, in the Chair; we observed among the company present—Vice-Admiral the Earl of Shrewsbury and Talbot, C.B.; Rear-Admiral Hon. Jos. Denman; Admiral B. C. Cator; Sir Edward Perrott, Bart.; G. L. Dawson Damer, Esq., M.P.; Captains Royal Navy—C. R. Egerton, R. Tench Bedford, J. S. Lean, E. Littlehales, J. C. Heaslop, G. F. Westbrook, J. Rawstorne, and B. J. Sulivan, C.B., of the Board of Trade; Lieuts. Royal Navy—A. Henning, and W. H. Symons, Second Secretary; J. T. Forster, Esq., R.N.; G. A. Brograve, Esq., V.P.; Wm. Stuart, Esq.; Montague Gore, Esq.; Robert Herring, Esq., Hon. Agent for Cromer; Capt. C. D. Campbell, H.M.I.N., Hon. Agent for Broxbourne; — Bishop, Esq.; R. Lewis, Esq.; — Brett, Esq.; Dr. Sparke, William Vane, Esq.; — Holdgate, Esq., and Rev. R. H. Baynes, Chaplain of the Sailors' Church and Home. There were also a number of ladies present.

The Rev. Mr. BAYNES having offered prayer,

The noble CHAIRMAN then addressed the Meeting as follows:—

Ladies and Gentlemen,—I do not think that I need detain you by any lengthened remarks on this occasion. My first duty appears to be to congratulate the Society upon the increase which has taken place in its funds, for that after all is the chief thing necessary in the conduct of any benevolent society. However energetic the efforts of its agents may be, and however anxious the wishes of its friends and supporters for the promotion of its objects may be, unless they are supported with adequate funds the society cannot exist. It is a very gratifying thing, therefore, to see that our efforts and the objects of this society have been appreciated by the public, and that funds have been forthcoming, by an increase of income of £4000 during the past year, which has enabled the Committee to meet the increasing demands made upon their resources. This is a special circumstance which appears to me to call for gratitude and encouragement. You are well aware what the objects of this Society are. Those objects seem to me to be as important, if not more important, than any which can be found in almost any charitable institution in this country. It has been well said that the nursery of your seamen is the coasting trade of Great Britain, and you are all aware of the dangers to which, in the carrying out of that trade, large numbers of our fellow countrymen are exposed. The returns annually laid before Parliament of the number of wrecks which occur upon our coasts are something frightful. Efforts have been directed—and very well directed—to the establishment of harbours of refuge along our shores, an object which it must be the wish of every one to see speedily and completely carried out, but in which I am afraid there have been more delays than there ought to be. Until such harbours have been established, many must be the casualties to which the hardy mariners engaged in our coasting trade will be exposed. Of late years especially, the seasons have been exceedingly unpropitious and unsettled; frequent storms have strewn many a wreck upon our shores, and caused a fearful loss of valuable property and still more valuable lives.

It is very gratifying to think of the measures taken by Admiral Fitzroy to apprise our seamen of coming tempests, and to bring the valuable aid of the barometer into service in order to prevent casualties such as we have had too many causes to deplore. But in spite of all that can be done in this and other ways, casualties will take place; indeed, the powerlessness of man is made to be felt every winter in the numerous

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wrecks which occur on our coasts, the destruction of property thus occasioned, and the fearful sacrifice of life with which it is accompanied. It is in such times as those that the action of this Society and of your agents is brought to bear in providing for those thus suddenly deprived of their means of subsistence, and meeting the needs of widows and children bereft of the help of those who were the stay of their lives. Can anything be more gratifying than to see that funds are being liberally contributed to enable this society to meet and relieve the immediate distresses thus occasioned? This Society, too, not only provides for the bodily wants of the bereaved and suffering, but by means of its agents it conveys the solace of Divine truth to the mourners in their season of trial and sorrow.

There is one object, a very important one, to which the Society during the past year has directed attention. The Committee have thought it right to go to some considerable expense in the preparation of a set of Life Tables which shall found the basis of a Provident Institution. I think it is a deficiency, which does not exist in any other branch of labour or profession, that there has not been hitherto some general and national provident society established for mariners. The Committee have felt this, and they have consequently during the past year been directing their attention to the subject with the view of supplying that defect. They have thought themselves justified in incurring considerable expense in having proper Tables calculated by Mr. Finlaison, the eminent Government Actuary, which will, I trust, found the basis of a very useful Pension Fund for Mariners. The object of the Society itself is provident in its character, for though the men receive from its funds a great deal more than they pay in, still they are required to pay a small sum in aid of its operations. But the society which it is now proposed to establish will be of a more directly provident character, and efforts will be made to render it a national undertaking, so as to embrace, not only our mercantile marine, but also the seamen of the Royal Navy.

One can scarcely conceive of anything in a secondary point of view better calculated to promote the moral and spiritual welfare of these classes of our fellow countrymen than that of affording them the opportunity and means of forming provident habits, instead of wasting their substance, as they are too apt to do when they come ashore, in every species of revelry and evil. This has been the chief work of the Society in the past year; the rest of its operations have been of the usual character. Applications come constantly to the Committee from every part of the country, which are duly considered and met, so that from week to week a stream of benevolence has been going forth to alleviate the misery which has been brought under their notice. In this way, upwards of 11,000 persons have been relieved. Widows have been supplied with the means of subsistence, or aided to set up in small trades, or such help has been given as would enable them to meet the crisis when their husbands have been taken away from them. Shipwrecked mariners have had their property replaced, or they have been conveyed from distant parts to their own homes. Such have been the usual operations of the Society, which have gone on uninterruptedly and with increasing usefulness; and I trust, by the blessing of God, those operations will be even much more enlarged and successful.

The Secretary, FRANCIS LEAN, Esq., R.N., then read the following report:—

LADIES AND GENTLEMEN,—

Your Committee have the gratification of appearing before you for the Twenty-third time, to render an account of their stewardship. In so doing, it is with thankful hearts to the Almighty Disposer of

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events, that while reminding you of the terrific storms of the past year resulting in a very great loss of life and property, they have also good reason to speak to His praise for having by His gracious Providence supplied them with the means of soothing the sorrows of the bereaved widow and orphan suffering from these storms, by ministering to their pecuniary need in the hour of their distress, when thus deprived of their earthly support; and not only has He graciously made your Society the Minister of Comfort to the widow and fatherless in their affliction, but also to shipwrecked persons of *all nations* cast upon our coasts, whom He has spared from a watery grave to be the objects of your care, that you might clothe their nakedness, comfort, and send them home to their relatives and friends, or, if foreigners, deliver them over to the Consuls of their nation, who are appointed to care for them. The gratifying fact that in the course of the twelve months ending the 31st of December last, 11,421 persons have been liberally relieved by your Secretary, and your Honorary Agents, will suffice to prove how far your Society has been enabled to fulfil its mission of Charity both to the native and the Foreigner whom the tempest had cast upon our shores, in many cases stripped of everything but life.

In seeking to fulfil the Society's high mission, your Committee are often cheered by peculiar instances of high-minded benevolence in those whom God has disposed to help them, and of the painstaking of others to express their gratitude for benefits received in their hour of distress, and they have special satisfaction in selecting the following as specimens:—

A lady, residing in London, a short time since, wrote to the Secretary to say that her husband had been taken from her suddenly without fulfilling his intention of bequeathing £1000 to the Society, and that she was desirous of carrying out what she knew was his mind, wishing at the same time to be informed how she was to act; the reply of the secretary was responded to by her immediately causing £1000 to be paid to the Society's Bankers; thus, that which in other hands might have been a loss, was overruled for gain by the saving of £100 legacy duty! They are persuaded that you will agree with them that the high moral bearing of this act needs no comment.

The conduct of another lady, residing near York, is a cheering proof of how the good work speaks to the hearts of the afflicted, so as to constrain them to cling to the labourers in it as unto friends. She had lost her only son by the ship in which he sailed foundering at sea. God in His rich grace had provided a balm for her rent heart in the knowledge of the fact that before leaving Madras, never more to be heard of in this world, he had been in prayer with a Missionary stationed there who had good assurance that he departed a believer in Jesus! her sorrows linked her with the objects of your Society, and she wrote the Secretary, and on his reply, sent him £5, and soon afterwards another, promising that if spared, the Society should not fail of her support.

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Two other cheering circumstances are selected for the encouragement of the friends and laborers in this noble cause:—One, the fact of a gentleman calling on the Secretary and leaving £200 to be acknowledged in the *Times* as from "A. B." The other, an extract of a letter from an American sailor, on board the United States line-of-battle ship, 'North Carolina,' Brooklyn Navy-yard: which commences, "Honorable Sir,—As you are the Secretary of the Society, so I will give you (or rather the Society of which you have the honour of being Secretary,) my hearty thanks and best wishes for the help and support done by you to me as a stranger. You will remember, Sir, when I came on the 9th or 10th of November, 1861, to the General Agency, London Bridge, London, and stated you the following facts, and thereby seeking your aid and counsel, which both were given by you to me, that I had been in an American ship cast away at the Cape de Verd Islands, and took sick at Madeira, and then I took an English ship for London, but nobody at London would lodge, or board, or help, or bring me on board a ship again except the Shipwrecked Fishermen and Mariners' Society. I came and stated you these facts; I showed you, also, my papers, and as these were satisfactory to you, Sir, you gave me help, relief, and succour. I did not expect the Society would help me as an American sailor. Now I thank you that the Society (you, Sir,) did help me; I was sent by you to Southampton, and worked my passage home by the 'Argo' American steamer. I was helped by my friends in New York, and am now the same as if nothing had happened; but as I come now a little to recollection, so I remember you, and will give my thanks and respects. So soon as I am able, I will send a little donation to your Society. I thank you again for all the kindness shown to me, and may God the Almighty bless and prosper your Institution. I am, respectfully, FERDINAND FK. NEWMANN."

Letters have been received from French and other foreign crews who have been wrecked on our coast, returning thanks; and from many of the widows who have been relieved, so that there is good hope, arising out of your Society's labors, that the abundant thanksgiving of the many may have redounded to the glory of God.

Appended to this Report will be found a statement of the receipts and disbursements of the past year, and under the following heads its operations generally, viz.:—

Income.—

The gross income of the past year has been £18,012, against £13,990 in 1860; shewing an accession of £4022 which may be attributed to the extra exertions that have been made, and the kind and liberal response of the public. The following are the donations of £25 and upwards which have been received, namely:—

	£	s.
The City of London	200	0
A. W. Jaffray, Esq.....	25	0

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Major General Lawrence	25	0
Committee of Lloyds'	25	0
Marine Insurance Company	52	10
Goldsmiths' Company	50	0
The Earl of Derby	40	0
Messrs. Barclay, Bevan & Co.	25	0
Lord Sherborne	25	0
Mr. A. S. Hobson	52	10
Mrs. Rolleston, as below*	1000	0

Thus aided, your Committee, for the first time in the last five years have the pleasure to record a surplus over expenditure which has enabled them to restore £1000 of the funded property sold out, and which they the more rejoice in as, except under extreme pressure, the interests of the funded property is set apart to give extra relief to Widows of drowned Mariners, while their children remain young.

Honorary Subscribers.—

These, including the branches, number 16,000, which shews an increase of 405 over last year.

Mariners and Fishermen Subscribing.—

The number for 1861 was 48,516; this, allowing for 1000 who have died or left the sea, gives an increase of 2319 new subscribers over 1860. Your Committee remind the friends of the Institution, and the public at large, that the Seamen are encouraged to subscribe by a further benefit being promised to them in case of loss of clothes by shipwreck, and to their families in case of their death, which is not held out to those who do not subscribe. This is done to encourage habits of thoughtful care among a class of men so proverbially reckless, the subscription of 3s. per annum not being at all equal to the benefit given on account of it; the fund therefore suffers loss by their subscriptions, to meet which, they count on the Charity of the Public.

Legacies announced during the Past Year.—

Charles D. Shepherd, Esq., £500; Miss Sarah Ward Le Mesurier, £10; Emeric E. Vidal, Esq., £5; and Mrs. Eleanor Hole, the residue, after payment of certain legacies, of the proceeds of her household furniture, sundry articles of jewellery, and the contents of a deal box.

Flags.—

The Flag of the Society (white with St. George's Cross, having in the quarters S.F.M.S.) continues to be carried by a large

* In fulfilment of the intention of her late husband, Samuel Rolleston, Esq., late of Swindon.

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number of Vessels, the last number on the List being 3090. It is still valuable for the purpose for which it was established, viz., to create an *esprit de corps* among the maritime Members of the Society, and that it might act as an advertisement. The number of the Flag being displayed in the cross serves also as a medium for communicating the position of the ship when passing certain headlands which is reported to the Secretary daily, and by him published through the *Shipping Gazette:* or at sea, when shewn to a passing vessel the Master of which reports the number of the Flag in the papers on arrival in Port. A small fee of 2s. 6d. per annum covers the expense of postage and leaves a trifling balance for the general objects of the Society.

Vessels Wrecked, &c.

The number of vessels wrecked or foundered at sea, have for several years steadily increased, which your Committee mainly attribute to the immense increase of commerce.

Relief to Shipwrecked Persons.—

Between the 1st of January and 31st of December, 1861, 7647 persons have been clothed, when necessary, and sent to their homes, or, if foreigners, to the Consuls of their nation nearest the point at which they were wrecked. This number includes men landed destitute on various parts of the coasts from vessels wrecked abroad or foundered at sea. This part of your Society's work represents the Charity of the nation. Honorary Agents on every part of the coast minister *instant* relief and forward the poor castaway to his friends with all possible despatch. Acts xxviii. 2.

Specimen of Relief.

English Crew.—The "Anne," wrecked in Davis Straits, 3rd of July, 1861. Ten men, sent from Lerwick to Aberdeen, and thence to Hull; expenses, travelling, provisions and clothes, £30 3s.

Irish Crew.—The "Adonis," crew of 14, forwarded from Dublin to Holyhead, and thence to London; expenses, travelling, provisions and clothes, £15 11s. 6d.

Dutch Crew.—The "Epimachus," of Amsterdam, from Berwick to Newcastle.

Scotch Crew.—The "Atlas," of Cape Clear. Twenty men sent from Cork to Glasgow; expenses, &c., £15 15s.

Guernsey Crew.—The "Adelaide," of Guernsey; crew sent from Glasgow to London, £12 10s.

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Widows and Orphans.—

3774 Widows, Orphans, and aged Parents of Seamen and Fishermen have been relieved in the past year, with sums varying from £15 downwards, according to circumstances.

Specimen of Relief.

South Shields, England.—Widow and six children, husband drowned, £15.

Buckie, Scotland.—Widow and four children, husband drowned, £12 10s.

Belmullet, Ireland.—Widow and five children, husband shot, £10.

Your Committee remark here that the relief afforded to Widows with large families, who also, through your bounty, each for a few years receive a small annual grant while the children are young, has often been the means, with prudent persons, of establishing them in a small shop or procuring a mangle by which they have obtained a creditable livelihood.

Total Numbers relieved.—

In 1861, eleven thousand four hundred and twenty-one persons were partakers of the Charity, which exceeds the number relieved in 1860, by 330, the total number relieved since the establishment of the Society in 1839 being 109,955 ! !

Honorary and pecuniary rewards for saving Life on the High Seas and the Coasts of the Colonies.

Nine Silver Medals, four framed Testimonials, and £17 10s. in cash, have been awarded during the past year for gallant exertions in saving the lives of 119 shipwrecked persons. Rewards for saving life on the coast of the United Kingdom is left by agreement in the hands of the Royal National Life-Boat Institution.

"*The Shipwrecked Mariner.*"

This little periodical continues to be published quarterly under the responsibility of the Society, its circulation is 2000 copies; the profits of the work, which are at present small, are appropriated to the general purposes of the Institution. It is very useful in making known the working of the Society, and contains much beneficial and interesting matter: your Committee therefore solicit the aid of its friends in increasing its circulation.

Travelling Agents.—

This branch of your Society's work is at present carried on by Messrs. Moody, Hume, and Prince, who have all been recently

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appointed consequent on the resignation of Messrs. Gillatt and Alton; the former, for a more profitable employment, the latter, from ill health. Both these gentlemen performed their duties very satisfactorily, and your Committee sincerely regret the loss of their services; they have, however, every reason to believe their places are very adequately supplied by the gentlemen who have been appointed. The duties are to visit the established agencies, thus bringing them into personal communication with the Central Office,— to revive declining branches, and establish new ones where necessary, and to hold public meetings, and collect funds. They are especially commended to the kind consideration of every friend of the Sailor for help in their onerous duties during the coming year.

Pension Fund for Mariners.—

Your Committee have the satisfaction to announce that they hope to publish, in a few weeks, the Tables calculated by Mr. Finlaison, the Government Actuary, and that the Fund will be opened to the Subscriptions of Mariners under the name of the "Mariners' National Pension Fund," by subscribing to which the Officers and Men of the Royal Navy and Mercantile Marine will be enabled to make provision for themselves in old age, or if previously disabled, as well as their Widows, for whom separate Tables have been cast. Your Committee hope, by God's help, that the establishing this Fund may prove to our Sailors, as a body, a great blessing, there being at present no Government provision for them, in which England differs from most of the maritime states of Europe! They hope, also, that by the liberality of the Public, a supplemental Fund will be raised to aid the Widows' Fund and provide for Sailors, who, by *strict rule*, may be excluded from the Pension Fund.

Hospital for Aged and Worn-out Merchant Seamen.—

Your Committee still hold the desirable object in view of providing a home for the Worn-out Merchant Seamen of England. They have been hindered from various causes from pursuing this most desirable object; they trust, however, it will yet be realized, and that, in the Pension Fund, and this honorable retreat in old age, our Seamen will find a double cord to bind them to their country.

Your Committee have, with deep regret, to record the loss of a Patron of the Society, in the death of the late lamented Prince Consort, on whose demise your Society, by its President, Vice-Presidents, and Committee, addressed a

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humble letter of condolence to Her Majesty. They have also the painful duty of reporting the loss by death of the following Gentlemen, late Honorary Agents, viz.: The Rev. H. F. Skrimshire, for Hertford; Captain R. B. Bowden, R.N., for Herne Bay; James A. Smith, Esq., R.N.. for Ambleside; Thomas E. Plint, Esq., for Leeds; Mr. Hugh M'Mahon, for Newry, County Down; J. R. Crosbie, Esq., for Wexford, and Mr. William Russell for Wick, N.B.

Your Committee continue to receive the hearty co-operation of the Honorary Agents labouring on the various parts of the coast to whom the Institution is mainly indebted for the high character it bears. They desire to express their great obligation to the *many* Clergymen and Ministers of Christian congregations who have pleaded from their pulpits the cause of the poor castaway, and the desolate Sailor's Widow and Orphan. They record with much satisfaction that they have been greatly encouraged in their labors by the assistance received from the British and Foreign Sailors' Society, the Thames Church Mission, the Missions to Seamen, and the Lady and Gentlemen Collectors. They acknowledge with thankfulness the help given to them by the Officers of the Coast Guard, the Scottish Board of Fisheries, the shipping Officers, and the Superintendents of Sailors' Homes,—as also to the Directors of the various Railways and Steam Packet Companies, by whose aid the operations of your Society are greatly facilitated, and the comfort of the sufferers increased.

In conclusion, your Committee desire to congratulate you on the great success of your Society, evidenced by the fact of its having in the short space of one year adminstered substantial relief to 11,421 persons in the time of their deepest distress! and viewing the largeness of the work, which is of a character to claim the sympathy of the British public, they confidently hope for the increased support of the nobility, gentry, and the public generally, and that with the blessing of God, in whose grace is their constant dependence, your Society, from year to year, may increasingly be found worthy to represent the nation's esteem and sympathy for those brave defenders of their country, who, as a class, may be called the right arm of the British Empire.

(Signed for the Committee) HENRY HOPE, *Chairman.*

The Earl of SHREWSBURY and TALBOT moved the first resolution, which was—

"That the very satisfactory Report now read be received and entered on the Minutes, and that it be printed and circulated under the direction of the Committee."

In doing so he said,—The benefits which this Society confer speak for themselves, and require no comments from any speaker upon this platform. At the period when this Society was established the state of the seamen of this great maritime country was comparatively neglected. Since then I am happy to say various institutions have sprung up which have met with the cordial generous support of the public, having for their object the advantage of those who incur the dangers and privations of a seafaring life. Amongst

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these, I would specially allude to the Life-Boat Society, whose exertions are principally directed to the actual preservation of life from shipwreck on our coasts. Following that, were instituted those most valuable organisations called Sailors' Homes. Every one who is conversant with the temptations to which sailors are exposed when they come ashore, and the peculiar difficulties attached to their situation, must appreciate and acknowledge the great benefits which Sailors' Homes have afforded to this class of our fellow countrymen. And then last, but not least, was the Society whose meeting I had the honour to attend the other day—viz., "Missions to Seamen," which is nobly supported by the episcopacy and the benevolent of the land, and the object of which is to enable these poor benighted men, who, by the nature of their profession and occupation, are obliged to be long away from the means of attending Divine worship, to have the privileges which we enjoy in that respect brought to their own doors. I mention all these societies as being material supports to each other; where one fails in one line, the other takes it up, and thus the largest amount of good is done to the maritime population of this country. But I think that the Society whose meeting we are attending to-day yields in importance to none of them. Who are the persons we are endeavouring by the aid of this Society to assist and support? They are those who expose their lives at all seasons of the year and in every climate, and who, though generally in the prime and vigour of life, are daily running the risk of being sent in a moment into eternity. These men must feel a comparative degree of comfort when in the midst of their dangers they reflect that by the operations of this Society those who, should death overtake them, they will leave behind will be placed, not in affluence, but beyond the reach of absolute want and privation. Now I think that nothing can be more gratifying than the progress which this Society is making. I trust that progress will continue and increase. It is delightful to think that, not only among the benevolent of this country are the claims of the Society recognised, but that the men themselves who are most likely to reap the benefits of its establishment are giving to it their increased support.

I was glad to hear his Grace the noble Chairman allude to the prospect of an establishment something in the nature of a Life Assurance for the seafaring classes of our community. And let me observe that it is generally thought that sailors are reckless and improvident in their habits, without any thought or care beyond the present moment. Now, from a somewhat intimate acquaintance with the subject, I can assure you there is no class of men more thoughtful or more desirous of making proper provision for their families. All they want is the opportunity of carrying out their desires, and some friendly hand to guide them in the matter. I am quite sure that I shall be corroborated in my remarks by those who know anything of the character of the British sailor, that when properly guided there is not a more amiable or docile man than a true-hearted British tar. I have very much pleasure in moving the resolution.

GEORGE BROGRAVE, Esq., Vice-President, son of the Founder of the Institution, seconded the resolution, and as President of the Bath Auxiliary handed in a cheque for £90. The motion was put and carried unanimously.

MONTAGUE GORE, Esq., moved—

"That this meeting has heard, with great satisfaction, of the progress made by the Committee towards the establishing a Pension Fund for Seamen and an Annuity Fund for their widows, as also the hope expressed that the project of a Hospital for the Merchant Seamen like to Greenwich, which is exclusively for Seamen who have

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served in the Royal Navy, is still entertained; and seeing that this Great Maritime Country, though so much dependent on its Sailors, has no nationally organised provision for them, it pledges itself to every exertion to remedy the evil."

He said,—he was sure the meeting would join with him in rejoicing to hear that the project for the establishment referred to in the resolution was still entertained, and would also join in the expression of the wish that all possible success might attend it. If there was any class of men on whose behalf the sympathy of the public ought to be specially enlisted it was the merchant seamen of our country, to whose efforts and exertions they were so largely indebted for many of the comforts and luxuries by which they were surrounded. At the present moment the claims of that class were more than usually strong, on account of the noble manner in which, on a recent occasion, they came forward to fill up the ranks of the naval reserve and support the honour of the English flag. The apprehensions which a few months ago were felt that their services might be required had happily passed away, but still the gratitude of the country was due to those gallant men who came forward with such spirit and energy on that occasion, not only evincing their readiness to uphold our national honour, but proving to the United States and every other country that whenever the interests of England were in danger there would never be wanted able and earnest men to protect and defend them. It was sometimes said, though perhaps not now so frequently as formerly, that if too much attention were paid to the comfort and welfare of seamen, their bold and daring character would be impaired. He believed that nothing could be more false. Indeed, he believed that the spirit of religion, while purifying the character of the sailor from many of those faults which hitherto had disfigured it, would give a brighter glow and greater energy to the best traits of his mind. On this account he thought that, while doing everything in their power to improve the moral and physical condition of the seafaring population of England, they need be under no apprehension that they would in any degree impair that courage for which they had always been distinguished. Now, while rejoicing in the fact that much had been done by appeals on behalf of special cases of misfortune, he for one felt that the distress to which our brave seamen were continually exposed ought not to be left to the chance of public sympathy being excited when that distress actually overtook them. The great advantage which this Society offered was, that it organised charity and left nothing to chance or doubt, but ensured to the shipwrecked seaman support and comfort in the hour of his calamity. The resolution he was sure would be received with cordial approbation, and would meet with the support and sympathy of every true-hearted Englishman.

Rear-Admiral the Hon. JOSEPH DENMAN seconded the resolution—

He said,—he had a very strong feeling upon his mind that this Society was taking upon itself a work which really belonged to the country at large. In the resolution which had been read the singular fact appeared that the great maritime country of England, which depended so much upon the exertions of her seafaring population, had no national provision for her merchant sailors when worn out and decayed. Such being the case, it gave a peculiar interest to the object which this Society had in view collaterally with its more distinct and avowed object—that of relieving shipwrecked mariners. In the year 1747 the seamen of this country petitioned Parliament to institute a seaman's fund for the support of decayed mariners and their widows and orphans, stopping out of their wages 1s. per month. Parliament agreed to their request, and instituted the Merchant Seaman's Fund, which continued in force until 1851. At that time it appeared that successive governments had so administered that

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fund, and so carried into effect the regulations which had been laid down by Parliament, that the fund was entirely bankrupt. The result was that it was wound up, and that what had been compulsory up to that time was henceforth to be simply and solely voluntary. Under those circumstances only 11,000 seamen continued to subscribe to it. When the Government wound up the Fund they took possession of the money —about £200,000—upon a promise to provide for the pensions then earned, and also to give to the persons still subscribing a certain small donation. But there was a large loss to the 140,000 seamen who had been subscribing all their lives under the compulsory arrangement which had previously existed.

Upon that ground he thought there existed a strong claim upon the Government to make a large grant to any pension fund for British seamen which might now be established, and he trusted that if the proposal made by this Society should be carried into effect that claim would be fully recognised and honoured. He felt that the merchant seamen had a right to consider that their interests were not consulted, and that sufficient care was not taken by the legislature and the government in applying the fund which they had compulsorily subscribed to in the way he had mentioned. He had the greatest pleasure in seconding the resolution, and earnestly hoped that the benefits it contemplated would be fully realised.

Capt. the Hon. F. MAUDE moved—

"That this Meeting has unfeigned pleasure in acknowledging the valuable services of the Honorary Agents of the Society, the Clergy and Ministers of the Gospel who have advocated its objects from their pulpits, the British and Foreign Sailors' Society, the Scottish Board of Fisheries, the Thames Church Mission, the Missions to Seamen, the Honorary Auditors and Lady and Gentlemen Collectors, the Shipping Officers and the Railway and Steam Packet Companies; and that this Meeting hereby offer its best thanks for their encouraging co-operation, and solicit a continuance of their benevolent services."

He said he should dismiss the resolution with very few words, because "thanks" and "valuable services" would sum up the whole of what appeared to be a very long text. As one of the Committee, he knew how to appreciate the services which the meeting was asked to recognize and acknowledge, and that, but for the services enumerated, they would not now be able to talk about the large sums received and distributed among the poor wrecked seamen. But in connexion with this, he would refer to one or two points not so prominently brought forward in the report, and not touched upon by previous speakers. Mr. Gore had, however, referred to one point—viz., the great benevolence of the public when any case of distress came before them. Now the great advantage of this Society was, that when cases of distress arising from shipwreck arose, whether the public heard of it or not, the Society was always ready. Let it be recollected that a ship might be wrecked upon some part of the coast where there were no fashionable visitors—as at Brighton, or Worthing, or the Isle of Wight; indeed, the most dangerous part of the coast was that least visited by ladies and gentlemen—but where the agents of this Society were always to be found. This Society felt no jealousy respecting it, but rather rejoiced in the large sums of money which had been from time to time raised to meet individual cases of distress; but the public ought to know that, while they were subscribing large sums to meet special cases, this Society had to meet many *hundreds* and *thousands* of cases, with much less means at their disposal. He found that for the families of the 11 fishermen drowned off Worthing a few years since, upwards of £5000 was gathered, which was a sum larger than this Society's income for that year, apart from the subscriptions of the mariners. In another case, the Point of

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Ayr Life-boat was lost, and the families of those who were drowned were assisted to the extent of £3450. There were several other such instances, but he would not detain the meeting by referring to them. Now, he would have it clearly understood that the committee of this Society rejoiced in these facts, but they hoped that the liberality of the public would not stop there, when they were told that this Society were relieving hundreds of distressed seamen every month, and that during the winter they had sometimes been obliged in one fortnight to draw upon their fund as much as £2000, to meet the cases which came under their consideration. This was a point which ought to be kept prominently before the public.

There was another thing which did not appear in the report, because it had occurred since, and that was the very remarkable case (he believed there would not be many such) a Bermuda vessel, the 'Cedarine,' bringing returned convicts, which was wrecked at the back of the Isle of Wight a short time ago. Those poor creatures, if such a Society as this had not existed, would have been literally starving about the streets, for though they were British subjects, they had no legal resources, they had no parish to go to, and no fund upon which they could throw themselves. The Committee of this Society applied to the Duke of Newcastle, but were told there was no fund applicable to such a case. They brought under the attention of the Minister one or two instances, in which persons from another colony (which happened to be richer) had been relieved; but in the case of poor Bermuda there was no help, and, therefore, but for this Society those poor shipwrecked men might have been starving or begging throughout the country. There were ten of them, and the cost to the Society was £1 per day. Finding how heavily it was pressing upon their funds, the Secretary brought the case under the attention of the Lord Mayor, who expressed his regret at the position of the poor men, and generously gave £10 towards their expenses. He had a paper before him which showed that the crew of that vessel alone cost the Society £27. He was happy to say they were all shipped off to their native island, and he hoped they would feel the same gratitude which was manifested by the American sailor referred to in the report. Now this was a very peculiar case, because if these men had been foreigners they would have been immediately paid for by their consul, and if they had been British-born subjects they would have been provided for by their respective parishes, had they wanted means—but here they had no resources, and hence the value to them of the existence of the "Shipwrecked Mariners' Society."

There was another point, not touched upon in the report as of much importance, and that was the rewards given for saving lives. Now, a very remarkable case, showing the value of this Society, occurred recently at Gibraltar. A Dutch vessel, with a crew of ten or eleven men, was wrecked on that coast. The authorities requested Capt. Warden, R.N., commanding at Gibraltar, to afford relief if possible. H.M. Steamer 'Lapwing,' was sent round for the purpose, but when the captain arrived in sight of the wreck, he thought it would be most imprudent to risk the lives of any of his men in an attempt to save the unfortunate crew. A young lieutenant, however, had a different opinion, and asked to be allowed to try. The captain took some little time to consider whether he should allow the gallant officer to make an attempt which seemed to threaten certain destruction. At last, as the lieutenant was very urgent in his request, he gave him leave, if he could get any of the men to volunteer for the service. Jumping into the boat, the brave officer asked who would follow him. The boat was manned immediately, and away they went. They took the dingy with them in hopes of getting her in among the breakers, and thus snatching one and another from the wreck. They found, however, that this would not answer, and, as a last hope, they resolved to drop

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in to leeward and see what they could do; the sailors to a man determined to follow their brave leader. He was gratified to be able to state that in this way they were instrumental in saving every life, and reached the shore amidst the hearty cheers of all who witnessed their intrepid conduct. The Committee unanimously voted Lieut. A. B. Brooke the gold medal, and each of his gallant crew the silver medal of the Institution. This was one of the pleasing cases over which the Society had to rejoice.

The sad part of their duty was to witness the constant and fearful loss of life and property, which came before them. That day week the Committee had to deal with 24 cases (the fewest number they had had since last summer), and of these, 12 were those of widows. The speaker, after recommending to the attention of the meeting the Society's quarterly magazine, "The Shipwrecked Mariner," which, he said, was conducted for the good of the Society, to which it was a source of profit, by the Secretaries *gratuitously*, instead of their receiving, as might be expected, £300 a year for what involved no little time and labour, concluded by expressing his hearty concurrence in the resolution, and his conviction of the immense value of the services which it recognized and acknowledged.

Capt. SULIVAN, R.N., C.B., seconded the motion.

Referring to the observations already made as to the character and habits of seamen, he said, if he had any doubts about their prudence and their desire to cultivate provident habits whenever the opportunity presented, those doubts would be removed when he recollected that upwards of 48,000 blue jackets were subscribers to the funds of this Society. It was frequently said that there was, in the present day, a deterioration in the character of our seafaring population as a class. He was happy, whenever he had the opportunity, to say that he believed a wrong impression existed on this point. The fact was, that twenty or thirty years ago there was but one class of ships—at least, there was not very much difference in them, with the exception of a few in the Indian trade,—and there was a proportion of good and bad men in each. Latterly, however, there had sprung up a larger number of superior class ships, under a superior class of owners and large companies. The good and steady sailors naturally crowded into these vessels, leaving a larger proportion of the inferior men to go in the smaller class and for chance employ. Not long since an old messmate of his, a captain in the navy, came home from Australia in a large London ship, and he expressed his surprise and pleasure at finding so superior a body of men serving on board. The crew consisted of 60 or 70, and he stated that he never saw a finer body of men in his life, and that he never heard the slightest oath or improper expression during the whole of his voyage to England. This was a fact proving that seamen were not deteriorating, but, on the contrary, were steadily improving.

Then, with reference to the valuable qualities of the men in circumstances of danger being impaired by their forming habits of prudence and morality, he would vouch for it that if a man were required for some particularly daring service, in which coolness and intrepidity were needed, those who knew most about a ship's crew would select for such service the most thoughtful, earnest, Christian men.

In reference to the remarks made by Admiral Denman, he concurred in pretty nearly the whole, but he wished to guard against the chance of a mistake. It must not be supposed that the Government had the management of the Merchant Seamen's Fund, because, if they had, it would be an argument against their establishing another fund. The fact was, the fund was managed by the merchant service and their representatives, and he was sorry to say it was robbed to such an extent that the Government were obliged to interfere. Not only had the Government nothing to do with the mis-

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management, or rather with the loss, but, in order to keep faith with the subscribers, they had paid a sum of money considerably above half a million. He was sorry the matter now proposed could not be entered upon as a national undertaking, but next to that he thought it could not be done better than by this Society. He still hoped it was possible that assistance might be given by the Government to the undertaking under the peculiar circumstances of the case. There was a fund which, though hitherto partly appropriated to keep faith with the merchant seamen, was not wholly absorbed. He referred to the proceeds of the "Dead Seamen's Wages and Effects." A large portion of them were never claimed by relatives, and he thought there was a strong claim on the part of this Society to some assistance from that fund towards the pension of seamen and their widows.

Sir EDWARD PERROTT moved—

"That the following Members of Committee going out by rotation agreeably to the rules of the Society be re-elected—viz., Capt. Gilmore, R.N., Capt. Mangles, Capt. Westbrook, Rear-Admiral R. Smart, K.H., Capt. James Rawstorne, R.N., Rear-Admiral Bullock, Capt. C. R. Egerton, R.N., Capt. W. Pigott, Rear-Admiral the Hon. Jos. Denman, Capt. Sulivan, R.N., C.B., and Capt. J. H. Brown, R.N., C.B., Registrar-General of Seamen."

He said he thought the services of these gentlemen had been so valuable, that they could not do better than secure them in the future management of the Society. Allusion had been made to the kindred institution, the National Life-Boat Institution, and he would only add, that the utmost cordiality existed between that Society, of which he had the honour to be the representative, and this, for the promotion of the interests of which they had met on this occasion.

Rev. R. H. BAYNES seconded the motion, which he was sure would be most cordially received.

He would only make one remark, and that was, that working as he did entirely among the large class of men whose interests the Society was so zealously caring for, he could thoroughly bear out all that had been said as to their improved condition. He "who forgiveth all thine iniquities, who healeth all thy diseases." This seemed to show that it was a solemn duty to care for the bodies of our fellow-men, and that was the object this Society sought to accomplish. He might have spoken of the great consolation which this Society was the means of affording. It was his lot sometimes to believe that a very great change for the better was rapidly taking place in this direction. During the past week he had been struck with the fact that a far larger average of religious services were now held on board merchant ships than formerly. He believed that of the seafaring population generally it might be said, as of the Centurion of old, they were "worthy" of the help asked on their behalf by this Society. They were exposed to special dangers and privations, and to their labours England was indebted not only for many of the comforts she possessed, but for the increasing commercial prosperity she enjoyed. The least, therefore, that the British public could do in return was, to follow out the precepts of that holy religion which they professed, and to care as well for the souls as for the bodies of these men, acting upon the example of the Great Teacher, who "went about doing good." It was remarkable that relief to the body was often attended with spiritual benefit; and it would be remembered that in the 103rd Psalm the description of praise for mercies received embraced the two—make known to poor widows the tidings of the loss of their partners, and he could truly say that it was a great relief to them in their sorrow to find that there was a society

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ready to assist them in the hour of their bereavement, whose supporters believed and practised the great lesson of Christianity, that "true religion and undefiled before God and the Father is this, to visit the fatherless and widows in their affliction."

Admiral BERTIE CATOR moved—

"That the thanks of this meeting be presented to his Grace the Duke of Marlborough, President of the Society, for his services in the chair."

In doing so, he said he must trespass a few moments upon their attention, to explain that which had not yet been stated to the meeting. They had been already informed that upwards of 48,000 sailors and fishermen subscribed to the Society. Every one of those men had a medal given to him, on which a specific number was engraved, which was registered in the Society's books, so that if the poor fellow was cast away upon the sea shore, the persons finding the body had only to write up to the Society, in order to obtain information to enable them to communicate with his friends. In such case, the answer was always sent down by telegraph, so that no time need be lost, which was a great consolation to the bereaved friends of the deceased. It had been remarked in the course of the proceedings that this was the only country in which the mercantile marine had no institution for their reception when worn out in the service. This subject, it was known to many, had occupied the attention of the Committee; and, after due deliberation, and having satisfied themselves, by the opinion of their excellent Honorary Solicitor, that the Act of Parliament regulating their proceedings justified them in making a grant of money for such a purpose, they resolved to commence a fund for the establishment of such an institution, by voting £5000 from the funds of the Society. Shortly after that, a deputation from the Society waited on some of the principal shipowners in the City of London to induce them to come forward and assist in such a commendable undertaking. In most cases they were most cordially received, and promises of support were held out to them. They then called upon the Lord Mayor, who was kind enough to convene a meeting at the Mansion House, at which the claims of the British seamen upon the liberality of the public were advocated, and a general desire expressed that such an institution should be founded. A deputation, headed by His Grace, the President, afterwards waited upon the President of the Board of Trade, and from him they were led to believe that such an institution had a fair claim to a proportionate part of the fund to which Capt. Sulivan had alluded, and although assistance was not absolutely promised, an inducement was held out to the Committee to go on with the work. Accordingly, by direction of the Committee, the Secretary issued circulars all round the coast, giving notice to seamen that the matter was in progress, to which they had received many replies, in which a desire for the establishment of such an institution was expressed. The Committee were now, from the pressure of the demand made upon them, about to set the machinery in motion, and he trusted they would live to see the day when a hospital something similar to that at Greenwich would be founded for the reception of worn out merchant seamen.

Capt. the Hon. F. MAUDE having seconded the motion, which was cordially and unanimously adopted, the noble Chairman briefly acknowledged the vote, and the proceedings terminated.

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VISITS TO THE SEA COASTS.

[*Continued from our last number.*]

POOLE is a market town and seaport about 27 miles east of Dorchester, and 34 S.W. from Southampton. Its name is supposed to be derived from the Bay, near which it is situated. The harbour washes three sides of the town, which is built upon a point of land something in the shape of a flat-topped pyramid, jutting horizontally into the harbour. There is a custom house on the quay, and also the office of the harbour master. Poole was incorporated by Queen Elizabeth, and, like Southampton, formed into a county of itself, bearing the title of the "Town and County of the Town of Poole." The place has long been noted for its foreign trade, much of which is with Newfoundland, and a general one has within the last few years sprung up also with the British and American Colonies, the imports from those climes being vast quantities of fish and oils, besides large numbers of skins and furs; other countries send provisions for ships, timber, flax, tar, hides, corn, wines, fruit, &c. A considerable coasting trade is carried on, particularly in the transfer of corn, which has become an article of great import and export at this harbour. The quantity of Purbeck clay shipped here is enormous, upwards of 120,000 tons of this plastic material being annually sent off to the Staffordshire Potteries and other parts of the kingdom.

Formerly there was an extensive oyster fishery here, which in the spring of the year employed many sloops, but this source of marine profit has not only been materially impaired, but almost destroyed by allowing the fishermen to dredge without restraint. There are manufactures of cordage, fishing nets, sails, sail cloth, and the usual requisites for shipping; these, with ship and yacht building—particularly of the latter craft, some of the finest and fleetest of that description having been constructed here—furnish a large amount of employment. The harbour, which offers superior advantages, and contains an area of about 10,000 acres is land-locked on all sides, and the entrance to which is on the S.E., and is both easy and safe. Ships of upwards of 300 tons burthen, drawing 16 or 17 feet of water are constantly and readily admitted into the harbour with their cargoes, and can lie with perfect ease and security alongside the quays. One remarkable feature in connexion with this port is, that about two hours after the ordinary time of high water the tide flows again for about an hour, thus affording all the advantages of a second high water in 12 hours: in short, the greatest facilities exist for all the purposes of general commerce. There are about 40 fishermen at this place who possess nearly 100 boats of an average of two tons each; 114 ships of an aggregate tonnage of 13,734 were registered last year, and about 759 mariners, including boys, belong to the port. The number of vessels with cargoes engaged in the foreign trade which cleared in and out the same year was as follows:—inwards 94, outwards 187; while of coasting vessels there were 594 in, and 302

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out. There are a Bethel and Sailors' Home at Poole, also a well-worked branch of the "Shipwrecked Mariners' Society," superintended by Mr. G. Neave Penny, through whom the Committee has disbursed a considerable sum of late. Pursuing our route coastwise to the westward towards Weymouth we reach LULWORTH, which from the former—

"Lies four leagues away.
Along its solitary shore,
Of craggy rock and shingly bay,
No sound but ocean's roar;
Save where the bold, wild sea-bird makes her home,
Her shrill cry coming through the sparkling foam,
But when the light winds lie at rest,
And on the glassy, heaving sea,
The black duck, with her glossy breast,
Sits swinging silently,—
How beautiful! no ripples break the reach,
And silvery waves go noiseless up the beach."

Few are the hardy sons of the deep who dwell in this place, for Lulworth and its neighbourhood offers more objects of interest to the excursionist than to the toiling mariner, amongst which may be mentioned the Cove, which is a singular formation, a sort of natural circular basin, into which the sea runs through a wide gap in the cliffs, sufficient for the entrance of large vessels. The rocks around it on either side rise to a height of several hundred feet, particularly those opposite the entrance, which are composed of a hard, white, calcareous grit, and those nearer the sea consist of a shelly limestone and chert. The rocks west of the Cove have been undermined by the heavy wash of the waves in a singular manner, and there are large, grotesque caverns, gullies, and channels, of the most fantastic shapes, through which the sea pours with tremendous power. Immense masses seem just ready to drop into the deep, exhibiting marks of some wonderful convulsion. Alterations in their aspect are continually taking place, and the depth and extent of the sea within the Cove have considerably increased, even in the memory of several natives of the village. The water, though deep, is so translucent that the bottom is distinctly seen,—white at the margin, succeeded by a delicate pale green, that deepens and deepens to an intense emerald. So regular is the form, that one might take the basin to be an amphitheatre, into which the sea had forced its way by a breach in the wall.

About an hour's agreeable walk from the village stands the old castle, a large and handsome structure. The interior fittings are invariably massive, and have that air of half courtly, half comfortable grandeur, usually observable in the ancestral residences of our English aristocracy, especially when the spirit of modern innovation has trespassed on the stately glories of the past, and added a sort of "*suaviter in modo*" to the hereditary "*fortiter in re*."

SUNDERLAND, a Parliamentary Borough and seaport in the County Palatine of Durham, 12 miles N.E. by N. of the City of Durham, is situated on the river Wear, and in the line of the Brandling Junction and Sunderland Railways.

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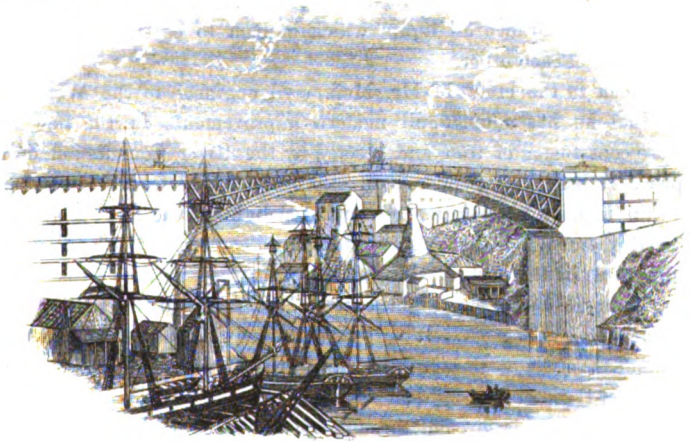
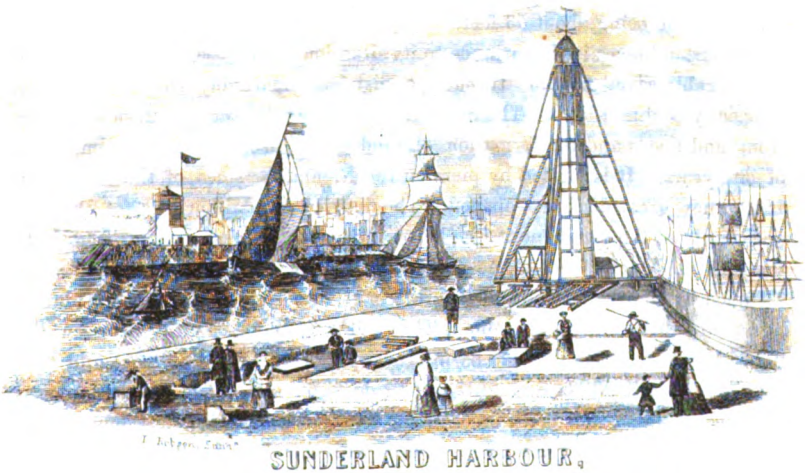
Sunderland and Bishop Wearmouth, though distinct parishes, now form one continuous town, well situated for shipping on the south bank of the Wear at its confluence with the sea. Sunderland is not celebrated for the architecture of its public edifices. The most admirable of these is the iron bridge, remarkable for its great height and span, and peculiar lightness of construction, connecting it with the town of Monkwearmouth. This noble stucture, built at an expense of £26,000, and opened in 1796, consists of one vast arch 236 feet in the span, and 100 feet in height from low-water mark, allowing vessels of large burden to pass underneath with merely lowered top-gallant masts. The whole weight of the iron employed is 260 tons.





SUNDERLAND HARBOUR.

During the removal further seaward of the Lighthouse on north pier, built of stone, in 1841. Estimated weight 300 tons. The removal was safelyaccomplished many years ago, and still stands safely.

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On the south pier of Sunderland Harbour is a new tidal Lighthouse. "The subject of Lighthouses," writes the *Sunderland Herald*, "is one of vital importance to the mariner, but strange to say it has never yet received the attention it deserved. Sea-lights situated upon the coast should be so placed, and combined with reference to one another, as to indicate the particular point of the coast on which they are established, and the route to be followed when perceived, or the entrance to a roadstead or port, or the direction of a strait or current. It is evident how important it is for mariners, that as they perceive but one light in approaching the coast, they should never be exposed to the risk of being mistaken. To guard against this, it is necessary to distinguish by a difference of appearance all lights which happen to be situated within a certain distance of each other.

"It is much to the credit of Mr. Meik, civil engineer to the Wear Commission, that he has adopted all modern improvements in the new tidal Lighthouse constructed of iron and erected by the River Commission on the south pier. It has fully answered all expectations, and from its excellency may be said to have necessitated an improved light in the large Lighthouse on the north pier. When the light is exhibited in conformity with the printed sailing directions of the port, it will illuminate, seaward, an arc of the horizon extending from the north pier Lighthouse on the north to the south Beacon on the south, or 130 degrees. It will be regulated to appear from the sea of less brilliancy than the north pier light, and in the fairway track will be visible at a distance of three or four miles.

"The new structure is circular throughout, and is elevated upon the raised platform or promenade of the pier. The Lighthouse is terminated by a cast-iron dome and weather vane, the total height from the pier to the top of the lantern dome being about 53 feet."

Sunderland owes its importance to its situation on the coast, at the influx of a navigable river flowing through a district remarkably rich in minerals, especially coal and lime. The harbour, which was exposed to serious injury from land floods and the formation of sand-banks, has been greatly improved of late years. It is formed by piers on the N. and S. sides of the river. In 1850 a new great dock was opened. The first is the tidal harbour (of 2½ acres) opening from the river; next, the half-tide basin (2¼ acres), leading from it to the great dock (of 20 acres), near the south end of which are the jetties, one occupied by Staiths for the shipping of coals; the rest of the accommodation being intended for general traffic. The widths of the entrances between the tidal harbour and the half-tide basin are respectively 45 and 60 feet; and that between the half-tide basin and the great dock, 60 feet. The sills are placed 6 feet below low-water mark of ordinary spring tides, being 2 feet lower than the bar at the mouth of the river. There will, therefore, be 20 feet in depth upon the sills at high-water of ordinary spring tides, and 17 feet at deep neap tides. In the great dock the depth in the middle at high-water of ordinary

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spring tides will be 24 feet, and at deep neap tides 20 feet 6 inches. The grand staple of this thriving port is coal, a considerable quantity of which is brought down the river from Staiths further up in keels. Lime also forms an important article of trade, upwards of 40,000 tons being shipped annually for Yorkshire and Scotland. Other articles of export are supplied by the numerous manufactories of the town and neighbourhood, comprising extensive establishments for making crown and other glass, chemical works, potteries, roperies, &c. Ship building is also carried on to a large extent. With respect to the number of its ships and their amount of tonnage, Sunderland is the fourth port in the United Kingdom, the three by which it is exceeded being London, Newcastle, and Liverpool. Belonging to and employed at Sunderland there are about 8000 fishermen and seamen, from 4000 to 5000 of whom are supposed to be permanently resident.

The coast of Sunderland has from time to time been visited by terrible and destructive gales, particularly in the months of January and November, 1854; September, 1856; and the gale of 28th February to 2nd March, 1858; and 8th April, 1858; and in 1860, and 1861.

The following is taken from an abstract of the wrecks at the port of Sunderland from 1852 to 1861, inclusive:—

1852	16	1857	10
1853	3	1858	6
1854	36	1859	3
1855	8	1860	9
1856	5	1861	13
		Total	109

The proportion of light to laden vessels being as two of the former to one of the latter.

It is also worthy of remark that the proportion of vessels bound to Sunderland and wrecked within the limit of the port, to vessels wrecked within the same limits from other places, is seven of the former to one of the latter.

To our nautical readers, especially, the following analysis of lives saved from 56 of the 109 wrecked vessels may not be uninteresting:—

Crews saved by Rockets	7
Number saved by Life Boats	50
Ditto Rockets	140
Lives Lost	26
Crews Saved	4
Ditto by Life-boats	2
Number Saved by Lines from Pier	8
Walked ashore at low-water	45
Came ashore in Boat	5
Saved by Boat from Beach	3
Crews Saved by Ship's Boat	2
Got Over Stern of 'Dunrobin'	6
Came Over Stern by Ropes	6
Total	304

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For the guidance of masters and seamen when using the mortar and rocket lines for saving life from shipwreck, we would earnestly recommend the "Instructions" prepared and issued by the Board of Trade, 22nd December, 1859.

"The Shipwrecked Mariners' Society," of which there is here its largest branch, has, under the zealous superintendence of R. M. Hudson, one of the oldest honorary agents of the Society, effected a vast amount of good by enabling all wrecked seamen of all nations, cast destitute upon the coasts, to be boarded, lodged, clothed, and forwarded to their homes. At this port the Society have between 3000 and 4000 sailors subscribing 3s. a-year each; and last year, through its honorary agent, this benevolent Institution granted, in shape of relief, no less a sum than £1200; but on enquiry we ascertained that the honorary subscriptions did not amount to one-twentieth part of the sum expended in relief last year. And we would at the same time remind our readers in Sunderland and elsewhere, that the greater the increase, as here, of beneficiary members, and by necessary consequence of the increased amount of relief required, the more urgent is the necessity of an addition to the list of honorary subscribers, in order to enable the Society to continue its liberal grants.

On a late visit to this sea coast we boarded most of the vessels then in dock, and were gratified to find that such of the sailors as were members of the "Shipwrecked Mariners' Society" bore their unqualified and hearty testimony to the value in which the Institution was regarded by them, and many others expressed their intention to join.

In addition to this excellent Society one of those valuable auxiliaries to it is the Sunderland Sailors' Home, under the able superintendence of Mr. Milne, who is also its Missionary. The number of seamen boarding at the Home was greater last year, than on any former year, and their conduct in general good, sober, and improving. The number entered on the books have been 750, many of these have been shipwrecked men; some off foreign voyages; while great numbers come to obtain vessels and employment. Many of the boarders have also joined the Naval Reserve Force. The mere boarding and lodging of seamen, however, is not all the work contemplated by the Home; the moral improvement of the boarders is sought, and, as far as possible, spiritual instruction imparted to them; hence the necessity of lectures and religious services connected with the Home, several of which, we were informed by Mr. Milne, he had been enabled to get up during the year, and which have been well attended.

The Woodcut on the opposite page represents the "New Orphan Asylum," Town Moor, Sunderland.

This Institution was founded and endowed by Bishop Maltby, then Bishop of Durham, and the Freemen and Stallingers of the Ancient Borough of

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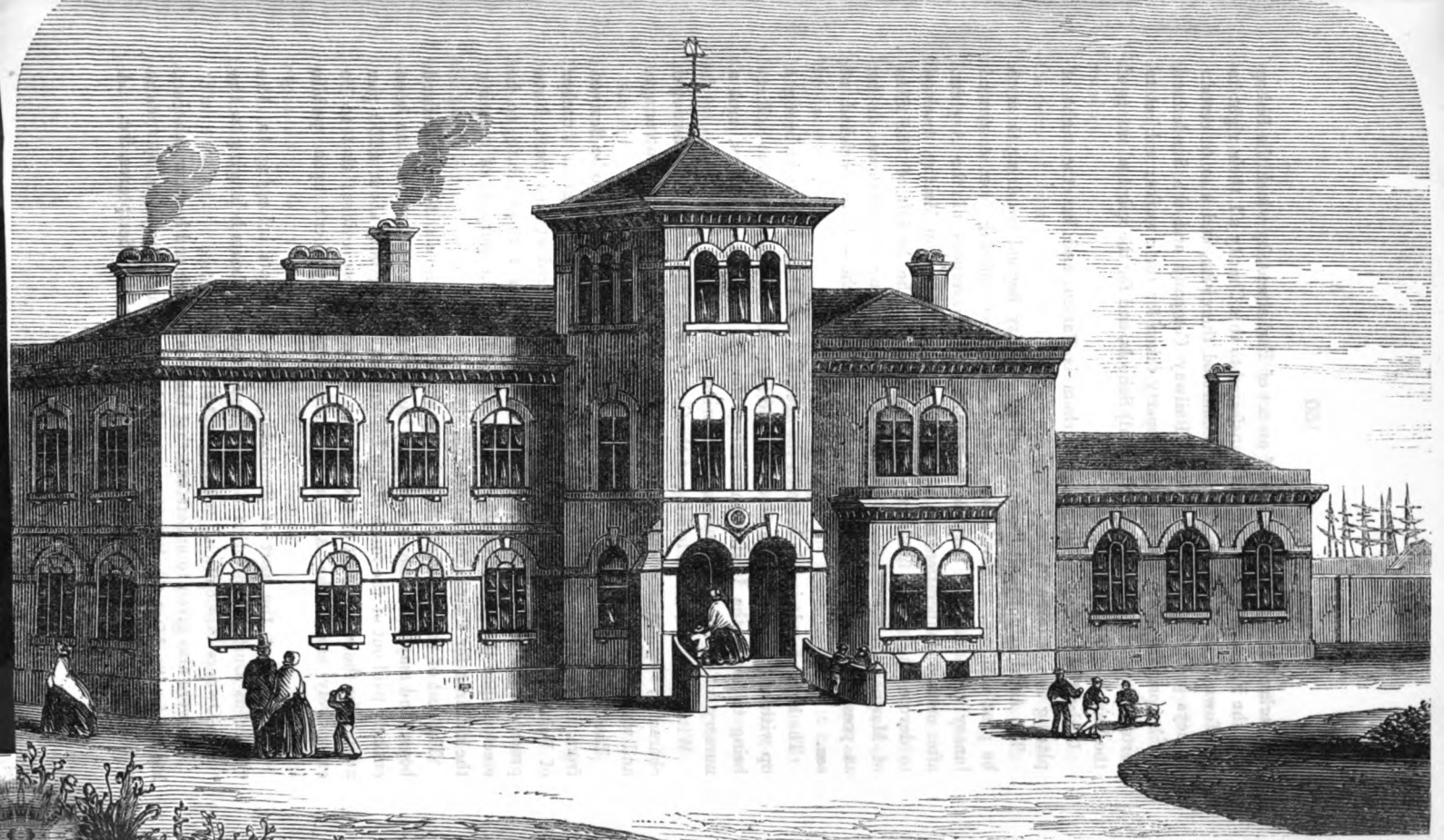

Sunderland, under the authority of an act of Parliament, by which the Bishop and the Freemen and Stallingers transferred to this Charity all their right to the Town Moor and to the Property connected therewith, and also to certain moneys paid by the North-Eastern Railway Company and the Sunderland Dock Company for portions of the property taken for their works; subject to certain payments to the Gray (National) Schools, and for the spiritual wants of the Parish of Sunderland.

Under this Act, the Bishop of Durham is Patron, and has the right of placing two children in the Asylum.

The Act does not limit the objects of the Charity, beyond requiring them to be poor children, whose fathers may be dead, or suffering from confirmed lunacy or paralysis; but the Principals and Governors of the Asylum, after mature deliberation, and under the sanction of Bishop Maltby, resolved to devote the whole funds of the Institution for the benefit of the *Sons* of Mariners from any part of the kingdom; but giving a preference, as far as possible, in favour of those children whose fathers have perished at sea.

The boys are admissible between the ages of 8 and 14, and are to be brought up with a superior nautical education, and fitted for the sea; the great object being to make the Institution a refuge for the children of sailors, and a nursery for the naval and mercantile marine.

With these views, and looking at the Charity with reference to its national character, Her Majesty was in the first instance applied to for her patronage, and was graciously pleased to present a donation of £100.

The Lords of the Admiralty also recognising the public benefit to be derived from the Institution, and as a mark of their approbation for the great number of Volunteers for the Naval Reserve who have entered at this port, have presented the masts, rigging, and other equipments of a 10-gun brig, to be erected upon the ground attached to the Asylum, for the purpose of training the children for their future profession.

The cost of the building, which is capable of admitting about one hundred boys, (and may with ease be enlarged,) has been about £4000, which has been entirely paid out of the funds of the Institution, leaving only about £250 per annum for the endowment of the School. It is therefore evident that to be extensively useful the Asylum must be largely dependent upon public liberality.

There are at the port of Sunderland five Life-boats belonging to the "Seamens' United Protection Society," and three such boats belonging to the "Ship Owners' Association," with Rocket apparatus.

We were also given to understand that there is a beach and harbour mission, having for its object the improvement of the seafaring population, by means of Sunday services, week-day lectures, distribution of the Scriptures, &c. A

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portion of this work is conducted by a clergyman, who is a warm friend of the sailor.

STRANRAER, in Scotland, is situated at the top of Loch Ryan, and accessible to steamers of heavy tonnage. It boasts of a Royal charter granted by King James; but at that time it was only, as its name implies, a row of houses built along the strand. It has now a population of nearly 6,000 with 11 places of worship.

In the centre of the town there is a castle which was built by a family of the name of Adair, in the beginning of the 17th century. On the west side of the castle there was then to be seen a small stream which washed its base and separated it with its gardens, park, and slopes from the town. Only a few years ago that stream was bridged over and houses began to be built on the castle grounds. Now the greater half of the town stands on that side.

Until 1820 there was no pier, jetty, or landing-place, and any little trade carried on was on the beach. In 1820 a quay, now called the old quay, was planned and constructed at an outlay of from £2000 to £3000. The length of the quay was 500 feet, and width 24 feet. Within the last three years it has been widened 12 feet, and an extension of wooden piling carried out 800 feet in a N.E. direction, so as to allow passengers to embark and land at low-water, a very great change from the inconvenience and discomfort they were formerly subjected to on arriving at low-water, when, like bales of goods, they had to be carried on men's shoulders from a small open boat, and put into carts waiting on the beach to receive them, and thus conveyed up to *terra firma*.

Since the completion of the railway, giving Stranraer a direct communication with all parts of England, a very large passenger and goods trade with Belfast is anticipated. To meet this object a new extension wharf is being constructed at the extreme east of the town, running from S.E. to N.W., commencing in an earthen embankment faced with heavy stones, to be 1,600 feet in length. and a further continuation of 800 feet of wooden piling, making in all 2,400 feet, to be 50 feet wide, with rails to and from the station. This wharf will cover the west or old quay and enclose between them an area of about 45 acres, where vessels drawing 16 feet of water may discharge and load. The contract cost is £20,000.

The town itself has but few attractions at present; but the opening of the railway will, doubtless, stimulate improvement, and the country around is very interesting. Kennedy castle, 3½ miles to the east of the town, and once the residence of the Earls of Cassalis, was destroyed by fire in 1715. A part of the walls is still remaining, and the grounds are kept in excellent condition.

The number of registered vessels belonging to the port of Stranraer is 37, of an aggregate tonnage of 1976 tons, but that does not include the steamers, which, although partly owned by Stranraer people, and deriving their whole trade from the district, are registered in Glasgow as belonging to that port.

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There are 3 steamers which ply regularly between Stranraer, Belfast, and Glasgow. Their aggregate registered tonnage is 356 tons. The agent for the steamers is also an hon. agent of "The Shipwrecked Mariners' Society;" and we may mention here that all shipwrecked persons are forwarded by these steamers free of charge.

The coasting trade for the year 1861 was:—651 vessels inwards with cargoes of 42,893 tons; 398 vessels outwards with cargoes of 32,898 tons.

There are 20 boats engaged in fishing oysters during the season of eight months, and 30 other boats fishing herrings and white fish, employing about 120 men.

There is a town missionary who labours chiefly among the fishermen and trawlers. There are only about 80 men who depend entirely on fishing for a livelihood; but there are many who work on the neighbouring farms during the summer months, and in winter trawl for oysters. Perhaps some of our readers will be surprised to hear that this class are better off in the summer, when they earn only 12s. per week, than in winter when they often make as much as 24s. the week. But such is the fact, as we were informed on good authority. In the summer they have barely sufficient to meet their absolute wants; in the winter the greater part of their money goes to the grog shop. We may also mention another fact, which is a consequence of the foregoing: namely, that many men, who thus frequently earn 24s. per week, have neither table, chair, nor stool in the house. Hitherto, they have as a class been uninfluenced by all the means employed for their physical and moral improvement.

There are about 48 seamen at the port, who are members of "The Shipwrecked Mariners' Society;" and for several years an annual sermon has been preached in one or other of the Kirks for the benefit of the Society, yielding collections that average about £6. Much praise is due to both the hon. agents, H. J. Skene and A. Langlands, Esqs., for their zealous and untiring exertions to promote the benevolent objects of the Society.

PORTPATRICK is about 7 miles from Stranraer to the west, and is the nearest point to Ireland on the British Coast. About 40 years ago the Government conceived the idea of making it a Mail-Packet Station in connection with Donaghadee. Sir John Rennie was employed, and a solid stone pier of great strength was run out into deep water at an expense of nearly £200,000. It is a very fine specimen of marine architecture and engineering skill, but it did not answer the purpose designed, as the water from being confined by enclosure into a very small space rendered it a very dangerous harbour to run into in a westerly gale; and even when inside, vessels were not safe from the heavy surge and run. After running the Mails by means of short broad vessels, built expressly for the purpose, for a dozen or fifteen years the arrangement was given up, and Portpatrick became a desolate, useless harbour. It is now, however, being revived; the railway to it is finished, and the Admiralty

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have granted a sum of £20,000 to excavate a dock inwards, which ought to have been done at first. The work is progressing rapidly, and when finished will present an area of 4 acres with a depth of 20 feet, capable of accommodating passenger steamers to run to and from Donaghadee *daily*, in connection with the County Down Railway, a passage which can be performed by moderately swift boats in an hour and a half.

The pier is built of Anglesea and Manx marble. The marble is filled with fossils, ancronites, &c. The harbour is infested with the *toredo navalis*, or naval worm, which bores into vessels and causes great destruction. There are two lighthouses, but only one has been in use for several years.

The population is about 1,200. They are nearly all fishermen and their families; or rather, the men usually work as farm labourers in the summer, and in winter resort to the sea. There are 6 boats engaged in cod fishing during the winter, employing about 20 men. Portpatrick has long been famous for the quality of its cod fish. There are only seven members of "The Shipwrecked Mariners' Society" at this port, although our old and valued Honorary Agent, Mr. A. Niven, has laboured earnestly to make the good cause known.

Portpatrick is surrounded with hills; on the north side steep, rocky, and barren; but on the south sloping, pretty, and fertile. We need hardly say that it is named after St. Patrick. It is said that he embarked from this spot for Ireland. A rock is still shewn to which, tradition affirms, his vessel was made fast by a rope, and from which he stepped on board. It may be interesting to some of our readers to know that St. Patrick was born at Old Kilpatrick on the Clyde, and that his name in full was Patrick McAlpine.

THE AMERICAN SEA FIGHT BETWEEN IRON-CLAD SHIPS OF WAR.

In referring to the maritime operations of the past quarter, we must not omit to record what we have culled from various sources of the late naval duel between the U. S. Iron-clad Ships 'Monitor' and the Confederate 'Merrimac,' or as she is called by them the 'Virginia.'

From information received from New York we gather that the Confederate iron-clad steamship 'Merrimac,' and the Confederate steamers 'Yorktown' and 'Jamestown' left Norfolk on the morning of the 8th March, and attacked the Federal sailing frigates 'Cumberland,' of 24 guns and 1726 tons, and 'Congress,' of 50 guns and 1867 tons, at the mouth of James River, near Newport News or Hampton Roads; which latter ships, instead of getting underweigh, remained at anchor, thereby affording their adversary every

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opportunity of assaulting them with her iron beak. The 'Merrimac' received the broadsides of the 'Cumberland' and 'Congress' at 100 yards without sustaining any damage. The 'Merrimac' then run into the 'Cumberland' with her iron prow, literally laying open her sides; she then drew off, fired a broadside into the 'Cumberland,' and again dashed at her, knocking in her side, and left her to sink.

The 'Congress,' which had kept up a brisk engagement with the 'Yorktown' and 'Jamestown,' then struck her colours and surrendered.

The Federal 40 gun screw frigates 'Minnesota' and 'St. Lawrence,' each of about 3400 tons, were being towed to the assistance of the 'Cumberland' and the 'Congress,' when the 'Minnesota' got aground and could render no aid. During the following night the New Federal iron-plated Ericsson steamer 'Monitor' arrived at Fortress Monroe, and in the morning was attacked by the 'Merrimac.' These two vessels fought five hours, during which they nearly touched each other, the 'Monitor' finally succeeding in forcing a hole in the port side of the 'Merrimac,' which thereupon retired with the Confederate fleet to Norfolk. The 'Monitor' was uninjured. The Confederates set fire to the 'Congress' and blew her up.

Fifty men are supposed to have been killed on board the 'Congress,' and 150 were killed and wounded on board the 'Cumberland.' Nobody in the 'Monitor' was hurt, but it is reported that some of the shots from the 'Cumberland' entered the 'Merrimac,' killing 17 men and wounding her gallant Commander.

The American papers give the following descriptions of the two iron-clad vessels which have been the first of their kind to meet in combat :—The 'Monitor' is a long, wide, and flat-bottomed vessel, with vertical sides and pointed ends, requiring but a very shallow depth of water to float in, though heavily loaded with impregnable armour on her sides and a bomb-proof deck, on which is placed a shot-proof revolving turret, which contains two very heavy guns. She is so low in the water as to afford no target for an enemy, and everything and everybody is below the water-line, with the exception of the persons working the guns, who are protected by the shot-proof turret. The sides of the vessel are first formed of plate iron, half an inch thick, outside of which is attached solid white oak 26 inches thick; outside of this again is rolled iron armour, five inches thick. The bomb-proof deck is supported by heavy braced oak beams, upon which is laid planking seven inches thick covered with rolled plate iron one inch thick. The turret consists of a rolled plate iron skeleton, one inch thick, to which are riveted two thicknesses, of one inch each, of rolled iron plates. Outside of this again are six plates of rolled iron, all firmly bolted together with nuts inside, so that if a plate is started it can be at once tightened again. The top is covered with a bomb-proof roof perforated with holes. The lower part of the gun carriages consists of solid wrought iron

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beams. These are planed perfectly true, and are placed parallel in the turret, both of the guns pointing in the same direction. The ports through the side of the tunnel are only large enough to permit the muzzle of the gun to be thrust through. Inside of them are wrought iron pendulums, which, close them against the enemy as soon as the gun recoils. She is armed with two of the largest Dahlgren guns made to revolve by a pair of steam-engines placed beneath the deck. The lower vessel is of iron, one-half inch thick, and made in the usual manner. She carries her machinery, coal, &c., aft; and forward the officers' quarters, ammunition, and stores. The two partitions of the vessel are separated by a wrought iron bulkhead. The officers' quarters are roomy and handsome, and are ventilated and lighted by openings from the deck. Her machinery consists of two horizontal tubular boilers, containing 3000 square feet of fire surface, and two horizontal condensing engines of 40-inch diameter of cylinders and 22-inch stroke of piston. The propeller is 9 feet in diameter and 16-feet stroke. It has four blades. The pilot-house is only a few feet above the deck, the helmsman standing on a platform below it. This, with the turret, are the only things above the surface of the deck.

The 'Merrimac' was formerly the United States frigate of that name, which was scuttled and sunk at the Norfolk Navy yard, at the commencement of the civil war by the officers of the Union government, to prevent her falling into the hands of the confederates. She was built at Charleston in 1855, and was pierced for 40 guns. After the Secessionists took possession of the yard she was raised and converted into a man-of-war for their own use. Her hull was cut down to within three feet of her water-mark, and a bomb-proof house built on her gun deck. She was also iron-plated and roofed over with railway iron and her bow and stern steel-clad, with a projecting angle of iron for the purpose of piercing vessels. She has no masts, and there is nothing to be seen over her gundeck, with the exception of her pilot house and smokestack. Her bomb-proof is three inches thick, and is made of wrought iron. Her armament consists of four 11-inch navy guns on each side, and two 100-pounder Armstrong guns at the bow and stern. Last November she made a trial trip from Norfolk, running down so close to Fortress Monroe as to be seen by the naked eye, but ventured no nearer. Although she was looked upon as a very tough customer for a vessel or vessels not protected as she is, she remained inactive, anchored off Norfolk, until her sea engagement. The 'Merrimac' was commanded by Franklin Buchanan, formerly of the Union Navy.

The 'Merrimac' cost 185,000 dollars to fit her up, and in one day destroyed over 1,100,000 dollars' worth of property; a profitable investment this. She destroyed the 'Cumberland' in 15 minutes, and in 30 more the 'Congress' was captured. Mr. Porter, her constructor, describes what difficulties he encountered while fitting her. He was assured that she would never float,

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that the concussion of the shot would deafen and stun all her crew. He says in reality she was very comfortable; there was not the least unpleasant noise from the guns; that she steered well; made three knots an hour more than before her conversion; and that all her officers were well pleased with her.

The following letter from Dr. Shippen, who was on board the frigate 'Congress' will be found to possess much interest:—

"'There comes 'Merrimac' at last,' said one of our officers, who hastened down to my room. I was reading a lately received newspaper with much interest, and so I replied 'Don't interrupt me; I am busy.' 'It's no joke,' he answered, 'she is coming down this time.' I saw the speaker take his sword and revolver and hurry on deck; so the thing seemed serious, and I followed. Sure enough there was the strange-looking hull slowly steaming down the river; but she turned and seemed going back, as if after a trial trip, and we began to think it was a false alarm that had stirred us up. But she soon turned again, and began to approach us (the 'Congress') slowly. We beat to quarters at once, and as soon as she got within range opened fire on her. We might as well have fired at a moving iceberg. The shot glanced off her iron sheating like hailstones off a tin roof. She gradually approached us and passed by, delivering her fire as she went, and with awful effect. She then steamed up a head of the 'Cumberland' turned round deliberately and ran into her near the bow, ripping an enormous rent in her side and hung on by her own sharp prow while she fired right into the fractured chasm. Then she backed out and repeated her tremendous onslaught and fierce fire, and the fate of the 'Cumberland' was settled. She fought bravely, pouring in tremendous broadsides, but with apparently the same want of effect which had attend our discharge of shot. Now she settled and heeled over and went down, with most of her wounded, the living sailors and those not wounded beyond the ability of motion alone getting over into her boats with the officers, and escaping to shore, while some swam from the ship and so escaped to land.

"Having finished with the 'Cumberland,' this marine monster came back to us. She lay off our port bow forging slowly ahead, and then backing, so as to keep her desired and selected position, and opened upon us an awful fire. The first shell burst inside our ship, and killed every man at gun No. 7. Shell after shell, and sometimes two at a time, burst among us. The ship was soon a mere slaughter-house. The surgeon began his work, and attempted an amputation; a huge fragment of wood fell on the breast of the subject and crushed him instantly. Operations were now out of the question. The wounded were in crowds, horribly cut up. The slightest wound noticed was a hand shot off. Whole quarters of the human frame were torn away from some bodies—a head, a right shoulder, and entire legs and arms from others. The ship too, was on fire. The shells had kindled her woodwork in several places. Nearly all the

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guns were dismounted, the bulkheads blown to pieces, rammers and handspikes shivered—the powder-boys all killed. The inside of the ship looked like the inside of a burnt and sacked house. Everything was in fragments, black or red—burnt or bloody. The horrible scene lasted for about half an hour. We then struck. A rebel tug sent a boat to us, and soon came alongside herself. Our great concern was for the wounded. We were told to come ourselves and bring others on board as prisoners. We begged for a little time to get the wounded ones, but we were told to 'hurry.' 'We can't hurry men badly hurt.' 'But you must; I am going to burn the ship, and that——quick,' said the officer in command; but he was mistaken, he did not burn her. At this moment an Indiana Regiment on shore opened a heavy fire on the tug from rifles and a howitzer. I saw one rebel officer fall under it. The tug found it too hot for her, and she backed out. Where she went I did not see. In the meantime our own small boats and some from the 'Cumberland' ran alongside, and we began getting all the wounded into them and pushed off for land. I do not think one wounded man was left on shipboard. Twenty-seven came in the small boats. Probably 80 were left dead on the decks and in the cockpit. The ship was already on fire, as before stated, and she burned and blew up during the night."

The story of the battle between the 'Merrimac' and the 'Monitor' reads like a chapter out of the annals of chivalry. It is as though two knights, clad in armour from head to foot, with barred helmets and visors down, mounted on their chargers, had rushed upon each other lance in hand, each resolved to unhorse his antagonist. On this occasion the lists were no field of the cloth of gold, but the blue waters of the Atlantic; the spectators were no bright eyed beauties, with waving scarves and kerchiefs, but fighting men, to whom the combat was no holiday spectacle, but a fierce life and death conflict. Greek was met by Greek, and the tug of war was fearful. For five long hours—which to the combatants seemed minutes, and to the spectators years—the equal fight continued. The two vessels nearly touched each other, and their tremendous broadsides were thus enabled at an advantage to try their strength against iron mail.

But the doings of the 'Monitor' and the 'Merrimac'* conclusively prove to us that iron-plated ships and guns of the heaviest calibre will only be of use in future naval warfare. It behoves us, therefore, to see if our new vessels lately built, and now being built, are competent to meet such vessels as the 'Merrimac' and the 'Monitor.' These two iron-plated monsters battered one another like knights of old; but when the iron-cased vessel had only to contend against wooden ones—no matter if their name had been legion—the victory would be easy.

* The Confederates have since blown up the 'Merrimac,' in consequence of her drawing too much water for river work, and of the preponderating force of the Federals, who have the command of the sea.

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Our builders and engineers will doubtless study carefully the details of this contest, and we shall gain from it much valuable experience. It is rather disheartening to find that the greater part of our navy is obviously liable to sudden destruction from future 'Monitors' and 'Merrimacs,' but it is satisfactory to notice that our shores may be protected from an invasion by the employment of a few 'Monitors' of small size, and therefore not costly in construction. It appears evident that agility and strength are the objects to be aimed at, and neither of these points can be secured in a very large vessel. This new mode of warfare will be more effective for defensive than offensive operations. It would be difficult to get 'Monitors' or 'Merrimacs' to cross the Atlantic, but in a short time we could construct a small fleet of such engines at home, and thus afford the most complete protection to our own shores.

The duel between the 'Merrimac' and the 'Monitor' plunged all our naval authorities into a state of profound excitement, and our Admiralty have had again to set to work in right good earnest to reconstruct our navy: first, we had all sailing vessels; then paddle-steamers of various sizes, then screws to all, from the largest line-of-battle ship to the smallest gun-boat, to be now succeeded by Iron clad ships, Cupola shields, and steam rams.

METEOROLOGICAL TELEGRAPHY.*

THE telegraphic communication of meteorological changes from distant stations to a central position, whence occasional warnings of impending storms might be given, which has been organized and tried by Government, had its origin at a meeting of the British Association in 1859, at Aberdeen, under the presidency of that deeply lamented Prince whose short life was wholly devoted to the most useful objects. It was then resolved by their Council that application should be made to Her Majesty's Government for an organization and trial of a plan by which the approach of storms might be telegraphed to distant localities. At two meetings in Buckingham Palace, early the following year (1860), minutes were authorized on this subject, and correspondence ensued which resulted in establishing a telegraphic communication of meteorological facts between twenty home stations, besides foreign ones—and daily with Paris.

The Aberdeen meeting had only just terminated, when public attention was startled by the loss of the 'Royal Charter' off the Island of Anglesea, Wales. It so happened that the storm which caused the destruction of that iron ship (notwithstanding power of steam additional to that of sails—and while a *sailing* ship, the 'Cumming,' managed differently, was bearing its brunt uninjured

* Abridged from a Lecture at the Royal Institution on the 28th March, 1862, by Rear-Admiral Fitz-Roy, F.R.S., of the Meteorological Department of the Board of Trade.

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within a few miles distant)—that storm, completely cyclonic, passed over the middle of England, and could be more fully investigated than *any* storm hitherto, because in every direction observers happened to be ready, who recorded ample statistical facts, and many valuable dynamical results.

Advancing gradually, the first cautionary or storm-warning signals were made early in 1861, but on that occasion were unhappily disregarded in the Tyne, and on the following days awful losses of life were witnessed on the north-east coasts. From that time to the present similar warnings have been given there and elsewhere,—with increasingly advantageous effects, it appears—if one may judge, in the first instance by applications since sent officially from all the principal ports, and from the chief associations of Underwriters, in addition to Admiralty approval, and the co-operation of the Coast-guard.

In August, 1861, the first *published* "forecasts" of weather were tried; and after *another* half-year had elapsed for gaining experience by varied tentative arrangements, the *present* system was established. Twenty reports are now received each morning (except Sundays), and ten each afternoon, besides five from the Continent. Double forecasts (*two* days in advance) are published, with the full tables (on which they *chiefly* depend), and are sent to six *daily* papers, to one weekly,—to Lloyds'—to the Admiralty,—and to the Horse Guards, besides the Board of Trade.

These forecasts add almost nothing to the pecuniary expense of the system,—while their usefulness, practically, is said to be more and more recognized.* Warnings of storms arise out of them; and (scarcely enough considered) the satisfaction of knowing that no very bad weather is imminent, may be very great to a person about to cross the sea. Thus their negative evidence may be actually little less valuable than the positive.

Prophecies or predictions they are not:—the term forecast is strictly applicable to such an *opinion* as is the result of a scientific combination and calculation, liable to be occasionally, though rarely, marred by an unexpected "downrush," of southerly wind, or by a rapid electrical action not yet sufficiently indicated to our extremely limited sight and feeling. We shall know more and more by degrees. At present it is satisfactory to know that the measures practised daily in these proceedings do not depend solely on one *individual*. They are the results of facts exactly recorded,—and deductions from their consideration, for which rules have been given. An assistant has been practised and is able to share their responsibility. Others are also advancing in the subject of dynamical meteorology.

Air currents sometimes flow side by side, though in opposite directions, as "parallel streams," for hundreds or even thousands of miles. Sometimes they

* At a recent meeting of the shareholders of the Great Western Docks, at Stonehouse, Plymouth, it was stated officially that "the deficiency (in revenue) is to be attributed chiefly to the absence of vessels requiring the use of the graving docks for the purpose of repairing the damages occasioned by storms and casualties at sea."—(Feb. 24, 1862.)

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are more or less superposed—occasionally, indeed *frequently*, crossing at various angles; sometimes combining, and by the *composition* of their *qualities* causing those varieties of weather that are experienced as the wind veers more toward or from the equator or the nearest pole; and sometimes so antagonistic in their angular collision as to cause those large circling eddies or rotatory storms called cyclones (in modern parlance), which are really like the greater storms in all parts of the world, although they do *not* quite assimilate to those local whirlwinds, dust-storms, and other commotions of atmosphere which seem to be more *electrical* in their characteristics, if not in their origin.

Self-registering barometers show the alterations in tension, or, so to speak, the *pulsations*, on a large scale, of atmosphere, by hourly marks; and the diagram expresses to a practised observer what the "indicator card" of a steam cylinder shows to a skilful engineer, or a stethoscope to a physician.

Our own Islands have very peculiar facilities for meteorological communication by telegraph, between outlying stations on the sea coast and a central place—all being at nearly the same level, and nearly all comparatively uninfluenced by mountain ranges.

And now, the results are, that, having daily knowledge of weather (including ordinary facts of a meteorological nature), at the extreme limits and centre of our British Islands, we are warned of any *great change* taking place; the greater atmospherical changes being measured by days—rather than by hours. Only local changes, however violent they may be occasionally (and dangerous in proportion to their suddenness and violence),—only such changes are unfelt at a distance, and do not influence great breadths,—say, hundreds of miles in area,—of atmosphere.

In answer to a question from the Royal Commissioners on Lights, Buoys, and Beacons, Sir John Herschel stated that—"the most important meteorological communication which could be telegraphed, would be information *just fresh received by telegraph*, of a cyclone actually in progress at a great distance, and working its way towards the locality. There is no doubt that the progress of a cyclone may be telegraphed, and might secure many a ship from danger by forewarning."

Great and important changes of weather and wind are *preceded*, as well as accompanied, by notable alterations in the state of the atmosphere. Such changes, being indicated at *some* places sooner than at others around the British Islands, give frequent premonitions; and, therefore, great *differences* of pressure (or tension) shown by barometer of temperature, of dryness, or moisture, and direction of wind should be considered as *signs of changes, likely to occur soon.*

It will be observed, on any continued comparison of weather reports, that during the stronger winds a far greater degree of uniformity and regularity is shown than during the prevalence of moderate or light breezes; and this should be remembered.

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When neither of the greater and more extensive atmospheric currents is sweeping across the British Islands,—currents of which the causes are remote, and on a large scale,—the nature or character of our winds approaches, and is rather like that of land and sea breezes in low latitudes; especially in summer.

Either the cooler sea wind is drawn in, over land heated by the summer sun, or cold air from frosty heights, snow-covered lands, or chilly valleys, moves towards the sea, which is so *uniform in temperature* for many weeks together, changing so *slowly*, and but little, in comparison with land, during the year. These light *variables* may at such times be numerous, simultaneously, around the compass, on the various coasts of the British Islands.

Frequently it has been asked, "In this country, how much rise or fall of the glasses may foretell remarkable change or a dangerous storm?"

To which can now be replied,—great changes or storms are *usually* shown by falls of barometer exceeding an inch; and by differences of temperature exceeding about fifteen degrees. A tenth of an inch an hour is a fall indicating a storm or very heavy rain. The more rapidly such changes occur the more risk there is of dangerous atmospheric commotion.

As all barometric instruments often, if not usually, show what may be expected a day or even days in advance, rather than the weather of the present or next few hours, and as wind, or its *direction*, affects them much more than rain or snow, due allowance should always be made for days as well as for hours to come.

The general effect of storms is felt unequally in our islands, and less *inland* than on the coasts. Lord Wrottesley has shown, by the anemometer at his observatory in Staffordshire, that wind is diminished or checked by its passage over land. The mountain ranges of Wales and Scotland, rising two to four thousand feet above the ocean level, must have great power to alter the direction, and probably the velocity of wind, independently of alterations caused by changes of temperature.

"It not unfrequently happens that a series of cyclones follow closely upon each other for several weeks, the preceding members of the series being often overtaken and interfered with by those succeeding. It is, however, important to remark, that amidst all the complexity necessarily occasioned by such combinations—the greater and more violent storms, and particularly that portion of them which is most dangerous and destructive, exhibit almost invariably the *simple* cyclonic character. It is thus with the 'Law of Storms' as with the 'Law of Gravitation;' the grand results of both are exceedingly simple, but the minor details become more and more complicated in proportion to their minuteness."*

So retentive of temperature are oceanic currents, that when H.M.S. 'Nile' was going from Halifax to Bermuda, in May, 1861, Admiral Milne found the

* W. Stevenson, of Dunse, 1833.

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temperature 70° at the bow,—while only 40° at the stern, as he entered the Gulf Stream.

As our space is very limited, and as *some* words are used in *different senses* by different persons, extreme care is taken in selecting those for such brief, general, and yet *sufficiently definite* sentences, as will suit the purpose.

Such words as are on *published* scales of force, or nature of wind and weather, are *generally* understood, and therefore used in preference to others.

In saying, on any day, what the probable character of the weather will be to-morrow, or the day after, at the foot of a table showing its observed nature that very morning,—a *limited* degree of information is offered, for about two days in advance, which is as far as may be yet trusted generally, on an average, though at times a longer premonition *might* be given, with sufficient accuracy to be of *occasional* use.

Ordinary variations of *cloudiness*, or clear sky, or rain, of a *local*, or only temporary character, are not noticed usually.

A broad *general average* or *prevalence* is kept in view, referring to a day or more in *advance*, and to a *district*, rather than only to *one* time or place, should be remembered.

The great practical difficulty is in separating the effect, on the mind, of *present* states of air, weather, and clouds, from abstract considerations of what may be *expected* on the morrow or next following day.

When in doubt, distrusting the indications or inferences from them (duly considered on purely scientific principles, and checked by experience) the words "*Uncertain*," or "*Doubtful*," may be used, without hesitation.

Those who are most concerned about approaching changes, who are going to sea, or on a journey, or a mere excursion; those who have gardening, agricultural, or other out-door pursuits in view—may often derive useful *cautionary* notices from these published *expectations* of weather—although (from the nature of such subjects) they can be but *scanty*, and imperfect, under present circumstances.

Like the storm signals, such notices should be merely *cautionary*—to denote anticipated disturbance *somewhere* over these islands,—without being in the least degree compulsory, or interfering arbitrarily with the movements of vessels or individuals.

Certain it is, that although our conclusions may be incorrect—our judgment erroneous—the laws of nature, and the signs afforded to man are invariably true. Accurate interpretation is the real deficiency.

Seamen know well the marked characteristics of the two great divisions of wind, in all parts of the world, and do not care to calculate the *intermediate* changes, or combinations, to two or three points. They want to know the *quarter* whence a gale may be expected—whether northerly or southerly.

Every seaman will admit, that however useful, and therefore desirable, it

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would be to know exactly the *hour* of a storm's commencement—as our acquaintance with meteorology does not enable such times to be fixed—the next best thing is to have limits assigned for extra vigilance and due precaution, which limits *are* clearly stated, in all the printed popular instructions, to be from the *time* of hoisting the signal until *two* or *three days afterwards*.

But, say some, and justly—are ships to remain waiting to avoid a gale that, after all, may not happen? Are fishermen and coasters to wait idle and miss their opportunities? By no means. All that the cautionary signals imply is—"Look out." "Be on your guard." "Notice your glasses and the signs of the weather." "The atmosphere is much disturbed."

Many remarkable cases have occurred, which show the value of such warnings, or cautionary notices. Some have been published in newspapers, and need not be repeated; others have been communicated only by private letters; and one or two of them be mentioned now as instances.

Admiral Evans wrote that on one evening, after a warning had been given at Liverpool, such a sudden (though brief) storm swept over the Mersey as would have done much harm, had not the harbour-master made due preparations, because of the signal.

A gentleman intending to cross the Irish Channel with an invalid lady, was warned to *wait*, though the weather *then* looked beautiful in London. That night it blew a "hurricane" on the west of Ireland, and a gale in the Irish Sea which lasted the following day.

Three ships-of-war were lying in Plymouth Sound, ready to sail for the West Indies. They waited two days, being cautioned, and then put to sea, in the intervening lull (as it happened), between two gales, the first of which was blowing while they were detained; and the second was a violent cyclone, that crossed France, the Netherlands, and Denmark, of which the northern semicircle swept our south and south-eastern coasts, but was *just avoided* by Her Majesty's squadron, or, rather, utilized by them, as they steered to the westward, nearly before its easterly wind, for some hours, and so passed out clear into the Atlantic.

Full warning was given along our eastern coasts, of that storm, in which the Prussian corvette 'Amazon' was totally lost; and so struck were the Prussian authorities by the facts of that period—taken in connection with other known cases—that an official application was soon afterwards made to the Board of Trade for information, with the view of enabling a similar system to be organized in the Baltic, communicating, if possible, with England.

On the 12th of November, 1861, a warning was sent to Yarmouth, in the afternoon. Being nearly dusk—and having then no night signals—nothing was done till next day, *after all* the fishing boats had gone far out to sea—having started very early in the morning. That afternoon there was a storm; and to save their own lives, the fishermen were obliged to cut from and abandon

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some 40,000*l.* worth of nets and gear. Night signals might have saved that loss, and the imminent risk of many lives. Such means are ready now.

On Friday, the 7th of March, the warning drum was hoisted all day at Plymouth. *Saturday* was so fine, in *appearance*, that the caution was not appreciated, and mackerel boats went to *a distance*—as usual. That afternoon *another* signal was made—South Cone under drum—to show that a heavy southerly gale was coming soon. It was a *beautiful* afternoon. No one anticipated the sequel, except those who, spider like, could "feel along the lines." Before midnight there was a storm—which lasted much of the next day. One of the boats was lost with eight men. "A more *dangerous* gale had not been known," was written by an officer of experience and good judgment, in his letter to a friend.

Perhaps sufficient thought has not always been given to the consideration of mere pecuniary *loss* by wear and tear, risk, accident, delay, and demurrage,—caused by a gale at sea;—balanced against the results of waiting for a tide or two, perhaps *once in two months*, when cautioned by a storm signal.

But be this as it may, with coasters, short traders, or even screw colliers—the question is entirely different with ordinary over-sea or foreign-going ships—especially when starting from a southern, or from a western port. To such vessels a gale in the Channel, or even during the first day or two after clearing the land, must always be very prejudical. Officers and men are mutually strange. Things are not in their places; often not secured—and the ship perhaps is untried at sea. Of course, however, these remarks are inapplicable to fine first-class ships—and to powerful, well-managed steamers, independent of wind and weather, which start at fixed hours.

In conclusion, it appears that if due attention be paid on the coasts to cautionary signals—and at the central office—to the telegraphed reports—no very dangerous storm need be anticipated, without more or less notice of its approach being generally communicated around the British Islands; or to those coasts which are likely to be most affected by its greatest strength.

THE RE-CAPTURE OF THE 'EMILIE ST. PIERRE.'

On the 3rd of May the rooms of the Liverpool Mercantile Marine Association were crowded by merchants and officers of the Merchant Navy, to witness the presentation of a handsome testimonial to Captain William Wilson, of the British ship 'Emilie St. Pierre,' for his pluck and gallantry in re-capturing his ship, which had been seized by the United States cruiser 'James Adger,' off Charleston. The occasion was also availed of to present the cook and steward of the ship with a substantial acknowledgment of their bravery in assisting Captain Wilson in his deed of daring.

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The presentation consisted of a magnificent gold pocket chronometer, a complete tea and coffee service in silver, a dozen silver teaspoons, with the accompanying adjuncts of a pair of sugar-tongs, caddy-spoon, sugar-spoon, and coffee-tray. The coffee-service, particularly, was of chaste and elaborate design. On the centre of the salver was engraved the following inscription :—

"Presented, with a silver coffee and tea service and gold pocket chronometer, to Captain William Wilson, by 170 merchants of Liverpool, in token of their admiration of his daring gallantry in recapturing his ship 'Emilie St. Pierre,' of Liverpool, on the 21st March, 1862, with the assistance of his cook and steward only, from a prize crew, consisting of two officers and thirteen men, of the United States Navy, May 3rd, 1862."

The Chairman said—We are met here to-day to present Captain William Wilson, his cook, and steward, with a token of our admiration of their daring gallantry in the recapture of the ship 'Emilie St. Pierre,' of Liverpool. The book in which the subscriptions were entered, bore the following preface :—

"The undersigned subscribe the sums opposite their names for a testimonial to Captain Wilson, of the ship 'Emilie St. Pierre,' as a mark of admiration for his gallant conduct and British pluck, evinced in recapturing his vessel from a greatly superior force; and these sums are given without the slightest reference to a Northern or Southern policy."—(Cheers.) He questioned if, in the naval history of this or any other country, so brilliant an act has been performed as the recapture of the 'Emilie St. Pierre.' History has recorded, it is true, some wonderful acts of valour performed by our great naval heroes, Nelson and Dundonald; but they, bear in mind, were naval men well armed, accustomed to such duties—it was their profession—whilst, in the present instance, the 'Emilie St. Pierre' is recaptured from two officers and thirteen men of the United States navy, by Captain Wilson, his cook, and steward only, who were totally unarmed, without a weapon — (loud cheers) — and what is still more wonderful, and adds to his credit, Captain Wilson accomplished this without the sacrifice of a single life.—(Hear, hear.) His simple narrative will, I am sure, make your blood tingle in your veins with admiration for the man whose head could devise, and whose hands could achieve, such a gallant deed.—(Cheers.) Equally wonderful is it that Captain Wilson should have been able to navigate his ship of 980 tons, to Liverpool, bring her a distance of over 3,000 miles, occupying thirty days, in the roughest season of the year for crossing the Atlantic, and this with the additional help of only three hands of the prize crew, with thirteen men-of-war's men fast below, and with the misfortune of his rudder being carried away.—(Cheers.)

Gentlemen, it has been industriously reported on 'Change that it was not with Captain Wilson's own right arm that he got to himself the victory, but that he bribed the lieutenant in charge to give up the ship for a large sum of money. Now, it appears to me that those who assert this, forget, for the moment, that a surrender on such conditions would have reflected still greater disgrace on the American officers and flag than the recapture by the stout hearts and strong hands of Captain Wilson, his cook, and steward.—(Cheers.) It has also been stated that Captain Wilson broke his parole of honour. He will assure you that not a single word was ever uttered to him on the subject, and I am sure we may readily believe the prize officers and crew would never dream of three unarmed men attempting such a "forlorn hope."—(Hear.) Captain Wilson, said he, I have very great pleasure in presenting to you, in the names of 170

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merchants of Liverpool, this silver tea and coffee service. I trust you may long live to enjoy with your wife and family those comforts which in a happy home centre around that most delightful of all gatherings—the social tea party—(hear, hear)—and I doubt not your children and children's children as they, in their turn, assemble around their evening table, and recount the heroic deed which you accomplished, will feel that they have descended from a brave man—(loud cheers)—of whose memory they may justly feel proud. — (Hear, hear, and renewed cheers.) I am also authorised to state that the owners of the 'Emilie St. Pierre' intend to present Captain Wilson with the sum of 2000 guineas.—(Loud cheers.)

Captain Wilson, who was received with loud cheers, said :—

Gentlemen,—I may be forgiven if, in reply, I read the following, as I feel I could not trust myself to give the facts of the case in any other way :—"I left Calcutta on the 27th November, with orders to make the coast of South Carolina, to ascertain whether it was peace or war; if peace, I was to take a pilot and enter the port of Charleston: if blockaded, I was to proceed to St. John's, N.B. On the 18th March, 1862, I considered myself about twelve miles off land, when I saw a steamer coming towards me, which proved to be the war vessel 'James Adger.' I hauled up my courses, and backed the mainyard, and was soon boarded by two boats, whose officers and crew took possession of my ship, and, filling the mainyard, they steered for the fleet, and brought the ship to anchor about half-past two. I was then ordered into the boat (the officer taking all my papers with him), and taken on board the steamer 'Florida,' where I remained till about half-past four without any one speaking to me. I was afterwards told by flag-officer Goldborough that I had saltpetre on board, that I was a lawful prize to the Federal Government, that I could take a passage in the ship to Philadelphia, and allow the officers the use of my instruments and charts. I replied that they should have the use of them, but that my cargo was not saltpetre, and that my ship was British property. I returned to my ship in an hour, found my crew all taken away, except the cook and steward, and a new crew on board, consisting of Lieutenant Stone, a master's mate, twelve men, and a passenger—fifteen in all. We weighed anchor and proceeded to sea.

On the morning of the 21st March (being Lieutenant Stone's watch on deck) I called the cook and steward into my state room, about half-past four, and said to them that I had made up my mind to lose my life or have my ship, and asked their assistance, which was obtained.—(Applause.) I then gave a pair of irons and a sheet to them, and told them to follow me. The master's mate was asleep in his berth, and after handing out his revolver and his sword, I grasped his hands. The irons were fixed, and the gag was in its place in a minute.—(Cheers.) I then went to the passenger (an engineer), and having taken the arms from his berth, I secured him in the same way. —(Cheers.) I then went on deck as if I had just turned out, and walked the deck for about ten minutes alongside Stone, remarking on the fair wind, &c., and soon after I asked him down to the cabin to look at the chart, and saying that the coffee would be ready directly. He started from the poop, and I followed, laying hold of an iron belaying-pin on my way down. I entered the fore cabin just as he was at the door of the after cabin, where the chart was spread out ready. I brought him up by saying 'Stone!" and holding the belaying-pin over his head, I told him that my ship should never go to Philadelphia.—(Cheers.) The cook and steward were both ready, and before he could utter a word the irons were on his wrists, the gag in his mouth, and he pitched into a berth. I locked him up, and having secured my cabin passengers, went on deck. Three men were walking the deck, one was at the

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helm, and one on the look-out. I called the three men aft, and, pointing to the hatchway of the storeroom near the helm, said that a coil of rope was wanted up. I shoved off the hatch, and pointing to a corner where it was, they all three jumped down. I immediately closed the hatch, and warned the man at the helm of his danger if he moved or spoke. The look-out was then called aft, and when asked whether he would help to work the ship to a British port, he said "No." I, therefore, put him with the others, guarding the hatchway. I then called the watch, and as sailors do not come on deck all together, we got two aft and secured before any suspicion was aroused. The third man of the watch below drew his knife at the steward, upon which he fired, and the shot went through his shoulder, the others were soon secured, and in the space of a morning's watch I was again in charge of my ship.—(Cheers.) I soon came down and announced the pleasing fact to Lieutenant Stone. I told him I would take the gag out of his mouth and the irons off his wrists if he contented himself to remain a prisoner in his berth. He was at liberty to take a passage to England. I promised him good treatment and food when the steward could prepare any. He dined at the cabin table under guard, and was then replaced in his berth. The crew were supplied daily with bread, beef, and water, and buckets were provided to answer nature's requirements. After consideration, four volunteered to lend a hand rather than be in confinement, but these were landsmen, and only one could steer, and that imperfectly.

This, then, gentlemen, was my position; I was 3000 miles away from my native land, without a helmsman in all my crew but myself, for while some cooks and stewards can steer, mine could not. I experienced a heavy gale of wind, and feared that after all I should not make my passage, for my tiller was broken during the storm, and I was nearly twelve hours fitting a temporary one. You may easily judge my difficulties when you consider a thirty days' passage in such circumstances; with such a crew and such a number of prisoners.—(Hear, hear!) When I wanted to reef the topsails, I had to take the reef tackles to the capstan, and then lay aloft to pass the earings and tie the points alone, at the same time keeping my eye upon the ship's head, and waving to my faithful cook and steward how to move the helm.—(Great cheering.) I arrived in the Mersey after a passage of thirty days from the recapture. And I desire, in this public manner, and on this pleasing occasion to offer my thanks to Almighty God for His great and marvellous help in all my trying circumstances.—(Cheers.) My thanks are also due to my faithful cook and steward, who, this day, receive a reward for their brave services at your hands.—(Loud cheering.) For myself, gentlemen, I can only say that I did my duty in trying to capture my ship against tremendous odds, and you are here to-day to rejoice over my success.—(Applause.) It is unbecoming to be proud, but we are permitted to be thankful. For this handsome token of your kindness I thank you, and I pray that your generous deed will be a spur to the British sailor who, in the hour of trial and heavy responsibility, may be encouraged by the conviction that their efforts for the right and true will not be lost sight of nor go unrewarded by the first maritime nation in the world.—(Loud and repeated cheering.)

The Chairman said he should have announced that the owners had not forgotten the cook and the steward, but had also made a handsome payment to them.

Mr. Alexander Shand then rose to present a purse to Matthew Montgomery, the steward, a native of Dublin, containing twenty guineas, as some mark of

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esteem for the genuine British pluck of the Sister Island—(Cheers.) Three hearty cheers were given for the steward.

Mr. Fernie then rose to present a purse containing 20 guineas to the cook, Louis Schelvin, a German belonging to Frankfort-on-Maine. He thought it would be agreed by all present that there never was a more interesting occasion for the assembling together of all parties connected with the mercantile marine of this important port, and he considered that no services so important could be rendered as the example which had been so well set by Captain Wilson and those two noble fellows who had accompanied him. He had the greatest pleasure in presenting the purse,—(Cheers,)—as an evidence of the spirit in which the feat accomplished, was regarded in this country—(Cheers.)

Captain Sproule said that at a meeting of the Council of the Mercantile Marine Service Association, held in those rooms on the previous day, an anxious desire was expressed that the association should in some way mark the esteem and admiration of the members for Capt. Wilson's gallant conduct —(Cheers)—and he begged to read an extract from their proceedings, which shewed that the association had resolved to present to Capt. Wilson a gold medal, with the following inscription :—

"Presented by the Council of the Mercantile Marine Service Association to Captain William Wilson, a member of that body, to record its admiration of his gallantry, perseverance, and skill while in command of the 'Emilie St. Pierre.'—May, 1862."

And that silver medals, with suitable inscriptions, be presented as well to the cook and steward. He then, after a few remarks, presented the medals.

The Chairman said, not the least pleasing part of the proceedings that day would be the presentation by Captain Henderson—on behalf of the officers and crew of the 'Emilie St. Pierre,' who were taken from her off Charleston when the ship was captured and ordered to Philadelphia—of a sextant, to Captain Wilson. The officers and crew had just arrived here, and having learned the gallantry of their commander, had determined to present him with an acknowledgment of their appreciation of his kindness to them whilst under his command—(Cheers.)

Captain Henderson said the officers and crew of the 'Emilie St. Pierre' had deputed him to present a splendid sextant to Captain Wilson for his bravery and noble conduct in rescuing his ship, and for his kindness to them during the voyage.—(Cheers.)

Captain Wilson, who was quite overcome by emotion, said he hoped he should never live to disgrace the association which had presented him with a gold medal to-day.—(Hear, hear!) As to his officers and crew, a few of whom were present, he begged to return to them his sincere and grateful thanks for their kindness to him. He could only hope that the British public would always receive British sailors into their heart, and cherish them as some of the most valuable subjects of the throne.—(Hear, hear! and cheers.)

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Mr. Samuel Martin, in moving a vote of thanks to the chairman, said the sentiments of that gentleman reflected credit upon himself as an Englishman and a shipowner. He (Mr. Martin) was the oldest acting underwriter in Liverpool, and though the underwriters were not interested in this special act, still Captain Wilson, in what he did, might have conferred a very great benefit upon the underwriters.—(Hear, hear!) He believed, at the time Captain Wilson performed the gallant act, he was ignorant whether he was serving the underwriters or the owners, but was acting upon the first, and indeed he might almost say the only, principle that actuated the British sailor—a sense of duty.—(Hear, hear! and cheers.) The underwriters, however, owed him a debt of gratitude for the example he had set all sailors who might be placed in similar circumstances.

Three loud cheers were given for the Chairman, who briefly acknowledged the compliment; and the proceedings terminated.

This gallant British seaman is a native of Colvend, in the Stewartry or County of Kirkcudbright, and the people of the district admiring his heroism gave him a public dinner on the 30th May, at Dalbeattie. Captain W. was enthusiastically greeted. His face, browned and weather-beaten has an expression of great firmness and gravity, as will be seen by our engraving. He is about 47 years of age, "bears his blushing honours" with much modesty, and seems in the self-forgetfulness of true greatness to under-estimate his daring achievement, and to shrink from rather than covet the deserved distinction it has drawn down upon him. The Chairman, Mr. Adam Skirving, of Croges, after an appropriate reference to the renowned maritime adventurer, Paul Jones, also a native of the Stewartry, said—"We have a Stewartry seaman here to-night who is now pretty well known. I need not begin to tell the story which has made him so distinguished, as you are already familiar with it. All that I would say is, that what our Captain Wilson did was one of the most wonderful feats ever performed." Captain Wilson, on rising to return thanks, was received with warm and renewed plaudits. With shrinking diffidence he avoided giving any prominence to his own intrepid deed; and when at a later stage of the proceedings he was asked to give a narrative of the recapture of his vessel, he said it had all appeared in the public papers, and it would not, he thought, be becoming in him to repeat it.

The above narrative is an unanswerable argument against a too common but mistaken notion that our gallant seamen are deteriorated, and we feel assured that, with the moral and religious improvement steadily going on amongst them, by the blessing of God, England will not want for brave and hardy sons to maintain her greatness amongst the maritime nations of the world.*

* "We learn that the American Government has now requested the surrender back to them of the 'Emilie St. Pierre.' We understand, however, that this demand cannot be complied with, as there is no municipal law that takes cognisance of the acts of these three men as an offence, or,

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REWARDS FOR SAVING LIFE ABROAD.

The following are the rewards granted by the "Shipwrecked Mariners' Society" during the past quarter, viz. :—

May 16th, 1862.—Capt. the Hon. Francis Maude, R.N. in the Chair. Letters and printed papers were laid before the Committee, viz., from Captain Warden, R.N, C.B., senior officer at Gibraltar, to the Commander-in-Chief, from the Admiralty and Board of Trade, and copies of the *Gibraltar Chronicle*, descriptive of the gallant and humane conduct of Lieut. A. J. Brooke, R.N., of H.M.S. 'Lapwing,' and his boat's crew, in rescuing, at the imminent risk of their own lives, the master and ten of the crew of the Dutch barque 'Gross Fierstinn Catharina," wrecked on the Eastern beach of Gibraltar.

The Committee having considered the documents, it was proposed by Capt. the Hon. Francis Maude, R.N., seconded by Admiral Bertie C. Cator, and carried unanimously, that this Committee do hereby vote the gold medal of the Institution to Lieut. Brooke, and a framed copy of the Minute, in admiration of his self-devotion in the cause of humanity, as well as his seamanlike skill in the circumstances before narrated; and the silver medal, accompanied by a special letter to Philip Baston, the coxwain; also the silver medal to James Collins, James Blackler, John Morrison, Thomas Lowden, Michael Donovan, Frank Godden, Henry Chapman, William Andrews, and Richard Ross, as an acknowledgment of the gallantry with which they seconded their commanding officer.

REWARDS FOR SAVING LIFE ON THE COASTS.

The annual meeting of the "Royal National Life-boat Institution" was held on the 18th of March, at the London Tavern. The Lord Mayor in the Chair.

The report congratulated the supporters of the Institution on its continued prosperity, and its still further advancement in public favour. During the past twelve months three more of the old local Life-boat establishments have been transferred to this society, viz., those at Dundee, Scarborough, and Dublin Bay. In the same period the Institution had placed, or was about to place, twelve new Life-boats on the coast, viz., at Whitby, Selsey, St. Ives, Llanddwyn, Southport, Irvine, Campbeltown, Winterton, Great Yarmouth, Dungeness, Scarborough, Aberystwyth, Plymouth, Kingsgate, Blakeney, and Kirkcudbright. Others are in course of construction for Kingstown, Poolbeg, Howth, and Dundee. New carriages and boathouses had been, or were being, built for all these boats. The Institution now possessed 120 Life-boats on the coast of the United Kingdom, and one on the island of Guernsey. These boats had, during the year 1861, saved 289 persons from different wrecks, nearly the whole under circumstances of peril which could not have been encountered by any ordinary boats. On seventy-nine other occasions they had gone off to the aid of vessels in apparent danger, or in reply to signals of distress, but where their services had not eventually been required. For these several Life-boat services upwards of £1000 were granted.

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indeed, recognises such an injury suffered by a belligerent. Had an American cruiser met the 'Emilie St. Pierre' on the high seas she might have seized her, and the fact of the rescue would have condemned her in international law. But there is no municipal law which can warrant the English Government in delivering her up to that of America, with whose request it is therefore bound to refuse compliance."

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The Institution had placed forty-five barometers at its different Life-boat stations. Attached to each barometer is a chart, on which the daily indications of the instruments are registered. Although the Committee deeply regretted to report that 884 lives had perished last year from shipwrecks on our coasts, yet every friend of humanity must rejoice with them in the gratifying fact that 4624 lives were rescued during the same period from these disasters. Of these 743 owe their lives immediately to the services of Life-boats.

During the past year the Institution has granted:—39 silver medals, 17 votes of thanks inscribed on vellum, and the sum of £1287 14s. 2d. in pecuniary rewards for rescuing 416 poor creatures from shipwreck on our coasts. The total receipts during the year 1861 had been £15,092 10s. 10d. Of this sum no less than £1509 19s. 6d. was given by benevolent persons to defray the cost of Life-boats, whilst the expenditure on Life-boat establishments and rewards for saving life was £13,955 2s. 10d. The committee had incurred further liabilities amounting to £2824 for various Life-boat establishments, &c.

Resolutions were ably moved and seconded by Vice-Admiral the Earl of Hardwicke, William Tite, Esq., M.P., Sir J. V. B. Johnstone, M.P., William Banting, Esq., Montague Gore, Esq., Edward Grimwade, Esq., Sir Edward Perrott, Bart., Admiral Bertie Cator, Sheriff Cockerell, Captain Hon. F. Maude, R.N., Thomas Chapman, Esq., and Admiral Bowles.

The following are the rewards granted by the Institution during the past quarter:—

April 3rd.—Thomas Chapman, Esq. in the chair. A reward of £13 was voted to the crew of the Palling Life-boat for going off in the night and rescuing eight men from the brig 'Jane,' of North Shields, which had struck off Palling on the 5th ult. The vessel was ultimately brought to a port of safety.

A reward of £11 was also voted to the crew of the Teignmouth Life-boat, for putting off in the night and bringing to port the sloop 'Elizabeth,' of Teignmouth, and her crew of three men, which had become disabled on the 5th ult. The Redcar Life-boat had likewise recently succeeded in bringing a derelict vessel safely into harbour.

A reward of £9 to the crew of a Pakefield yawl for going off and rescuing, at considerable risk of life, six out of eight of the crew of the brig 'Adonis,' of Colchester, wrecked on the Newcombe Sands on the 6th March. The poor men had taken to the rigging, and the captain, while trying to save his wife was unfortunately washed overboard with her in the course of that fearful night.

A reward of £6 to a boat's crew of six men for going off and saving, at great risk of life, four men from the schooner 'Elizabeth,' of Aberdeen, stranded near Speymouth, Banffshire, on the 18th February.

A reward of £1 to a boat's crew of two men for rescuing, at some risk of life, two men from a coble which had sunk during a sudden squall of wind near Scarborough. The two men, who were unable to swim, had fortunately managed to keep on the boat, although she was completely under water.

A reward of £4 to a boat's crew of four men for putting off and saving, at considerable risk of life, three men, from the sloop 'Ceres,' of Watchet, which, during a gale of wind, had foundered off that place, she having been in collision with another vessel.

May 8th.—The Duke of Northumberland, in the chair. A reward of £15 was voted to the crew of the Life-boat at Grange, Isle of Wight, for rescuing, in eight trips, 134 persons from the ship 'Cedarine,' of Bermuda, which, during thick weather, had struck, near Grange, on the 2nd ult. The Rev. J. P. Gaze and Mr. Cutajar, the officer of Coast Guard, very laudably exerted themselves on the occasion. They were both thanked by the society for their valuable services.

A double reward of £45 was also voted to the crew of the Caister Life-boat, for

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rescuing, amidst great peril, the crew of seven men from the brig 'Trial,' of Poole, wrecked on the Barber Sands. The Rev. G. W. Seaward thus describes that very gallant service:—"Caistor, near Yarmouth, May 5, 1862.—The brig got on the sands but a few yards from the vessel wrecked there on the 5th March last, and the beachmen went off with the Life-boat about one, a.m. She was in the midst of the breakers, having burnt lights and made signals till the boat reached her. The wind was blowing from the east very fresh, causing a very heavy sea. The waves broke into the Life-boat without intermission, so that she seemed in danger of being driven under water, being unable to clear herself fast enough. She broke away from the ship, the two stern ropes giving way by which she had been fastened to the side of the vessel, and swung round to the inside of the ship, that is, between the ship and the land. Some of the beachmen got aboard of the ship, fearing that from the violence of the waves breaking so unremittingly into the Life-boat, and keeping her so low in the water, she was actually sinking. The men speak of the case as one in which they never experienced so much danger from the effect of the sea upon the boat. Holding on by the rigging and side ropes, they were at times standing in water up to their breasts; but they succeeded in rescuing the crew, who otherwise must inevitably have perished. For this kind of service none but these large boats are adapted. We may thank God, both in the case of the former vessel and of the present one, that such means of rescue are at hand, and such brave and hardy men are ready at a moment's notice to use them. The beachmen had been off from six, p.m. in one of their own boats to a vessel on the Cross Sand. The wind had got up till it blew very strong, and their wives and families had been anxious about them, as they did not get back till midnight. Some of them had been in bed about twenty minutes, and others hardly so long or not at all, when the signals of the vessel on the Barber Sands were seen, and off they went to her without a moment's delay, not getting to shore again until 3·30 a.m. The sand is about a quarter of a mile from the shore, but the remains of two other wrecks upon the sand caused them a long circuit before they could get to the ship. This morning they brought the ship to an anchor. The Life-boat has received some damage."

A reward of £4 10s. to the crew of the Aberdovey lifeboat for saving the smack 'Merrion Lass,' of Aberystwith, and her crew of three men. The vessel had, during stormy weather and a high sea, struck on Aberdovey Bar, on the 22nd ult.

A reward of £7 to a boat's crew of eight men, for rescuing, at considerable risk of life, the crew of three men from the smack 'Lion,' of Cardigan, wrecked near Fishguard, on the 12th ult.

A reward of £5 to a boat's crew of four men, for rescuing, at much risk of life, the crew of three men of the smack 'John and James,' of Chester, which had struck outside Aberystwith Harbour, on the 5th ult.

June 5.—Thomas Chapman, Esq. in the Chair. A reward of £4 10s. was voted to the crew of the Howth Life-boat, for assisting to bring into port, during a gale of wind, the schooner 'Liberty,' of Dublin, and her crew of four men.

A reward of £7 to the crew of a salmon coble, of Benholme, Scotland, for going off, in a terrific gale of wind, and through a heavy surf, to the rescue of two out of three of the crew of a fishing-boat, which, having shipped two heavy seas, instantly went down, carrying with it one poor fellow, and leaving the other two men struggling for their lives on the surface.

A reward of £2 10s. to the crew of a coast-guard boat, for putting off and saving, amidst considerable danger, four persons from the sloop 'Robert,' of Barrow, which during stormy weather had been dismasted in Douglas Bay, Isle of Man.

Payments having been made on various Life-boat establishments, the proceedings terminated.

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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, 1862.

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, 2 MM, 9 W, 25 O, 2 AP....	92	12	9	*London.*
9 M, 1 MM, 1 W, 3 O, 1 AP	35	2	6	*Aberdeen.*
1 M, 1 MM, 1 F, 2 AP	8	6	6	*Anstruther.*
10 M, 1 W, 1 O..	29	6	3	*Appledore.*
1 W, 1 O.....	4	1	3	*Ardrossan.*
1 F	1	0	0	*Atherfield.*
2 M, 1 F.....	6	5	11	*Barra.*
1 AP	4	0	0	*Baltasound.*
2 M.	4	15	0	*Beer.*
1 W, 1 O.....	5	18	9	*Blakeney.*
2 W, 1 O.....	8	15	6	*Blyth.*
1 M, 1 MM, 1 W, 5 O, 2 AP	22	5	0	*Bridport.*
4 M, 1 MM, 1 F, 1 W.....	18	12	6	*Bristol.*
1 MM, 1 W, 1 O	8	7	6	*Brixham.*
10 M, 15 A.....	47	0	4	*Buckie.*
1 F	2	7	6	*Bungay.*
1 F	2	5	0	*Campbeltown*
2 M	3	15	0	*Cardiff.*
1 MM	2	0	0	*Carnarvon.*
1 AP	2	5	0	*Clovelly.*
1 MM	1	10	0	*Cork.*
1 M.....	1	10	0	*Culdaff.*
1 AP	5	5	0	*Cullivoe.*
2 W, 6 O	11	12	9	*Dartmouth.*
1 W, 5 O	7	17	6	*Devoran.*
1 MM, 2 AP	5	2	6	*Dinas Cross.*
1 M, 1 MM, 3 W, 2 AP	26	12	6	*Dundee.*
3 M.....	8	2	6	*Edinburgh.*
3 W, 8 O, 1 AP..	16	11	3	*Exeter.*
3 M, 1 W, 1 O ..	13	15	0	*Exmouth.*
5 M, 1 MM, 2 W, 7 O	34	8	9	*Falmouth.*
1 M, 1 W, 3 O ..	6	19	6	*Fowey.*
1 M, 1 W, 4 O ..	6	12	6	*Frazerburgh.*
1 W, 3 O	10	18	9	*Goole.*
1 M	2	5	0	*Gloucester.*
1 PB, 1 W, 1 O..	9	0	0	*Gravesend.*
2 M, 1 MM, 1 O..	12	15	0	*Greenock.*
1 M.....	1	10	0	*Greenwich.*
1 PB	2	10	0	*Grimsby.*
8 M, 5 MM.....	32	2	6	*Guernsey.*
11 M, 2 MM, 2 W, 6 O	42	5	3	*Hartlepool.*
2 AP	3	5	0	*Hastings.*
1 AP	3	0	0	*Hillswick.*
1 MM	2	5	0	*Hove.*
23 M, 4 MM, 1 W, 3 O	67	9	3	*Hull.*
2 AP	8	5	0	*Inverness.*
1 W.....	6	15	0	*Irvine.*
3 W, 2 O	16	11	3	*Ipswich.*
2 M, 2 W, 12 O..	25	13	9	*Jersey.*
1 M.....	2	15	0	*John o' Groats*
2 M.....	6	10	0	*Kincardine.*
1 M	3	19	0	*Kirkwall.*
1 W, 4 O.....	6	0	0	*Leeds.*
4 M, 1 F	13	0	0	*Leith.*
1 M, 1 F, 1 AP ..	7	0	0	*Lerwick.*
1 M...	2	2	6	*Limerick.*
5 M, 2 W, 5 O, 1 AP	29	0	0	*Littlehampton*
7 M, 1 MM, 1 W, 2 O	19	2	0	*Liverpool.*
1 M.....	2	5	0	*Longhope.*
1 AP	5	0	0	*Lowestoft.*
1 MM	6	11	3	*Lymington.*
7 M, 2 MM, 2 W, 1 O	25	17	6	*Lynn.*
1 W, 1 O.....	8	2	6	*Lytham.*
3 M, 1 W, 1 O ..	10	16	0	*Maldon.*
2 M, 2 MM, 2 PB	15	14	0	*Margate.*
1 AP	2	0	0	*Maryport.*
8 M, 2 MM, 1 W, 1 O	29	12	6	*Middlesboro'*
2 M.....	5	2	6	*Milford.*
1 M, 2 O, 6 AP ..	19	2	6	*Montrose.*
2 M.....	3	0	0	*Newcastle.*
4 M, 2 AP	13	15	0	*Newhaven.*
2 M...	5	15	0	*Newport (Pem)*
2 AP	2	5	0	*New Quay.*
1 M.....	1	15	0	*Newry.*
47 M, 6 MM, 9 W, 18 O, 2 AP....184	12		3	*No. Shields.*
1 MM	2	10	0	*Padstow.*

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1 MM	2	17	6	*Peterhead.*
3 M, 1 MM, 2 W, 1 O, 1 AP	18	13	0	*Plymouth.*
2 M, 1 MM.... .	7	2	6	*Portsmouth.*
1 W, 2 O, 2 AP..	13	7	6	*Port Dinorwic*
5 M, 1 W, 1 O ..	12	15	0	*Poole.*
1 M	2	5	0	*Port Glasgow*
1 MM, 1 AP	7	17	6	*Portinllaen.*
1 W, 3 O	6	11	3	*Portsoy.*
1 W.....	3	3	0	*Port William.*
1 M, 1 W, 6 O ..	7	13	0	*Queenstown.*
1 M	4	17	6	*Ramsgate.*
1 M	2	12	6	*Robin H. Bay.*
1 W, 1 O.....	4	1	3	*Rochester.*
1 W.....	5	15	0	*Rye.*
1 M	2	15	0	*St. Mar. Hope*
1 W, 1 O.....	4	13	9	*Salcombe.*
2 M, 1 F, 1 W, 4 O	11	15	0	*Scarboro'.*
5 M, 1 W, 4 O ..	24	15	0	*Seaham.*
3 M, 2 MM, 1 W, 2 O	17	13	0	*Shoreham.*
44 M, 4 MM, 4 A, 1 F, 11 W, 27 O, 1 AP 217	13		3	*So. Shields.*
1 M, 1 MM.....	4	15	0	*Southwold.*
4 M, 1 MM, 5 F..	19	17	6	*Staithes.*
1 O, 2 AP	3	10	0	*Stockton.*
1 W, 3 O, 1 AP..	6	2	0	*Stornaway.*
39 M, 4 MM, 1 PB, 18 W, 21 O, 2 AP 227	10		6	*Sunderland.*
1 M	1	12	6	*Swansea.*
2 M	4	0	0	*Teignmouth.*
1 M, 1 W, 2 O ..	6	7	6	*Truro.*
1 W, 3 O, 2 AP..	7	0	0	*Topsham.*
1 W, 2 O	6	0	0	*Ulverston.*
1 W, 3 O	8	6	3	*Waterford.*
4 M	6	12	6	*Wells.*
1 W, 1 O, 1 AP..	3	10	0	*Weymouth.*
3 W, 10 O	21	19	6	*Whitehaven.*
5 M	11	17	6	*Whitby.*
1 M	2	2	6	*Wick.*
1 M	1	12	6	*Wivenhoe.*
1 M, 3 W, 7 O ..	21	16	6	*Workington.*
10 M, 2 MM, 1 W, 1 O, 2 AP	37	10	0	*Yarmouth.*

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 129; Orphans, 255; Aged Parents, 44; Master Mariners, 86; Mariners and Apprentices, 390; Pilots, Fishermen, and Boatmen, 82; in all 2120 persons relieved, at an expense, inclusive of that in the succeeding tables, of £2534 14s. 4d. !!

METEOROLOGY.—Admiral Fitzroy, in his instructions to meteorological observers, is careful not to cut off any source of information as he especially notes that the observations of nature are to be watched. Thus, when sea-birds fly out early and far to seaward, fair weather may be anticipated; on the contrary, when they hang about the land or fly inward, stormy weather is indicated. When animals, instead of spreading over their usual range, seek sheltered places, storms may be expected. Dew is an indication of fine weather, so is fog; but clearness of the atmosphere near the horizon is a sign of wet. When a mountaineer sees the hills cutting sharp against the sky, he wraps his plaid around him. A good hearing day is also an indication of coming wet. The public will feel all the more confidence in the Head of the Meteorological department for not disdaining these phenomena noted by the weatherwise, as they rest upon exactly the same foundation as what may be termed the more scientific signs— namely, experience. Now that meteorology is elevated into an applied science, we feel confident that immense progress will be made. It is a great thing to know that there is a central department instituted purposely to collect all information bearing upon the subject, and that it has a chief like Admiral Fitzroy, whose heart is in his business, and who seems never better pleased than when he is collecting from any source, however insignificant, a fact that is noteworthy—unless it be when he is diffusing his knowledge so attained either to individuals or the public at large. The growth of this new department seems to bear the same relation to the Shipwrecked Mariners' Society and the Lifeboat Society, that preventive medicine does to remedial medicine. Indeed, as we progress in knowledge, we are beginning to find out that prevention is better than cure, and, what is more to the purpose, we are becoming enabled to put this prevention in practice.—*Once a Week.*

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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 the 31st May,* 1862.

Vessel's Name.	Port.	Amount of Relief. £	s.	d.	Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Anna	London	4	16	0	Euphroysyne	London	10	15	6
Aura	Cork	12	5	0	Ella	Inverness	0	18	0
Adonis	Colchester	2	9	0	Emma	Buenos Ayres	1	8	8
Acorn	London	0	14	0	Ellistice	Hull	4	2	9
A. Buckland	Cork	4	7	6	Everona	New York	0	19	8
Abraham	Yarmouth	0	17	6	Eleanor	Sunderland	0	14	0
Antelope	Liverpool	0	13	6	Elizabeth	Lynn	0	4	1
Athlone	London	2	10	0	Elphinstone	London	2	7	6
Anna Bell	,,	5	11	6	Elizabeth	Shields	0	15	0
Alfred	Wicklow	2	2	6	Foyle	Sunderland	5	6	6
Ann & Sarah	Fraserburgh	0	9	0	Flying Dutchman	Ipswich	0	6	6
Atalanta	Hartlepool	9	13	6	Grace	Scarborough	1	1	0
Alliance	Wick	3	13	0	Glentanner	London	6	0	0
Alexander	Guernsey	6	9	6	Good Intent	Bridport	6	9	3
Anne	Dartmouth	1	17	0	Gleaner	Yarmouth	5	0	10
Alice	Liverpool	0	11	4	Hindix	London	0	15	0
Albion	Dundee	0	17	0	Hinda	,,	4	9	6
Adolphus	London	3	0	0	Hope	Fleetwood	0	11	0
Alma	Glasgow	1	12	6	Highland Chief	Nairn	0	13	9
Bonne Mère	Caen	1	17	0	Hope	Lynn	3	0	6
Blachley	Shields	3	18	0	Huguenot	Aberdeen	0	4	6
Beerhaven	Greenock	2	10	0	Henry	Hastings	2	19	0
Belvidere	Yarmouth	9	1	4	Hercules	Sunderland	0	4	0
Boadicea	Greenock	1	2	6	Harriet	Jersey	2	3	9
Brothers & Sisters	Sunderland	0	13	0	Isabella	Hartlepool	1	6	6
B. Davidson	Newcastle	0	18	6	Isabella Jane	Guernsey	1	9	9
Blossom	Shields	3	6	0	Julia	Liverpool	5	12	6
Blue Bell	,,	6	12	0	Jane	Milford	4	4	6
Bideford	Truro	3	15	0	Jane	Shields	8	0	0
Bounty	Whitby	0	10	6	Jane & George	Goole	2	2	6
Bothniae	Hull	1	0	0	Jane & Mary Ann	Spalding	0	6	6
Coquet	Plymouth	0	3	6	James Mitchell	London	5	12	6
Clansman	Inverness	0	5	0	Joseph	Guernsey	3	10	6
Cadiz	Sunderland	0	13	6	Jane Vox	Shields	6	19	6
Cairo	Newcastle	1	9	0	Jersey	Newcastle	0	3	6
Curran	Shields	0	13	6	Jane & Isabella	Peterhead	3	4	6
Cedarine	Bermuda	31	10	0	James	Shields	4	5	6
Collina	Whitstable	0	14	6	Jane & Elizabeth	Newcastle	4	0	0
Chillis	Shields	0	14	6	John & Richard	Guernsey	0	9	0
Chekoree	Liverpool	3	12	0	Joseph	London	6	0	0
Cornet	Whitby	0	2	0	Kingston	Sunderland	12	0	0
Cruiser	Sunderland	5	14	0	K. Helayon	Ipswich	4	6	6
Deptford	,,	4	16	0	K. Cardis	Liverpool	4	11	0
D. Wheeler	London	6	18	0	Levant	Aberystwith	0	15	6
David Lyon	,,	6	7	0	Lanchester	Cardiff	4	8	0
Diadem	Montrose	0	16	8	Lord Byron	London	6	3	8
Duchess of Portland	Shields	0	16	6	Lord Petrie	Bristol	2	7	6
Dauntless	,,	7	13	0	Louisa	Salcombe	0	10	6
Emeline	Caen	1	7	0	London	Folkestone	0	5	6
Elgin	Liverpool	6	13	0	Lord Vernon	Torquay	0	19	6
E. Laing	Stockton	6	0	6	Lord Hardinge	Sunderland	4	7	6
Eleanor	Milford	0	7	6	Lapwing	Shields	5	7	6
Emerald	Hull	1	10	0	Lurline	Sunderland	0	14	0

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1 MM	2	17	6	*Peterhead.*
3 M, 1 MM, 2 W, 1 O, 1 AP	18	13	0	*Plymouth.*
2 M, 1 MM.... .	7	2	6	*Portsmouth.*
1 W, 2 O, 2 AP..	13	7	6	*Port Dinorwic*
5 M, 1 W, 1 O ..	12	15	0	*Poole.*
1 M	2	5	0	*Port Glasgow*
1 MM, 1 AP	7	17	6	*Portinllaen.*
1 W, 3 O	6	11	3	*Portsoy.*
1 W	3	3	0	*Port William.*
1 M, 1 W, 6 O ..	7	13	0	*Queenstown.*
1 M	4	17	6	*Ramsgate.*
1 M	2	12	6	*Robin H. Bay.*
1 W, 1 O.....	4	1	3	*Rochester.*
1 W	5	15	0	*Rye.*
1 M	2	15	0	*St. Mar. Hope*
1 W, 1 O.....	4	13	9	*Salcombe.*
2 M, 1 F, 1 W, 4 O	11	15	0	*Scarboro'.*
5 M, 1 W, 4 O ..	24	15	0	*Seaham.*
3 M, 2 MM, 1 W, 2 O	17	13	0	*Shoreham.*
44 M, 4 MM, 4 A, 1 F, 11 W, 27 O, 1 AP 217	13	3		*So. Shields.*
1 M, 1 MM.....	4	15	0	*Southwold.*
4 M, 1 MM, 5 F..	19	17	6	*Staithes.*
1 O, 2 AP	3	10	0	*Stockton.*
1 W, 3 O, 1 AP..	6	2	0	*Stornaway.*
39 M, 4 MM, 1 PB, 18 W, 21 O, 2 AP 227	10	6		*Sunderland.*
1 M	1	12	6	*Swansea.*
2 M	4	0	0	*Teignmouth.*
1 M, 1 W, 2 O ..	6	7	6	*Truro.*
1 W, 3 O, 2 AP..	7	0	0	*Topsham.*
1 W, 2 O	6	0	0	*Ulverston.*
1 W, 3 O	8	6	3	*Waterford.*
4 M	6	12	6	*Wells.*
1 W, 1 O, 1 AP..	3	10	0	*Weymouth.*
3 W, 10 O	21	19	6	*Whitehaven.*
5 M	11	17	6	*Whitby.*
1 M	2	2	6	*Wick.*
1 M	1	12	6	*Wivenhoe.*
1 M, 3 W, 7 O ..	21	16	6	*Workington.*
10 M, 2 MM, 1 W, 1 O, 2 AP	37	10	0	*Yarmouth.*

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 129; Orphans, 255; Aged Parents, 44; Master Mariners, 86; Mariners and Apprentices, 390; Pilots, Fishermen, and Boatmen, 82; in all 2120 persons relieved, at an expense, inclusive of that in the succeeding tables, of £2534 14s. 4d. !!

METEOROLOGY.—Admiral Fitzroy, in his instructions to meteorological observers, is careful not to cut off any source of information as he especially notes that the observations of nature are to be watched. Thus, when sea-birds fly out early and far to seaward, fair weather may be anticipated; on the contrary, when they hang about the land or fly inward, stormy weather is indicated. When animals, instead of spreading over their usual range, seek sheltered places, storms may be expected. Dew is an indication of fine weather, so is fog; but clearness of the atmosphere near the horizon is a sign of wet. When a mountaineer sees the hills cutting sharp against the sky, he wraps his plaid around him. A good hearing day is also an indication of coming wet. The public will feel all the more confidence in the Head of the Meteorological department for not disdaining these phenomena noted by the weatherwise, as they rest upon exactly the same foundation as what may be termed the more scientific signs— namely, experience. Now that meteorology is elevated into an applied science, we feel confident that immense progress will be made. It is a great thing to know that there is a central department instituted purposely to collect all information bearing upon the subject, and that it has a chief like Admiral Fitzroy, whose heart is in his business, and who seems never better pleased than when he is collecting from any source, however insignificant, a fact that is noteworthy—unless it be when he is diffusing his knowledge so attained either to individuals or the public at large. The growth of this new department seems to bear the same relation to the Shipwrecked Mariners' Society and the Lifeboat Society, that preventive medicine does to remedial medicine. Indeed, as we progress in knowledge, we are beginning to find out that prevention is better than cure, and, what is more to the purpose, we are becoming enabled to put this prevention in practice.—*Once a Week.*

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Portfolio.

THE PATHWAY TO HEAVEN.

"For I reckon that the sufferings of this present time are not worthy to be compared with the glory which shall be revealed in us." Romans viii. 18.—"The sufferings of the present!" Go up to that bright and glorious multitude harping with their harps, and crowding the shores of the glassy sea. Hear their one united testimony. It is, that but for their trials they would never have been there. Every page in their history bears the signet-mark of "much tribulation." It is endorsed with the words, "So he brought them to their desired haven." "So!" It was by a way not of their own choosing. "So!" It was through winds and waves of buffetting elements; the ship tacking about, "neither sun nor stars for many days appeared, and no small tempest lay upon them." They love now to trace all the mystic windings in that untoward voyage: "the deep calling to deep." They love to think, it was thus he brought me! Oh, if we only saw our trials, not through the misty haze of this world, but in the light of eternity, the reckoning would not be this, how little they have been, but how precious they have been! How all (yes, all) were needed to effect the desired end, all were composite parts of one way, and that way was love! Let me seek, then, to look beyond these portals of sadness, and repose on the glory that is to be revealed. Soon the curfew-bell of time will toll, telling that the fires of affliction and trial are extinguished for ever, and that the weary and jaded citizens—the weary Church—may now retire to the rest which remaineth for the people of God! "Live in Christ," says Rutherford, "and you are in the suburbs of heaven." There is but a thin wall between you and the land of praises. Ye are within one hour's sailing of the shore of the new Canaan. The true Joshua-Jesus, the Heavenly Precursor, is now standing on the celestial shore, and to every faint and toil-worn traveller proclaiming, "These sufferings are not to be compared with the glory about to be revealed!"—*Grapes of Eshcol.*

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THE TWO SAILOR BOYS;

OR,

"ASK, AND IT SHALL BE GIVEN YOU."

How wild is the storm, how dark is the night,
The boldest of spirits it well may affright;
Behold, those poor sailors are tossed to and fro,
They're driven before it, and where will they go?

Amongst that rough crew are two sailor boys,
The waves that dash o'er them they deem but as toys;
Now, hark at the thunder, what lightnings do play,
One moment is night, the next bright as day.

The lightning's terrific; Oh, how it appals!
As it gleams on one boy, his countenance falls;
He says to the other, while pallid with fear,
"I no more shall see my own mother dear."

"Oh, do not say so, Charlie, boy, but be brave,
I know there's a God, who is able to save;
Besides, at the Bethel there's prayer held to-night,
They'll remember us boys, and all will be right.

"For mother, I know, and aunt will be there,
And mother has told me that God answers prayer;
And so, my dear Charlie, we shall not be lost,
Although at this time we're awfully toss'd!"

Thus speaks the poor boy, when crash goes the mast,
The ship gives a lurch, they think 'tis the last;
When Willie calls out, "Charlie, boy, don't you fear,
There's a God who can save, I feel he is near."

And that God does now prove he's the hearer of prayer;
The ship goes to pieces, each heart quakes with fear!
But the two sailor boys, for whom prayer has been made,
Are brought to the arms of those who had prayed.

A. Z.

The incident above described occurred off the coast of Northumberland.

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THE SHIPWRECKED MARINER.

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DISTINGUISHED NAVIGATORS.

COOK.

There is no name which has cast more pure lustre on our naval annals than that of James Cook. Raised by his extraordinary merit from the position of a common sailor to that of a Captain in the Royal Navy of England, he conferred honour on every rank which he held, and his memory will be held in respect not only by his own countrymen, but by all men of whatever nation; for his services, while extending the dominions and heightening the glory of his native land, were such as to benefit every people, by opening up new channels for commerce and new fields for industry, and by teaching future adventurers that they could win the savage to their side by kindness whilst a different conduct would drive him away; in this manner he smoothed the path to his successors, and made them be received as friends come to benefit him, and not as conquerors who sought to oppress him and mould him to their own purposes. Cook was born on the 3rd of November, 1728, in a small village called Marton, in the North Riding of Yorkshire. His father was an agricultural labourer, and bore so good a character that he was made under steward on the farm where he was employed. His family consisted of his wife and nine children. Under these circumstances it is easy to understand that but a small amount of schooling was given to young Cook, his learning being confined to the elements of reading, writing, and arithmetic. Having evinced a decided inclination for the sea service, our hero became an apprentice on board a collier, and behaved in such a manner while on board that the owners offered him the command of a vessel; but this he declined, and volunteered into the Royal Navy, on board the 'Eagle,'

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Capt. Palliser, through whose recommendation he was raised to the rank of master. His great achievement while in this capacity was his taking soundings in the channel of the river St. Lawrence, between the Isle of Orleans and the north shore, that the fleet might be enabled to co-operate with the army under General Wolfe in the war then carrying on between the English and French in North America. Cook, on account of his known intrepidity and intelligence was selected to do this, and he performed this arduous and dangerous duty in the most satisfactory manner, although often in danger of being taken prisoner by the enemy. The chart he made on this occasion was found to be so correct that it has been almost unnecessary to make another, proving that whilst he performed his other duties well, he did not neglect to improve his defective education. From this time his rise was rapid.

Such was the man sent out to the Southern Ocean in command of the 'Endeavour,' for the purpose of observing the transit of Venus, an object of great interest to science. He was then a lieutenant in the navy, and there were on board Mr. (afterwards Sir Joseph) Banks, a gentleman of large fortune. Dr. Solander, a Swedish naturalist, two draftsmen, and several servants. The 'Endeavour' left Plymouth on the 26th August, 1768. It is not our intention to note every particular in an expedition so full of incidents, for which we cannot find space, but merely to touch upon the principal events that occurred during the voyage. We shall therefore omit all that happened until Otaheite was sighted, which was on the 11th of April following.

On landing among these amiable but singular people they were received with great kindness, but they were greatly annoyed by the thievish disposition of the natives, and this was a vice that prevailed even among their distinguished chiefs. This is the more remarkable as the rights of property were well understood among them. Many of the chiefs, male and female, went on board, and were treated with much kindness, receiving many presents. Fortunately for Captain Cook, a person named Tupia, a native, who had filled the office of Prime Minister to Queen Oberea, expressed a wish to accompany the vessel, and as he was of great use in describing the position of the different islands and other particulars, his services were accepted. He was also able to explain the nature of the laws and mode of governing the different communities found in these islands. Many of their customs were very singular, particularly the rules of succession to the sovereign power. But upon these matters we

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need not dwell, for the public have received ample information respecting them from the accounts of various navigators and travellers who have visited the islands, now known as the Society Islands. In one important point the people of the present day, whose forefathers were sunk in the deepest gloom of idolatry, present a happy spectacle, for to them the Gospel is preached, and if they remain ignorant of the truths of the Christian religion, it is not for want of careful teaching by competent and zealous ministers. The climate in these islands is very delightful, and nature spreads her gifts before the natives with a bountiful hand, so that want of the necessaries of life can scarcely be felt.

From Otaheite, Captain Cook sailed on the 13th July, and soon afterwards sighted four islands, called Huaheine, Ulietea, Otaha, and Bolabola, where they found hogs, fowls, and other refreshments. At Huaheine, the king and queen came on board, and were amazed at the novelty of all they saw, and as a mark of the king's friendship for the captain he offered to exchange names with him. The natives of Huaheine resembled those of Otaheite, and this remark applies to all the people of that cluster of islands. The Captain went next to Ulietea, and here took formal possession of this and the neighbouring islands in the name of his Sovereign. Here the custom of uncovering their bodies to the loins observed by the people towards their kings was adopted towards the Captain. These islands lie between 16 degrees 10 minutes, and 16 degrees 55 minutes, south. The Captain then, under the direction of Tupia, stood to the south, and after a run of 100 leagues, discovered an island called Ohitezoa. He next made New Zealand, and settled the point as to its being insular. The English found the natives here of a very different character from those they had met with in the Society Islands. Far from being peaceable and hospitable they were warlike and ready to take every advantage of their visitors. On the 20th of October the ship anchored in a bay about two leagues north of Gable-end Foreland. Two chiefs came on board, to whom presents of linen were given, for which they expressed much satisfaction. At East Island they saw many villages and the land appeared cultivated. In the evening of the 30th, Lieutenant Hicks discovered a bay which was named after him. Next day some native boats came off with armed men on board, and it was necessary to fire a gun over their heads to keep them off. Fortified houses and villages were seen, some of which were visited by the Captain, Mr. Banks, and Dr. Solander. Narrow paths led to them, and they were strongly constructed,

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and seemed well calculated to hold out against an enemy no better armed than were the defenders themselves. The food of the people consisted of the sweet potato, yams, fern root, and fish.

On the 18th of November they sailed past an island, from which came many canoes, filled with warriors, who sang their war song; but finding that no notice was taken of them they saluted the English with a volley of stones, and then paddled away. On the 26th the Captain continued his course to the north, and was met on the way by some armed canoes, on board of which were some chiefs, who possessed arms finely decorated, which were highly valued by them. These people were darker than those to the south, and were curiously stained on the face and body with some black stuff which they called amoco. These people did not let honesty stand in their way when they wished to make an acquisition, but freely helped themselves to whatever came within reach, readily giving it up, however, upon compulsion. On the 29th, having weathered Cape Brett, they stood to leeward, and cast anchor in a large bay, having several islands on the south-west. Here the ship was surrounded with 33 large canoes filled by about 300 Indians, all armed. At first they traded honestly and peaceably, but a chance seemed to offer itself, they suddenly seized the ship's buoy, and attempted to tow it away. An alarm was given, but it was not until one of their chiefs was wounded in the thigh that they were induced to relinquish their prize. After visiting some other places in this quarter, it was resolved to return by the East Indies, *via* the East Coast of New Holland, and then follow the direction of that coast to the north. The New Zealanders were described as large, powerful, courageous, and well made, the distinguishing quality of the women being a singularly soft voice. Their complexions were brown, their teeth white, and their hair jet black and curly. They were constantly at war with each other, and as cannibals, devouring not only their enemies, but even a friend occasionally. Their canoes were well made, and managed with great skill. The ground was tilled with care, though their agricultural implements were of the most simple nature. Their chief employment was, however, the construction of warlike instruments.

On the 19th of March, 1770, they entered a beautiful bay which they called Botany Bay, on account of the large number of plants found there by Mr. Banks and Dr. Solander. Here the natives exhibited feelings of hostility. Coasting this shore till the 10th June, an accident happened that had nearly proved fatal to all on board. The ship struck on a rock and made a deal of water, on which account they entered a small bay where they could examine the ship's bottom, when they found that a piece of rock had been broken off when the ship struck and had stuck in the hole which it made, thus preventing the water from entering the vessel in such a quantity as to sink her. Thus did the merciful interposition of God save them from that sudden death which is so fearful to contemplate.

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At this place they landed their sick and stores, and procured some refreshments. Here they saw the kangaroo for the first time, which proved to be fine eating. In addition to this luxury the crew obtained plenty of turtle, which were fatter and more fleshy than those brought to England, as the latter were exhausted by the long voyage. On the 14th, previous to leaving this coast, Captain Cook took possession of this portion of Australia, displaying the English colours, and firing three vollies of small arms. The whole of this island continent is now under the sway of the Sovereign of Great Britain. The ship then sailed through a strait, called Endeavour Strait, after her name. They saw little of the natives of Australia; indeed the population was exceedingly sparse, and the people were in a very low state of civilization. Rejoicing in their escape from the dangers of the intricate channels and coral shoals which surrounded them on all sides, in what are now called Torres Straits, at the north end of Australia, they now beheld open water towards the west, and they steered northwards, passing Timor, Rotte, and Savu, from whence, having procured the necessary refreshments, Captain Cook prepared again for sailing. Savu has many bays on different parts of the coast, and the natives were below the middle stature, with black skins and hair. The men were well formed and sprightly, and varied in their features, while the women were short and squat, and had all the same features. Their dress consisted of a piece of cotton cloth, variously put on them according to their sex. The Dutch carried on a good trade here, purchasing rice, maize, and beans of the natives, and furnishing in return arrack and European commodities.

The 'Endeavour' sailed to the westward on the 21st of September, 1770, and touched nowhere till she arrived at Batavia, in the roads of which she cast anchor. The landing on shore produced a wonderful effect upon poor Tupia, who had been in a bad state of health, and he became all life and spirit; but this endured for a short time only, for he soon afterwards was taken ill, as was also a youth named Tayota, whom he had brought with him from Otaheite, and they both died of inflammation on the lungs. Dr. Solander and Mr. Banks were both attacked with fever, and Mr. Banks's two servants became very ill. The behaviour of Tupia was exceedingly affecting; he bore his illness with great fortitude, and took leave of those around him, saying "My friends, I am dying." At Batavia every person on board the 'Endeavour' was taken ill, and seven of them died. On the 27th of December, 1770, the 'Endeavour' left the roads of Batavia, but the crew getting worse immediately, the Captain brought the vessel to in the afternoon of the 5th of January, near Prince's Island. After refreshing the people with vegetables and fresh meat a space of ten days, the vessel put to sea once more, but she did not reach the Cape of Good Hope until the 15th March, 1771, having lost 23 more officers and men on the passage. On arriving the Captain went instantly to the Governor, to ask for assistance, who ordered every necessary refreshment to be given to the

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Captain for his people, and a house was hired to be used as an hospital for the sick. By these wise and prompt means the health of the crew was soon re-established. Quitting the Cape they reached St. Helena on the 1st of May, and on the 4th sailed for England in company with the 'Portland' man-of-war, and several sail of Indiamen. On the 23rd Lieutenant Hicks died of consumption. No other occurrence worth mentioning took place on the passage, and the ship anchored in the Downs on the 12th of June following. So ended Captain Cook's first voyage.

A second voyage to the same quarter with a similar object was soon projected, and two well-constructed ships having been prepared for the expedition, the first the 'Resolution,' under Captain Cook, who was appointed Commander-in-chief, and the second, called the 'Adventure,' under Captain Furneaux, who had been out before with Captain Wallis. This little expedition sailed from Plymouth on the 13th of July, 1772, and proceeded without anything happening on the passage worthy of record, until the land of New Zealand was seen on the 25th of March, and on the 26th the 'Resolution' cast anchor in Dusky Bay. There they saw some of the natives, who soon became friendly with the voyagers. In Dusky Bay they found an amazing abundance of fish, the variety being also very great; there was likewise a variety of shell-fish. On the 18th of April they entered Queen Charlotte's Sound, where they discovered their consort the 'Adventure' lying at anchor, and the meeting was a cause of great satisfaction, as the ships had parted company for some time. At the entrance of the Sound a dangerous rock was discovered, and Captain Cook sent to have it sounded, as was his practice whenever he had an opportunity of pointing out a danger to shipping. Some natives boarded the ship here, and their first enquiry was for Tupia, the news of whose death seemed to grieve them. Two goats, male and female, and a boar, and two breeding sows were taken on shore and left in the woods at this place. The benevolence of Captain Cook is strongly manifested by the care with which he carried seeds to be sown and animals left wherever he could, in order that they might not only be a benefit to the inhabitants but also to future voyagers who passed that way. Proceeding on their route an island was discovered, about two leagues in extent, in lat. 17° 24′ S. and long. 141° 39′ W., and this was called "Resolution" Island, after the ship. Soon after this they passed some low-lying islands, one of which they called "Adventure." From the number and character of this group of islands Mons. de Bougainville, who sighted them, called them the Dangerous Archipelago.

On the 15th of August the vessels found themselves very close to the Otaheite reef, and they were immediately boarded by canoes from several parts, bringing fish and fruits, which the natives exchanged for nails, &c. These people were glad to see Captain Cook and others on board whom they recollected; but no one inquired for poor Tupia, although he was their own countryman. Their interest

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in Mr. Banks, however, was very great, and many anxious enquiries were made about him. The amiable character of this people are now well known and appreciated, and they form a strong contrast to the savage and blood-thirsty natives of many of the neighbouring islands. Great changes had taken place since Captain Cook had visited them. A battle had been fought between the people of two kingdoms in the peninsula of Otaheite, in which the Regent Toutaha and a great number on both sides had been killed; peace, however, now prevailed between them. On the 27th of June Otoo, the new sovereign, went on board the 'Resolution' with a number of attendants, and was courteously received by Captain Cook, who loaded him and his friends with presents, and then took them ashore in his own boat. When they landed, an affecting incident occurred: a venerable lady advanced to the captain, and said, with tears flowing from her eyes, "O captain, your friend, my son Toutaha is dead!" The captain was sensibly affected by the grief of the mother, and also with sorrow for the death of her son, to whom he was much attached, and with whom he had exchanged names as a token of friendship. Everything was done here to entertain the captain and officers. Continuing their course they reached Huaheine on the 2nd of September, and were received in the same kindly spirit as before by Oree, the king, and a native of Ulietea, named Omai, was taken on board; his services were found very useful in interpreting the native languages. After visiting Ulietea they went to Middleburg and Amsterdam, two islands discovered by Captain Tasman, in January, 1642-3. At Amsterdam they carried on a brisk trade in provisions, and Mr. Forster and his party spent their time ashore in botanising. This island was laid out in plantations of bread fruit, cocoa-nut trees, bananas, plantains, and other fruits such as are found in these latitudes. After visiting some other places the ships stood to the southward, and encountered very bad weather, also passing several icebergs; in this direction the ships reached lat. 71° 10′ S. Resolving to proceed no further south, the ships on the 11th of March steered for the north again, and revisited many of the islands where they had been before, and also some others in which they found much to engage their attention, but which want of space forbids us to dwell upon. In a storm the ships parted company, but Captain Cook had afterwards proofs that the 'Adventure' had been to Ship Cove, New Zealand; he subsequently learned that the 'Adventure' had arrived at the Cape of Good Hope, and that one of her boat's crews had been murdered and eaten by the savages at New Zealand. During their stay in the high southern latitudes, they visited what was called Davis's Land or Easter Island. While here one of the natives swam off to the ship, and insisted on coming on board; being allowed to do so, he stayed two nights and a day; he measured the length of the ship from stem to stern, using Otaheitan words in doing so, but he understood nothing of that language otherwise. The natives were so eager to see the voyagers that they

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swam off to meet the boats. These people had little food to sell; but such expert thieves were they that it was hardly possible to guard against their tricks, and often after they had sold food to the sailors they contrived to steal it and make off with it again; sometimes they managed by persisting in their knavery to sell the same article several times. After leaving Davis's Land they steered towards the Marquesas with a fine easterly gale; the ship was kept on this course until the 6th of April, when in lat. 9° 20′ S., and long. 133° 14′ W., they discovered two islands within two hours' sail of each other. The first was a new discovery, which was called Hood's Island, after the name of Mr. Hood, the young officer who first saw it. They soon ascertained these islands and three others adjacent to be the Marquesas. The natives brought off provisions for sale, but it was very difficult to deal with them, as they were such thieves. When they paddled away with anything they had stolen, firing a gun over their heads soon brought them back. Much indignation has been expressed by writers against the dishonesty of these untaught heathens; but they should look at home, and confess that civilization has not much to boast of in the way of honesty, for among those even who are not pressed to steal by hunger or misery there is a strong disposition to indulge in what is called apologetically "cleptomania."

One of these islands is called St. Christina, in which there is a port named Madre de Dios, by the Spaniard, Mendana, who first discovered it; but it is now named Resolution Bay; this bay is three-quarters of a mile deep, and has good anchorage in from twelve to thirty-four fathoms; there are also two creeks of excellent water in the bay, and plenty of wood may easily be procured there. The inhabitants of these islands are held to be the finest race of people in the Pacific, and in shape and regularity of features are said to excel all other nations; their language approximates closely to that of the Otaheitans. The men are curiously tattooed from head to foot. This tattooing, which is almost always confined to the men, makes them appear dark, but the women and boys are as fair as Europeans. It has been found lately that this tattooing among the New Zealanders was in the nature of armorial bearings, and the same may be the case among the Marquesans.

Leaving the Marquesas, the ship passed several small low islands, and on the 21st they made the high lands of Otaheite, and next day anchored in Matavai Bay. Their arrival caused the greatest joy, and they were surrounded with canoes. On the 24th, the king and several chiefs came with a large train, and brought as presents about a dozen large hogs, besides fruits, which were very acceptable to their visitors. On the 26th Capt. Cook went to visit the king by appointment. As he approached the shore he was surprised to see upwards of 300 canoes, all manned and equipped, as well as a great number of armed men on shore. There were 160 double canoes of large size well manned and armed. The appearance of these vessels was very fine, but the arms of the natives were

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of little use for active warfare, and their dresses ill-suited for battle; very showy but very cumbrous. On this occasion there could not have been fewer than 7000 men present. This expedition had been prepared to make war on Eimeo, whose chief had rebelled against the authority of Otaheite. Capt. Cook left Otaheite on the 15th and sailed to Huaheine again, and after visiting it went on to Ulietea, and were told on the 2nd of the next month that two ships had arrived at Huaheine, but this was found to be a falsehood. The ship continued her course, sighting several islands on the way, until the 10th of October, when they discovered an island, which the captain called Norfolk Island, in honour of the Howard family. This island is celebrated for its great beauty and productiveness, and was some time ago chosen from the almost inaccessibility of its shores as a station for convicts, but it has since been disused for this purpose.

Little of interest occurred after this time, and the 'Resolution' returned round Cape Horn, and on the 29th of June, 1775, made the land at Plymouth, and the next morning anchored at Spithead, when Capt. Cook set out for London, in company with Messrs. Wales, Forster, and Hodges. So ended Cook's second voyage.

The captain made but a short stay in his native land after his return, for we find that he was selected by his sovereign to command another expedition to the South Sea, with a view to further exploration and discovery; and it would have been difficult to find a man better fitted for this onerous duty. Accordingly, on the 9th day of February he received a commission to command the 'Resolution,' in which next day he hoisted his pendant, and a ship called the 'Discovery' was ordered to join him, under Capt. Clerke, who had been his second lieutenant in the 'Resolution' in his second voyage. It was resolved to take this opportunity of sending Omai back to Otaheite, and great hopes were entertained that from what he had seen and learned in England, and from the distinguished reception he had met with from all classes of society here, he would be able to produce a favourable impression on his countrymen, and not only induce them to entertain correct notions of the power and wealth of the English, but make them anxious to form close connections with a people so greatly distinguished by their knowledge and civilization. But the result did not answer these expectations, for he possessed no influence among his own countrymen, being of low birth and mean understanding, and, instead of being received with honour when he reached his native land, his assumption of consequence disgusted those who might have befriended him, and the display of the wealth that had been lavished upon him during his stay in England excited envy; in short, the mission he was intended to fulfil was not suited to him, and it resulted in a failure.

The 'Resolution' sailed on the 12th of July, and she was joined by the 'Discovery,' at the Cape of Good Hope, on the 10th of November, she having

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been delayed by contrary winds. We need not mention the various places at which they touched on their way out, as they had visited them previously. On the 24th of January, 1777, they discovered the coast of Van Diemen's Land, or as it is now called Tasmania, after the name of the first discoverer Capt. Tasman. Capt. Furneaux had been here with the 'Adventure,' and named a bay into which he entered Adventure Bay. This was in March, 1773. Here Capt. Cook saw some of the natives of whom he spoke rather favourably. The country was well wooded, and the coast abounded with fish, and vast numbers of whales appeared in the surrounding waters. Finding little to interest them here, they made sail for New Zealand, and on the 10th of February they sighted the land, the part seen being Rock's Point. They then made for their old quarters in Queen Charlotte's Sound. When they arrived there every effort was made to ascertain the fate of the unfortunate men belonging to the 'Adventure,' and from what they heard or could make out, no doubt was left on their minds that they had been killed and devoured by the natives. Omai was the interpreter on this occasion, and he was instructed to assure them that no vengeance would be taken after the lapse of time that had occurred since the dreadful event. It was then stated that a boat's crew had gone ashore here, filled with the 'Adventure's' people, and while the English were at dinner a savage snatched some bread and fish from one of them, and the savage was beaten for the theft. A quarrel immediately took place, and the sailors fired and killed two natives, whereupon the rest of the savages rushed upon the crew, overpowered, and slew them before they could load their arms again. A chief called Kahoora was the leader in the attack, and it was thought that Capt. Cook would have put him to death for the crime, but he would not do this, although solicited to do it even by the natives, who represented Kahoora to be a very bad man. The 'Adventure' returned to England, and arrived at Spithead on the 16th July, 1774.

The two vessels soon after left Queen Charlotte's Sound, and on the 20th of March the 'Discovery' made the signal for seeing land, which appeared to be of great extent, and for this they stood on until sunset. This island, which the natives called Mangeea, lies in lat. 21° 57′ S., and long. 201° 53′ E., and it appeared capable of supplying all that the ships required, but being surrounded with a dangerous reef they were compelled to leave it. The people of this island, to judge from the few whom they saw, greatly resembled those of the Society Islands, both in their appearance and manners. After passing several islands in their course towards the north, they landed on one where Omai, to his great delight, found among the inhabitants three of his own countrymen. This meeting was an affecting one, and all were anxious to learn how these men could have reached their present abode, a distance of 200 leagues from their own group of islands. It appeared that a party of about twenty persons, of both sexes, left Otaheite to go to Ulietea, but being overtaken by a

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storm were driven off the coast, and suffered terrible privations from want of food and water, until at last they all perished but four men; to add to their misery the canoe was upset, but by the mercy of Providence these were picked up by the people of the island in which Omai found them. Of these one had died in the island, the other men saved were so satisfied with the kind treatment they received in their new home that they declined to accept an offer made by the gentlemen of the expedition of a passage to their native island.

Nothing of importance occurred after this until they reached the group called the Friendly Islands, which they did on the 28th of April, when they anchored at Annamooka. Captains Cook and Clerke went on shore next day, accompanied by some of the officers, to fix upon a place for the setting up of the observatory. Toobou, the chief of the island, conducted the officers to his house, in which everything was remarkable for cleanliness and neatness; and his plantation round the house was a model of careful cultivation. On the gentlemen returning on board they found a great number of natives there, who had brought every necessary refreshment in abundance. Here they saw a great chief named Feenou, who was introduced to Capt. Cook as the king of all the islands around them. Great respect was shewn by all the islanders to this man, for they bowed to the ground before him, and saluted him after the custom of the country; but it turned out that he was not the king, although he was a near relative of that personage. The ships next went to the island of Tongataboo, and at noon on the day of their arrival a large sailing canoe brought a person named Futtafaihe, or Poulaho, for he was called by these names indifferently, who turned out to be the real king of all the Friendly Islands. Our voyagers were surprised at this piece of intelligence, which, however, was confirmed by Feenou himself, who was really a man of great wealth and power although not the king. Poulaho went on board the 'Resolution,' and was received with the respect due to his rank. The captain visited the king at his house and found there several princes of his family, among whom was Feenou, who seemed somewhat ashamed of his misrepresentations. While ashore the English saw a burying-place, and learned many curious particulars concerning their disposal of the dead. Before they left this island they had ample proof of the power of the king in the liberality of his gifts to them, which Capt. Cook acknowledged in a suitable manner. The voyagers left this island with regret.

Having passed many islands belonging to this group they sailed on till the 8th of August, when land was seen bearing N.N.E., about ten leagues off, which turned out to be an island called Toobouai, but they did not touch at it. On the 12th they made Maitea and then Otaheite, where Omai met many of his relatives, but their meeting was anything but cordial, until Omai's sister came to see him, when both indulged in feelings of the tenderest affection. It is gratifying to be able to record such proofs of genuine feeling among these untutored people.

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It is painful to think that people capable of such emotions could be guilty of the criminality of sacrificing human beings as a propitiation to their horrid gods, but such a sacrifice had just been made on their arrival at Otaheite, to induce some idol to favour the king Otoo in a war in which he was about to embark in against Eimao, which had revolted against him.

The voyagers having left Otaheite, the next morning Huaheine was seen, and the ships were brought to an anchor at the entrance of Owharre harbour, when all the principal people came to pay their respects to Capt. Cook. Here Omai was left with all his property, and he had some land given to him by the chiefs. Such was the impression produced among these people by the generosity and kindness shewn by the English to Omai, that any of the natives would willingly have accompanied the Captain to England. The ships sailed next to Bolabola, and then to an island which they called Christmas Island, as they kept Christmas there. On the 2nd of January, 1778, they reached the latitude of 12° N. and 200° E., and saw several islands, from one of which some canoes came off, each having six men on board. These men had evidently never seen white men or ships previously, and were loud in their expressions of surprise at their appearance. This island was called Atooi by the natives, who were very hospitable, and did all they could to please the strangers, supplying them with hogs and vegetables. This Archipelago was called by the Captain the Sandwich Islands, and consisted of a vast number of islands, many of them being very large. A trade was carried on with some of the islands, principally in provisions.

The ships then continued their course to the north, and on the 6th of March the looked-for land of New Albion was seen, and here the ships sailed into a large bay called Hope Bay, and were soon surrounded with canoes filled with natives, who brought immense quantities of merchandise on board for sale, and a trade was carried on in skins of animals, garments, weapons, fish-hooks, and instruments of various kinds; they also offered human skulls and hands for sale, to which some flesh still adhered, plainly stating that the unfortunate creatures to whom they had belonged had been devoured.

The ships after leaving New Albion stood to the north, and reached 70° 41′ N. with a longitude of 198° 20′. It was now determined to return to the Sandwich Islands, as the only place in that ocean where they could refit and obtain the required quantity of provisions, and on the first of December they found themselves amidst the Sandwich Islands, and at seven in the evening they were close to Owhyhee, and were surprised next morning by seeing the tops of the mountains covered with snow. At daybreak next day (the 16th) the ships anchored in a bay called by the natives Karakakooa. When the natives, (who surrounded them in their canoes, many swimming about them like fish), perceived that they were going to cast anchor in the bay they gave way to the most extravagant joy. Our space will not permit us to record all

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the events that took place here. The great event however, that filled all on board the ships with grief, and which was also deeply felt by the islanders, as it soon appeared, was the slaughter of Captain Cook by the natives, under a melancholy misapprehension.

From some unknown cause, it appeared that the natives of Owhyhee had taken offence against the English, for from being very friendly they all at once manifested a hostile disposition. It had become necessary to unstep the foremast to remove some defects in it, and for this purpose the requisite preparations were made. One night while this was doing the 'Discovery's' boat was stolen, and to secure its restoration the Captain tried to get the king on board as a hostage, but the natives made such resistance to it that the Captain, finding he could not do it without bloodshed, gave up the point. At this time Cook appears to have been in no danger; but one of the principal chiefs having been shot dead, the natives prepared for war, and one of the erees, or chiefs, attempted to stab Mr. Phillips, on which Captain Cook fired and killed one of the foremost of the natives. There were at this time some of the ship's boats near the shore, and several marines ashore on the beach. When Cook fired, the natives answered with a volley of stones, whereupon there was a general discharge of musketry by our people. The armed natives now pressed on the Captain, and several of the English were dangerously wounded and four marines killed. As long as the Captain kept his face to the natives, such was the respect in which he was held by them that no one ventured to attack him. But he turned round and called to the marines and sailors not to fire, when he was immediately stabbed, and fell with his face in the water. The natives then dragged him ashore and dispatched him with their daggers. Thus fell James Cook, whose last words were uttered in a command to spare the lives of the natives, but this might have been misconstrued by the latter, for there is much doubt upon the subject. That the affair was not premeditated is clear from the deep grief manifested by the islanders at his fall, for he was a great favourite among them. Cook left a widow and children to lament his loss. Mrs. Cook survived her husband fifty-six years, and was greatly respected for her charity to the poor.

After this unhappy event the ships were taken to the port of St. Peter and St. Paul, in Kamschatka, where Captain Clerke died. Captain Gore then took command of the 'Resolution,' and appointed Lieutenant King captain of the 'Discovery.' On the 9th of October, 1779, they prepared for their return home, and on the 13th they saw the second of the Kurile Islands, and then passed the islands of Japan, and on the 31st they came to an anchor off the town of Macao. Here the officers saw a rock in the garden of an English gentleman at Macao, where the famous Portuguese poet Camoens wrote the Lusiad. They then sailed for England (touching at the Cape of Good Hope) where they arrived in safety on the 4th of October, 1780; and came to an anchor

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at the Nore, after an absence of four years, two months, and twenty-two days.

The news of the melancholy fate of Captain Cook cast a gloom over all classes in this country, where he was regarded with a respect and affection that is seldom extended to any man, and from the Sovereign on the throne to the lowest in the land all lamented his fate. The service lost an able officer in him, and the sailor a kind and noble friend; nor was it his countrymen only who bewailed his loss, for foreign nations mourned over him, and vied with the English in doing honour to his name. The services he rendered his country were mighty, and mighty has been the effect of his illustrious example upon his gallant brother mariners.

JOHN ELLERTHORPE,

The "Hero of the Humber."

There is now residing at Kingston-upon-Hull a man whose bravery, displayed upon repeated occasions in saving human life, has won for him the title of the "Hero of the Humber." He is in the service of the Dock Company of that port, but the greater part of his life has been spent in doing business upon the great waters. For the space of the last 40 years he has been known as a fearless swimmer and diver, and the "saver of many lives." The manner in which he has acquired this noble fame is simply this: From early years he has been employed in one way or other upon the water, and fortunately for himself and many others he learned in boyhood the invaluable art of swimming. This art he has cultivated so successfully that upon scores of instances he has been able to employ it for the salvation of life and property. Perhaps the history of no other living person more fully displays the value of this art than that of John Ellerthorpe. Joined with courage, promptitude and steady self-possession, it has enabled him repeatedly to preserve his own life, and what is far more worthy of record, to save the lives of upwards of thirty* of his fellow creatures, who, humanly speaking, must otherwise have met with a watery grave. It appears that the first person Ellerthorpe rescued from drowning was his own father, and that event had ever afterwards nerved him to do his best to save his fellow creatures. We shall mention one instance of his prowess in saving property, which appears to us well worthy of notice. The barque 'Mulgrave Castle,' laden with timber from the Baltic, was water-logged in the Humber; there was in the cabin of the vessel a small box containing money and papers which the captain was very anxious if possible

* The entire thirty, however, above referred to, were in every instance saved by him single handed, and instantly plunging into the water. He has also, irrespective of these signal deeds of gallantry, been at various times instrumental in saving many souls from wrecks along our coast.

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to secure. Ellerthorpe dived into the cabin, groped his way round it, and after two or three attempts succeeded in bringing up the box and its contents.

This was in the year 1835. The writer of this sketch received the fact from an eye witness. We are indebted for the above portrait, taken from an excellent photograph, to the editor of the "British Workman."

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Ellerthorpe's exploits in saving life date from the year 1820, and from that time to the present it may be safely asserted that he has never *hesitated* to risk his own life to save that of a fellow creature. The danger incurred in jumping overboard to rescue a drowning person is very great. Many expert swimmers shrink from it. Ellerthorpe has encountered this risk under almost every variety of circumstance. He has followed the drowning unseen in the darkness of night, in the depth of winter under rafts of timber, under vessels at anchor or in docks, from great heights, and often to the bottom in great depths of water, and what is very remarkable never in vain. *Fortuna fortes favet*, fortune favours the brave, is an adage true in his case. He has never risked his life to save another without success.

It will readily be believed that our hero has had many narrow escapes. We shall mention two or three of the twenty-nine recorded cases of life-saving before us to illustrate this. In the year 1824 Ellerthorpe plunged into a drain near Hull, to save a youth who had gone beyond his depth in bathing. The lad seized his clothes, and clung to him in such a manner that both were very nearly drowned. A similar case occurred in 1835. It was a cold, dark night in November, a sailor-boy named Brown had fallen overboard in the Hull Ferry Boat Dock. Ellerthorpe, directed only by the sound, swam towards the boy. He no sooner came within his reach than the lad grasped him round the arms and shoulders in such a way that both arms were pinioned, and by the boy getting uppermost his body was submerged under the water; fortunately he succeeded at length to get one hand clear and managed to reach a landing, which, however, both were too exhausted to ascend, and there can be no doubt that a few seconds more in the water would have proved fatal to both. This circumstance was reported to the Royal Humane Society, who at once awarded to Ellerthorpe their silver medal. On another occasion he jumped overboard after a shipmate named Hemsworth, who fell into the Thames, from the bow of the 'Jubilee,' a brig then lying at the Battle Bridge buoy. He seized the drowning man and was carried with him under a tier of ships by the strong ebb tide running down the river. The mate of the vessel followed in a boat, but was too late to reach them until they had gone under the next tier of vessels, when by his assistance both were saved. Another case of danger and intrepidity was that of a man saved in Diamond Harbour, Quebec, named Williams. He had round his neck when he fell overboard the chains used to fasten the timbers into a raft, Ellerthorpe was at hand, and, in spite of the man's heavy load, succeeded in bringing him from under the raft to a place of safety.

In the same harbour, at another time, Ellerthorpe brought up, from a depth of 25 feet, a brother seaman named Kent, who had leaped overboard in a state of intoxication, attempting to swim on shore. He had sunk thrice, and was brought up at last from the bottom at the depth we have just named.

Upon another occasion he was taken out of the paddle wheel of a steam-boat

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in a state of insensibility. The circumstances were these: A boy named Wilson fell into the Humber Dock Basin, at Hull, and sank between a steamer and the wall; Ellerthorpe followed and brought up the boy on the other side of the steamer, coming up under the paddle. At this instant the people on board the steamer incautiously ran to that side, and plunged them again into the water, and the rescuer so narrowly escaped that medical assistance had to be procured, and life was for some time almost despaired of.

In one instance he has saved life by swimming, in a somewhat different way. A small vessel in a sinking state had taken the shore in the Humber, when, perceiving her to be in a dangerous position, Ellerthorpe warned the captain that she would glide back into deep water, and prevailed on him to quit her with his wife and boy. The boat being full of water at the time, Ellerthorpe swam to the vessel and then ashore with a rope, and having made it fast they were all hauled off the vessel, which had no sooner been done than she slipped back into deep water and was totally lost.

These are some of the risks which this intrepid man has run to save life. The last case occurred in July of last year, 1861. A poor man named Eaby, subject to fits, fell into the Basin of the Humber Dock at Hull, and continued in the water in that state, when, at great risk, Ellerthorpe jumped in and saved his life. This act, being witnessed by a large concourse of spectators, resulted in an effort being made on the part of the people of Hull to mark in a substantial manner their admiration of his bravery and humanity. A committee of philanthropic gentlemen was formed, who drew up a statement of twenty-nine of Ellerthorpe's "Deeds of Daring"—some of which we have enumerated above. They obtained subscriptions, amounting in all to £197 10s., including £20 from Viscount Palmerston, out of the Royal bounty, and various sums from other noblemen and gentlemen. Finally, an enthusiastic public meeting was held at Hull, Mr. Symons, President of the Committee, in the chair, when Mr. Taylor, the Treasurer, after defraying necessary expenses, presented Ellerthorpe with a purse containing one hundred guineas, and a beautiful gold watch and guard. In addition to which Alderman Fountain presented the thanks of the Royal Humane Society on Vellum, and Dale Brown, Esq., a handsome Silver Medal from the Board of Trade, inscribed, "Board of Trade Medal for gallantry in Saving Life at Sea, awarded to John Ellerthorpe." Z. C. Pearson, Esq., the present Mayor of Hull, took part in the proceedings. Our readers will join us in the wish that the "Hero of the Humber" may long be spared to look back with pleasure and satisfaction on these hard-earned and well-merited honours. Ellerthorpe is a native of Yorkshire, and is now in his 56th year, fearing nothing but God—hating nothing but sin.

D. B.

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VISITS TO THE SEA COASTS.

[*Continued from our last number.*]

SWANAGE and OSMINGTON are two small but pleasantly situated sea side villages in the neighbourhood of Lulworth, in which reside some score or two of fishermen, who are occupied, principally in the summer months, in obtaining those marine edibles which form so acceptable an addition to our more substantial viands. In the vicinity of these places the cliffs are very precipitous, especially as they approach St. Alban's Head, where they culminate in a fine, towering rock, which projects boldly out towards the sea, and rears its proud head 440 feet above the waves, as if conscious of its strength, and of its position as guardian of the waters within the bay. On its summit are the ruins of a small square chapel, of Saxon origin. It was dedicated to St. Aldhelm, and seems to have been anciently a chantry, in which rites were performed for the safety of mariners, whose perils must often have been most audibly announced to the priests, by the thundering roar of the waves against the rocks below. At each of these places the "Shipwrecked Mariners' Society" have valuable coadjutors in the persons of their active honorary agents, Mrs. Gunning, of Lulworth, Rev. J. M. Colson, Swanage, and Wm. Lidderdale, Esq., Osmington.

WEYMOUTH, considered by many to be the gem amongst the watering-places and marine retreats of Albion's southern coast, is beautifully situated about eight miles south from Dorchester, at the edge of a lovely bay in the English Channel, which is sheltered on all sides, except towards the south-east, by romantic rocky heights, or picturesque hills, covered with verdure. Although it appears Weymouth was well known to the Saxons, and probably to the Romans, history records no particular event until the reign of Edward III., when it furnished that king with 20 ships, manned with 264 men, for the siege of Calais. This very far exceeded the numbers sent either by Poole, Lyme Regis, or Bridport, and even Bristol only sent 22 ships and 608 men. The monarch, on his return from France, having experienced rough weather, landed here, March 2nd, 1343. In 1505 the inhabitants of this part of the English coast were alarmed by the fleet of Philip, King of Castile, who sought refuge from a violent storm; the whole country hereabouts took to arms, and sent a message to Sir Thomas Trenchard, at Woolveton, near Dorchester, who at the head of some troops repaired to Weymouth, and was speedily followed by Sir John Carew, for the purpose of repelling the apparently hostile invaders; it however appeared that Philip merely took shelter from stress of weather, but he was informed that he could not re-embark without permission of the English monarch, Henry VII., who, it seems, on hearing that the Spanish king had been driven into his dominions, sent the Earl of Arundel, with a

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splendid retinue, to escort him to London, where he was received by Henry with the greatest courtesy and friendship. From a manuscript in the Cottonian library, it appears that this port fitted out 6 vessels amounting to 480 tons burthen, and armed with 260 men, to support the Lord High Admiral, in 1588, against the Spanish Armada, when two of the invading vessels were captured and brought into this port. Various vicissitudes happened here during the struggle between Charles I. and his Parliament, but eventually Cromwell's party gained the ascendancy, and kept possession of the town.

It seems that in preceding times great contention arose between the inhabitants of Weymouth and those of Melcombe Regis, a town on the opposite side of the river, as to the port dues, each party claiming them as their right; at length, after repeated litigations, the two towns were in the reign of Elizabeth formed into one Borough, and incorporated. Weymouth, the most ancient part of the Borough, lies upon the south-west bank of the Wey, and by it is separated from Melcombe Regis, its more fashionable and modern built neighbour, but both are united by a handsome stone bridge of three arches, having an iron swivel in the centre to facilitate the ingress and egress of those vessels that have occasion to visit the wharves west of the bridge, and of numerous yachts and other craft that winter in the shallow and well protected back water.

Until within the last sixty years, this was but an inconsiderable place, consisting chiefly of a small assemblage of fishermen's huts. It first began to attain celebrity in consequence of Ralph Allen, Esq., of Prior-park, Bath, having visited it in 1763, and derived considerable benefit from sea bathing. This gentleman strongly recommended it, as a marine retreat, to his friends. Shortly afterwards the Duke of Gloucester built a residence here, and contributed to its fame by his lengthened visits. In 1789 George III. and most of his family visited it, when it immediately became a favourite watering place and so has continued.

Adjoining nearly the centre of the esplanade is a statue of His late Majesty George III., placed on an oblong pedestal, bearing an inscription commemorative of that monarch entering the fiftieth year of his reign. Weymouth formerly carried on an extensive foreign trade, and it still imports wines, timber, &c. Vast quantities of coal are also brought hither from the north of England. Eighty-four ships of an average tonnage of 86 each, and carrying altogether about 507 men and boys are registered as belonging to the port. The harbour is considered convenient, and vessels of 300 tons burthen and upwards can discharge their cargoes with ease. The Shipwrecked Mariners' Society has for many years had a zealous representative here in the person of Mr. Robert Damon, and although few wrecks occur at this spot, yet it is a port at which many wrecked men are landed destitute, and the expenses of relieving their necessities and forwarding them to their homes fall very

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heavily on this branch, as much as £60 being thus expended here in one year; this fact we trust will induce the many wealthy inhabitants of and visitors to Weymouth to lend their substantial sympathies in a most liberal manner towards such a work of mercy.

Passing along the Weymouth Esplanade towards the entrance of the harbour we arrive at the pier, from which start several times daily the steamers for

PORTLAND, "And there the soil a stony harvest yields." This noted *quasi* island* is four miles from Weymouth by land, and three by sea, and visitors can at all times accommodate their own tastes as to the mode of travelling thither, but going or returning by land the interesting old church of Wyke may be seen, surrounded by a picturesque burying-ground, with some ancient looking tombstones about it, and more modern slabs, that tell plaintively of wrecks, and of men buried beneath whose friends probably never heard any thing more of them."

"They laid them in the place of graves, but wist not whose they were!"

The form of the island is that of an oblong spheroid, and about two miles wide, and four long. The actual appellation of Portland, or Portland Isle, seems traceable to its position, as being *land near the port* (that is of Weymouth), so that sailors would probably so call it, and deem it a useful landmark in navigating the British Channel. It is true that the name of Portland has been conjecturally derived from a certain Saxon pirate, named Porth, who is said to have landed there in the year 501, attended by two sons, Mægla and Bieda, but on what authority this notion rests is not very clear, and the reader is left to decide for himself.

Though Portland has for so many ages bowed to the sway of Britain, yet its inhabitants still exhibit a striking idiosyncrasy, and much originality of character. They are still a hardy race, "and boisterous as their seas." Long practice at toilsome duties seems to have rendered the islanders very robust and independent; for in the fisheries and quarries of Portland, there is much to invigorate the frame and discipline the mind. It appears, moreover, that Portlanders, like the natives of Lancashire, and the colliers of Stafford, have a habit of going by nicknames, and in their colloquialisms and intonations there is something not a little notable as peculiar and provincial.

There are two principal names in the island, Pearce and Stone, which, one would imagine, must have been derived from their occupation as quarriers; since, to "pierce the stone," is their chief and almost constant employment.

In former times when ignorance had barbarized Europe, the Baleares of

* Being connected with the main land by a noble bridge, this isle might almost be termed a peninsula.

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Portland were ruthless wreckers, and it is said their evening prayer used to be,—

"Blow, wind! rise sea! ship 'shore 'fore day!"

Let us hope that this was not generally the case: at all events, it is with pleasure we add, there is probably not in all England now a set of men more fearless, active, and humane, in rescuing the hapless stranger from the perils of the deep, whenever a shipwreck calls for their exertions.

In the year 1843, the attention of the Government was particularly directed to the subject of "*Harbours of Refuge*," in consequence of recommendations contained in the report of a select Committee of the House of Commons, which was formed for the purposes of inquiring into "the Shipwreck of British Vessels, and the preservation of the lives and property of Shipwrecked Persons." Shortly afterwards (in April, 1844) a Commission was appointed "to inquire into the eligible situations for choosing a Harbour or Harbours of Refuge, in the Channel."

One important result of this enquiry was that the Commissioners recommended:—

"That a Breakwater be constructed in Portland Bay, sheltering an area of 1,200 acres."

The construction of a Harbour of Refuge at Portland, was accordingly determined upon by the Lords of the Admiralty: the necessary surveys, &c., were made, and by an Act of Parliament, passed in the year 1847, powers were obtained for the compulsory purchase of such lands as might be required for the purposes of a Harbour of Refuge and Breakwater, and the works were commenced in the latter end of August in the same year, and having been since vigorously carried on, will be completed in a comparatively short space of time from the present. We extract the following notice of this mighty undertaking, from the *Illustrated London News*:—

"The great Breakwater at Portland is a huge bank of stone, nearly 10,000ft. long, projecting into the sea in a north-easterly direction from the shore of the island of that name. It incloses an area of several thousands of acres of deep water, on the surface of which half the navies of Europe might ride in safety. The bottom is an even bed of clay, free from rocks or stones: the anchor, having once taken hold, remains secure, blow the wind as it may; while the sea, rushing in from the Channel with a will to destroy all before it, expends its rage and force harmlessly upon the rugged outside face of the artificial boundary so skilfully placed there to arrest it.

"The works of the Breakwater at Portland were designed by the late Mr. J. M. Rendel, and have been carried out under the direction and personal superintendence of Mr. John Coode, who, since Mr. Rendel's death, has had the entire charge.

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"The stone used for forming the breakwater is chiefly quarried by convict labour from the quarries in the upper part of the island. It descends from there down inclined planes to the level of the breakwater, along which it is conducted on railways to the head of the stone bank, or tip, the waggon on which it is conveyed being ingeniously contrived to discharge its load on arriving at the proper point.

"At the extreme north or outer end of the breakwater there has just been commenced an enormous circular fort, 200ft. in diameter, intended to be 70ft. in height above high-water mark, and to be pierced with two tiers of embrasures, mounting twenty-two guns in each tier, and fifteen guns to be mounted above *en barbette*, making a total of fifty-nine guns. This work is expected to occupy upwards of four years in completion. An idea may be formed of its magnitude from the fact that no less than 180,000 tons of selected rubble foundation material will be deposited on the bottom of the sea in a flat conical mass; the top of this will be trimmed to a perfectly level surface by divers, and on this 10,000 dressed stones will be placed, the whole forming the foundations only up to low-water mark for the great fort which is to form the superstructure.

"The Portland Breakwater consists of two lengths of stone dykes or banks, one connected with the shore, the other completely isolated in the sea. The former is 1900ft. in length; its extremity is a circular head and fort, 100ft. in diameter. Between this fort and the shore is a superstructure of stone founded on the rubble bank, consisting of an immensely strong wall, 12ft. thick and 31ft. high, with buttresses 30ft. apart, spanned by brick arches, thus forming a terrace above 15ft. wide, with a parapet next the sea built of uncoursed rubble masonry. On the harbour side is another terrace or platform, 40ft. wide. The appearance of these massive seawalls is very grand, the architectural lines being exceedingly simple and expressive of the character of the work. The workmanship is of the highest class, and most creditable to the contractor and his people.

"Between the two breakwaters is an opening 400ft. wide, with a depth of water of over nine fathoms, through which the largest ships will pass in and out with ease. The total quantity of stone deposited in the breakwater amounts to no less than five millions of tons, or upwards of a hundred millions of cubic feet, and would suffice for building a wall 110ft. high, 40ft. thick, and 5 miles in length.

"Besides the breakwaters and their forts there is another remarkable feature in the works recently erected at Portland. The coaling of the ships of the Royal Navy has become a most important operation, and it was determined to erect here stores and machinery of the most extensive and elaborate kind. They are now nearly completed, and will, when finished, surpass anything of the kind hitherto erected. They consist of an immense depôt or store, capable

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of holding many thousands of tons of coals; a coaling jetty, situated halfway along the inner breakwater, provided with a machine for transporting coals from a large hopper between the lines of railway, in connection with the jetty, into the porthole of a ship; besides these there are two cranes at a discharging-wharf for colliers. Near the coal-store, also, two sets of hauling-gear, traversing lorries, &c., all worked by hydraulic machinery erected by Sir W. Armstrong, and capable of supplying an almost unlimited quantity of coal when necessary. But, as no mechanical appliance has ever accomplished the task of actually filling the bunkers and trimming the coals on board ship, it follows that the rapidity with which the manual operation can be performed is the true criterion of the maximum quantity that can be delivered in respect to time."

The practical advantages of the Breakwater will appear when we consider that the highest part of Portland is 490ft. 3½ inches above high-water mark St. Alban's Head, the farthest land in sight to the eastward, about 20 miles distant from Weymouth, is also of great importance to mariners, constituting a land mark rising 440ft. perpendicularly above the level of the sea, with an extent between it and Portland of 6 or 7 leagues. Perhaps there is no other bay in the world which can afford equal shelter and accommodation, as Portland Roads may be reached by ships in any change of wind.

"The Breakwater will secure to the navy of England the full and uncontrolled sweep of the British Channel, presenting a middle station and refuge between Portsmouth and Plymouth, in a harbour of *four square miles*, surrounded by superior facilities for dockyards, ship-building, military arsenals, depôts, provisioning and refitting, with a certainty of getting to sea at any moment. Vessels would be quietly moored during all gales, without tide—a most decided advantage—by enabling them to ride head to wind, unopposed to the sea; whereas, at present, they pass by Portland when it blows hard, seeking that protection which so many have sought for in vain. To merchant-vessels, East and West India shipping, &c., it would be highly advantageous, whether as a central place of trade, or place of shelter; in truth, the structure will be found not only a naval protection for shipping in time of peace, but a national bulwark, an unassailable intrenchment in time of war."

Chesilton is the principal town of the island; and beyond it, stretching out into the extreme distance is the very curious mass of shingle called the Chesil Beach, or rather bank. This singular beach or bank is a neck of sea-born pebbles, varying in breadth from a quarter to half a mile, and is about 50ft. in height; the pebbles vary in size from 3 to 4 inches in diameter to small shingle, and finally to the fine sand which exists at Abbotsbury. On a fine day, a ramble along this beach is a pleasant affair for anyone—setting aside the scrunching, shoe-leather-wearing experience that pebbles give you. One need take Gay's caution—

"Let firm, well-hammered soles protect thy feet,"

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otherwise limping sprains may ensue and one's boots be "grated to dusty nothing." But should a sou'-west gale spring up while the visitor is in the neighbourhood he may indulge in the sight of the West Bay in a tempest. At such a time there is a grandeur in the scene which it is impossible to describe. The disturbed elements appear to concentrate their fury in a rapid series of breakers, which dash on the beach, while the surface of the ocean, as far as the bewildered eye can trace, is covered with foam. To attempt an adequate description of such scenes is useless. Painters have essayed to mimic a raging ocean, but have failed. After all their ceaseless and daring efforts, they have only succeeded in producing a "storm of colours," under which a good-natured public have agreed to subscribe, "This is a storm!" Poets, too, have beggared language for the purpose, but in vain. A man had need be a stormy petrel, or ride on the wings of a gull, to study the anatomy of a howling sea of waves, so as to depict them faithfully, or to idealise for us the "storm spirit" itself. The reader will not, therefore, expect *us* to make the attempt. It is quite enough for one to listen dreamily to

"The wild, profound, eternal bass in nature's anthem."

quite enough to watch, like one entranced how,

"Back to its nethermost caves, retreats the bellowing ocean,
Dragging adown the beach the rattling pebbles."

And happy, reader, art thou if thou canst whilst contemplating such a spectacle raise thy thought "from nature to nature's sovereign Lord," and know that He whose love is boundless and more unfathomable than the mighty ocean before thee, has

"Drownéd thy transgressions all,
In love's unfathomable sea,"

through the efficacy of the blood of His dear Son, whose love was "stronger than death" and could not be quenched by "many waters."

Three miles to the south-east of the Bill of Portland, is a dangerous sandbank called the Shambles. We conjecture that its name is derived from an idea of slaughter to human beings occasioned by this fatal bank.

Yet as even close to the Shambles, there are 14 fathoms water, and even the lowest depth 7, vessels are safe so long as they keep quite clear of this shoal. Even *upon* it, as the lowest depth of water is 2½ fathoms, it is chiefly to large craft, and in bad weather, that peril is to be apprehended.

A marine phenomenon, in some points of view far more fraught with peril, is styled Portland Race; this like the Shambles, is a place perilous to coasters, and often fatal. The race is a shifting Sandbank, and lies about one mile S.S.W. of Portland Isle, but varies its position a trifle with the changing winds. A very rapid tide runs here, and, from the undulations of the sea-bottom, the current meets obstructions, which causes, even in the calmest

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weather, a cautionary ripple on the water. In spring tides—that is at full and new moon—this ripple increases to a violent agitation; and at such times it is to be sedulously avoided, as fraught with no little danger.

Towards the south, and near a coast-guard station, one mile only from the Parish Church, those admirable structures, those marine finger-posts, those comforts to the anxious navigator, are the Portland Lighthouses, happily for the poor sailor, neither of which (there being two)

"Like a tall bully lifts its head and lies."

The upper light is 197 feet above the sea, and the lamps 25 feet from the ground. Two rows of argand burners shed from this "lantern on stilts" a luminous glare. In the lower lighthouse a long spiral staircase leads to the top, from which on a clear day, Torbay may be seen in the west, and the Isle of Wight in the east, each distant from the spectator about 75 miles. This lighthouse is 20 feet in diameter at its base, decreasing to 10 feet at the lantern, and is 68 feet high, so that the lamps are 130 feet from the level of the sea; their power is increased by reflectors 22 inches in diameter, and the light is distinctly visible until from the distance it sinks below the horizon. The island of Portland abounds with many other interesting objects and localities, but we cannot stay to describe them. In the interior are immense quarries, where the excellent building material known as Portland Stone is extracted; the stone for building St. Paul's Cathedral was got hence.

ANSTRUTHER, in Scotland, stands on the northern shore, near the entrance to the Firth of Forth, and is in the immediate vicinity of long-frequented fishing grounds. It is the chief port in a cluster of fishing towns lying along an extent of three miles of coast, having an aggregate population of 7000—all of whom, directly or indirectly, are employed in, or generally connected with, fishing and fish-curing, which is the staple trade of the district.

Unlike many fishing districts, the fishermen of Anstruther district are fishers not at one season only, but all the year round. They catch herring in autumn and winter; and during the remaining eight months fish for haddock, cod, ling, turbot, &c. Herring are caught chiefly off Anstruther, but the line fishing is prosecuted at a distance of from thirty to eighty miles; and the boats and fishing tackle they now use enable them, when successful, to land from one boat as many as 3000 haddocks, the result of one night's fishing.

The boats are 351 in number, and are manned by 1585 fishermen and boys. They use an aggregate of nearly half-a-million of square yards of netting: of all kinds of line the length is about 2000 miles, and the number of hooks is nearly three millions. The total capital invested by the fishermen is £49,065. The annual value realised by them, on an average of five years ending 1857, as the produce of their industry, was £85,794, which was increased to £108,645 by the curing process, carried on locally by sixty-four principal fish-curers.

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In 1825, the cure of herring was only 1344 barrels, and in 1855 there were 84,000 barrels cured, exclusive of those sold fresh.

The shipping returns, chiefly connected with the export of fish, show 597 vessels inwards and outwards, and an aggregate of 38,783 tons.

With the single exception of Wick, the number of boats employed, and the quantity and value of fish taken, along the three miles of coast of which Anstruther is the chief port, are greater than at any other district in Scotland.

The local position of Anstruther is important from the consideration that the winter herring fishery, prosecuted in the very depth of winter for six or eight weeks, is, in Scotland, with a few exceptions, confined to the Firth of Forth. The herring are caught chiefly off Anstruther, and are landed at Anstruther Harbour, where, in addition to those of the district, from one hundred to one hundred and thirty boats are collected for the prosecution of the fisheries from all the ports on both sides of the Forth, as well as from the Tay. The value to the fishermen of these herrings is 35s. per barrel, and yield them on an average £10,000 a year. But these fisheries are being prosecuted under the greatest disadvantages, caused mainly by the want of a low-water harbour. From Fifeness to Granton, a distance of about 35 miles, there is no low-water harbour to which boats can run; and when overtaken by a gale they must lie off-shore, at the imminent peril of their lives, and exposed to all the fury of the weather, till the flow of the tide permits them to take the present tidal harbours. The pecuniary losses, bodily fatigues, and incessant mental anxieties to which the fishermen are thus daily exposed, are not unfrequently attended with loss of life and property.

During the last thirty years a very considerable number of boats have been swamped, and lives lost, while lying-off waiting the flow of the tide. In September, 1859, all the boats were overtaken at sea by a sudden storm; they ran for Anstruther Harbour, but found it could not be taken for several hours; and while lying off, one boat was swamped and seven lives lost. A steam-tug and a vessel of about 60 tons, both wrecked at the same time, would have escaped into the harbour, if there had been sufficient water to admit them. But danger follows the fishermen even into the present harbours. In 1856 a sudden gale destroyed or damaged 42 boats riding at anchor in Anstruther Harbour. But still, in the face of these risks and losses, the new markets opened up by railways—particularly by English railways—have caused so great a demand for fish, that every year the boats have increased in number and in size, and new and more distant fishing grounds are being sought after. Thirty years ago the boats in use were so small that all the fisheries were prosecuted close in shore, and the boats were at once beached when danger appeared. During that period there has been no improvement in the harbour, and the boats are now upwards of forty feet in length, and draw nearly four feet water; and

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their size and number are so great, that the want of a proper harbour actually threatens to obstruct the further development of the trade. So convinced have the fishermen become that the risks they run in their present undecked boats might be avoided, that it is believed the erection of a low water harbour would at once lead to the introduction of large-decked fishing vessels, the use of which would not only cause a rapid improvement in the productiveness of the fisheries, but would prevent the so frequent recurrence of those catastrophies by which life and property are now so suddenly destroyed.

We regret to say that of the large number of fishermen in Anstruther only about 130 have availed themselves of the benefits of the 'Shipwrecked Mariners' Society' by becoming members of it. This may perhaps be partly accounted for by the fact that many of them are comparatively wealthy, and therefore not in the position contemplated by the Society as objects of charity.

A goodly number of the fishermen in this district were awakened during the late "revival" of religion in Scotland, and we were informed that there is a marked difference in their character since.

MARINERS' NATIONAL PENSION FUND,

Established by the Corporation of THE SHIPWRECKED MARINERS' SOCIETY, *under the provisions of its Act of Incorporation, 13th Victoria, Session* 1850, *and aided by public subscription.*

IT is a fact that England is the only maritime country of any consequence that has no *National* provision for her Merchant Seamen—*No provision* for the men by whose skill and courage her vast commerce is conducted across the mighty deep, and who are the main instruments of her greatness—*No link*, such as is now proposed, to bind to their country those brave and hardy men, by whose toil her Merchants have become Princes, and her Shipowners and Manufacturers loaded with wealth—*No place of refuge*, when destitute and incapacitated to toil at sea, either from old age or by some of the thousand casualties to which they are so pre-eminently exposed!!

At a large and influential Meeting held at the Mansion House, in the City of London, the Right Hon. the LORD MAYOR in the Chair, the following Resolution was unanimously carried, viz.—

"That this Meeting having had before it the fact, that while the Seamen of the Royal Navy have their Greenwich, and the Army their Chelsea Hospitals, there is no similar provision for the Merchant Seamen of this great mercantile country, consisting of upwards of a quarter of a million of men, when worn-out and disabled!

"It therefore considers it highly expedient that an Hospital or Hospitals should be raised as a place or places of refuge for the Worn-out Mariner of all grades of the Mercantile Marine, when aged and disabled and having none to

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care for him, and that a scheme of Out-Pensions should be grafted on it, to assist those who may prefer to remain with their friends."

The Shipwrecked Mariners' Society, by its Act of Incorporation, 1850, having received power from the Legislature to hold lands and build Asylums, to establish Pensions and Savings' Banks, or any other Institution that may be for the benefit of Mariners, the Committee have now determined, in dependence on God, to endeavour to establish a Fund for granting a Pension, at the age of sixty, *or before if worn out or disabled*, to all Mariners subscribing to the Fund, both of the Royal and Merchant Navy; and also to found a Hospital or Hospitals for the Merchant Navy like unto Greenwich. They also propose to establish a Widows' Fund, open to all Mariners. To aid the Subscriptions of the Mariners, every exertion will be made to establish a Supplemental *Benevolent* Auxilary Fund with the aid of the public, which the Committee hope will not be withheld. The Government has been applied to for aid, but has given no decisive answer—though it is believed that if many seamen come forward and subscribe, help will be afforded. The Supplemental Fund the Directors will use in making additions to the Pension, which may be *lawfully* claimed on account of the payments made to either fund,* and otherwise at their discretion; it being felt desirable that funds not subject to a *lawful* claim, should be open to be used in such a manner as may be most for the benefit of Seamen as a body. In establishing the Hospital, the Society gives £5000 to head a subscription, and the Committee hope for the aid of the Public and Subscriptions from the Mercantile Marine Service at large. All Master Mariners desirous of creating a claim for admission to it will pay £2 at one time, or by four instalments, paid yearly or otherwise, and a Mariner by the payment of £1. On the reception of a Pensioner into the Hospital, the Pension, with any addition to it from the "Benevolent Auxiliary Fund" will be appropriated towards his maintenance. The first Hospital for 500 men (which will be open to all Seamen-subscribers until full) will be built (D.V.) on the banks of the Thames; and should funds be forthcoming from the public or otherwise, other buildings may be raised in other parts of the country—each House being governed by the same rules as to admission, but under the supervision of a Local Direction. It is considered that as Pensions will be established, the enjoyment of this provision in the bosom of their families will be greatly preferred by the seamen; and that, consequently, none will wish to come into the Hospital but those who are without relative ties, and are aged, infirm, and helpless, to whom it would form an honourable and comfortable retreat, which their pension could not procure from hirelings; and having subscribed to the Building, they would have the honest satisfaction of having helped to raise it, mingled with a feeling of gratitude to their countrymen who have benevolently aided in the work.

* The Government Actuary has calculated the Tables for the Pensions, which are annexed.

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In order to encourage and promote habits of industry among the inmates of the Hospital, it is proposed to set apart a portion of each building, where such articles may be manufactured as sailors are accustomed to make, the profits on the sale of which will belong to the individual who may have made it.

TABLES,

Calculated by the Government Actuary.

YEARLY PAYMENT.

Age at entry.	Annual Payment required for a Pension of £9 per Annum, to commence at 60 years of age.			Annual Payment required for a Pension of £18 per Annum, to commence at 60 years of age.			Annual Payment required for a Pension of £27 per Annum, to commence at 60 years of age.			Annual Payment required for a Pension of £36 per Annum, to commence at 60 years of age.			Annual Payment required for a Pension of £45 per Annum, to commence at 60 years of age.		
up to	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
*29	0	12	0	1	4	0	1	16	0	2	8	0	3	0	0
30	0	13	0	1	6	0	1	19	0	2	12	0	3	5	0
31	0	14	0	1	8	0	2	2	0	2	16	0	3	10	0
32	0	15	0	1	10	0	2	5	0	3	0	0	3	15	0
33	0	16	0	1	12	0	2	8	0	3	4	0	4	0	0
34	0	17	0	1	14	0	2	11	0	3	8	0	4	5	0
35	0	18	0	1	16	0	2	14	0	3	12	0	4	10	0
36	0	19	0	1	18	0	2	17	0	3	16	0	4	15	0
37	1	0	0	2	0	0	3	0	0	4	0	0	5	0	0
38	1	1	0	2	2	0	3	3	0	4	4	0	5	5	0
39	1	2	0	2	4	0	3	6	0	4	8	0	5	10	0
40	1	3	0	2	6	0	3	9	0	4	12	0	5	15	0

LIFE MEMBERS.

BY PAYMENT IN ONE SUM.

It is constantly occurring that Seamen coming from abroad have considerable sums of money to receive, and that consequently the payment of one or other of the sums for the securing a pension in old age, or, if previously disabled, is not only easy to them, but will be often a way of securing it from being either lost or squandered.

Age.	For a Pension of £9 at 60 years of age.			For a Pension of £18 at 60 years of age.			For a Pension of £27 at 60 years of age.			For a Pension of £36 at 60 years of age.			For a Pension of £45 at 60 years of age.		
up to	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
*29	11	2	0	22	4	0	33	6	0	44	8	0	55	10	0
30	11	18	6	23	17	0	35	15	6	47	14	0	59	12	6
31	12	15	9	25	11	6	38	7	3	51	3	0	63	18	9
32	13	14	6	27	9	0	41	3	6	54	18	0	68	12	6
33	14	14	9	29	9	6	44	4	3	58	19	0	73	13	9
34	15	15	9	31	11	6	47	7	3	63	3	0	78	18	9
35	16	17	6	33	15	0	50	12	6	67	10	0	84	7	6
36	18	0	9	36	1	6	54	2	3	72	3	0	90	3	9
37	19	5	6	38	11	0	57	16	6	77	2	0	96	7	6
38	20	10	3	41	0	6	61	10	9	82	1	0	102	11	3
39	21	16	6	43	13	0	65	9	6	87	6	0	109	2	6
40	23	4	3	46	8	6	69	12	9	92	17	0	116	1	3

* Seamen are eligible to subscribe previous to their attaining the age of 29, and thus establish a claim on the Fund in case of being disabled, providing they have completed five years as Subscribers, —*Vide* Rule IV.; and it must be noticed that if the year indicated be completed, then the Subscription for the year on which the Subscriber has entered will be charged, and continue at the same rate as at entry, until entitled to the Pension.

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ANNUITIES FOR WIDOWS.

The following Tables have also been calculated by the Government Actuary, Alexander J. Finlaison, Esq. It is hoped by the Committee that the bounty of the Public will enable them to add to this amount, specially to the Annuity of those Widows whose husbands have been drowned or killed, and those who have been left with young children. Husbands subscribing for an Annuity for their Widows will observe that they can subscribe for any amount of Annuity on the conditions set forth in the Tables.

TABLE

Shewing the Price, in Ready Money, of a Widow's Pension of £1 a year for Life, commencing at the Death of her Husband; also the Yearly Payment which in each case will likewise provide the same.

Age of the		Price of the Annuity in		Age of the		Price of the Annuity in	
Husband.	Wife.	Ready Money.	Yearly Payment.	Husband.	Wife.	Ready Money.	Yearly Payment.
18	18	1 13 4	0 2 7	43	18	7 15 1	0 12 4
	23	1 7 10	0 2 3		23	7 2 6	0 11 5
	28	1 2 1	0 1 9		28	6 8 10	0 10 5
23	18	2 19 9	0 4 8		33	5 14 0	0 9 4
	23	2 12 8	0 4 2		38	4 17 9	0 8 3
	28	2 5 4	0 3 8		43	4 1 5	0 7 1
	33	1 4 8	0 2 0		48	3 5 0	0 6 0
28	18	4 5 0	0 6 6		53	2 9 3	0 4 10
	23	3 16 0	0 5 11	48	18	8 18 1	0 14 10
	28	3 7 3	0 5 3		23	8 4 8	0 13 10
	33	2 17 10	0 4 8		28	7 10 0	0 12 9
	38	2 8 0	0 4 0		33	6 13 9	0 11 6
33	18	5 6 5	0 8 0		38	5 15 4	0 10 1
	23	4 16 3	0 7 4		43	4 16 8	0 8 8
	28	4 5 6	0 6 7		48	3 17 9	0 7 4
	33	3 14 3	0 5 10		53	2 19 6	0 6 0
	38	3 2 6	0 5 1		58	2 2 10	0 4 9
	43	2 10 8	0 4 3	53	18	10 1 7	0 18 0
38	18	6 9 9	0 9 10		23	9 7 6	0 16 10
	23	5 18 3	0 9 0		28	8 12 0	0 15 7
	28	5 5 10	0 8 2		33	7 14 8	0 14 2
	33	4 12 8	0 7 3		38	6 15 0	0 12 6
	38	3 18 10	0 6 4		43	5 13 10	0 10 10
	43	3 4 10	0 5 6		48	4 11 8	0 9 0
	48	2 10 11	0 4 6		53	3 10 6	0 7 5

On the re-marriage of a Widow, the amount of two years' Annuity will be paid to her, and her Annuity will then cease, but should she again be left a Widow it will immediately revive, but not till after two years have elapsed from the death of her first husband, when it will be payable together with any further Annuity which may have been subscribed for by her last husband.

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PRELIMINARY RULES FOR THE HOSPITAL.

I.—All Officers and Seamen of the Mercantile Marine will be eligible to be received into the Hospital after they are 60 years of age, or previously if disabled and needing such a retreat. The object of establishing the Hospital is to provide an honorable Asylum in old age for merchant Sailors who are without relative ties, and whose pension is not sufficient to meet their necessities. On their reception into the Hospital they will have to surrender their Pension to the managers of the Hospital Fund, if under £20 per annum, but they will not be required to give up more than £20, should their Pension exceed that sum.

II.—Masters, Mates and Seamen, will establish a *claim* to be received into the Hospital if they have subscribed to the building fund, viz.: Masters, £2; Mates, £1 10s.; Mariners, £1; which sum may be paid either at once or in quarterly instalments, to any of the Honorary Agents of the Shipwrecked Mariners' Society, for which a Ticket will be given headed "Hospital Fund."

III.—Honorary Subscribers of a guinea, and Seamen Subscribers to have a vote at the public meetings of Subscribers; Donors of £10 and upwards to be Life Governors; Donors of £50 and upwards will also have their names recorded on Tablets; Donors of £500 and upwards to give their names to a Cabin if they please; those of £4000 a Ward, or four Donors of £1000 each jointly; Life Governors to have a vote at all General Meetings for every £10 subscribed.

IV.—Should the Hospital be full, the applicants for admission, having paid the sum named in Rule II., shall be received in rotation as vacancies occur, subject to the Rules and Regulations which may be from time to time established by the Directors for the general benefit of the inmates.

The Committee call upon the Officers and Seamen of the Mercantile Marine to come forward with their Subscriptions, in order that the building might be commenced with all possible dispatch, and they earnestly solicit the aid of a generous public in providing an Asylum for the merchant Seamen of this great maritime country, which is the only one of consequence in Europe without a national provision for its Seamen!

The Subscriptions for Pensions and Widows' Annuities will not be received before the 1st January, 1863, of which notice will be given. Donations and Annual Subscriptions from the benevolent will be thankfully received in Stamps, Cheques, or Post Office Orders, by Messrs. Williams, Deacon & Co., Birchin-lane, City, Bankers to the Society; by all the London and County Bankers; by the several Metropolitan Army and Navy Agents; by the Honorary Agents throughout the Kingdom; by Messrs. Hatchards, Piccadilly; Nisbet & Co., Berners-street, Oxford-street; Messrs. Seeleys, Fleet-street and Hanover-street; by the Travelling Agents and Collector; and by the Secretary, Hibernia Chambers, London Bridge, S.E.

Form of Bequest.

"*I give and bequeath to the Treasurer (for the time being) of the 'Shipwrecked Fishermen and Mariners' Royal Benevolent Society,' London, the Sum of*
for the General purposes of the intended HOSPITAL FOR WORN-OUT AND DISABLED MERCHANT SEAMEN; *or to* "THE BENEVOLENT AUXILIARY FUND," *for aiding the Annuities to Widows and Orphans of Mariners (as the case may be); and I do hereby charge and make my personal Estate liable for the payment of the same.*"

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STRAY LEAVES FROM A LOG BOOK.

"WHAT'S IN A NAME."

THOUGH it may be true that the Hydrographic branch of the Naval Service is not a pet corps at Whitehall, or that its claims could not be suffered to stand in opposition to those heroes who, at the risk of their hearts, distinguish themselves as masters of ceremonies at the ballrooms of flag-officers, yet the outlandish "oyster drogers" (as marine surveyors are often styled, and with whom the cry of "breakers ahead" or a lee shore, are as familiar sounds as "up top gallant yards" at 8 a.m. in a guardo,) have a life of so much usefulness to the world at large, as well as of exciting interest, that it is presumed to be more than an equivalent for professional advancement. The examination of a coast hitherto undelineated for the use of the general navigator; the discovery of Harbours and Rivers where the crippled bark might in the hour of need find shelter and perhaps necessary supplies; of coral reefs and sand banks, which bring the inquiring stranger up at any moment, together with the everyday life in an exploring expedition, is replete with interest, but particularly the occasional opportunities for holding intercourse with the inhabitants of countries who have had no *personal* knowledge of Europeans.—I say *personal*, because, as the incident I am about to relate will shew, that an estimation of a foreign nation is sometimes formed by communicating with a third party, and also of what vast importance may sometimes be the conduct of an individual seaman in the presence of a foreigner, who may be led to use him as the standard of the nation he represents.

Surveying in-shore one morning in the China Sea, on the east coast of Palawan (a short account of which will be given hereafter), whilst the ship was off-shore sounding and not in sight, a party of about twelve men presented themselves on the beach on which a heavy surf was breaking, and not knowing the feeling existing towards us it was not prudent to venture through the surf until their true disposition was ascertained. The display of the British Red Ensign, however, from our boat, was considered enough to inform those on shore of the nation to which we belonged, but as it was eventually proved they had never seen it before, they nevertheless attributed a meaning to the color (as unfortunately it was Red) which, to the Malays, is the signal for hostility. Immediately therefore that the flag was unfurled, the Malays suddenly disappeared in the jungle, and after an absence of a few minutes returned fully equipped with weapons to resist invasion; seeing this unexpected manifestation of anger, I enquired through an Interpreter, if they did not know what country the flag signified? to which they replied they did not know the country, but they did the color, and pointing to their head dresses, a sort of turban which was white, added "we are for peace, but if you want to fight we are ready for you:" finding the color to be the objection, I

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immediately struck it and substituted a white handkerchief, and then told them we were "Egris" (English); on which the chief enquired, did I know *Tuan Brooke*. "I trust I did not under the circumstances take an unwarranted liberty by replying that the good Rajah was a friend of mine. This reply was a signal for every weapon to be thrown in an unmistakeable manner away into the scrub, and with open arms we were invited to land, saying, "then we are friends now."

From the enthusiasm with which the name of Rajah Brooke of Sarawak was received, I could not but have supposed that he was personally known to them; but no! I was the first European they had seen, yet they revered the English nation from what they had *heard* of Brooke from occasional traders who visit Palawan from the north part of Borneo. My first doubtful but now undoubted friends insisted on my visiting their home, which they described as not far off; so leaving the boat at anchor outside the surf, and attended by Sam, my Singalese boy, who was acting as interpreter, we accompanied my friend Tammi, the Datoo of Taebolobo, to his residence, to reach which we had to penetrate a dense timber forest which almost excludes the daylight, crossing a rapid stream by two fallen trees which met from the opposite banks, and about a mile from the shore opens on to a well cultivated plain at the foot of a mountain nearly 7000 feet high. His house built on piles in the usual Malay style, was so decorated with weapons and gongs that for a moment I could fancy we were entrapped by a Malay pirate. I could not help congratulating Tuan Tammi on the richness of his soil, delightful climate and evident good health among his family, which gratified him; but I added, there seems to be *one* thing you are yet wanting! Ah! he exclaimed, what is that? You need, I replied, but a knowledge of that true God who gives you all these blessings,—his answer to which was very remarkable, and shewing how nobly the character of the British nation has been represented in the person of Sir James Brooke, from whom all this man's impressions were derived; "I have heard that you Egris have but *one tongue*, and I wish we were like you," meaning that our word was our bond, while they were proverbial for deception. Having an eye then for a fresh missionary field, I asked if he would like one of my countrymen to come among his people to teach them our ways. "Oh yes, if you will stop you shall have as much land as you like." He then gratefully accepted some tracts and portions of the gospel in the Malay character, and leaving his name written in my pocket book we took leave.

AN OLD TAR'S STORY.

"I NEVER shall forget," said an old tar to a young sailor, whom he was teaching to turn in a dead-eye, "I never shall forget one night when the old 'Isis' was running from the River Plate to Rio (she was sister ship to the

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'Winchester,' you know). Well, after quarters, as it was rather squally, we took two reefs in the topsails, and sent down top-gallant yards, and made all snug. The wind freshened in the first watch, and the moon looked greasy; so, when the watch was relieved, I thought I would'nt take off my toggery, but turn in all standing, ready to be roused out by a squall; and sure enough, about six bells in the middle watch I woke and found the ship labouring dreadful—everything flying about, and her knees and timbers groaning as if they were going to part company, whilst the pipe screeched fore and aft, 'All hands shorten sail.' On deck we rushed, and found her nearly flat aback, and how we ever got her 'before it' again was a wonder.

"After she was all right, we were sitting for'ard, talking about it, when Bill Oats said, 'It was the man at the wheel who, instead of putting the helm hard up when the squall took her, got frightened and put the helm down; in course she flew up into the wind's eye, and was flat aback in a minute; and it was lucky we got the old gal out of the doldrums,' said Bill, 'or we should have soon gone down starn foremost; and what a haul the devil would have had—eh?'

"'You can't know, Bill, or believe what a dreadful thing it would be to fall into the devil's net at your death,' said Tom Evans, 'or else you would never speak so lightly of the devil having a haul of us, if the ship had gone down.'

"'How do you know,' replied Bill, 'what I know or don't know? A fellow can't have a joke but you must shove in your oar, and if you had your swing, would preach a yarn as long as Tooley-street.' (Bill was a Londoner.)

"Now, I thought Bill was too hard upon Tom, who was as good a seaman as ever swam—a brave, manly fellow; and so I said, says I, 'Come, come, Bill, liberty hall, fair play is a jewel; and I think, messmates, you'll say that Tom has as much right to his opinion as Bill has to his'n?'

"'I think so too,' said Ned Brace, the quartermaster, 'for I know when I had that yellow fever and the sick-bay man died, Tom asked leave to take his place, and though everybody said what a fool he was because he'd catch it himself, he did take the sick-bay duty, till the doctor got another sick-bay man; and I know too that Tom nursed me, and talked to me just for all the world like a parson; and he made me feel quite comfortable like, when he read the Bible and talked to me about it; and I should be the last man to say a word against Tom and his opinions.'

"Well, when the old quartermaster spoke in that way, Master Bill looked a little bit sheepish and walked off, and Tom, who seemed to be more at his ease, went on: 'It don't matter, messmates, what I say, nor do I care what any one may think of my opinions; but it does matter to us all what God says. He says, '*We must all appear before the judgment seat of Christ; that every one may receive the things done in his body, according to that he hath done, whether it be good or bad.*' (2 Cor. v. 10.) At least, that's one thing He says; and

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when He says we must all appear, He means we must, and there's no escape. He says too, that '*the wicked shall be turned into hell, and all the nations that forget God.*' (Psalm ix. 7.)

"'Is them words in the Bible?' asked the quartermaster.

"'Yes,' said Tom.

"'Well, but what's the meaning of receiving '*the things done in the body?*' said the quartermaster again.

"'Why, says Tom, 'I don't feel that I ought to give my opinion, because I am only an ignorant man; but I'll tell you, as near as I can, what I heard a preacher say about it. He said he went with a friend to see a woman who was condemned to death for murdering two of her children. She had cut off their heads, and mangled them in an horrid way, Well, he said,' continued Tom, 'when he and his friend arrived at Newgate prison, they were shown into her cell, and they found her seated at a table; so they sat down and began to talk to her, and they read and talked to her for some time, and she remained quite quiet, and seemed as if she was deaf. So the preacher at last stopped, and said to her, 'You don't seem to pay any attention to what we say.' And she said, 'No, I don't care what you say.'

"'What are you thinking about my poor woman?' said the preacher, who was a tender-hearted man.

"'Thinking about?' cried the woman, and started up in a furious way; 'thinking about? What should I think about but my children? I see them when my cell is as dark as pitch, I see my bleeding children. In the broad noonday I see their pretty eyes closing in death; I see them now—there!' and she pointed to the wall of the cell. 'I see their mangled bodies—oh! oh!' and she hid her face in her apron.

"'That woman,' said the minister, 'was even in this life receiving back the things done in the body; and so it will be at the judgment day,' he continued; 'the swearer will remember all his oaths and curses, and, as he looks upon the great white throne and Him who will be seated thereon, he will shrink with terror to think how often he blasphemed that holy name, how often he coupled that blessed name with the most filthy, and corrupt, and angry expressions. The drunkard, too, will recollect how often he abused the reason God had given him, until by cursed drink he made himself worse, more beastly, more cruel than the brutes that perish; and they both will see around them their companions in wickedness, and there will be weeping, and wailing, and gnashing of teeth.'

"'The preacher ended his sermon,' said Tom, 'by saying, O my dear friends, will you any longer enjoy the pleasures of sin for a season, at the cost of your immortal, never-dying souls? Will you any longer live, defying God, and despising His love which He now freely offers to the vilest sinner? The Bible declares that '*God so loved the world, that He gave His only begotten Son, that*

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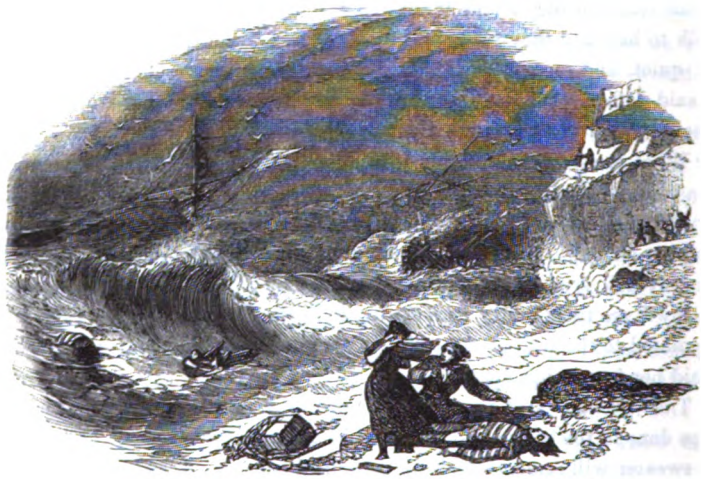
whosoever believeth in Him should not perish, but have everlasting life,' (John iii. 16); and it moreover tells us, that if we ask for the Holy Spirit we shall receive Him, and that He will change our hearts and make us new creatures, and that the blood of Jesus Christ shall cleanse us from all sin. Do not, therefore, any longer neglect this great salvation. Why will you prefer a life of wild excitement, with hell as an everlasting future, to a life of peace and happiness, with heaven as your eternal home?"

"Tom did not say another word, but got up and walked below. I don't know what the others felt; but, as I said at the beginning, I never shall forget one night when the old 'Isis' was running from the River Plate to Rio—never."—*Sunday at Home.*



MISCELLANEOUS.

Wrecks and Casualties in 1861.—A blue book just issued contains an abstract of the returns made to the Lords of the Committee of Privy Council for Trade of wrecks and casualties which occurred on and near the coasts of the United Kingdom, from the 1st January to the 31st December, 1861. It appears that the number of wrecks and casualties from causes other than collisions, reported during the year 1861, exceeds the number reported during any of the preceding nine years. It is 216 in excess of the annual average of the last six years. The numbers have been steadily increasing of late years. In 1857 the number of casualties other than collisions was 866, in 1858 it was 869, in 1859 it was 1067, in 1860 1,081, and in 1861 1,171. This increase is owing in a great extent, to the gales of January, February, and November. The number of casualties other than collisions in these gales alone was 465. The number of collisions during 1861 is slightly in excess of the collisions in 1860, but it is below the number in 1859. The numbers are: collisions in 1859, 349; in 1860, 298; and in 1861, 323. On the whole, therefore, the increase in the collisions is not proportionately so great as

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the increase in the other casualties. The increase in the number of casualties has been attended with an increase in the number of lives lost. The number lost in 1861 was 884, in 1860, 536; but whilst the casualties in 1861 outnumber those reported in any other year, the lives lost although exceeding the number lost in 1860, are much below the numbers lost in 1854 and 1859. The comparatively small number of lives lost during 1860 and 1861 is owing chiefly to the absence of the loss of any large passenger ships on the coasts, whilst the increase in the number lost in 1861 over the number lost in 1860 is attributable to the effects of the gales of January, February, and November. In these gales 465 lives were lost. The number of casualties to ships of the collier class, viz., ships carrying coals, coke, ores, and stone, &c., in bulk, greatly exceeds the number for the last year. This is probably owing to the prevalence of gales from the north and east to south-east. The numbers are—1,379 in 1860, and 1,494 in 1861.

There were 179 Life-boats in existence at the end of the year 1861, of which 106 were under the management of the National Life-boat Institution, and were subsidised by the Board of Trade; whilst five were subsidised by the Board of Trade direct without the intervention of the institution. Of those remaining, which are not so subsidised. 14 are maintained by the institution and 54 by local bodies. The sum paid to the Life-boat Institution during 1861 is £2,877 3s. 2d. The payments by the Board of Trade direct, for rewards and gratuities, and for services at wrecks, amount to £1,292 1s. 6d. The expenses of maintaining the mortar and rocket apparatus is £2,246 6s. 4d., being a total payment of £6,415 11s. for saving and endeavouring to save life during the year 1861. The number of lives lost during the year amounted to 884, whilst the lives saved during the same period on or near the coasts of the United Kingdom, of which reports have been received, was 4,624, against 3,697 in 1860. The number saved, with more or less risk, by assistance from the shore during 1861, was 1,516, or nearly one-third of the whole number saved. The Life-boats saved 743 lives, being greatly in excess of the number saved by Life-boats during the two previous years; and the mortar and rocket apparatus saved 417 lives. The remainder, viz., 326, were saved by fishing boats, smacks, &c., at sea, and by individual exertions of a meritorious character.

A Gallant Defence of the British Flag. — Letters from the Levant, dated May 24th, stated that Chios was in quite a state of ferment, owing to the Pasha of Rhodes having been compelled to apologise for having insulted the British flag. It appears that the 'Foxhound,' Commander the Hon. A. Hobart, was cruising near Rhodes, on the look out for pirates who were said to be about there. As he could not run into the little creeks, &c., along the coast with the ship, he engaged a Greek boat, and manned her with his first lieutenant and eight men, fully armed to search along the shore. The 'Foxhound' lay forty or fifty miles off, so as not to be seen by any pirates about the coast. While the boat was searching about near a place called Yali, on the coast opposite Rhodes, the Pasha came by with his small steamer, and, thinking this boat contained pirates, fired a shot at her to bring her to the steamer, but the boat kept on, and the Pasha fired a second shot, at which the boat pulled alongside the steamer. The Turk told them to come on board. The officer and men, not suspecting anything, went on board unarmed, and as soon as each man came on deck he was roughly seized by the Turks, knocked down, and had his hands lashed behind his back, and then thrown down into the hold. The lieutenant was also served in the same way. During this time there did not appear one Turkish officer on deck. They were kept prisoners in this way for two hours, and were barbarously treated by the Turks, who stole every-

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thing they could from them. At the end of the two hours they were fetched up, and interrogated by the Pasha and some of his officers. Neither the English officer or his men knew any other language than English, so the Pasha fetched an engineer he had on board, who spoke a little English, and who interpreted for them.

The officer had his uniform cap on, and was regularly furnished with papers; the men were dressed in their proper men-of-war dress, with the name of the ships round their hats, were fully armed with regulation revolvers, muskets, and bayonets, with stores and everything on board with the English mark on. Besides, the men could not be mistaken from English "Jack tars;" they had regular Anglo-Saxon features, and, what is more, they had the English flag flying on their boat. How the Turks could have mistaken them for pirates is a mystery. When they found the boat's crew undeniably English, they let them go, and the Pasha gave the lieutenant a kind letter of justification for what he had done. The lieutenant, as soon as he got to his ship, reported to the captain what had happened. The captain was furious, and gave chase to the Pasha. He followed him to Rhodes, and found he had left for Cos. He went to Cos, and several other islands, but always arrived too late. He arrived here (Chios) on Thursday evening, and found the Pasha had left that morning, on which he wrote an awfully strong telegram to him at Smyrna, summoning him to come to Chios immediately, and to give him full satisfaction. The Pasha arrived this morning and has given full satisfaction. The captain demanded an ample written apology, 100 piastres to be given to each of the English sailors, all the things stolen to be returned, and that the Turks who had maltreated the Englishmen should be punished in such a manner as he (Captain Hobart) wished, and, finally, the English flag should be saluted with twenty-one guns. The Pasha acceded to everything immediately, except the salute, but the captain was firm, and made him do it; and, after everything had been done as required, the 'Foxhound' saluted the Turkish Flag, and then the Pasha left Chios with his steamer—doubtless glad to get away from the clutches of the "Giaour."

Cape Race.—Cape Race, which is so often mentioned now in connexion with our intercourse with the United States, is the south-eastern point of Newfoundland, and is the nearest point to Europe. The North Transatlantic steamers pass near there on their way to and from the United Kingdom and the United States. There is a telegraphic communication between Cape Race and New York. The distance by water is about 900 miles, and upwards of 1000 miles by land. Outward bound steamers carry out epitomes of English news in tin cases attached to floats, which are thrown overboard off Cape Race, and are picked up by boats taken ashore, and the epitomes telegraphed to New York three days before the outward packets can reach that port. Sometimes these cases are not found, and occasionally captains of steamers refuse to communicate with Cape Race, and carry on their news to New York or Boston, for the sake of the *eclat* and interest the bearers of important news excite. This would appear to have been done by the Commander of the 'Europa,' who might otherwise have allayed for six days the irritation of the American public as to the demands of the English Government respecting the Trent afair. Steamers as they leave North America and pass Cape Race on their way to England, receive there American telegrams with three days' later news to bring to this country. Sometimes the darkness of night and rough weather prevent these telegrams from being put on board the steamers. If the electric telegraph cable between Ireland and St John's, Newfoundland, had been successfully laid down, the English Government might have saved a couple of millions of money spent in preparing for war with the United States; gambling to the tune of millions in public securities

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might have been stopped, and two months of intense excitement in this country and the United States have been prevented.—*Daily News.*

How to Detect a Sham Sailor.—Army and navy beggars abound, as we all know, in every part of the country, and more especially in parts remote from garrison towns and from seaports. Experienced persons can easily detect the imposture, and real soldiers and sailors soon catch them in details, for which they are not prepared. Mr. Halliday relates that he was once walking with a gentleman who had spent the earlier part of his life at sea, when a "turnpike sailor" shuffled on before them. They had just been conversing on nautical affairs, and Mr. Halliday said to his companion, "Now, there is a brother sailor in distress; of course you will give him something." "He a sailor!" said the friend, with great disgust, "Did you see him spit?" Mr Halliday answered he had. "He spits to windward," was the reply. Mr Halliday asked what of that? "A regular landsman's trick," said the true salt. "A real sailor never spits to wind'ard. Why he couldn't." So great are the delicacies of the art, and so hard it is to counterfeit nature.—*Saturday Review.*

The Naval Reserve.—Having taken great interest in the establishment of the Royal Naval Reserve, it is gratifying to us to have the testimony of Shipmasters to the advantages which it is likely to confer on the Merchant Service, in regard to discipline, and the performance of their duty, on the part of the men. From a letter which we print elsewhere, addressed to the Registrar-General of Seamen by the Captain of the 'Hercules' (s.s.), we learn that whereas, before the Naval Reserve was established, Seamen were constantly in the habit of deserting whenever an opportunity presented itself; now those A.B.'s who are members of the Reserve are never found to leave their ship, and are most attentive to their duties:—"In July, 1861 [says Capt. Hough], on my arrival at New York, and before I had been in Port forty-eight hours, fourteen of my A.B.'s deserted. I again sailed for New York in February this year, in the same ship, from Liverpool, but shipped as many R.N.R.'s as I could get, and although the temptation to desert was very great (three months' pay down being offered my men) I did not lose one. I have since shipped as many R.N.R.'s as I could get, and in every instance have found them the best men I have ever had under my command." This, we repeat, is a very gratifying feature in connexion with the new force, and cannot fail to confirm the favourable opinion we have always entertained of the benefits to be derived from the institution. It is, moreover, a consideration that should urge our Shipowners to extend to the Royal Naval Reserve all the encouragement that they can give it. Capt. Hough, in his communication to the late Registrar-General of Seamen, Capt. J. H. Brown, R.N., C.B., pays a well-deserved compliment to him for the active part he has taken in the establishment of the force, and for the benefit he has thus been instrumental in conferring on the Merchant Service, as well as on the country at large.—*Shipping Gazette.*

The American "Giascutis."—The other day the Kernel got off a good joke on Seward. You know what a solemn-looking chap he is naturally. Wal, since he has got to be chief clark of the President, he seems to look solemner than ever. He come into Linkin's room, an' the Kernel ses, "Have you heard the news, Boss?" "No," ses Seward, "what is it?" "Wal," ses Linkin, "the Giascutis is loose." "What's that?" ses Seward. "Why," ses Linkin, "ain't you never heerd the story of the Giascutis?" Seward said he never had. "Wal," ses the Kernel, "I must tell you. Several years ago a couple of Yankees were travellin' out west, an' they got out of money. So the

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konkluded to raise the wind as follers:—They were to go into a village an' announce a show, pretendin' that they had a remarkabul animal, which they had just captured on the Rocky Mountings—a bran new beast, such as was never seen before. The name was the 'Giascutis.' It was to be shown in a room, an' one of the fellers was to play Giascutis. He was put behind a screen, an' had sum chains to shake, an' he also contrived to growl or howl as no critter ever did before. Wal, the people of the village all come to see the Giascutis, an' after the room was filled his companion began to explain to the audience what a terrible beast he had, how he killed 10 men, two boys, an' five hosses in ketchin him, an' now he had got him, at 'enowmous expense' to shew him. Jest as every body was gapin' an' starin,' thar was all at once, a most terrible growlin' and howlin', and rattlin' of chains, an', in the excitement, the showman, almost breathless, yelled out, at the top of his voice, 'Giascutis is loose! run! run! run!' An' away went the people down stairs, heels over head, losin' all they had paid, an' seeing nothin'." "Now, ses Linkin, the 'Merrymac' is out, an' wen I read about the vessels, an' tugboats, an' steamers, all scamperin' off as soon as she was seen, I thought she was the Giascutis sure, only I am afraid she is a real Giascutis, an' no mistake." Since then, Linkin calls the Merrymac the Giascutis all the time.—*Liverpool Mercury.*

"'Whosoever,' Means Me."—A sailor, who had been piously trained in early life, but for many years had been the victim of all manner of profligacy, at length while at sea in the Pacific Ocean, was thoroughly awakened and convicted by the Spirit of God. One night, after turning in, his terror rose to such a pitch that he dared not shut his eyes, lest he should awake in hell; but at length he was overcome with fatigue and weariness, and fell asleep. While in this condition, he dreamed of being in India (he had been formerly), and hearing a missionary preach on the solemn words, "*How shall we escape, if we neglect so great salvation?*" and he was so moved by the words, that he tried to run away, and in the effort awoke.

Then, as he says, "the perspiration was pouring from my forehead, and, as I was in the greatest agitation, I opened again God's Word, for I had no other comforter. I read the third chapter of John, and there I saw what I needed. "*Ye must be born again.*" I read on and came to the sixth verse, "*God so loved the world that He gave His only begotten Son, that whosoever believeth in Him should not perish but have everlasting life.*" I was struck by these beautiful words. Does that include me? Yes, I thought, 'whosoever' means me; I will venture on this love. I tried to give God my heart; and there, in that midnight hour, far away on the billows, I cast my poor guilty soul on His mercy; and, while pleading this precious word, I felt peace and comfort within me."

SERMONS, MEETINGS, COLLECTIONS, &c.

For the "Shipwrecked Mariners' Society."

The following collections have been duly remitted by the respective Honorary Agents, viz.:—

Guernsey.—Sermon in St. Sampson's Church in October, 1861, per Rev. J. D. Kennedy £3 12 6

Kirkwall, Orkneys.—A public meeting was held in the Grammar School on the evening of the 22nd August. Among the gentlemen present we observed the Rev.

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Messrs. Sinclair and Pirrie; Bailie Bain; Councillors S. Reid and T. Warren; Messrs. John Mitchell, Peter Cusiter, J. Geddes, W. Work, J. C. Scarth, T. Peace, C. Slater, &c. There were also present a number of master mariners, seamen, and boatmen.

The Rev. Mr. Sinclair having engaged in prayer, the Chairman, in a few words, introduced Mr. Hume, Travelling Agent of the Society for Scotland and Ireland, to the meeting.

Mr. Hume began by stating that it afforded him pleasure to meet in Kirkwall with friends of the Shipwrecked Mariners' Society, who appreciated its objects. It was no easy matter to get the Shetlanders at first to comprehend the uses and advantages of the Society. One stubborn fisherman, when appealed to, replied, "Na! Na! he wasna gaun intil't—he could get nae benefit till he was dead." With the women at first it was also found equally impossible to deal. But the state of matters was now vastly different in Shetland, principally through Mr. Leask, the honorary agent in Lerwick. It was difficult for a time, however, to make the men understand what the real objects of the Institution were. One man on a certain occasion came to the agent with his member's tickets and medals, stating that he had lost a cow, and asking compensation from the Society. Another had lost his wife, and he expected to receive some monetary remuneration. These instances shewed the difficulty of impressing upon uneducated people what was really for their advantage. The Society has extended its lines of communication around the whole coasts of the British Islands. There is one agent for every ten miles of coasts, and he is immediately on the spot when any shipwreck occurs within the bounds of his district. Mr. Hume concluded by urging the claims of the Society for support upon various grounds. There was the ground of personal interest. The Society had claims upon seamen themselves, and upon all related to sailors—to the whole population, in short, of the Orkney Islands. Those Islands resembled just so many ships, and people who bordered upon the sea were related to seamen. There was also the ground of common humanity. The Society, besides, had claims upon the public as being a national institution. Our seafaring men are the great bulwarks of the nation. Above all, the Institution had claims upon Christians on the ground of Christian principle. It offered itself as a channel for the exercise of Christian benevolence. On these grounds he commended the Society to the attention of the meeting and to the support of the public. Mr. Hume concluded his address amidst applause.

Mr. J. H. Baikie, Honorary Agent in Kirkwall, after reading a letter from the Rev. Mr. Spark, stating his inability to attend the meeting, but expressing the great desire he felt for the success of the Society, and promising that a collection would be taken in St. Magnus' Cathedral (the third in behalf of the object in this place of worship) on an early Sabbath, gave a statement of the local working of the Society for the last six years, and was followed by the Rev. Mr. Sinclair, Mr. Warren, and the Rev. Mr. Pirrie, who closed the proceedings with prayer and the meeting separated.

LERWICK.—On the evening of the 13th August, a public meeting was held in the Lerwick Free Church, for the purpose of affording an opportunity to Mr. Hume, the travelling agent, for explaining the objects and urging the claims of the Society, and to the public of expressing their sympathy with the objects, and their readiness to accede to the claims. The meeting was numerously and respectably attended, notwithstanding that the evening was rather cold and wet, and that there was a concert at the same hour.

The chair was ably and gracefully filled by our universally-honoured and esteemed countryman, Arthur Anderson, Esq. On the platform we observed the Rev. Messrs.

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Saunders, Ellaby, Fraser, and Macfarlane; and Messrs. Joseph Leask, and George R. Tait, Hon. Agents. The Rev. Mr. Fraser read the metrical version of Psalm cvii. 23—31, and requested the meeting to join with him in singing from the 29th verse. After this the Rev. Mr. Ellaby offered up a short but appropriate prayer, his imagery and expressions being chiefly drawn from spiritual parallels to the perils of those that go down into the sea in ships, and view His wonders in the mighty deep.

Mr. Anderson, in opening the business of the evening, observed that the Shipwrecked Mariners' and Fishermen's Society has peculiar claims on the inhabitants of Shetland, for from the nature of their avocations they are unfortunately more liable to accidents at sea than the inhabitants of any other district in Great Britain, and great relief has been afforded by this Society to the afflicted in these islands, therefore he hoped that the success of the appeal about to be made would show the sense of the community as to the merits and claims of the Society. He would remind them that the member's subscription of three shillings is insufficient unless aided by honorary subscribers. He would call upon Mr. Joseph Leask, the Senior Honorary Agent of the Society in Lerwick, to state what he knew of its operations in the islands during the period of his connection with it.

Mr. Leask stated that he had been agent for the Society for fifteen years; its connection with Shetland had existed for several years before, but unfortunately was not very successful; though the Society had agents throughout the islands yet it had not met with the support it ought to have had. It is a benevolent society, and the subscribers have a chance of deriving a very much greater benefit than the amount of their subscriptions. During the above period seven thousand eight hundred and fifteen tickets had been issued by Mr. Leask, realizing a sum of £1006 2s. 6d. Thus, Mr. Leask continued, as he has paid away £1600, and has only received £1000 by contributions of members, £600 must have been drawn from the funds of the society. He concluded by saying, that during the last four years there had been three agents in Lerwick besides him, but he could not say how much they have paid away or remitted.

The Chairman then called on Mr. Hume, who said it gave him great pleasure to see that the Society was so well known and appreciated in Lerwick. One of the objects of the Society was to board, lodge, clothe, and forward to their homes all sailors, soldiers, or other poor shipwrecked men. The second object of the Society was to assist seamen, fishermen, &c., who were subscribers, to replace boats, clothes, &c., and to relieve the relatives of those who were lost at sea. There is a national provision for doing the former for men when cast on any foreign shore, but none if the shipwreck happens at home. This was first brought to his notice some years ago when returning from the West Indies. They were passing the spot where a vessel had been wrecked, which had sailed a few weeks before them, and on board of which there had been some intimate acquaintances of his. The captain observed, that if we were wrecked here the British Consul would send us home, but that if we were wrecked on our own coast we must look out for ourselves. He had no knowledge then about this Society, but this was certainly a great consolation as regarded the existing danger. He said, you are all aware that the part of the sea where the Gulf Stream begins, where it comes out of the Gulf of Mexico, is a very dangerous navigation. It seemed strange to him at the time that there should be a national provision for persons shipwrecked on a foreign shore, and none if the accident happened on our own shores. This Society is an expression of the sympathy of the British people, and its aid is therefore more valuable than if paid from legally-imposed taxes. Of the 4000 wrecks which annually take place, not less than 1100 occur on

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the British coasts. There is not a day, on an average, on which three vessels are not wrecked on our own coasts. Mr. Leask has mentioned £600 as the excess of the expenditure over the receipts. But this £600 does not represent the real value of the Society's services in Shetland. The value of the gratuitous services of the honorary agents, and the expense of sending Shetland seamen home who were wrecked elsewhere, must also be considered. The first object he had named of the Society applied to all, British subjects or foreigners, but the second only applied to subscribers of three shillings a year. Four years since, Mr. Miller, his predecessor, raised in Lerwick upwards of £18; since that there have been no honorary subscribers. After alluding to the other objects of the Society Mr. Hume stated that there had been a collection in the Established Church, which realised £10, since Mr. Miller was here. He would urge the claims of the Society on three grounds, the first of which was, our common manhood. Shortly after his return from the West Indies, he met with a fisherman near Brighton, who, on being offered a tract, said, "You religious people fancy that you are better than God. If God be so great and good as you say, why are there any shipwrecks, why does not he prevent them?" Now Mr. H. found, when he opened his Bible, how God was full of good and yet permitted shipwreck, for the world was full of misery because the world was full of sin. Sin is just selfishness, man's own will instead of God's. Shipwrecks God permits, to draw out our sympathies, and to check our selfishness. They are among those things that tend to soften our hearts. A second claim of this Society is, that it is a great national institution, and is doing a national work. There can be no two thoughts about it—the sea-faring population are the great bulwark of the nation. Thirdly, the Society has claims on the ground of Christian principle, on which ground it appeals to every Christian heart. You must remember the passage of Scripture where a prominent symptom of religion, pure and undefiled, is said to be to visit the widow and the fatherless in their affliction. That is Christianity, or the manifestation of God in the world. One of the titles of God's own choice is "The father of the fatherless, and the husband of the widow; the stranger's stay, and the orphan's shield." I commend the Society to you on these three grounds, and appeal to every man on them. Remember what God says as to the practical expression of religion, viz.: "*To visit the fatherless and the widows in their affliction, and to keep yourselves unspotted from the world.*"

The Chairman then called successively, to move and second resolutions, upon the Rev. Mr. Saunders, Mr. G. R. Tait (who gave from his own experience several instances of the benefits derived from the Society), Rev. Mr. Mackinven, Rev. Mr. Macfarlane, Rev. Mr. Fraser, and Mr. Sievwright, who made impressive and telling speeches, full of feeling, which we would have willingly attempted to reproduce had our space permitted.

The Rev. Mr. Saunders having engaged in prayer, the Chairman then observed, that by an unlucky, unforeseen accident the reverend gentleman had closed the meeting without giving him a chance of returning thanks for the handsome and cordial manner in which the thanks of the meeting had been voted to him for his imperfect services in the chair this evening. He was proud to say that he was one of the originators of the Shipwrecked Mariners' Society, and must admit that in becoming one of them he had the interests of his countrymen in view. He could only thank the meeting for the compliment they had paid him. The meeting then terminated.—*Shetland Advertiser.*

The sum of £1 has also been received from Lerwick through the Hon. Agents, being the moiety of the proceeds of a Concert on the 18th August.

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MALDON.—Collection at launch of the schooner 'Maldon,' per Mr. T. Sadler, sailmaker	1	2	1
SUNDERLAND.—Two sermons by the Rev. Edward Ollivant and Rev. David R. Falconer in Bishopwearmouth Parish Church (moiety)	13	17	0
WHITBY.—Sermon in Sneaton Church, by Rev. J. B. Broderick, M.A.	1	5	6

REWARDS FOR SAVING LIFE ABROAD.

The following are the Rewards granted by the "Shipwrecked Mariners' Society" during the past quarter, viz.:—

August 1st, 1862.—William Stuart, Esq., in the chair. A Letter was read from David Inglis, Esq., dated from St. Servan, France, forwarded by the Secretary of the "Royal Humane Society," enclosing various documents descriptive of the conduct of Captain Arsène Marie Halot, in saving the lives of the crew and passengers (56 in number) of the British steamer 'Canadian,' assisted by Captains Macè, Rèvel, and Gèffroy.

"The Committee having considered the documents laid before them, especially a copy of "Le Moniteur," containing the report of the Minister of Marine to His Imperial Majesty the Emperor of the French, and His Majesty's decree, naming Captain Halot, Chevalier de l'ordre imperial de la Legion d'honneur, and to Captains Macè, Rèvel, and Gèffroy, medals of the first class.

"It was proposed by Captain J. S. Lean, R.N., seconded by Captain Edward Littlehales, R.N., and carried unanimously, that this Committee entertain a high sense of the gallant and humane conduct of Captain Arsène Marie Halot, who, regardless of the danger to which he would be exposed, did without hesitation run his vessel among the floating ice, during a gale of wind with a high sea, by which heroic act he, under God, saved from a watery grave fifty-six persons forming the crew and passengers of the British steamer 'Canadian,' then foundering, consequent upon having struck against a piece of ice. That this Committee desire by the award of the Gold Medal of the Institution to express their admiration of the seamanlike ability displayed by Captain Halot under such trying circumstances, as well as of the courage and humanity evidenced by his running his ship into them, regardless of the peril in which he placed himself, the hospitable conduct of Captain Halot towards those thus saved from a watery grave, so worthy a conclusion of the bravery thus recorded. And as Captain Halot appears to have been ably assisted by Captains Felix Frangois Jean Macè, Constant Marie Frangois Rèvel, and Yves Gèffroy, the Committee have much gratification in awarding to each of them the Silver Medal of the Institution."

REWARDS FOR SAVING LIFE ON THE COAST.

The following are the Rewards granted by the Royal National Life-boat Institution, during the past quarter, viz.:—

July 3rd.—Thomas Chapman, Esq., in the chair. A reward of £6 was voted to pay the expenses of the Polkerris Life-boat, for saving, during a heavy gale of wind, and under very adverse circumstances, the Danish schooner 'Sylphiden' of Nakskov, and her crew of seven men. Mr. Stabb, R.N., Chief Officer of Coast Guard, had gone off in the Life-boat, and it was reported that much of the success of this valuable service was owing to his highly meritorious conduct and seamanship. The institution voted to Mr. Stabb its thanks, inscribed on vellum.

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Payments were also made to the crews of the Life-boats of the Society stationed at Eastbourne, Portrush, and Kingsgate, for services offered to vessels in distress.

The Silver Medal was voted to James Gough, fisherman, and to John Donovan, chief boatman of the Coast Guard, with £2 to the latter, in testimony of their daring conduct in swimming off through a heavy surf, and, at great risk of life, assisting to rescue 24 men belonging to the ship 'Queen of Commerce' of Liverpool, which was sometime since wrecked near Tramore Bay. It appeared that the ship struck on a rock about 50 yards from the cliff, which, being observed from the shore by Gough, he, closely followed by Donovan, swam out to the rock, over which the sea was constantly beating. They got hold of a life-buoy, which had been thrown from the ship with a line fast to it, by which means they succeeded in getting a hawser from the vessel to the shore. By this time they had received plenty of help from persons on the shore, and by means of the hawser the whole of the vessel's crew of 23 men, and a pilot, fortunately reached the shore in safety.

A reward of £2 was also granted to a poor Irish fisherman, named Peter Connor, in testimony of his daring conduct in rushing into the surf and rescuing at great risk of life the master of the schooner 'Fairy,' which, during a gale of wind on the 11th ult., foundered near the Tuskar Light, on the Irish Coast. The crew had taken to the vessel's boat, which, on their attempting to reach the shore, was upset in the surf; two of the crew managed to reach the land, the master, who was apparently without life, was rescued by the intrepidity of Connor—but the fourth man unhappily perished. Payments amounting to £360 were made on various Life-boat establishments.

July 31.—Sir Edward Perrott, Bart., V.P., in the chair. A reward of £12 was granted to the crew of the 'Penmon' (Anglesey) Life-boat, for going off during a strong gale of wind on the 24th ult., to render assistance to the smack 'Frodsham' of Liverpool, which was observed in a disabled state running before the wind with a signal of distress flying. The Life-boat soon overtook the smack, and ultimately succeeded in taking her safely into Llandudno Bay, where she remained by her all night.

A reward of £4 10s. was voted to the crew of the Life-boat at Fleetwood, for putting off and assisting in conjunction with a steam-tug to save a sloop which, during a heavy gale of wind, had become disabled off Fleetwood on the 25th ult.

A reward of £6 10s. to the crew of the Southport Life-boat, for putting off in replies to signals of distress, to the assistance of the brig 'Commodore' of South Shields, which was wrecked on the Horse Bank, on the 19th ult. The Life-boat found that the wreck's crew had previously abandoned the vessel in their own boat, and had fortunately succeeded in reaching the shore in safety. The master of the brig had been put on board a fishing smack, from which he was brought on shore by the Life-boat.

A reward of £6 10s. to the crew of the Arklow Life-boat, for going off in replies to signals of distress from a ship on Arklow Bank. When about half-way, the Life-boat observed that a steam tug had succeeded in getting the ship off the bank.

A reward of £9 to a boat's crew for their gallant conduct in putting off in a salmon coble during a gale of wind, and rescuing, at great risk of life, the crew of four men of the schooner 'Thankful' of Sunderland, which was totally wrecked off Burghead, N.B., on the 19th ult. Every moment the position of the ship was becoming more dangerous, as the advancing tide drove her in amongst the small rocks to the back of the sea wall, and no boat could live in the terrible surge that was fast breaking up the vessel. The crew, four in number, along with the pilot, took to the forerigging, and in a short time the beach was strewn with pieces of the wreck, the bulwarks nearly all destroyed, the boat washed overboard, and the deck broken up. Though only 40 yards

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from the pier, not the least assistance could be rendered to the crew, whose faces were quite distinguishable as they clung to the swaying rigging. At twenty minutes past six the foremast creaked, and its living freight had hardly time to crawl down to the only bulwark above water, for the schooner now lay on her beam ends with a bilge towards the sea, when it fell by the board. In about five minutes more the maintopmast was snapped by the gale as if it had been a reed, while the bowsprit and other gear were carried away, leaving nothing but the gutted hull with the mainmast standing. Another hour of awful suspense passed, during which time the five men lashed themselves to the bulwark, the sea every other minute breaking over their heads in large masses. At half-past seven, one of the sailors, a young man, was washed from the wreck, but fortunately succeeded in catching the floating rigging, by which he was able to regain his former position. Another young heroic sailor seemed to be the life of the whole company in this trying emergency, and his efforts to keep up the spirits of his companions were signally successful. About eight o'clock the waves broke over the ship with renewed violence; but still those on shore could return no answer in the affirmative to the piercing cry that came from the wreck "Can't we get a boat?" The voice was that of the gallant sailor already referred to; the others were too much exhausted to utter a word. M'Intosh, the pilot from Burghead, expired from sheer cold and exhaustion. None who saw him perish can soon forget the fearful agony of his daughter as she bade her father farewell from the parapet of the breakwater. After renewed efforts a boat was got over the breakwater, and at great risk succeeded in saving the other men, who were in a very exhausted condition. The nearest Life-boat station was at Lossiemouth, which is about fifteen miles from Burghead.

Payments amounting to upwards of £1,100 were made on various Life-boat establishments.

Sept. 10.—Capt. Sir Edward Perrott, Bart., V.P., in the chair. A reward of £12 was given to the crew of the Berwick Life-boat, for going off in the night of the 9th ult. with the view of rendering assistance to the smack 'Ann,' of Hull, which had struck on Spittal Point. Although the seas were beating over the little vessel her crew still clung to her. The Life-boat remained by her some time, but shortly after the smack drifted out of danger.

A reward of £7 was also voted to the crew of the Arklow Life-boat for putting off to the assistance of a schooner which had struck on the outlying sand bank, on the 10th ult. Fortunately the vessel floated off and proceeded on her voyage.

A reward of £2 was likewise granted to four country people, who had promptly manned a small boat and rescued three men whose boat had struck on a rock, during a gale of wind and a heavy sea, off Ballysteen, on the coast of Limerick.

A reward of £2 was also given to the crew of the fishing lugger 'Excelsior,' of Lowestoft, for saving the crew of five men belonging to the lugger 'Caledonia,' of Buckhaven, bound to Whitby, which had been upset near the last-named port.

A reward was likewise granted to a fishing-boat's crew for rescuing five out of seven of the crew of another boat, which, having shipped a heavy sea, had capsized off Garnish, on the coast of Cork, on the 30th July last. The five men were in a very exhausted condition when they were rescued from the inevitable death that apparently awaited them. The two other men unhappily perished before assistance could reach them.

Payments amounting to upwards of £600 having been made on various Life-boat establishments the proceedings terminated.

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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, 1862.

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:—

2 M, 10 W, 16 O, 1 A	66	14	6	*London.*
7 M	15	17	6	*Aberdeen.*
1 W, O 2	5	12	6	*Amlwch.*
1 F	1	17	0	*Anstruther.*
3 M, 2 MM	10	7	6	*Appledore.*
2 M, 1 MM, 1 W.	13	0	0	*Arbroath.*
1 PB	1	12	6	*Ballycastle.*
1 M	1	10	0	*Barking.*
2 W	3	15	0	*Barlochan.*
1 MM	2	15	0	*Barmouth.*
1 W	7	0	0	*Barnstaple.*
4 M, 1 MM	11	2	6	*Blakeney.*
3 M, 1 MM, 1 W, 6 O	13	4	0	*Blyth.*
1 W	5	10	0	*Boston.*
2 AP	3	0	0	*Braunton.*
1 M, 3 PB	5	15	0	*Bridgewater.*
1 PB, 1 F	2	5	0	*Bridport.*
1 W, 1 O	4	17	0	*Brighton.*
1 W, 5 O, 1 AP	8	4	0	*Bristol.*
1 MM, 2 AP	10	10	6	*Brixham.*
1 W, 4 O	8	15	10	*Buckie.*
1 W, 2 O	5	5	0	*Cardigan.*
3 AP	4	16	0	*Carnarvon.*
1 M	2	0	0	*Colchester.*
1 W, 1 O	2	7	0	*Cork.*
1 F	0	10	0	*Cullen.*
1 MM	2	5	0	*Dinas Cross.*
4 M, 1 MM	11	0	0	*Dundee.*
2 M	4	0	0	*Exmouth.*
1 M, 1 MM	6	2	6	*Eyemouth.*
1 W, 2 O	5	5	0	*Fishguard.*
1 MM	0	12	0	*Flint.*
2 O	4	7	0	*Frazerburgh.*
1 F	3	5	0	*Freshwater.*
1 W, 4 O	10	10	0	*Galway.*
1 M, 1 W, 1 AP	7	12	6	*Glasgow.*
1 W, 2 O	6	15	0	*Grangemouth*
1 W	2	3	0	*Gravesend.*
1 W, 3 O	9	12	6	*Greenock.*
2 W, 3 O	11	17	6	*Greenwich.*
1 M, 1 MM	5	2	6	*Grimsby.*
1 W, 3 O	4	8	0	*Guernsey.*
2 M, 1 MM, 2 W, 5 O	15	12	0	*Hartlepool.*
1 W, 2 O	6	15	0	*Hastings.*
28 M, 2 MM, 1 W, 5 O, 1 AP	85	4	0	*Hull.*
1 M	1	15	0	*Ilfracombe.*
1 W	3	5	0	*Inverkeithing*
1 M	1	17	6	*Inverness.*
1 M, 1 W	3	18	0	*Ipswich.*
4 M, 1 MM, 2 W.	13	2	6	*Jersey.*
1 W, 4 O	6	0	0	*Kingstown.*
1 W.	2	15	0	*Kinsale.*
1 M	1	10	0	*Kirkaldy*
1 W, 4 O	6	10	0	*Knottingley.*
3 M, 1 AP	9	12	6	*Leith.*
1 W, 4 O, 4 AP.	20	8	0	*Lerwick.*
3 MM, 5 W, 8 O, 1 AP	19	5	6	*Liverpool.*
2 M, 1 MM	6	17	6	*Middlesboro'.*
4 M, 1 MM	8	12	0	*Milford.*
1 M	2	0	0	*Mestley.*
3 M, 2 MM, 2 W, 5 O	20	13	6	*Montrose.*
1 W	3	5	0	*Mouschole.*
2 W, 5 O	18	18	0	*Newcastle.*
1 M, 1 MM	5	0	0	*Newport(Pem)*
23 M, 1 MM, 4 W, 6 O, 1 AP	91	14	3	*No. Shields.*
3 W	8	10	0	*Penzance.*
1 M, 1 W	4	10	6	*Perth.*
1 W	3	3	0	*Peterhead.*
2 M	3	15	0	*Pill.*
6 M, 2 MM, 1 W.	22	0	6	*Plymouth.*
1 M, 1 MM	3	7	6	*Port Talbot.*
1 M, 1 W	4	5	6	*Portsmouth.*
1 M, 1 W	5	13	0	*Salcombe.*
1 M	2	10	0	*Sandwich.*
3 M, 3 MM, 1 W, 7 O	21	8	6	*Seaham.*
1 M	3	12	6	*Selsey.*
11 M, 2 MM, 13 W, 12 O, 4 AP, 2 PB	83	8	0	*So. Shields.*
1 MM	2	2	6	*Southampton*
1 M	1	12	6	*Stiffkey.*

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1 AP	3	5	0	*Strangford.*
4 M, 3 F	16	10	0	*Stornoway.*
1 F	1	0	0	*Stranraer.*
1 AP	3	5	0	*Stromness.*
25 M, 3 MM, 13 W, 21 O, 3 AP, 1 PB.	160	5	3	*Sunderland.*
2 M	5	12	6	*Teignmouth.*
1 W, 2 O	2	13	0	*Topsham.*
1 M	2	2	6	*Wells (Norf.)*
3 M	5	7	6	*Weymouth.*
1 M, 3 W, 4 O ..	10	12	6	*Whitehaven.*
5 M, 1 MM, 3 W, 5 O, 1 AP	33	0	0	*Whitby.*
1 M, 1 W	6	0	0	*Wisbeach.*
1 M, 1 MM.....	4	12	6	*Wivenhoe.*
2 W, 4 O	8	18	0	*Workington.*
1 M	3	2	6	*Yarmouth.*

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 409; Orphans, 159; Aged Parents, 27; Master Mariners, 39; Mariners and Apprentices, 182; Pilots, Fishermen, and Boatmen, 16; in all 525 persons relieved, at an expense, inclusive of that in the succeeding tables, of £1966 4s. 1d.!!

A MERCHANT SAILOR'S REASONS FOR JOINING THE ROYAL NAVAL RESERVE.—"A Merchant Sailor," now serving in the Royal Naval Reserve, gives us his reasons for joining the same.

"Well, in the first place, I am a poor man. I have a young wife and a child. I find the retaining money, six pounds a year, very handy for paying rent and to get a few coals. That retaining money makes me as good as though I had a house of my own, and coals free. My wife has no cause to fear the rent day. There's the money whenever the landlord likes to ask for it. In weather like this we have now, I can't go to sea, and if I could, or would, I can't get a ship. But I can go on board the 'Trincomalee,' or any other man-o'-war, and get my month's drill, and, of course, get my drill-money—a guinea a-week—and that will keep a south wind out of the bread locker at any time. I would join it now I know what it is, if I were a single man, all the same. Six pounds—the retaining money—would get me the standing part of a good outfit to go to sea with."

Again:—"There are other advantages the seaman obtains by joining the Naval Reserve which I have not stated. There is, for instance, a pension for long servitude in it, which Her Majesty has been graciously pleased to authorize the Admiralty to grant. There is the admission for your children into that noble institution, Greenwich Hospital, where they are well fed, clothed and educated for nothing, and otherwise provided for; and not only is that institution for the support of your children, it is for yourself also, if you require it, in old age.

"By joining the Naval Reserve you are not only insuring your country against the possibility of a disgraceful and calamitous defeat, and against all the horrors of an invasion (for depend upon it so long as the Emperor of the French, or any other Emperor, sees that England has lots of well-trained seamen ready to jump on board and man her wooden—and *iron*—walls, we need have no fear of an invasion), but you are insuring yourselves against all those horrors of compulsory servitude which are sure to fall upon every merchant seaman in Great Britain who has not previously joined the Royal Naval Reserve, when a war breaks out.

"In conclusion, men, my advice to you as a friend is, join the Royal Naval Reserve, and you will be better men, both physically and morally. When you have learnt your exercises; when you can handle smartly a great gun, a musket, and a cutlass, you will feel that you are better men than you were before; and that upon each of your legs walk two Frenchmen any day they like to try it. But, remember, if you delay gaining a knowledge of how to handle these weapons till the time comes that there is a French fleet in the channel, and imagine that because we have beaten the French before, you will beat them again, merely because you are British sailors, you will find out your mistake when it's too late."

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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 the 31st August, 1862.*

Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Ausa	Cork	1	5	3
Ariel	Seaham	1	6	6
Acretia	Aberystwith	0	3	6
Alfred	Wicklow	1	11	6
Ariel	London	1	0	0
Annie	"	2	17	6
Ann & Jane	"	5	0	0
Annie	Shields	2	8	0
Anna Maria	Dartmouth	0	14	0
A. Davies	Aberystwith	0	17	6
Alice	Stanford	0	3	6
Advance	Scilly	0	10	0
A & A	London	0	19	6
Aberdeenshire	Whitby	0	15	6
Advance	Keagara	0	11	6
Alexandria	Penzance	5	10	0
British Queen	London	3	10	0
Boy Tom	Colchester	0	16	6
Broomerang	Dundee	2	10	0
British Queen	Shields	6	4	6
Bravo	Sunderland	0	15	0
Benecia	London	2	7	6
Buttania	Newcastle	0	14	6
Burlington	Shields	0	9	0
Caberleigh	Whitstable	0	11	6
Copse	Sunderland	0	14	6
Cherokee	Liverpool	4	18	0
Chesapeake	Portsmouth	1	15	0
Candidate	London	0	10	6
Commodore	Shields	3	19	0
Clutha	Hull	1	15	0
Elixir	Carnarvon	0	3	6
Eliden	Pwllheli	0	17	6
Eleanor	Yarmouth	1	12	0
Eleanor	Sunderland	1	2	0
Endora	Jersey	1	4	0
Egbert	Shields	2	4	6
Elizabeth	Lynn	0	7	0
Elizabeth	Milford	1	0	0
Express	Hull	5	5	0
Enterprise	Hartlepool	4	4	0
Eliza Rae	Liverpool	3	1	6
Foster	London	1	15	0
Flora	Southampton	1	2	6
Fairy	Shoreham	0	9	6
George	Shields	5	0	6
Gallant	"	0	1	6
General Hewett	London	0	3	6
Georgeanna	Cork	0	11	6
Harpley	Hartlepool	4	0	0
Humility	Blyth	0	14	6
High Flyer	Newcastle	7	13	0
Hero	Weymouth	5	10	0
Impetus	London	8	0	0
Jenet Elizabeth	Newfoundlnd.	0	8	0
John & William	London	3	5	0
Jason	Lynn	1	13	0
James Gibbs	Hull	0	18	0
Lady Mary	Hartlepool	0	14	6
Leith	Leith	4	17	0
Loda Clause	Boston	2	13	0
Lord Nelson	Leith	0	5	6
Mary	Exeter	1	0	0
Marion	London	2	0	0
M. A. Necoct	Cardigan	0	17	6
Mary Kay	Dundee	0	16	3
Mary Francis	Drogheda	1	14	0
May Flower	Sunderland	0	11	6
Monlin	Liverpool	0	8	0
May	Alloa	0	14	6
Nelson	Seaham	0	14	6
Neuvo Lerafin	Bilboa	1	2	6
Oak	Whitby	0	9	0
Prospect	Aberdeen	3	1	0
Persian	London	3	4	6
Pandora	Liverpool	6	7	0
Queen	Newcastle	4	16	0
Rapid	Montrose	8	1	0
Ranger	Sunderland	1	0	0
Ringdove	Cardiff	0	2	6
Red Rose	Dundee	18	8	6
Silistria	London	3	12	6
Samuel & Sarah	Wells	0	8	0
Susannah	Middlesbro'	3	16	6
S. Smith	Brixham	1	5	6
Sarah & Dorothy	Shields	3	19	6
Sarah	Bridgewater	0	10	0
Tower Hamlets	London	5	6	9
Thomas & Jane	Dundee	0	5	6
True Blue	Shields	5	4	0
Thankfull	Sunderland	1	1	0
Thetis	Woodbridge	0	10	6
Triumph	Halifax	2	10	6
Thomas Gales	Shields	0	14	6
Vallyfield	Liverpool	0	13	6
Victoria	Goole	0	7	6
Wm. Quinton	Liverpool	1	10	3
Wave	Stockton	0	2	0
William & Jane	Bideford	0	9	0
Warbler	Liverpool	0	8	6
Zion	Barnstaple	1	8	0

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ANNUAL GRANTS TO WIDOWS.

List of Widows Relieved in July, who were also relieved at the time of the death of the Husbands, but who are permitted to apply annually for further Relief while they have Children under Fourteen Years of Age, or are themselves above Fifty years of Age, and without Children.

No.	Names.	Age.	Number of Years a Subscriber.	Number of Children.	Agency.	Amount.
1	Harriett Bennet	33	15	Three	London	2 17 0
2	Eliza L. Merritt	33	7	Two	,,	1 14 0
3	Mary Davidson	43	8	Six	,,	3 0 0
4	Frances Shepherd	26	8	One	,,	1 10 0
5	Caroline R. Nicholson	45	5	One	,,	1 5 0
6	Eleanor Payne	45	11	One	,,	1 13 0
7	Elizabeth Hall	69	5	None	,,	1 0 0
8	Mary Jane Mullett	38	11	Four	,,	2 15 0
9	Caroline Chambers	40	2	Four	,,	1 13 0
10	Mary Ann Mayor	31	9	Three	,,	2 3 0
11	Ann L. Calvert	33	8	Four	,,	2 8 0
12	Harriett Bailey	46	11	Two	,,	2 2 0
13	Mary Ann Grant	59	3	None	,,	1 0 0
14	Elizabeth Smith	43	6	Two	,,	1 12 0
15	Mary King, or Hall	40	7	Five	Aberdeen	2 10 0
16	Ann Guyon, or Walker	40	12	Five	,,	3 5 0
17	Jean Matthew	65	6	None	,,	1 2 0
18	Ann Clark	34	7	Three	,,	1 19 0
19	Barbara Taylor	33	6	One	,,	1 7 0
20	Widow Allen	46	5	Three	,,	1 15 0
21	Jane Cowie	55	7	None	,,	1 3 0
22	Isabella McLean, or Rigg	34	13	Four	Alloa	3 0 0
23	Jane Low, or Roger	26	5	Three	Banff	1 15 0
24	Maria Bryan	63	7	None	Bangor	1 2 0
25	Margaret Henderson	52	2	Two	,,	1 4 0
26	Elizabeth Gibbs	44	10	Two	Beer	1 19 0
27	Elizabeth Hutchley	44	8	One	,,	1 10 0
28	Mary A. Griffin	28	7	Two	,,	1 13 0
29	Margaret Johnson	63	6	None	Blakeney	1 1 0
30	Ellen Mann	63	5	None	,,	1 0 0
31	Eliza Porter	43	19	Two	,,	2 16 0
32	Rose Everitt	32	8	Two	,,	1 15 0
33	Elizabeth Absolom	59	7	Three	Blyth	2 0 0
34	Susan Caddy	57	8	None	Bridport	1 4 0
35	Amelia Priest	58	4	Two	,,	1 8 0
36	Louisa Daw	39	4	Two	,,	1 8 0
37	Mary Smith	51	17	One	Bristol	2 4 0
86	Mary Heron	43	11	Two	Hull	2 1 0
87	Hannah Sison	28	6	One	,,	1 6 0
88	Deborah Canham	45	9	Three	,,	2 3 0
89	Mary Ann Whitehead	46	8	One	,,	1 9 0
90	Frances Wells	56	4	None	,,	1 0 0
91	Sarah S. Halbert	39	9	Four	,,	2 10 0
92	Sarah Ann Borkwood	36	9	Five	,,	2 16 0
93	Mary Jane Monday	35	11	Five	,,	3 1 0
94	Sarah Selby	30	2	Two	,,	1 4 0
95	Mary Mannell	38	11	Two	,,	2 1 0
96	Ann Stephenson	38	13	One	,,	1 17 0
97	Margaret Banks	32	3	Two	,,	1 6 0
98	Mary Ann Elder	64	4	None	,,	1 0 0
99	Elizabeth Ausdell	42	11	Four	,,	2 15 0
100	Mary Pinkeston	25	4	One	,,	1 3 0
101	Isabella Walford	36	7	Six	Ipswich	2 16 0
102	Louisa Snell	43	3	Four	,,	1 16 0
103	Alice Hadman	63	11	None	,,	1 8 0
104	Jane Jack, or Bremner	71	4	None	John O'Groats	1 0 0
105	Jane Sinclair	73	13	None	,,	1 10 0
106	Widow Cochrain	59	1	None	Kincardine	1 0 0
107	Widow Jamieson	55	12	One	,,	1 16 0
108	Widow Keillar	33	7	Three	,,	2 0 0
109	Widow Sorlie	51	15	Three	,,	2 16 0
110	Catherine Cooper	25	9	One	Kirkwall	1 11 0
111	Widow Kane	27	7	Two	Leith	1 13 0
112	Catherine Woodburn	29	6	Four	,,	2 2 0
113	Mary Anderson	32	8	Two	,,	1 16 0
114	Ann MacPherson	35	13	Three	Lerwick	2 12 0
115	Johanna Linklater	32	8	Two	,,	1 15 0
116	Jane Nelson	31	8	Three	,,	2 1 0
117	Ann Gifford	38	8	Three	,,	2 1 0
118	Ursula Johnson	33	5	Two	,,	1 10 0
119	Margaret Irvine	37	6	Two	,,	1 11 0
120	Elizabeth Twatt	60	3	None	,,	1 0 0
121	Catherine Thompson	45	10	One	Limekilns	1 12 0
122	Isabella Wilson	43	7	One	,,	1 9 0

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38	Mary Blackmore	40	8	Five	Brixham	2	14	0	123	Isabella Wilson, junr.	41	12	Three	,,	2	11	0
39	Elizabeth Gardiner	22	1	Two	,,	1	2	0	124	Jane Williams	28	5	Three	Liverpool	1	14	0
40	Mary Ann May	31	4	Two	,,	1	9	0	125	Barbara Garrick	56	5	None	,,	1	0	0
41	Mary Ann Farrer	43	10	One	,,	1	12	0	126	Margaret Prowing	36	7	One	,,	1	8	0
42	Margaret H. Green	27	4	Three	Buckie	1	1	0	127	Jane Sudding	46	16	Two	Lossiemouth	2	10	0
43	Nancy Nicholas	36	9	Three	Cardigan	2	3	0	128	Ann Ross	35	16	Five	,,	3	15	0
44	Sarah Harris	34	4	Three	Colchester	1	12	0	129	Chas. McGillvray	20	8	One	,,	1	10	0
45	Mary Dogherty	63	1	None	Culdaff	1	0	0	130	Elizabeth Jenkins, or Dick	41	5	Five	,,	2	4	0
46	Ann McLaughlin	59	2	None	,,	1	0	0	131	Isabella Jenkins, or Main	56	5	None	,,	1	0	0
47	Elizbth. Hoseason, or Mear	51	11	Four	Cullivoe	2	15	0	132	Mary Coull	45	15	Four	,,	3	5	0
48	W. Anderson, or Williamson	32	4	Four	,,	1	18	0	133	Mary Harner	45	12	Four	Lyme	2	18	0
49	Betsy Miller, or Abbot	30	7	Two	Dundee	1	13	0	134	Faith Webb	31	5	Two	Lynn	1	9	0
50	Isabella Lindsay	49	11	Three	,,	2	8	0	135	Mary Ann Staines	52	5	One	,,	1	4	0
51	Janet Reikie	50	14	Two	,,	2	7	0	136	Charlotte Guy	49	4	Two	,,	1	8	0
52	Isabella Thomson	67	2	None	Edinburgh	1	0	0	137	Emma Slipper	39	4	Two	,,	1	8	0
53	Agnes McRuvie	53	5	One	Elie	1	6	0	138	Susan Jary	42	10	Two	,,	3	0	0
54	2 Orphans of Beer	—	14	Two	Exmouth	2	7	0	139	Eliza Cuthbert	43	5	Three	,,	1	14	0
55	Mary Gibbing	82	15	None	,,	2	2	0	140	Rachael Oliver	33	7	Two	,,	1	13	0
56	Ann Marchant	52	13	None	,,	1	11	0	141	Harriet Snelling	38	5	Five	,,	2	5	0
57	Mary Ann England	47	14	Two	,,	2	7	0	142	Elizabeth Rippingale	68	6	None	,,	1	1	0
58	Caroline Norton	32	9	Three	,,	2	4	0	143	Mary Peeps	53	11	One	,,	1	15	0
59	Mary Richards	33	9	Four	,,	2	11	0	144	Widow Sanders	33	9	Five	Maryport	2	16	0
60	Sarah Ann Prowse	28	10	Two	,,	2	0	0	145	Widow Henderson	43	6	Four	,,	2	2	0
61	Louisa M. Shapter	47	7	Three	,,	2	0	0	146	Widow Costin	50	8	One	,,	1	10	0
62	Caroline Ashford	46	10	Three	,,	2	6	0	147	Widow Harris	34	4	One	,,	1	4	0
63	Mary Bielby	40	2	Five	Flamborough	1	17	0	148	Widow Price	47	5	Two	,,	1	9	0
64	Ann Ross	56	10	None	Filey	1	6	0	149	Orphans of Wharton	8, 6, 4	6	Three	,,	1	17	0
65	Susannah Haxby	37	7	Three	,,	3	0	0	150	Widow Watson	32	3	Two	,,	1	7	0
66	Mary Thomas	42	6	One	Fishguard	1	6	0	151	Mary Davies	39	11	Two	Milford	2	2	0
67	Sarah Menear	50	6	Two	Fowey	1	12	0	152	Mary Ann Watson	50	7	Two	Newcastle	1	14	0
68	Jane Bush	35	12	One	Glasgow	1	16	0	153	Barbara Allen	60	4	None	,,	1	0	0
69	Widow Girling	35	6	Three	Gravesend	1	18	0	154	Ann Archbold	50	8	Two	,,	1	15	0
70	Georgina Green	37	9	Two	Guernsey	1	17	0	155	Ann Williams	53	7	One	Newport (Pem.)	1	9	0
71	Sophia Miller	52	16	One	,,	2	2	0	156	Ann Reynolds	40	8	One	,,	1	9	0
72	Nancy E. Monepied	31	11	One	,,	1	15	0	157	Mary Owen	70	15	None	New Quay	1	13	0
73	Mary McMullen	47	12	Five	Harrington	3	4	0	158	Eleanor Rowlands	51	5	One	,,	1	5	0
74	Ann Bray	42	14	Three	,,	2	14	0	159	Mary Thomas	39	3	Four	,,	2	18	0
75	Mary Blance	45	15	Four	Hartlepool	3	4	0	160	Orphans of Foster	—	11	Three	North Shields	2	8	0
76	Susan Pearson	41	10	Four	,,	2	12	0	161	Mary Maddick	48	12	Five	,,	3	4	0
77	Isabella Dawes	52	11	Two	,,	2	0	0	162	Sarah Henry	30	8	Two	,,	1	15	0
78	Ann Dale	41	8	Three	,,	2	2	0	163	Ann Welsh	63	2	None	,,	1	0	0
79	Alice Pottinger	31	7	Four	Hartlepool	2	4	0	164	Theodosia White	48	13	Two	,,	2	4	0
80	Mary Smith	53	4	Two	,,	1	9	0	165	Margaret Richardson	67	15	None	,,	1	12	0
81	Alice Brown	46	9	One	,,	1	12	0	166	Ann Hudson	35	12	Four	,,	2	18	0
82	Ann Russell	25	6	Three	Hull	1	17	0	167	Ellen Horne	30	9	Two	,,	1	17	0
83	Rachel Polfreman	31	6	One	,,	1	6	0	168	Ellen Stott	50	11	One	,,	1	15	0
84	Eliza Coates	40	8	Three	,,	3	1	0	169	Elizabeth Atkinson	43	11	One	,,	1	15	0
85	Harriett Pulford	24	7	One	,,	1	8	0	170	Mary Irvine	70	7	None	,,	1	3	0

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ANNUAL GRANTS TO WIDOWS,—*Continued.*

No.	Names.	Age.	Number of Years a Subscriber.	Number of Children.	Agency.	Amount.
171	Margaret Phillips	63	13	None	North Shields	1 9 0
172	Margaret Sims	42	10	Two	,,	2 0 0
173	Mary Newham	62	9	None	,,	1 4 0
174	May Beagle	41	8	Two	,,	1 16 0
175	Sophia Kirby	47	10	Three	,,	2 6 0
176	Lilias Wood	62	4	None	,,	1 0 0
177	Mary Buchan	65	11	None	,,	1 8 0
178	Ann Evans	32	5	Two	,,	1 10 0
179	Mary Farrow	38	10	Four	,,	2 13 0
180	Ann Poolton	33	11	Three	,,	2 9 0
181	Margaret Adamson	43	9	One	,,	1 12 0
182	Margaret Heans	37	16	Two	,,	2 10 0
183	Oliva Rook	32	9	Five	,,	2 17 0
184	Jane Gibson	68	11	None	,,	1 8 0
185	Isabella Reed	47	15	One	,,	2 1 0
186	Rebecca Ried	31	8	Three	,,	2 2 0
187	Ann Forster	38	5	Four	,,	2 0 0
188	Ellen Mann	32	13	Three	,,	2 13 0
189	Arabella Gillespie	41	7	Two	,,	1 14 0
190	Frances Clark	52	5	One	,,	1 5 0
191	Esther Maclean	63	5	None	,,	1 0 0
192	Margaret Gibson	29	8	One	,,	1 10 0
193	Margaret Tonkin	33	4	Three	Penzance	1 13 0
194	Widow Mc'Laren	43	11	Three	Perth	2 9 0
195	C. McKenzie, or Robertson	27	5	One	Peterhead	1 5 0
196	Sarah Pister	64	6	None	Poole	1 1 0
197	Elizabeth Gould, or Cowden	67	7	None	,,	1 2 0
198	Eliza Snook	63	13	None	,,	1 9 0
199	Catherine Jones	44	10	Five	Portinllaen	2 18 0
200	Jane McClymont	49	4	Two	Portpatrick	1 8 0
201	Jean Macdonald	32	8	Six	Portsoy	3 0 0
202	Mary Paterson	39	13	Three	,,	2 13 0
203	Jessie Currie	31	10	Three	,,	2 5 0
204	Widow Templeton	25	5	Two	Port William	1 10 0
205	Mary Ann Lewin	59	5	None	Ramsgate	1 0 0
206	Sarah Goddard	58	4	One	,,	1 4 0
207	Frances May	61	2	None	,,	1 0 0
208	Elizabeth Cooper	31	12	Four	Robin Hood's Bay	2 18 0
209	Mary Lamble	39	11	Four	Salcombe	2 15 0
210	Ann Loades	33	13	Three	,,	2 13 0
257	Elizabeth Wheldon	29	12	One	South Shields	1 15 0
258	Margaret Ann Hutchinson	29	9	One	,,	1 12 0
259	Sarah Hislop	28	13	Two	,,	2 5 0
260	Mary Cummings	41	10	Five	,,	2 19 0
261	Ann Hodgson	42	7	One	,,	1 8 0
262	Margaret Gray	36	9	Two	,,	1 17 0
263	Jane Forrest	41	11	Two	,,	2 2 0
264	Elizabeth Stirling	31	5	One	,,	1 5 0
265	Mary Lee	35	10	Three	,,	2 6 0
266	Jane Day	56	1	None	,,	1 0 0
267	Sarah Hunter	61	8	None	,,	1 3 0
268	Philia Williamson	61	4	None	,,	1 0 0
269	Anna M. Campbell	54	8	None	,,	1 4 0
270	Janet Chrighton	34	5	Three	Stornaway	1 14 0
271	Mary Macdonald	47	9	Four	,,	2 9 0
272	Rachel McMillan	38	9	Four	,,	2 9 0
273	Lilias McDonald	35	2	Four	,,	1 12 0
274	Ann Mc'Leod	35	2	Four	,,	1 12 0
275	Elizabeth Oliver	35	3	Three	Stiffkey	1 11 0
276	Eliza Stephenson	44	4	One	Stranraer	1 4 0
277	Janet McMillan	48	9	Three	,,	2 4 0
278	Mary Burns	27	5	One	Sunderland	1 5 0
279	Ann Johnson	39	8	Three	,,	2 2 0
280	Ann White	29	8	Three	,,	2 1 0
281	Sarah J. Lister	30	5	Two	,,	1 9 0
282	Mary Ann White	66	2	None	,,	1 0 0
283	Margaret Worthington	62	6	None	,,	1 2 0
284	Elizabeth Alderson	50	9	One	,,	1 12 0
285	Ann Reah	43	8	Three	,,	2 1 0
286	Jane Hellyer	55	12	None	,,	1 9 0
287	Mary Hodgson	32	8	One	,,	1 9 0
288	P. Smith	40	14	One	,,	1 18 0
289	Jane Embleton	43	12	Two	,,	2 3 0
290	Ann F. Devine	34	3	Four	,,	1 14 0
291	Charlotte Carr	39	7	One	,,	1 8 0
292	Sarah White	41	10	Three	,,	2 6 0
293	Rebecca Beaton	32	9	Three	,,	2 3 0
294	Dorothy Hindmarsh	58	5	One	,,	1 4 0
295	Lydia Thompson	66	8	None	,,	1 4 0
296	Dorothy Anson	40	14	Three	,,	2 14 0

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211	Rachel Marshall	45	15	Four	Scarborough	3	5	0	297	Mary Brownrigg	34	6	Two	,, ...	1	12	0
212	Widow Cammish	40	9	Five	,, ...	2	17	0	298	Ann Keys	51	8	One	,, ...	1	9	0
213	Widow Rowbottom	42	7	Five	,, ...	2	11	0	299	Elizabeth Crinson	54	3	One	,, ...	1	2	0
214	Widow Fuller	63	5	None	,, ...	1	0	0	300	Margaret Thompson	41	15	One	,, ...	2	0	0
215	Widow Percy	38	15	Four	,, ...	3	4	0	301	Isabella Oliver	33	2	Four	,, ...	1	13	0
216	Widow Turner	47	15	Two	,, ...	2	9	0	302	A. Gordon.....	38	11	Four	,, ...	2	15	0
217	Jane Lancaster	42	8	Six	,, ...	3	0	0	303	Elizabeth Hill	45	15	Three	,, ...	2	17	0
218	Elizabeth Lancaster	26	4	One	,, ...	1	4	0	304	Jane Robson.....	44	7	Three	,, ...	1	19	0
219	Elizabeth Edwards	38	8	One	Seaham	1	10	0	305	Elizabeth Easton	74	7	None	,, ...	1	3	0
220	Mary Ann Stobbs	60	15	None	,, ...	1	12	0	306	Isabella Gibson.....	36	6	Two	,, ...	1	12	0
221	Isabella Mackenzie	44	7	Three	,, ...	1	19	0	307	Ann Turnbull	52	5	One	,, ...	1	5	0
222	Mary Snell	34	9	Three	,, ...	2	3	0	308	Isabella Burn	43	13	Three	,, ...	2	12	0
223	Margaret White	37	14	Two	,, ...	2	6	0	309	Elizabeth Dixon	44	10	Two	,, ...	1	19	0
224	Dorothy Nicholson	40	11	Four	,, ...	2	15	0	310	Frances Parfremant.....	29	12	One	,, ...	1	15	0
225	Margaret Jones.....	33	8	Three	,, ...	2	1	0	311	Elizabeth Harvey	28	6	One	,, ...	1	7	0
226	Hannah Schinkfield.....	33	7	Three	Southampton	2	0	0	312	Isabella Macdonald	34	3	Two	,, ...	1	7	0
227	Elizabeth Pye	29	7	Three	South Shields	2	0	0	313	Mary Allison.....	70	16	None	,, ...	1	14	0
228	Margaret Hume	43	10	One	,, ...	1	13	0	314	Sarah Hodgson.	54	9	One	,, ...	1	12	0
229	Martha Curry	42	4	Six	,, ...	2	7	0	315	Margaret Rookes.....	49	14	Three	,, ...	2	15	0
230	Orphans of J. Morton	—	11	Two	,, ...	2	2	0	316	Ann Nelson	38	15	Three	,, ...	2	16	0
231	Ann Mouat	45	10	Two	,, ...	2	0	0	317	Mary Ann Kemp.....	48	5	One	,, ...	1	4	0
232	Dinah Watson	32	5	One	,, ...	1	5	0	318	Catherine Burn.....	27	5	One	,, ...	1	5	0
233	Jane Wood	35	10	Four	,, ...	2	12	0	319	Isabella Calder	67	2	None	Thurso	1	0	0
234	Jane Elstob	37	7	Four	,, ...	2	4	0	320	Mary Howling	27	11	Two	Wexford	2	1	0
235	Margaret Young	50	6	None	,, ...	1	1	0	321	Sarah Parsons	44	15	Four	Weymouth	3	5	0
236	Jane Drake	49	9	One	,, ...	1	12	0	322	Caroline Mabb	41	5	One	,, ...	1	5	0
237	Frances Ashby.....	25	2	Two	,, ...	1	5	0	323	Ellen Readman.....	31	5	One	Whitby	1	4	0
238	Jane Dixon	72	8	None	,, ...	1	4	0	324	Sarah Elders, Orphans of..	—	7	Three	,, ...	2	0	0
239	Orphans of Geo. Peel	—	8	Two	,, ...	1	16	0	325	Esther Coverdale	33	10	One	,, ...	1	13	0
240	Magdalen Mitchell	32	14	Four	,, ...	3	2	0	326	Jane Varley	30	8	Two	,, ...	1	15	0
241	Ann Hogg.....	36	13	Five	,, ...	3	7	0	327	A. M. Fewster	35	5	Three	,, ...	1	15	0
242	Jane Rutter	33	7	Three	,, ...	1	19	0	328	Elizabeth Sneaton	41	9	Four	,, ...	2	9	0
243	Eleanor Curtin	57	6	None	,, ...	1	0	0	329	Jane Brown	61	8	None	,, ...	1	4	0
244	Mary Bosson	32	13	Three	,, ...	2	13	0	330	Jane Noble	37	9	Three	,, ...	2	4	0
245	Ann Penney	43	11	Four	,, ...	2	15	0	331	Sarah Weatherill	41	10	Three	,, ...	2	5	0
246	Mary Ann West	34	13	Three	,, ...	2	12	0	332	Ann Taylor	31	6	Four	,, ...	2	3	0
247	Thomasina Waddell.....	37	14	One	,, ...	1	19	0	333	Esther Harland	44	12	Four	,, ...	2	17	0
248	Hannah Laws	38	12	Two	,, ...	2	4	0	334	Esther Leadley....	43	13	Four	,, ...	3	0	0
249	Mary Ann Staineup.....	42	12	Three	,, ...	2	11	0	335	Jane Martin	29	8	One	,, ...	1	9	0
250	Ann Widdington	31	5	Two	,, ...	1	9	0	336	Jane Dobson..... ..	32	11	Six	,, ...	3	8	0
251	Jane Ockleford.....	48	10	Three	,, ...	2	5	0	337	E. J. Leadley	32	9	One	,, ...	1	11	0
252	Elizabeth Sturgeon	67	4	None	,, ...	1	0	0	338	Maria Phillpot	44	11	Five	,, ...	3	1	0
253	Mary Scott	61	10	None	,, ...	1	7	0	339	Martha Dixon	53	8	Two	,, ...	1	15	0
254	Isabella Mortimer	23	7	One	,, ...	1	7	0	340	Rebecca Fyerman	25	5	Two	,, ...	1	10	0
255	Sarah Ann Mouatt	32	4	Two	,, ...	1	8	0	341	Ann Jackson	39	7	Three	Whitehaven	1	19	0
256	Margaret Macfarlane	63	12	None	,, ...	1	8	0	342	Mary Hull	36	8	One	,, ...	1	9	0

ANNUAL GRANTS TO WIDOWS,--*continued.*

No.	Names.	Age.	Number of Years a Subscriber.	Number of Children.	Agency.	Amount.	No.	Names.	Age.	Number of Years a Subscriber.	Number of Children.	Agency.	Amount.
343	Mary Oldfield	43	12	Five	Whitehaven	3 4 0	352	C. M. Farman	38	2	Three	Yarmouth	1 8 0
344	Margaret Brockbank	29	6	Three	,, ...	1 17 0	353	Maria Mayes	46	9	Two	,, ...	1 18 0
345	Catherine Swanson	74	1	Three	Wick	1 0 0	354	Phœbe Gallant	66	6	None	,, ...	1 2 0
346	Eliza Grimwood	43	10	One	Wivenhoe	1 12 0	355	Jane Newstead.....	49	10	Three	,, ...	3 6 0
347	Phœbe Hoskins	26	4	Two	,, ...	1 8 0	356	Mary Ann Meadows	34	5	Two	,, ...	1 9 0
348	Harriet Mellanby.....	53	13	One	Woolwich	1 17 0	357	Lydia Wetherell	62	1	None	,, ...	1 0 0
349	Elizabeth Millican	45	11	Five	Yarmouth	3 2 0	358	Elizabeth Miller	77	12	None	,, ...	1 9 0
350	Hannah Bitton	30	5	Four	,, ...	2 0 0	359	Emily Taylor	23	5	One	,, ...	1 5 0
351	Mary Ann Barber.....	48	10	One	,, ...	1 13 0	360	Ellen H. Sheehan.....	60	9	None	Youghal.....	1 5 0

NOTE.--Two hundred and seventy-four Widows, a list of whom appeared in our thirty-fourth number, page 112, Vol. 9, were also relieved in January, making, with the above a total of six hundred and thirty-four Widows (not including orphans) of drowned Fishermen or Mariners, who are thus receiving *Annual Grants* to the amount of £1123 2s. yearly, to help to pay the rents of their cottages; the interest of the funded property of the "Shipwrecked Mariners' Society" being set apart in aid of this benevolent purpose.

ANECDOTE OF ADMIRAL BENBOW.—This naval hero became a sailor against the desire of his parents. When quite a boy, he was left in care of his mother's house, while she was absent on some marketing expedition. He stole forth carefully locking the door after him; he hung the key on a hook in a tree of the garden. Years elapsed before he eventually returned, a naval officer, justly proud of his decorations. Though now out of his reach, for the tree had grown faster than he, the key of the door still swung in the breeze. He went forth again, and returned Rear-Admiral of the White. The key had not been removed; and it was with much pleasure he used to point it out to his friends. Again the country demanded his services; his glory and the echo of his victories alone came o'er the wave. Our history records the talent, the valour, and the courage of the man. Shrewsbury, proudly claiming him as a son, shows a monument to his memory—as well as the key, which still hangs where he placed it, the act of the boy. Wanderers by the banks of the Severn, when near Benbow House, and viewing that key in its present position, cannot but contemplate in their mind's eye the delightful futurity—the door of which it opened to him who last used it.—*Septimus Piesse.*

THE RUSSIAN SHIP OF WAR 'GRAND ADMIRAL.'—The Russian screw-steamer 'Grand Admiral' was recently at Malta. This vessel is considered one of the finest in the Russian navy. Her crew consists of upwards of 800 men, are young, strong and active. She has very heavy guns, with plenty of space to work them. She appears to be as if specially made for fighting, and everything is subservient to that. Besides their mess place, which is large and airy, they have a spacious place handsomely and usefully fitted up for the junior officers to study in. It is supplied with books of a useful nature, in English, French, and Russian. One officer was translating into Russian and preparing for publication "Boyd's Naval Officer's Manual," another was doing the same by Alston, and a third was hard at work at the "Manual of Scientific Inquiry." Both the officers and men were buying up all the English works on seamanship they could procure, and made every inquiry as to the state of our Navy, doing their best to pick up information. Of some 600 copies of the Bible in the Russian language that existed at the Bible Society's depot at Malta there was not a copy left, for all were bought by the Russians, and they would have purchased more could they have been procured. Nearly all the officers speak fluently one or two modern languages.

Portfolio.

HEARTY WORDS FOR BRITISH SAILORS AFLOAT & ASHORE.

No. 1:—THE COMPASS.

SHIPMATES—listen to me! You have often when it has been your trick at the helm on a thick night, stood looking down on the compass. The binnacle lamp sheds a bright light over it, and enables you to read each point as clearly as at noon-day; but when you look ahead, or on either side of you, you find that your eyes, sharp as they may be, fail to pierce the dark gloom amid which the ship is holding her course. Still, fearless of danger you stand on through the dense darkness. A heavy gale may be blowing, the sea may be running high, the ship may pitch or roll, now plunging into the trough, now rising on the crest of a wave; yet all the time that wonderful instrument in the binnacle remains steady and true, ever level, ever unmoved amid the surrounding commotion, pointing faithfully to the northern pole. It affords the one only bright spot on which your eyes can rest—giving confidence, hope, and security, while on every side is darkness and uncertainty. What could you do without that compass, that faithful, unerring friend and guide? how could you venture from port? how could you steer your course across the trackless ocean? You lose sight of land—the winds may change—the sun, moon, and stars become obscured by clouds—yet that is ever at hand to show the right course to steer, by which you may gain your desired port. You prize it, therefore, as it deserves; you guard it with care from all accidents. While it is preserved, you do not despair. You are more anxious to carry it with you, should the ship be in danger of foundering and you have to take to the boats, than even food or clothing. You justly call the compass the mariner's truest friend.

I ask you,— did it ever occur to you to enquire by what power that one point on the card resting on its pivot turns with unwavering faithfulness to the northern pole? You might have enquired, but enquired in vain. The fact alone is known,—God wills it so. It is caused by one of His wise but mysterious laws for the government of the physical world. Well, then, though we cannot explain or understand the cause of this wonderful power, we are content to make use of it, and to be thankful. What would you think then of a ship's company who knocked their compasses to pieces or threw them overboard? You would say that they were all gone stark mad, or were raging drunk. What would you think also of a crew, who, though they kept their compasses aboard, neglected to look at them, or to steer the ship's course by them, and chose to steer by the stars, of which they knew little, or by the shifting winds, or as their fancy might take them? Would you expect the ship they manned ever to reach the port for which she was bound? Or what think you of men who would put to sea and leave their compasses on shore, though they were ready provided for them? You reply, that they very soon would get their ship cast away. Now, I have not spun this long yarn for nothing. In my opinion God teaches us how to know and understand things unseen, that is, spiritual matters, by things which we do see and understand. The Bible, which He caused to be written for our guidance and for our instruction, tells us that this is the case. As God created that mysterious power

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which has enabled man to invent the compass, so has He put His Spirit into the hearts of patriarchs and prophets and evangelists to write the Bible.

We may say, therefore, as He gave the compass to enable the mariner to steer his course across the ocean, so He gave the Holy Scriptures, the Bible, to all mankind that we may direct our way aright through our mortal voyage.

A lad cannot box the compass when he first goes to sea, without being taught, much less to steer by it; but some shipmate is ever found ready to teach him. Neither can he learn all at once the use of the compass, it takes time and constant attention before he can steer by it; but he perseveres, and at length he is able to take his turn at the helm with the best seaman afloat. In the same way a man who has never read the Bible in his youth, will take some time to understand it. He may not understand it at all at first, but let him not despair. A shipmate may help him through the difficulties, or a Minister on shore, or, better still than either, if he strives and prays earnestly to Jesus Christ our Lord for help, He will send the Holy Spirit to enlighten his heart—to instruct his understanding—to enable him to steer his course through life by the laws which that excellent, that wonderful book will teach him. Aye mates, depend on it the Bible is the only true compass by which high or low, rich or poor, the captain aft, or the crew forward, can steer their course amid the storms, and darkness, and dangers which beset the course of all human beings, in their mortal career.

Never go to sea without it, or you will make shipwreck of what is more valuable than ship or cargo—your immortal souls. When you have it aboard, don't be like the madmen, or drunkards I spoke of who knock it to pieces, or heave it overboard; or, what is the same, cast its precepts and laws aside. Never be like the fools who won't look at their compass! Do not fancy that you can steer a course without it by the light of reason, for if you do you will be blown about by every shifting wind of doctrine, and find yourselves helplessly cast ashore in the end.

Be wise and be taught by the compass. The same great and good God who gave us the compass, gave us the Bible. You see that He has given us this mysterious guide across the ocean. Don't let any one persuade you that He would have neglected to give us what is still more important, a guide through life. Reason is not that guide, it veers and shifts about and is as faithless as the wind; and while its gales as well as its calms fail to enable us to stem the current of the passions, it makes shipwreck of the human soul. Search where you will, there is but one sure guide, and that guide is the Bible. Oh, shipmates, think of this when next you take your turn at the wheel on a dark night. As you cast your eye on the compass, a bright light will shine down on it from above, enabling you to see it clearly, though all around may be pitchy gloom. Thus does the Holy Spirit, whom our blessed Saviour promised to those who call on Him faithfully, enable the humblest, the most unlearned seaman to read and understand His word—the Bible. I say, as the spokes pass through your hands, and your eye rests on that well tried guide,—pray that the Holy Spirit may enable you to understand God's word aright; and while you will not keep the ship less faithful to her course, depend on it you'll gain a more certain hope through God's help of having your own soul guided to heaven.—*W. G. H. Kingston.*

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