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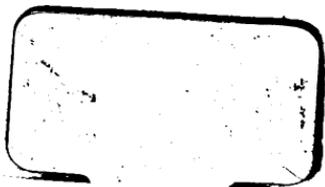
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THE SHIPWRECKED MARINER. 7

A Quarterly Maritime Magazine.

VOL. XXVI., 1879.



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

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Vol. XXVI.

THE ROYAL NAVY—ANCIENT AND MODERN.*

(Continued from Vol. XXV. page 180.)

IN 1653, General Monk was on board the 'Vanguard.' Blake's orders were to intercept the Dutch coming from the Isle of Rhé. The States General having heard of the great naval preparations made in England, had despatched an express to Van Tromp, desiring him to return with all speed, and to endeavour to prevent the English from putting to sea by blocking up the river Thames. Van Tromp, in obedience to these orders, drew near the isle, or rather peninsular of Portland, in the Channel, when, to his surprise, he fell in with the English fleet, consisting of upwards of sixty sail. His own strength amounted to seventy-three men-of-war, with some three hundred merchantmen in convoy.

The Dutch fleet was divided into four squadrons, commanded by Van Tromp, De Ruyter, Evertzen, and the Admiral of the Northern Quarter. At eight o'clock on the morning of the 18th of February these four squadrons, following their course up the Channel, with the advantage of the wind (as their own historians assert), began the fight when only a few of the English ships had come up; and this agrees with the English account, which is to the effect that the 'Triumph,' on board of which were Admirals Blake and Deane, with twelve other vessels, engaged "board on board" with the main body of the Dutch fleet for nearly six hours.

* From "British Battles on Land and Sea," by James Grant; Cassell & Co.; and other sources.

The 'Triumph' received a great number of shots in her hull, and was becoming sorely pressed by the enemy, when she was gallantly supported by a well-directed fire from the guns of the 'Fairfax,' under Captain Sir John Lawson. Surrounded by several of the largest vessels in the Dutch fleet, these two ships had some two hundred men killed and wounded. Blake was among the latter, and his captain and secretary were among the former. Both fell by the side of Blake, and the 'Triumph' was so shattered in her hull and rigging as to be incapable of acting on the two subsequent days. The wound received by Blake was inflicted by an iron bar, which also carried away a great part of Admiral Deane's breeches.

The whole English fleet having by this time come up, there ensued one of the most furious and sanguinary battles of this short and most absurd war—absurd so far as the original cause was concerned. So hotly were the Dutch battered by successive broadsides, and so perilously were their decks swept by the fire of musketry, that about four in the afternoon twenty-six of their principal vessels became so crippled that they drew out of the range, and left the rest to continue the engagement. During this time an English ship, the 'Prosperous,' forty-four guns, was boarded and taken, sword in hand, by De Ruyter; but his own ship had nearly the same fate at the hands of the crew of the 'Merlin,' by whom the 'Prosperous' was retaken. Captain Mildmay, of the 'Vanguard,' was killed. Many ships were found to be disabled, but of the fleet none were taken or lost save the 'Samson,' which, being so battered as to be totally unseaworthy, was scuttled and sunk by the crew.

As for the enemy, they had seven men-of-war taken or sunk, one of them carrying an admiral's flag; and besides these the Dutch historians mention one commanded by a Capt. Winkelim which blew up, and another which was destroyed by fire. They also say that Van Tromp, when attacking Blake, forebore firing until he came within musket-shot of him and let fly a broadside; then, tacking about nimbly, he fired a second at him on the same side. Then flanking him again on the other side he thundered off a third, which did such great execution that nothing but groans and lamentations were heard on board his ship, which, after this, fought retreating, and was pursued by Van Tromp. The very disabled state in which the 'Triumph' remained at the close of the action in some degree corroborates the Dutch account; but there was undoubtedly great slaughter on board the ship of Van Tromp. De Ruyter had his main and

fore-top mast shot away, and would have been taken had he not been relieved by Admiral Evertzen.

During the whole of the subsequent night the time was spent in the repair of damages, plugging the shot holes, refitting the standing and running rigging, and in other preparations for renewing the conflict; and several disabled ships were sent to Portsmouth.

When day broke on the morning of the 19th the Dutch were overtaken by Blake's leading ships near Dungeness, and, though most of his fleet were astern, the battle began once more. Van Tromp having sent all the merchant ships ahead, formed the fleet in the order of a half-moon; and after exchanging fire for some time, made a running fight of it as he stood over the coast of France. The English captains made several bold attempts to break through this half-moon to reach the merchantmen, and one of these, a ship of Admiral De Ruyter, was so severely handled that she was obliged to be taken in tow by others and kept out of range. About the same time one of his men-of-war was boarded and taken by Captain James Lawson.

The merchant captains now began to fear the convoy would no longer be able to protect them. Hoisting everything that would draw, aloft and below, each began to shift for himself, and many threw much of their cargo overboard to lighten the draught of their ships.

According to Blake's account, eight men-of-war and sixteen merchant ships were the fruit of this day's encounter; and more would have been taken had not darkness come on. One Dutch captain, on finding himself grappled on both sides by two English vessels, set her on fire, that all might die together. They sheered off, however, and when she blew up every soul on board perished with her.

The battle was resumed on the morning of the 19th. While standing towards their own coast the Dutch were overtaken by the inexorable Blake, compelled to shorten sail, and engage. During the whole day the battle raged with cannon and musket over a great extent of sea till four in the afternoon, when the Dutch retired to the sands before Calais. In this running fight three Dutch men-of-war were captured by Captains Graves, Martin, and Lawson, and several merchant ships by Admiral Penn. But ammunition began to fail, and as the Dutch had got into shoal water the pursuit was abandoned.

The accounts of the losses and captures vary very much. In the three days' actions the Dutch lost, according to Burchett, eleven ships of war,

thirty merchantmen, and 1,500 men killed. Clarendon says 2,000 thrown overboard. The English lost but one ship, the 'Samson,' (Captain—afterwards Sir William—Batten,) sunk by themselves, and their killed and wounded equalled that of the enemy. In writing of this triple battle, Whitelock says the officers, marines, and soldiers behaved with great courage and gallantry in both fleets, "but that after a sharp and bloody fight the Dutch were wholly routed and overcome, and had a sore and terrible loss both of their ships and men." In these actions the English infantry were still serving as marines on board. There are several Dutch accounts of these conflicts, but one fact they cannot deny is, that they were driven from the Channel by a series of running fights, and forced to seek shelter, first on the coast of France, and lastly that of Holland.

About this time Charles II. offered to serve as a volunteer on board the Dutch fleet, in the hopes that some of the English captains and crews under Blake who might be Royalists would come to him; but the States General would not accept his services, as they believed the proposal might only serve to widen their breach with the English Republic, and peace was what they earnestly desired.

The desire of remaining sole lords of the sea was, however, the paramount aspiration on both sides; so on the 3rd of June, 1653, the fleets met again, and, each being eager for an engagement, the fight began about eleven o'clock, off the Point of the Goter. In the Dutch fleet were six fire-ships, and in the English five. The Blue squadron of the English, consisting of forty sail, Rear-Admiral Lawson, bore right through the enemy's line; and he laid his ship alongside De Ruyter's, which would have been captured but for the timely intervention of other vessels with the concentrated fire of their guns. Lawson's battery, however, soon after sunk one of their ships of forty-two guns, commanded by a captain named Bulter. Early in the action one of the first broadsides killed Admiral Dean. A chain-shot cut his body nearly in two, and Monk, with great presence of mind, spread a cloak over the mangled remains, lest their appearance should depress the ardour of the crew of the 'Resolution.' After this the fleet was commanded by General Monk alone.

The action continued with unabated fury till three in the afternoon, when the Dutch fleet, which had been severely mauled and was now in great confusion, began to sheer off simultaneously, and maintain a kind of running fight until nine in the evening, when one of their largest ships blew up with a fearful crash. This catastrophe increased the confusion, and

though Van Tromp used every means to compel his captains to preserve something of a line, his efforts were to no purpose, and they bore on their course with all sails set towards the coast of Flanders.

Between eight and nine next morning the inexorable English were close aboard of them again, and the battle was renewed off Nienport with great bitterness, the poops and tops being manned by small-arm men, with matchlocks and musketoons. For four hours the conflict was maintained with great obstinacy. Vice-Admiral Penn twice led his boarders across the deck of Van Tromp, and twice, by dint of pike and sword, they were hurled back to their own ship or into the sea; and on the last occasion the Dutch Admiral would inevitably have been taken but for the assistance he received from De Ruyter and De Witt.

Admiral Blake, though not yet quite recovered from his wound, having joined the fleet in the night with eighteen sail, the English were thus more than ever a match for the Dutch, who were cannonaded and pressed with such fury on every side, that they were utterly defeated, and compelled to run with all standing among the flats of Zealand for shelter. Six of their best ships were sunk, two were blown up, eleven sail and two hoys were taken, with 1,515 prisoners, of whom five were captains of distinction and reputation. On the English side not a ship was lost, and but very few men were killed or wounded—not more than 160. The prisoners were sent ashore.

The result of the last encounter made Van Tromp declare before the States General at Flushing, "that without a considerable reinforcement of men-of-war they could do no further service;" and De Witt, a hot and impulsive officer, went yet further. "Why should I hold my tongue?" he exclaimed; "I am in the presence of my lords and masters—true; but I must say it—the English are our masters, and, of course, are masters of the sea."

The English now blockaded the whole coast of Holland, and so the trade of that country was totally at an end and its fisheries suspended. Convinced at last of the necessity of submission, the Dutch resolved to gratify the pride of the sister Republic by soliciting peace; but Cromwell, who had his own secret reasons for continuing the war, and had begun to indulge in the creation of knights and peers, treated their advances with disdain.

In a few weeks they repaired and manned their fleet anew, equipping ships of a larger size than any they had hitherto sent to sea. Like the English, they did all that was requisite to encourage their seamen, and

published an ordinance, granting recompenses to all who were mutilated in the service of the States, varying from 1,069 guilders for the loss of both eyes, to 160 guilders for the loss of one foot; incurables were to receive a crown per week. Determined to conquer or die, Van Tromp once more put to sea, and, as the event proved, he sailed upon its waters for the last time.

The Dutch offered large rewards for the capture of English ships. So, fired alike by the desire for gain, glory, and revenge, Van Tromp set sail with ninety-five ships from Zealand, and was soon after joined by twenty-five more, under De Witt, from the Texel. The hatred and rancour of the Dutch were now fierce and deep. An instance of this may be given in the fight that took place between a small English vessel, manned by twelve men, and a Dutchman of fifty men. The captain of the former had attempted to board the latter, but was taken prisoner, and kept as such for some hours; after which the Dutch captain suddenly changed his mind, "basely shot him in cold blood, ran his sword through him three or four times, then cut him in pieces, and pulled out his heart."

At nine in the morning of the 29th of July, 1653, Monk's scouting ships discovered the Dutch fleet coming from Vlieland, the island at the mouth of the Zuyder Zee, five miles north-east of the Texel. The fleet of Van Tromp consisted of ninety-seven sail, or thereabout, ninety being ships of war. He stood off from the English on an opposite tack; thus it was five in the evening before Monk's lighter frigates could come up with the enemy and engage them. At seven the Dutch shortened sail, and Monk in the "Resolution" with thirty ships, all that could as yet come up, began a close battle with them off Camperdonn, a village on the coast of Holland. Blake having been landed on account of ill health, and having gone to Ipswich, Monk was again in command, and at Camperdonn led the van of battle on the 29th, 30th, and 31st July. Though the evening was so far advanced when the battle began there were still fully two hours of light, and the fire of cannon between the hostile fleet lasted till nine o'clock. The mizzen rigging of the 'Resolution' was set on fire, but it was extinguished by the courage and activity of her captain, Joseph Taylor. The Dutch had several fire-ships, the English not one, so their presence added greatly to the perils encountered, as many of Monk's vessels were in danger of being destroyed by them. Early in the action one of the flaming ships set fire to the 'Triumph,' most of whose crew threw themselves overboard into the sea; and she was only saved from total

destruction by the brave fellows who adhered to her, while amid the smoke and flames the Dutch poured cross-bar, chain, and round shot upon them.

After the darkness fell, all hands on board the fleet were set to work in bending new sails, repairing the rigging or repairing wounded spars, for the ships had suffered much, though the English had only sixteen killed and twenty-five wounded, fourteen of the latter dangerously.

On the 30th scarcely a shot was fired. Both fleets had work enough on hand in keeping off a lee shore, "the wind blowing hard, with thick and dirty weather."

But the morning of the 31st proving fair and sunny, with light breezes, the fleets prepared again for a trial of strength. The Dutch having the wind with them bore down upon the English with great resolution, and opened their fire at seven in the morning. In many instances, almost yard-arm to yard-arm, the battle was continued with sanguinary fury till one in the afternoon, the Dutch all the time having the advantage of the wind whenever they required it.

Rear-Admiral Lawson attacked the ship of Michael Adrian de Ruyter with such unusual fury, that in an incredibly short space of time he killed or wounded half the crew, and so totally disabled her that she was towed out of the line with the blood trickling from her ports and scuppers; but De Ruyter bravely went on board another vessel to continue his part in the action. After it had lasted about six hours the gallant Van Tromp was killed by a musket ball, as he walked upon the deck with his sword drawn, and when in the act of delivering an order. The ball went fairly through his heart. After the fall of the great admiral the command of the Dutch fleet devolved on Admiral Evertzen.

The 'Victory,' commanded by Captain Lane, was hard beset by one of the Dutch vice-admirals and two other men-of-war, but made her part good. Another Dutch vice-admiral, mistaking the condition of the English ship as well as the resolution of the captain, officiously bore up and offered him quarter if he would yield; but he, not taking the compliment as the Dutchman meant it, returned it with a broadside, which immediately sunk him.

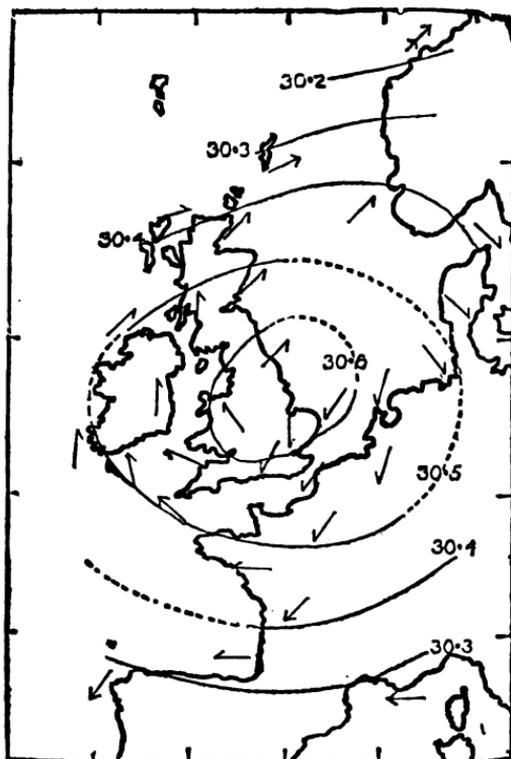
The enemy had nine flags flying when the battle began, but only one remained at its close; by which time thirty-three of the Dutch ships were sunk and 1,000 prisoners taken; among them was Cornelius Evertzen, the Vice-Admiral, a brave and skilful officer. Notwithstanding the bar-

barous order issued by Monk, many of these prisoners were mercifully taken up by the English boats as they were swimming about among the blazing and sinking hulls. The total losses of the English were four ships destroyed; eight captains and 400 seamen killed, five captains and 700 seamen wounded. The Dutch slain of all ranks were 6,000 men.

(To be continued.)

THE MOTION OF STORMS; OR, SCIENCE FOR SAILORS.

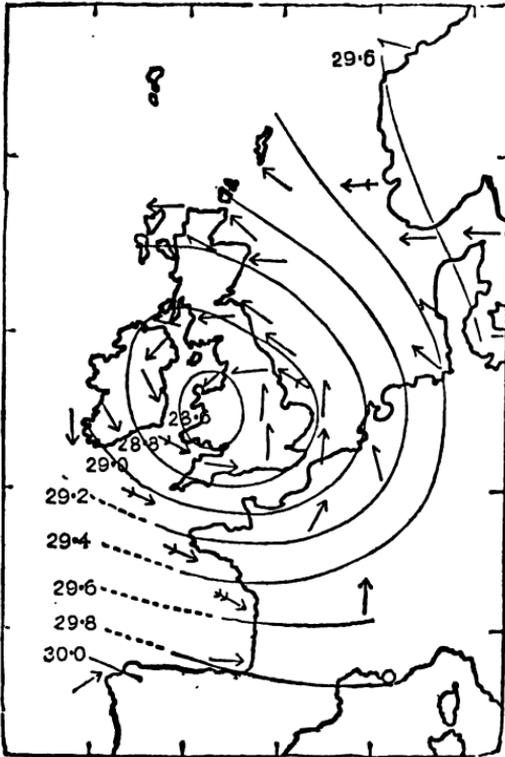
It is my purpose in the present article to enter more particularly than before into those details which seem necessary to make clear to my readers what are the nature and action of storms. I have endeavoured to define in general terms



what a cyclone is, and I presume it is understood to be a strong circular current of air, not only revolving in itself, but moving onward from its place of origin over a vast area, till it has spent itself, so to speak, or till a balance of

the atmosphere has been restored.* With the aid of the diagrams here given I hope to make clear some characteristics both of a "cyclone" and an "anti-cyclone." But I must trouble the reader with a few definitions.

(1) The word "cyclone" is derived from the Greek "cyclos" (κύκλος), a circle; "anti-cyclone," from "anti," (αντι), opposite, and cyclos. A cyclonic system is one which has a central area of low depression, the wind swinging round like water in a whirlpool; and in this northern hemisphere the wind goes in a direction *against the hands of a watch*. An anti-cyclonic one has the



highest barometric pressure in the centre, and the wind goes *with the hands of a watch*. "In both cases there is a calm at the centre, or over the region enclosed by the innermost 'isobar.'"

(2) An "isobar" is a line passing through those places in which the

* These diagrams are taken, by permission, from "Weather Charts and Storm Warnings," by R. H. Scott, M.A., F.R.S., Secretary of the Meteorological Office. (Henry S. King, London.) The writer is indebted to the same book for details and description of the cyclone and anti-cyclone.

barometer shows equal pressure. The word is derived from two Greek ones, viz. "isos" (*ἴσος*), equal; and "baros" (*βάρος*), weight. The circular lines in the diagram are "isobars;" that is, lines showing the parts where the downward pressure of the air is equal. The figures show the height of the barometer.

In a cyclone the isobars are closer than in an anti-cyclone.

A gale occurred on 29th November, 1874; the diagram gives the details.

The central isobar is drawn round Wales; the barometer was down to 28.5 (28½ inches) at Holyhead. The outer isobar is drawn through Corunna in Spain; the barometer was 30.0 (30 inches).

(3) Now a "line" drawn from Corunna to Holyhead is termed a "gradient;" that is, when such a line shows a difference in the barometer, as it does here, of 1½ inches. Of course any line drawn from a station with a high barometer to one with a low one is a gradient, and the steeper that gradient the heavier the gale. But the gale is heaviest somewhere midway of the gradient, not at its extremities.

It is true the centre of the storm moves onward, and so the full force of the wind may be felt in different places as the depression shifts.

The arrows in the diagram indicate the direction and force of the wind at the time named—8 a.m. on 29th November, 1874. An arrow with one barb shows that the force of the wind was "a moderate breeze"; with double barb, "a moderate gale"; with a single feather, "a strong gale"; and with a double feather, "a very heavy gale."

Thus by the diagram we see that a "heavy gale" was blowing from W.N.W. over the Bay of Biscay and Rochefort; from S.E. at Scarborough and Shields, and E. from the coast of Norway; "a fresh breeze" from E. at Aberdeen; "a light breeze" from S.S.E. at Brussels, and from E.N.E. at Holyhead; while there was a calm at Toulon on the outer edge of the cyclone.

Another illustration of a cyclone may be found in the "Daily Weather Report" of 11th November, 1878, 8 a.m. Low barometer on W. coast of Norway, at Skudesnaes, 28.5 inches. This was the centre of the depression which had passed over Scotland the day before, but the barometer was 29.1 inches at W. of Ireland and S.W. of England, the gradient being one inch in that distance. The wind was from N.W. in Scotland, W. at Oxford and Great Yarmouth, S.W. at Brussels, S.E. at Stockholm, E. at Christiansund, E.N.E. on the Shetlands; thus blowing round the centre and in a direction "against the hands of a watch." The gale was strong over the west of Scotland, Scilly, and Denmark; "moderate breeze" at the centre of the depression, where there had been a strong gale the day before, when the lowest barometer was to the N. of Scotland. There was a "strong gale" in the Channel on the 10th, and over N.W. of France.

We now turn to the anti-cyclone, or area of high pressure, the highest being

Hd
Kinnairds Hd
Whaleink Bay
Rattray Hd
Buchan Ness
than

in the centre, as seen by the diagram, the height of barometer being marked thus 30·6 (30 $\frac{6}{10}$) inches.

The arrows show the direction and force of the wind, which is much lighter than in the former case; but the direction is just opposite to that of the cyclone, being "with the watch hands."

But it must be remarked that while in the former diagram the arrows appear to draw inward (for cyclonic), in this latter the arrows draw outward (for the anti-cyclonic).

In this example of an anti-cyclone the highest barometer was at Nottingham, 30·67 inches (or nearly 30 $\frac{7}{10}$), and the isobar marked 30·6 enveloped nearly all England and Wales. That of 30·5 stretches to Holstein near Fanö (30·49), passes south of Paris (30·52), being shown by dots owing to deficient information between these points, sweeps close to Valencia (30·49), is again dotted over the sea outside the coast of Ireland, and finally reaches Aberdeen (30·49). The N. and S. readings decrease rapidly; on the S. side (30·40) passes half-way between Rochefort and Biarritz, and (30·30) skirts the coast of Spain and the Pyrenees, readings being 30·28 at Corunna and 30·24 at Toulon. In the N. (30·4) passes below Stornoway (30·39), runs between Wick and Thurso and across to Jutland, where the readings at the Scaw is 30·34. Passing further N. (30·30), runs close to Sumburgh Head, and across to near Bergen in Norway, while above it still we find that of 30·20, the reading of the barometer at Christiansund being 30·15.

The wind blew from N. in Germany, E. in France, S. in Ireland, S.W. to W. in Scotland, and N.W. in Denmark.

GENERAL PHENOMENA.—In cyclones the air circulates rapidly, causing strong winds flowing towards the centre. In winter, cyclones bring a high temperature and heavy rains; in summer they bring cloudy weather and lower the temperature. In anti-cyclones the air circulates slowly and the winds are light. In winter, anti-cyclones are attended by low temperature, absence of rain, but frequent fogs; in summer they produce our hottest weather, the air being dry, no heavy clouds are formed, and the sun then exerts his full heating power, unattended by the influence of "the cooling breeze."

S. H. M.

THE WRECK REGISTER FOR 1876-77.

We publish with this number of the Magazine the annual record of the terrible price we have to pay for our traffic on the sea, or rather an abstract of it, as that is all the Board of Trade have presented to Parliament this year. Each black dot signifies a casualty, happily not all attended with loss of life, as thousands have been saved from the jaws of death by the gallant fellows who manned the boats of the Royal National Lifeboat Institution, in conjunction with the Board of Trade's rocket apparatus, ships' boats, coastguard and

fishing boats, harbour lifeboats, and various other means. But before giving the interesting statistics collected from the *Lifeboat Journal* for November, 1878, we would draw attention to the noble work of Christian charity carried on by the sister society, the SHIPWRECKED MARINERS' SOCIETY, which, with the help of 1,000 honorary agents, has, since its formation in 1839, relieved 156,380 of the poor fellows thus rescued from a watery grave, and landed often naked on the beach, and who but for this society would in many cases be left to perish or beg their way home, trusting to casual charity. 109,402 widows and orphans of those who have perished have also been relieved in the time of their greatest need. To carry on this great work, funds are especially needed at this time, as, owing to the large calls on public charity during the past year, the income has been so materially affected that the Committee have been compelled to borrow from their bankers.

The following is extracted from the *Lifeboat Journal* :—

We find, from other Parliamentary Returns, that the number of British vessels which entered inwards and cleared outwards during the past year to and from ports of the United Kingdom was 581,099, representing a tonnage of 101,799,050. Of these ships, 224,669 were steamers, having a tonnage of 66,560,127.

In addition to these figures, about 60,000 foreign vessels entered inwards and cleared outwards during the same period to and from British ports, representing a tonnage of nearly 20,000,000.

These 641,029 ships, British and foreign, had probably on board, apart from passengers, 4,000,000 of men and boys.

We observe that in 1876-77 the number of wrecks, casualties, and collisions from all causes, on and near the coasts of the United Kingdom, was 4,164, which number exceeds that of the previous year by 407; 511 cases out of this large number involved total loss, 502 and 472 representing the same class of calamities for the two preceding years.

We regret to find that during the past twenty years—from 1857 to 1876-77—the number of shipwrecks on our coasts alone has averaged 1,948 a year, representing in money value millions upon millions sterling in the aggregate.

In making this statement, we lay aside entirely the thousands of precious lives, on which no money value could be placed, which were sacrificed on such disastrous occasions, and which would have been more enormously increased in the absence of the determined and gallant services of the lifeboats of the National Lifeboat Institution.

In the Abstract of the Wreck Register, it is stated that, between 1861 and 1876-77, the number of ships, both British and foreign, which came to grief on our coasts, and which were attended with loss of life, was 2,784, causing the loss of 13,098 persons. In 1876-77, loss of life took place in one out of every twenty-two ships shipwrecked on our coasts.

It is hardly necessary to say that gales of wind are the prime causes of most shipwrecks, and that those of 1876-77 will long be remembered for their violence and destructive character.

Of the 4,164 wrecks, casualties, and collisions reported as having occurred on and near the coasts of the United Kingdom during the year 1876-77, we find that the total comprised 5,017 vessels, and that the number of ships in 1876-77 is more than the total in 1875-76 by 463. The number of ships reported is in excess of the casualties reported, because in cases of collision two or more ships are involved in one casualty. Thus 847 of the wrecks were collisions, and 4,317 were wrecks and casualties other than collisions. Of these latter casualties, 446 were wrecks, &c., resulting in total loss, 902 were casualties resulting in serious damage, and 1,969 were minor accidents. The whole number of wrecks and casualties other than collisions on and near our coasts reported during the year 1875-76 was 2,952, or 335 less than the number reported during the twelvemonth under discussion.

It is to be observed that of the 3,317 casualties (excluding collisions), 2,824 are known to have happened to ships belonging to Great Britain and its dependencies, while 493 belonged to foreign countries.

We observe that the total number of English ships, excluding collision cases, which, according to the facts reported, appear to have foundered or to have been otherwise totally lost on and near the coasts of the United Kingdom from defects in the ships or their equipments during the year 1876-77 is 20; while 54 happened through the errors, &c., of masters, officers, crews, or pilots, 180 through stress of weather, and 61 from other or unknown causes.

It is curious to observe the ages of the vessels which were wrecked during the period under consideration. Excluding foreign ships and collision cases, 221 wrecks and casualties happened to nearly new ships, and 396 to ships from three to seven years of age. Then there were wrecks and casualties to 631 ships from seven to 14 years old, and to 907 from 15 to 30 years old. Then follow 469 old ships, from 30 to 50 years old. Having passed the service of half a century, we come to the very old ships—viz., 71 between 50 and 60 years old, 33 from 60 to 70, 24 from 70 to 80, 9 from 80 to 99, and 5 from 90 to 100, while the ages of 68 of the wrecks are unknown.

Amongst the losses on our coasts in 1876-77, excluding collisions, 442 were steamships and 2,875 were sailing vessels. Of the 2,824 British ships meeting with disaster in the year, 1,583 did not exceed 100 tons' burden, 866 were from 100 to 300 tons, 165 were from 300 to 500 tons, and 210 only were above 500 tons' burden. Of the 315 British vessels totally lost, irrespective of collisions, 25 are known to have been built of iron, and of this number 23 were steamships and 2 sailing vessels.

The localities of the wrecks, still excluding collisions, are thus given:—East coasts of England and Scotland, 1,140; south coast, 630; west coast of

England and Scotland, and coast of Ireland, 1,259 ; north coast of Scotland, 129 ; and other parts, 159 ; total, 3,317.

The sites of these several terrible disasters are distinctly shown on the wreck charts attached to the Wreck Register Abstract. On the charts the site of each one of the 269 lifeboats belonging to the National Lifeboat Institution is also given.

It is recorded that the greatest destruction of human life happened on the north and east coasts of England and Scotland.

With reference to the collisions on and near our coasts during the year 1876-77, 48 of the 847 collisions were between two steamships both under way, irrespective of numerous other such cases in our harbours and rivers, the particulars of which are not given in the Abstract. We cannot attach too much importance to these facts, for no disaster at sea or in a river is often more awful in its consequences than a collision, as has been too strikingly illustrated this year in the cases of the German ironclad, 'Grosser Kurfurst,' and the Thames steamer, 'Princess Alice.'

As regards the loss of life, the Wreck Abstract shows that the number was 776 from the various shipwrecks enumerated during the year 1876-77.

Of the lives lost, 92 were lost in vessels that foundered, 57 through vessels in collision, 470 in vessels stranded or cast ashore, and 98 in missing vessels. The remaining number of lives lost (64) were lost from various causes, such as through being washed overboard in heavy seas, explosions, missing vessels, &c.

Of the 192 ships from which the 766 lives were lost, 131 were British, incurring the loss of 459 lives, and 61 were foreign, causing the loss of 317 lives.

On the other hand, great and noble work was accomplished during the same period, 4,795 lives having been saved from the various shipwrecks. In bringing about that most important service, it is hardly necessary to say that the craft of the National Lifeboat Institution played a most important part, in conjunction with the Board of Trade's rocket apparatus, which is so efficiently worked by the Coastguard and our Volunteer brigades.

THE SCOTCH HERRING HARVEST.

For several seasons past, on the termination of the herring fishing, it has been our custom to place before our readers a short account of this important industry. This we have done, not alone because of the large number of fishermen to whom the information may prove interesting and useful, but also because the fishery has of late years become an industry of great magnitude and extent among our coast populations, and is therefore a fitting subject to occupy a place in the pages of a maritime journal.

On the present occasion we are enabled to give an account of the fisheries as furnished by the Commissioners of the Scotch Board, who have just published their report for 1877; we also add some particulars of the season's fishing now about to close, together with a brief description of the habits of the herring and some other information not generally known. The fishing of 1877 exceeded that of 1876 by 249,521 barrels cured, 161,562 barrels exported, and 144,815 barrels branded. The enormous increase shown by this comparison is to some extent misleading, as 1876 was far from being an average year, but, taking an average of ten years, 1877 shows a substantial increase. Of this increase, 170,252 barrels were secured on the east coast and 79,269 on the west coast of Scotland. All the east coast districts, of which there are sixteen, showed increases, except Buckie, Findhorn, Cromarty, Wick, and Lybster. The largest increase was in Fraserburgh, where it was about 95,000 barrels, although there were 69 boats fewer engaged in the district than in 1876. The greatest falling-off was in the Wick district, where it exceeded 16,500 barrels, but this may in a great measure be accounted for by 48 fewer boats having been engaged at this station. On the west coast the greatest increase was at Stornoway, where it was 77,000 barrels, and the greatest decrease at Inveraray, which was about 8,000 barrels. In considering the results of the year's fishing, it appears that much loss was sustained by frequency of gales, which prevented anything like a steady pursuit of the fishing, but this holds good of all seasons, though, of course, with variations.

The quality of the herring was by no means equal to those of some former years; the best fish were secured on the coasts of Caithness and Sunderland, there being more full-sized fish than were found elsewhere. The quality was found to improve as the season advanced in many places, more especially on the west coast, and some very valuable hauls were taken; one trawl net in a single night secured fish to the value of £350.

We now turn to the unofficial records tabulated by private individuals interested in the fishing of the season recently concluded, and we find as a whole much cause for congratulation. Again, as in past years, Fraserburgh carries off the palm, and may be considered the most important fishing station in Scotland. The great success that has this season attended the fishing here is attributed to the exceptionally fine weather throughout. In the Fraserburgh district, which includes Roseheart, Pittulie, and Pennan, 878 boats were engaged, being a large increase over the average number at this station. The fishing is gradually getting more to seaward, and this year much of it has been prosecuted 50 miles and upwards from the shore; thus the nets have been shot on the outer bank, where fish were found of good quality and great abundance, while the fishing near the shore and on the ground which used formerly to be fished, has been poor and restricted. The harbour is better than it was, and is to be much improved, and quays will be formed, greatly accelerating the

delivery of the fish to the curers.* Peterhead, also, has had a most prosperous season; the fish has been abundant and of good quality, and the boats, numbering about 600, have, like the Fraserburgh boats, been trying the off shore banks, forty or fifty miles from land. A new experiment has this year been successfully tried by the Peterhead curers, namely, to send sufficient salt with the boats to preserve the fish, so that when only a small quantity were taken, the necessity to return to shore was obviated.

At Banff, Wick, and several of the smaller stations, the fishing has suffered to some extent, probably by the desertion by the herring of their old haunts, and as these changes in the habits of the fish have become known, the boats have to some extent left these ports for the more prosperous ones at Aberdeen, Fraserburgh, and Peterhead. But this year even Banff and Wick have no good reason to complain of the fishing, their averages having far exceeded those of past years. At Aberdeen, the expectations of the curers have scarcely been realized, the great distances the boats have to go, and the want of wind to take them, having much retarded operations. Of the fish brought into Aberdeen, about a third were sent fresh to the English markets, and curing has been brought to great perfection, both for home and foreign consumption. It is evident, therefore, from what we have said that the fishing generally has been a great success. If there is any truth in the statement that the curers are again losing largely by the fishing, it points to the necessity of rearranging the payment of fishermen. This partakes at present too much of the nature of gambling, and a better system would not be difficult to devise, though it might take some time to accustom the fishermen to it. There need be no fear that the fishing will fall off—experience proves the contrary, and with improved boats, improved appliances, and enlightened influences working among the fishermen, a continued prosperity may safely be foretold. We are of those who believe that there are plenty of fish for the industrious and skilful fisherman, and that the fish taken, whether by man or its natural enemies, such as the solan goose and other sea birds and many kinds of fish who prey upon the herring, now make no appreciable difference in the bountiful supply. The shoals may desert from time to time their haunts, but skilful and experienced fishermen will trace them out, and, if need be, men of enterprise will come forward with steam fishing boats to supersede the present sailing boats, just as this very season tugs have been largely employed to convey the fleet to the fishing grounds, thus giving a forecast of what may be, and we believe will be, in the future. The habits of the herring have of recent years been the subject of

* Unfortunately the good success here chronicled has to a great extent been neutralised by a recent disaster to a number of the boats at Fraserburgh. Twenty-six boats broke loose from their moorings, and with nets and gear were cast adrift, of which ten were completely lost, occasioning damage to the extent of £2,000.

much inquiry, and much that is interesting as well as of great benefit to the fishermen, has been discovered. Popularly, herring are divided into soft and hard roed, while, technically, "crown fulls" are the fish full of milt and roe, which are considered the best quality and secure the best price. Others, again, are known as "spent" fish, the term being applied to them after they have deposited the spawn. "Matties" are immature fish, and have no properly developed milt and roe. The reproducing power of the herring is very considerable, being variously estimated at from 30,000 to 80,000. Numerous reasons for the failure of herring have been given at various times, and more recently the Scottish Meteorological Society have taken the matter up, and starting with the theory that in the temperature of the water would be found the solution of the question, they applied thermometers to the various fishing stations. Herring have been found most plentiful in a temperature of from 54 degs. to 56 degs. Whilst this may be only a coincidence, we are pleased to note that scientific men are giving attention to the subject, fully believing that the right reason will eventually be discovered, and contribute greatly to the success of the industry.

The number of persons of late years engaged in the pursuit of the herring fishery is very large, and the money invested in it is considerable. In Aberdeenshire alone 2,000 boats were employed this season, manned by about 12,000 men and boys, and finding work for more than 10,000 persons ashore. The boats now used are of a superior nature, and have taken the place of the old-fashioned open boat. Being decked, they are capable of braving the open sea, and often do not commence operations till fifty or sixty miles from shore. These boats are, with their nets and gear, worth considerable sums of money, and, what greatly adds to their value and usefulness is, that they are capable of carrying a very large quantity of nets and of a great size, the usual number being fifty, each sixty yards in length. With so much valuable plant at the mercy of storms, on which not only the prosperity but the daily bread of thousands depends, the wonder is that long ago some thorough system of insurance has not been devised to compensate for loss of boats and nets. This subject claimed and received our attention some years ago, and great publicity was given to a scheme with this object in view. A terrible disaster overtook several of the Fifeshire boats, which no doubt enforced our arguments, and now we are happy to say there is an Insurance Fund, with agencies at several of the fishing stations. What progress it has as yet made matters little; a start having been made, the value of insurance will by degrees work its way on the minds of the fishing classes.

A point we have frequently felt justified in raising we think important enough to again advert to, namely, the extension of telegraphic communication to the principal islands on the west coast of Scotland. In Sweden, a system of reporting by telegraph the movements of the shoals prepares the fishermen

to make the best of the fishing. We do not say this could be attempted at home, or even that any practical good would result, but many uses would be made of the telegraph by the West Highland fishermen in the prosecution of their enterprise on that coast, if they but had the opportunity. A very trifling expense would in many instances secure this great advantage for the islands in the Hebrides, as yet unconnected, but which are at no great distance from points at which there already is telegraphic communication. I.S.

"OUR BLUE JACKETS."

WE have great pleasure in drawing the attention of our readers to an excellent work under the above title, published by Messrs. Hodder and Stoughton, 27, Paternoster-row, and written by an "Eye-Witness" to record the noble work done by Miss Weston, for the glory of God and the benefit of those noble fellows who risk their lives in the service of their country at sea. The object of the work is to strengthen the hearts of others similarly engaged, and to stir up those who have as yet done nothing for Christ.

Space will not permit us to enter into details of her early life, which, before she was brought to the feet of Jesus, was a source of great anxiety to her parents from her strong will and impulsive passionate temper; but after having received the truth herself, we find Miss Weston engaged in what an "Eye-Witness" calls small beginnings, in unfolding to the young, the sick, and the dying, in Sunday-school, hospital, and Bible-class, the unsearchable riches of Christ. But, looking to God for each day's work, she was led on step by step to greater and still greater things.

Her monthly letters, or "Blue Backs" as they are called, were commenced by a letter written by her to a Christian soldier on board H.M.S. 'Crocodile,' who read and re-read it, and finding comfort and help from its words of Christian sympathy, showed it to a seaman, whose eyes glistened as he handed back the letter with this remark:

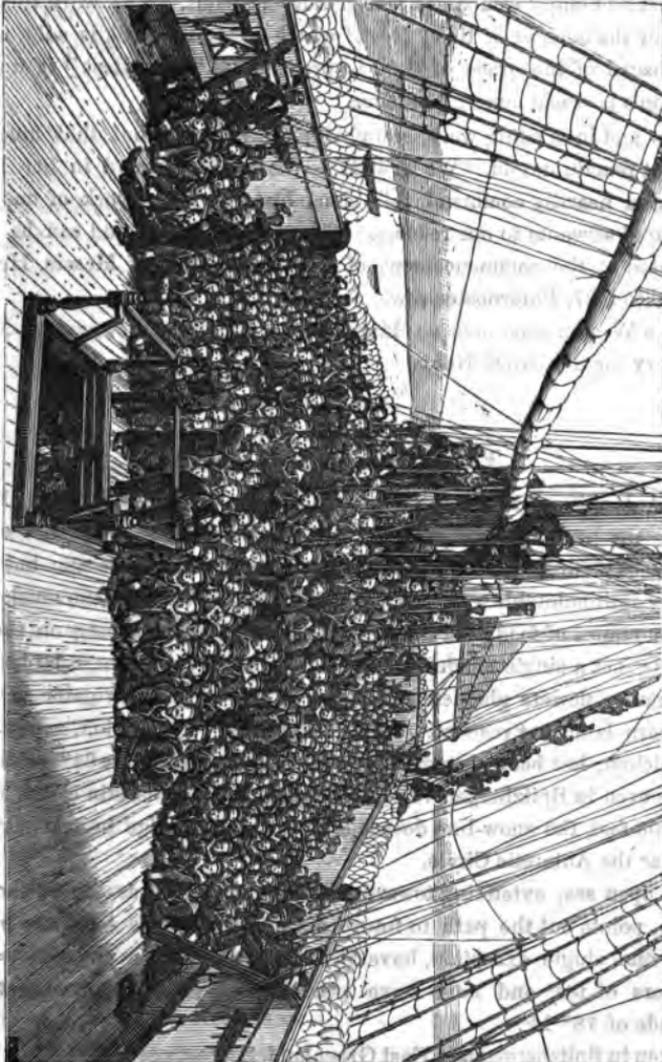
"That is good, we poor fellows have no friend; do you think that that lady would write to me? I would give anything to receive a letter like this!"

The soldier, feeling sure that she would comply, wrote and asked her. She, rejoiced at finding something ever so small to do for Jesus, immediately granted the poor seaman's request, and that letter was the germ of all her present work in the service. 4,000 of these monthly letters of comfort and consolation and true Christian teaching, are now sent addressed to individual men on board Her Majesty's ships at home and abroad, and many are the instances of God's blessing on this labour of love in the conversion of souls.

Miss Weston was also of great assistance to the Royal Naval Branch of the National Temperance League by the simple and natural way she put before the men, whether assembled on board ship, where she was always

gladly welcomed by the commander, or elsewhere, the evils of strong drink. The next great work was the establishment of the Sailor's Rest and Institute at Devonport, pressed on Miss Weston by the men themselves, who clamoured

MEN AND BOYS GATHERED ON ONE OF H. M. TRAINING SHIPS LISTENING TO AN ADDRESS BY MISS WESTON.



for a temperance head-quarters, and the Christian men for a religious head-quarters. Many a touching tale could be told in connection with the gathering together of that noble sum of nearly £6,000, which bought and fitted up the Sailor's Rest and Institute. The boys in the training-ships put their

coppers together, turned them into gold, and sent them to Miss Weston; the men from the most distant foreign stations sent their savings, often with the request that the sum might be entered as "grog-money" (*i.e.* money given by the Admiralty in place of grog) saved and devoted to the Lord's service. Officers and ships' companies sent handsome sums. The work then goes on to show the comfort of this "Rest," where no strong drink is sold, and where the Gospel of the grace of God is preached. The "Rest" is under Miss Weston's personal superintendence.

New and interesting work is unfolding day by day, but that must for the present remain untold. We wish Miss Weston God-speed in her labours of love, and heartily commend this short history of the work of one of God's honoured servants to our readers. The price is 3s. 6d., and can be obtained, as stated at the commencement of this brief notice, of Messrs. Hodder and Stoughton, 27, Paternoster-row.

Miss Weston also acts as Hon. Agent for the SHIPWRECKED MARINERS' SOCIETY for the Royal Navy.

THE ANTARCTIC OCEAN.

THE Antarctic regions are far more desolate and barren than the Arctic. Here we have no energetic hunters chasing the seal or the walrus; no herdsmen following their reindeer to the brink of the icy ocean; but all is one dreary, uninhabitable waste. While within the Arctic Circle the musk-ox enjoys an abundance of food, and the lemming is still found thriving on the bleakest islands, not a single quadruped exists beyond 56° of southern latitude.

Summer flowers gladden the sight of the Arctic navigator in the most northern lands yet reached; but no plant of any description, not even a moss or a lichen, has been observed beyond Cockburn Island in $64^{\circ} 12'$ S. lat.; and while even in Spitzbergen vegetation ascends the mountain slopes to a height of 3,000 feet, the snow-line descends to the water's edge in every land within or near the Antarctic Circle.

An open sea, extending towards the northern Pole as far as the eye can reach, points out the path to future discovery; but the Antarctic navigators, with one single exception, have invariably seen their progress arrested by barriers of ice, and none have penetrated beyond the comparatively low latitude of $78^{\circ} 10'$.

Even in Spitzbergen and East Greenland, Scoresby sometimes found the heat of summer very great; but the annals of Antarctic navigation invariably speak of a frigid temperature. The reader may possibly wonder why the climate of the southern polar regions is so much more severe than that of the high northern latitudes; or why coasts and valleys at equal distances from the equator should in one case be found green with vegetation, and in another mere

wastes of snow and ice. But the predominance of land in the north, and of sea in the south, fully answers the question.

Within the Arctic Circle we see vast continental masses projecting far to the north, so as to form an almost continuous belt round the icy sea; while in the southern hemisphere the continents taper down in a vast extent of open ocean. In the north, the plains of Siberia and of the Hudson's Bay territories warmed by the sunbeams of summer, become at that season centres of radiating heat, so that in many parts the growth of forests, or even the culture of the cereals, advances as high as 70° of latitude; while the Antarctic lands are of a comparatively small extent, and isolated in the midst of frigid waters, whose temperature scarcely varies from $29^{\circ} 2'$ even in the height of summer. Mostly situated within the Antarctic circle, and constantly chilled by cold sea-winds, they act at every season as refrigerators of the atmosphere.

In the north the formation of icebergs is confined to a few mountainous countries, such as the west coast of Greenland or Spitzbergen; but the Antarctic coastlands generally tower to a considerable height above the level of the sea, and the vast fragments which are constantly detaching themselves from their glaciers keep up the low temperature of the seas.

In the north the cold currents of the Polar ocean, with their drift-ice and bergs, have but the two wide gates of the Greenland Sea and Davis's Strait through which they can emerge to the south, so that their influence is confined within comparatively narrow limits; while the gelid streams of the Antarctic seas branch out freely on all sides, and convey their floating ice-masses far and wide within the temperate seas. It is only to the west of Newfoundland that single icebergs have ever been known to descend as low as 39° of latitude, but in the southern hemisphere they have been met with in the vicinity of the Cape of Good Hope (35° S. lat.), near Tristan d'Acunha, opposite to the mouth of the Rio de la Plata, and within a hundred leagues of Tasmania.

In the north, finally, we find the Gulf Stream conveying warmth even to the shores of Spitzbergen and Nova Zembla; while in the opposite regions of the globe no traces of warm currents have been observed beyond 55° of latitude.

It may not be uninteresting to compare one or two of these dreary wastes with the lands of the north, situated in analogous latitudes.

The New Shetland Islands, situated between 61° and 63° of southern latitude, were originally discovered by Dirck Gheritz, a Dutch navigator, who, in attempting to round Cape Horn, was carried by tempestuous weather within sight of their mountainous coasts. Long-forgotten, they were re-discovered in 1819 by Mr. Smith, a master in the Royal Navy—whom a storm had likewise carried thither—and in the following year more accurately examined by Edward Bransfield, whose name survives in the strait which separates them from D'Arville's Louis Phillippe Land.

In 1829 the 'Chanticleer,' Capt. Forster, was sent to the New Shetlands for

the purpose of making magnetic and other physical observations, and remained for several months at Deception Island, which was selected as a station from its affording the best harbour in South Shetland.

Though these islands are situated at about the same distance from the Pole as the Farøe Islands, which boasts of numerous flocks of sheep, and where the sea never freezes, yet, when the 'Chanticleer' approached Deception Island on January 5th (a month corresponding to our July), so many icebergs were scattered about, that Forster counted at one time no fewer than eighty-one. A gale having arisen, accompanied by a thick fog, great care was needed to avoid running foul of these floating cliffs. After entering the harbour—a work of no slight difficulty from the violence of the wind—the fogs were so frequent, that for the first ten days neither sun nor stars were seen; and it was withal so raw and cold, that Lieut. Kendal, to whom we owe a short narrative of the expedition, did not recollect having suffered more at any time in the Arctic regions, even at the lowest range of the thermometer. In this desolate land frozen water becomes an integral portion of the soil; for this volcanic island is composed chiefly of alternate layers of ashes and ice, as if the snow of each winter, during a series of years, had been prevented from melting in the following summer by the ejection of cinders and ashes from some part where volcanic action still goes on. Early in March (the September of the north) the freezing over of the cove in which the ship was secured gave warning that it was high time for them to quit this desolate port. With much difficulty and severe labour, from the fury of the gales, they managed to get away; and we may fully credit Lieut. Kendal's assertion, that it was a day of rejoicing to all on board when the shores of Deception faded from their view.

In 1775, Cook, on his second voyage, discovered the large island of South Georgia, situated in lat. 54° and 55°, a situation corresponding to that of Scarborough or Durham. But what a difference in the climate, for "we saw not a river or stream of water," says the great navigator, "on all the coast of Georgia. The head of the bay, as well as two places on each side, were terminated by perpendicular icebergs of considerable height. Pieces were continually breaking off and floating out to sea; and a great fall happened while we were in the bay, which made a noise like a cannon. The inner parts of the country were not less savage and horrible. The wild rocks raised their lofty summits till they were lost in the clouds, and the valleys lay covered with everlasting snow. Not a tree was to be seen, not a shrub even big enough to make a tooth-pick. The only vegetation was a coarse, strong-bladed grass growing in tufts, wild burnet, and a plant like moss, which sprang from the rocks. The lands, or rather rocks, bordering on the sea-coast were not covered with snow like the inland parts, but all the vegetation we could see on the clear places was the grass above-mentioned." To find scenes of a

similar wintry desolation we must travel in the north as far as Nova Zembla or Spitzbergen, which are 20° or 24° nearer to the Pole!

Though the Antarctic lands are so bleak and inclement that not a single quadruped is to be found within 60° of latitude, yet they are the resort of innumerable sea-birds, which, belonging to the same families as those of the north, generally form distinct genera or species, for, with rare exceptions, no bird is found to inhabit both the Arctic and the Antarctic regions.

In 1821, a Russian expedition discovered in 69° S. lat. the islands Paul the First and Alexander, the most southern lands that had ever been visited by man. The year after, Captain Weddell, a sealer, penetrated into the icy ocean, and reached three degrees nearer to the Pole than had been attained by Cook. In 1881, Biscoe discovered Enderby Land, and soon afterwards Graham's Land, to which the gratitude of geographers has since given the discoverer's name. In 1840, Capt. Wilkes, of the United States Exploring Expedition, reached an icebound coast, which he followed for a length of 1,500 miles, and which has been called Wilkes's Land, to commemorate the discoverer's name. But of all the explorers of the southern frozen ocean the palm unquestionably belongs to Sir James Ross, who penetrated further towards the Pole than any other navigator before or after, and made the only discoveries of extensive land within the area bounded by the Antarctic Circle.

On New Year's Day, 1841, the 'Erebus,' Capt. James Clark Ross, and the 'Terror,' commanded by Francis Crozier, who died with Franklin in the Arctic Sea, crossed the Antarctic Circle, and after sustaining many severe shocks in breaking through the pack-ice, emerged on January 9th into a clear sea of great extent; but the fog and snow-showers were so thick that the navigators could seldom see more than a mile before them. On the following day the fog began to disperse, and on the 11th Victoria Land, rising in lofty peaks entirely covered with perennial snow, was seen at a distance of more than one hundred miles! On steering towards Mount Sabine, the highest mountain of the range, new chains of hills were seen extending to the right and left. After sailing for a few days to the south along the icebound coast, a gale forced the ships to stand out to sea; but on the morning of January 15th, the weather becoming beautifully clear, allowed a full view of a magnificent chain of mountains stretching far away to the southward. Ross was most anxious to find a harbour in which to secure the ships, but every indentation of the coast was found filled with snow drifted from the mountains, and forming a mass of ice several hundred feet thick. It was thus impossible to enter any of the valleys or breaks in the coast where harbours in other lands usually occur. Yet these inhospitable shores (72° $78'$ S. lat.) are situated but one or two degrees nearer to the Pole than Hammerfest, the seat of an active commerce on the Norwegian coast.

Favoured by northerly winds and an open sea, the ships reached on January 22nd a higher southern latitude ($74^{\circ} 20'$) than that which had been attained by Weddell. Pursuing their way to the southward along the edge of the pack-ice, which now compelled them to keep at a considerable distance from the coast, they came on the 27th within two or three miles of a small island, connected by a vast ice-field with the extreme point of the main land. Eager to set his foot on the most southerly soil ($76^{\circ} 8'$) he had as yet discovered, Ross left the 'Erebus,' accompanied by several officers, and, followed by Crozier and a party from the 'Terror,' pulled towards the shore. A high southerly swell broke so heavily against the cliffs, and on the only piece of beach which they could see as they rowed from one end of the island to the other, as almost to forbid their landing.

By great skill and management Ross succeeded in jumping on to the rocks. By means of a rope some of the officers landed somewhat more easily, but not without getting thoroughly wetted, and one of them nearly lost his life in this difficult affair. The thermometer being at 22° , every part of the rocks washed by the waves was covered with a coating of ice, so that in jumping from the boat he slipped from them into the water between her stern and the almost perpendicular rock on which his companions had landed. But for the promptitude of the men in the boat in instantly pulling off, he must have been crushed between it and the rock. The island, which received the name of Franklin, bore not the smallest trace of vegetation, not even a lichen or piece of sea-weed growing on the rocks; but the white petrel and the skua-gull had their nests on the ledges of the cliff, and seals were seen sporting in the water.

The following day was memorable for the discovery of the southernmost known land of the globe, a magnificent mountain chain, to which the name of Parry was given, in grateful remembrance of the honour which that illustrious navigator had conferred on Ross by calling the most northern land at that time known by his name. It is not often that men are able to reciprocate such compliments as these! The most conspicuous object of the chain was Mount Erebus ($77^{\circ} 5'$), an active volcano, of which Ross had the good fortune to witness a magnificent eruption. The enormous columns of flame and smoke rising 2,000 feet above the mouth of the crater, which is elevated 12,400 feet above the level of the sea, combined, with the snow-white mountain chain and the deep blue ocean, to form a magnificent scene. An extinct volcano to the eastward of Mount Erebus, and a little inferior in height, being by measurement 10,900 feet high, was called Mount Terror. A brilliant mantle of snow swept down the sides of both these giants of the south, and projected a perpendicular icy cliff several miles into the sea.

Gladly would Ross have penetrated still further to the south; but all his efforts were baffled by a vast barrier of ice, forming an uninterrupted wall 450 miles in length, and rising in some parts to a height of 180 feet above the sea

level. While sailing along this barrier, they entered the only indentation ; this bay was formed by a projecting peninsular of ice, terminated by a cape 170 feet high ; Ross obtained a view of its upper surface from the mast-head. It appeared to be quite smooth, and conveyed to the mind the idea of an immense plain of frosted silver. Gigantic icicles depended from every projecting point of its perpendicular cliffs, proving that it sometimes thaws, which otherwise could not have been believed ; for at a season of the year equivalent to August in England, the thermometer at noon did not arise above 14°, and the young ice formed so quickly in the shallow bay as to warn them of the necessity of a speedy retreat. Favoured by a breeze they emerged from their dangerous position, but scarcely had they escaped when the wind came directly against them, so that had they lingered half-an-hour longer near the barrier they would certainly have been frozen up.

On February 13th they resolved to recross the Antarctic circle. The return voyage was difficult and dangerous. On March 7th the ship had a narrow escape from imminent destruction. The wind having ceased, they found themselves at the mercy of an easterly swell, which was driving them down upon the pack, in which were counted from the mast-head eighty-four large bergs, and some hundreds of smaller size. As they rapidly approached this formidable chain, no opening could be discovered through which the ships could pass ; the waves beat violently against the bergs, dashing huge masses of pack-ice against their precipitous faces, now lifting them nearly to their summit, then forcing them again far beneath the water-line, and sometimes rending them in a multitude of brilliant fragments against their projecting points. "Sublime and magnificent," says Ross, "as such a scene must have appeared under different circumstances, to us it was awful, if not appalling. For eight hours we had been gradually drifting towards what to human eyes appeared inevitable destruction ; the high waves and deep rolling of our ships rendered towing with boats impossible, and our situation the more painful and embarrassing from our inability to make any effort to avoid the dreadful calamity that seemed to await us. . . . We were now within half a mile of the range of bergs. The roar of the surf, which extended each way as far as we could see, and the crashing of the ice, fell upon the ear with fearful distinctness, whilst the frequently averted eye as immediately returned to contemplate the awful destruction that threatened in one short hour to close the world, and all its hopes and joys and sorrows, upon us for ever. In this our deep distress we called upon the Lord, and He heard our voices out of His temple, and our cry came before Him ! A gentle air of wind filled our sails ; hope again revived, and the greatest activity prevailed to make the best use of the feeble breeze ; as it gradually freshened, our heavy ships began to feel its influence, slowly at first, but more rapidly afterwards, and before dark we found ourselves far removed from every danger."

After passing the winter at Hobart Town, Sir James Ross once more crossed the Antarctic circle, the details of which our space will not permit us to give, further than to state that he reached $78^{\circ} 11'$, the highest latitude ever attained in the southern hemisphere. We can only give one more thrilling scene which occurred on his return voyage to the Falklands, where he intended to pass the winter. Reaching the latitude of 60° , he thought himself out of danger of meeting with bergs, when, on the afternoon of March 12th, the southerly wind changed to a strong north-westerly breeze, which increased to a gale. "The topsails were close-reefed in the evening, when a large berg was seen ahead and quite close; the ship was immediately hauled to the wind on the port tack, in the hope of being able to weather it; but just at this moment the 'Terror' was observed running down upon us, under her topsail and foresail; and as it was impossible for her to clear both the berg and the 'Erebus,' collision was inevitable. We instantly hove a tack to diminish the violence of the shock; but the concussion when she struck us was such as to throw almost everyone off his feet; our bowsprit, foretopmast, and other smaller spars were carried away, and the ships, hanging together entangled by their rigging, and dashing against each other with fearful violence, were falling down upon the weather face of the lofty berg under our lee, against which the waves were breaking and foaming to near the summit of its perpendicular cliffs. Sometimes the 'Terror' rose high above us, almost exposing her keel to view, and again descended, as we in our turn rose to the top of the wave, threatening to bury her beneath us, whilst the crashing of the breaking upper works and boats increased the horror of the scene. Providentially the ships gradually separated before we drifted down amongst the foaming breakers, and we had the gratification of seeing the 'Terror' clear the end of the berg, and of feeling that she was safe. But she left us completely disabled; the wreck of the spars so encumbered the lower yards that we were unable to make sail so as to get headway on the ship; nor had we room to wear round, being by this time so close to the berg that the waves, when they struck against it, threw back their spray into the ship. The only way left to us to extricate ourselves from this awful and appalling situation was by resorting to the hazardous expedient of a stern board, which nothing could justify during such a gale but to avert the danger which every moment threatened us of being dashed to pieces. The heavy rolling of the vessel, and the probability of the masts giving away each time the lower yard-arms struck against the cliffs, which were towering high above our mast-heads, rendered it a service of extreme danger to loose the mainsail; but no sooner was the order given, than the daring spirit of the British seaman manifested itself—the men ran up the rigging with as much alacrity as on any other occasion; and, although more than once driven off the yard, they after a short time succeeded in loosing the sail. Amidst the roar of the wind and sea, it was difficult both to hear and to execute the orders that

were given, so that it was three-quarters of an hour before we could get the yards braced by, and the main tack hauled on board sharp aback—an expedient that perhaps had never been resorted to by seamen in such weather ; but it had the desired effect ; the ship gathered sternway, plunging her stern into the sea, and with her lower yard-arms scraping the rugged face of the berg, we in a few minutes reached its western termination ; the ‘ under tow,’ as it is called, or the reaction of the water from its vertical cliffs, alone preventing us being driven to atoms against it. No sooner had we cleared it than another was seen directly astern of us, against which we were running ; and the difficulty now was to get the ship’s head turned round and pointed fairly through between the two bergs, the breadth of the intervening space not exceeding three times her own breadth. This, however, we happily accomplished, and in a few minutes, after getting before the wind, she dashed through the narrow channel between the two perpendicular walls of ice, and the foaming breakers which stretched across it, and the next moment we were in smooth water under its lee. The ‘ Terror’s’ light was immediately seen and answered : she had rounded to, waiting for us, and as soon as day broke, we had the gratification of learning that she had not suffered any serious damage.”

Sir John Richardson justly remarks, “ The perseverance, daring, and coolness of the commanding officer, of the other officers, and of the crews of the ‘ Erebus’ and ‘ Terror,’ was never surpassed, and have been rarely, if ever, equalled by seamen of any nation.”

OCEAN EXPLORATIONS.

THE circle of ages is marked by specific eras. Each period in the evolutions of things has a distinctive characteristic. This law may be traced in the rocks of the earth, and in the *débris* of man’s earliest handiwork ; but these signs of definite ages may be but a faint impress of what has obtained in universal nature. A perfect law this is, no doubt, leading onward to the great grand future. One degree of the cycle was typified by the fiat, “ Let there be light.” It was not in one instant of time that all things were to burst forth into the fulness of perfection.

Had there been left no scope for progression, mankind might have withered intellectually, and perhaps Hope, the mainspring of their best efforts and aspirations, would have faded away. Now there is a leading on—it ought not to be to the conflict of races, but to the development of all that shall conduce to the best interests of human nature.

But we must pass from the general to the particular, and consider just one phase of the law of progression.

The intelligent reader will call to mind some of the leading events in

maritime discovery. The opening up of a New World, and the discovery of the Isles of the South, was really as distinct a period as could be found in written or unwritten history. The motive [which led some men to explore the ocean we shall not attempt to indicate; but, if it was avarice or vain-glory, it proved subservient, at all events, to the good of the world. There are great names and good associated with discoveries by sea. Those of Columbus and Frobisher, Cook and Parry, Ross and Franklin, will occur to everyone. These were as dauntless as the heroes of battle, though they have not been so glorified by painter or poet.

Another period, the period of conflict for maritime supremacy, marks the century just past, fraught with deeds of daring and of valour; but our mind is given rather to contemplate the exploring 'Challenger' than the fighting 'Temeraire,' for "Peace hath her victories, no less renowned than War." One contemplated victory still remains to be won—the conquest of the Pole. A ship which was sent on that speculative voyage to the cold North has recently been commissioned for a more practical and perhaps equally scientific one.

It was on the 24th of September, 1878, that the 'Alert,' under the command of Captain Sir George Nares, set sail from Portsmouth on a survey of part of the great highway of nations. Our readers will, no doubt, be united with us in wishing that scientific sailor, Sir G. Nares, and his gallant crew, God speed! This skilful commander, whose name is associated with the 'Challenger' survey and the recent Polar expedition, has now entered upon a voyage of three or four years' duration. The 'Alert' goes to Monte Video and thence to Magellan Straits, which, though they were navigated by the intrepid Portuguese, Fernando Magelhaens, some three centuries and a half ago, have hitherto been only very imperfectly mapped. In that region of tempests are many channels and islands to be laid down on the charts. The purpose of this ocean survey, then, is not to discover new lands to be possessed, but to acquire for the navigator new and more accurate knowledge of those Straits. The 'Alert' will then proceed to the South Pacific, where labours of a not less important character are to be performed. The islands are to be surveyed, the bed of the ocean examined. Myriads of insects are ever at work building up the coral reefs, and forming islets in the sea. These new outgrowths from the deep waters require constant watching, and the action of volcanic force from beneath the ocean-bed cause great and sudden changes. A country like ours must keep abreast of these things: our ships are found in every sea, in all parts of the ocean, maintaining England's commercial enterprise; but others as well as British ships frequent those far-off regions of the world, and it is to England's honour to point out a safe path for all.

It is essential to remark that merchant-ships may make discoveries, but they cannot make scientific surveys, so that it devolves upon our Admiralty to provide special means for this great work. But landsmen should not only

express good wishes, not only admire the courage, endurance, skill, and self-denial in those men who give up home and all its endearments and enjoyments to devote themselves to this perilous ocean survey, but remember them in their most devout and earnest supplications.

The present age, then, is marked by scientific investigation as applied to the safe conduct of fleets over the earth's great highway, and we are pleased to be able to record, in brief, the mission of the 'Alert,' which we hope will return in safety, having added her quota to that which marks the age—the progress of science, and the advancement of the best interests of human kind.

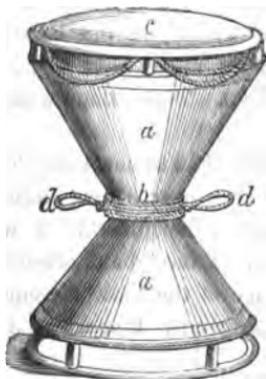
S. H. M.

ROSE'S PATENT LIFE BUOY SEAT.

THE following is a brief description of "Rose's Patent Life-Buoy Seat," the illustration of which accompanies this notice :—

The "Life-Buoy Seat" is made of thin iron formed to the shape of two egg cups hollowed, the bottom of each fastened to the other by a screw, both the top and bottom of figure are the seats, which may be turned either way and screwed on, making the hollow perfectly water-tight.

The "Life-Buoy and Seat" are capable of keeping three or four persons afloat, and the cushion, being made of cork, would of itself support another. Two ropes are attached to each seat in the middle, so as to form two hand holds; the ropes may also be used in tying a person on in case of shipwreck.



Several of these "Buoys" with the ropes thus attached could be lashed together for the purpose of forming a raft.

The "Buoy" can be unscrewed at the part *a*, and could be used then as two buckets after removing the seats; a ship having one hundred seats in two minutes would have two hundred buckets ready for use: this would be of great service in case of fire. These buckets could also be used to put fresh

water or provisions in, in the event of a crew being cast ashore on a desolate island.

Another valuable use would be, that ships' papers could be deposited in them; the floating properties of this invention being perfect.

The inventor has made several successful experiments with this new life-saving apparatus, and will gladly give every information to those interested in saving life at sea at his office, 79, Leadenhall-street, E.C.

TRUE BRAVERY.

THE morning had broken bright and clear and beautiful, after a wild night of fierce howling wind and driving rain. The wind had seemed to us like a hurricane sweeping by, relentlessly uprooting trees, hurling down chimney-pots, breaking or bending everything that opposed its mad career; and our hearts had ached as above the noise of the raging storm had come to us sounds of distress over the foaming waters, and we had known too surely that some vessel or vessels were battling with the waves, and that men, and perhaps women and little children, were facing the dread realities of eternity, and that, alone in the darkness, terror-stricken and despairing, many a one might be finding a watery grave.

When morning came I stood on the sea-shore; the storm had ceased, and now the sun shone brightly, the sea sparkled and gleamed as though studded with gems, the birds sang sweetly in the corn-fields near at hand, and the storm and its accompaniments might have seemed only a hideous nightmare but for the scene on the shore. There, there were traces enough of wreck and ruin.

Sadly I gazed, and wondered as to how many had been saved from present death, and how many had been saved from eternal death, of those on board the wrecked vessels. As I thought this, I was conscious that a sailor had come up close to me. I turned and asked him somewhat of the events of the night. He told me of the brave attempts at rescue, of their partial success; and then, as sorrowfully I spoke of the lost, he said to me very earnestly:

"Beg pardon, Ma'am, you'll forgive a plain, blunt question. Are you saved or lost yourself? I mean," he added, "do you know Jesus?"

Very sweet the question was, for I could assure the questioner that his Saviour was my Saviour too. And as we spoke a little of the One dear to both our hearts, and shook hands heartily, I asked him how long he had known this blessed Saviour, and what had brought him to Him.

"It is nigh on to five years since He saved my body from a watery grave

and my soul from the lake of fire," he said. "Never will I forget it, for *two* died for me."

"Two?" I questioned, in astonishment.

"Ay, Ma'am, two," he answered. "My Saviour died for me 1800 years ago on Calvary's cross, and my mate died for me just five years since, and that brought me to know my Saviour."

Seeing I was interested, he continued :

"It was just such a night as last night that our vessel was driven on to a rock just off the coast of ——."

(Many a seafaring expression he used in telling his story, but these I must leave to my sailor-reader's own imagination, merely giving the simple translation of them, or perhaps I should say, what they conveyed to my mind.)

"We hoisted signals of distress and fired guns, and by and by brave men on shore manned the lifeboat and put out. We hardly thought it could live in such a sea, but they tried it, and God helped them to succeed. With difficulty we got our women and children in, and she put back to shore. Once more, manned with another crew, she put out, and this time the passengers were got on board. Then we knew some of us must die, for if the lifeboat could put out again, she would not hold all that were left, and the vessel must sink ere a fourth journey could be accomplished. So we drew lots who should stay. My lot was to stay in the sinking ship. What a horror of darkness came over me! 'Doomed to die and be damned,' I muttered to myself, and all the sins of my life came before me. Still I was no coward. I made no outward sign, but oh, Ma'am, between my soul and God it was awful! I had a mate who loved the Lord. Often he had spoken to me of my soul's welfare, and I had laughed and told him I meant to enjoy life. Now, though he stood by my side, I could not even ask him to pray for me, though even then there was a moment's wonder that he did not speak to me of the Saviour. I understood it afterwards. His face, when I once caught a glimpse of it, was calm and peaceful, and lighted up with a strange light. I thought bitterly, It is well for him to smile; his lot is to go in the lifeboat, to be saved. Dear old Jim, how could I ever have so mistaken you! Well, Ma'am, the lifeboat neared us again; one by one the men whose lot was to go got in. It was Jim's turn, but instead of going he pushed me forward. 'Go you in the lifeboat in my place, Tom,' he said, 'and *meet me in heaven*, man. You mustn't die and be damned; it is all right for me.' I would not have let him do it, but I was carried forward. The next one, eager to come, pressed me on. Jim knew it would be like that, so he had never told me what he was going to do. A few seconds, and I was in the lifeboat. We had barely cleared the ship when she went down, and Jim, dear old Jim, with her. I know he went to Jesus; but, Ma'am, *he died for me!*—he died for me! Did I not tell you true, *two died for me?*"

For a moment he paused, his eyes filled with tears. He did not attempt to disguise them. They were a tribute to the love that had gone into death for him. Presently, when I could speak, I just said, "Well?"

"Well, Ma'am," he said, "as I saw that ship go down I said to God in my heart, 'If I get safe to land, Jim shall not have died in vain. Please God, I will meet him in heaven. Jim's God must be worth knowing, when Jim died for me that I might get another chance of knowing Him.'"

"Was it long," I asked, "before you found the Saviour?"

"It was not long, though it seemed so to me then. I did not know where to begin. The thing always before me was Jim going down in that sinking ship, with the quiet smile of peace I had seen on his face; waking or sleeping it was before me. At first I thought more of Jim than of the Lord, and when the men wanted me to go back to my old ways and to the drink, I said outright to them, 'I could not do it, mates. Jim died that I might get another chance of going to heaven. I know I cannot get there that way, and I vowed poor old Jim should not die for nothing.' So when the men saw I meant it, they left off asking me, and so I got left to myself. Then I thought I would get a Bible, because I had seen Jim reading it, and he loved it so, and before I began to read it, I just said a bit of a prayer. I was very ignorant, and I told the Lord so, and that I did not know the way to get to heaven and meet Jim, and I asked Him to show me the way."

"And He did?"

"Ay, ay, Ma'am, that He did. I did not know where to begin to read in the Bible, so I thought I would just begin the New Testament and read straight on till I found out how I was to be saved. But oh! I had an awful time of it at first. When I came to the fifth and sixth and seventh chapters, every line seemed to condemn me, and I said to myself—'It is no use, Tom: there is no chance for you. You have been too bad,' and I shut up the book. Then Jim's last words came over me again, 'Meet me in heaven, man.' So I thought Jim must have thought there was a chance for me, and he knew about God and His Bible, and about my life, too. So I opened it again, and read on, and on, and on. I was always at it whenever I could get a few minutes. At last I came to the part about the two thieves, and the Lord saving the one, and I thought, Here is a man almost as bad as I am. So I dropped my Bible and fell down on my knees, and said, 'Lord, I am as bad as that thief; will you save me just like you did him?' My Bible had dropped down open, and as I unclosed my eyes, after praying this, they fell on these words: 'Verily I say unto thee, To-day shalt thou be with Me in Paradise.' I took them as my answer. I did not think I was going to die. I almost wished I was, but I thought Jesus had sent these words to tell me He had forgiven me. So I went down on my knees again and thanked Him. Of course I was very ignorant, but bit by bit I saw just the way of salvation; at first I had only come to the

Saviour, and I never doubted He had saved me before I saw the way. You will wonder, perhaps, how I could be so ignorant, but I had had no pious parents. I was an orphan, and went to sea very young, and never read my Bible, so I thought people got to heaven by turning over a new leaf and being good, and saying long prayers, and some day I meant to begin to be good. Then Jim died for me, and that set me thinking in earnest. Well, Ma'am, it was not long after this day I have been telling you about that I discovered all about the way—how Jesus had died instead of me, and taken away all my sins by His precious blood, and how His blood was on me instead of my sins, and that was how I could be brought to God now, and taken to heaven by and by, for the blood of Jesus Christ His Son cleanseth us from all sin, and it is only sin that keeps us away from God. At first, Ma'am, it was Jim's watery grave that stood between me and my old sins, and since then, Ma'am, it is another death—it is the blessed Lord's own death that comes between, for He died for those very sins; and so I feel as if I did not belong to myself at all. My earthly life has been bought by blood, and my eternal life has been bought for me by blood, and next to seeing the Lord Himself, I do long to see Jim shine up there."

And now let me ask you, my reader, the same question my sailor-friend asked me—"Are you saved or lost yourself? I mean, do you know Jesus?" And if before God you can say, "I am saved by the blood of Jesus, and safe for all eternity," then let me leave with you the verse that my morning's conversation left with me:

"Ye are not your own. For ye are bought with a price; therefore glorify God in your body and in your spirit, which are God's."

THE USE OF OIL AT SEA.

ALTHOUGH the effects of pouring oil upon the troubled waters scarcely enters into the mind of man beyond a figurative sentiment, there are a few modern instances of its wonderful power at sea in cases of impending shipwreck. Those few cases, however, which have found a faithful record, ought to arrest more deeply the public attention; for if the efficacy of oil is of the nature which these accounts would lead us to accept, so simple a provision against the disasters of the ocean cannot be too extensively known. With this view we return to a subject which has already been touched upon in these columns, and would lay before our readers certain facts which will bear examination, and it is hoped tend to further inquiry.

As far back as 1770, a Dutch East Indiaman was saved from wreck in a storm near the islands of Paul and Amsterdam, by pouring on the sea a jar of olive-oil. The writer of *Wellerdehre* states that a Mr. Ritchie, who accompanied a Danish captain to the island of Porto Santo (being tutor to his son), was standing on the shore during a hurricane, when he saw the vessel in

which he arrived torn from her anchor and swallowed up. Suddenly in the middle of the bay appeared a boat driving towards the shore. The waves, however, advanced with redoubled energy, but without breaking, and tossed the boat so high on the strand that the men were able to jump out and scramble up the beach. The rescue was due to the captain, who as the boat entered the breakers, stove in the head of a keg of oil, which though unable to lessen their height, prevented the waves from breaking, and caused them to run up the strand like rollers, carrying the boat with them.

In 1867, a master stated in the *New York Shipping List* that he had been at sea twenty-eight years and master for ten years, and that he had saved the vessel under his command twice by oiling the sea. He says when a ship is disabled and cannot get out of a storm, and the master has to make the best of a gale, if he has oil on board he should start two or three gallons over the side, *to windward*; this will make smooth water. The oil allowed to drip slowly out is all that is required; the ship is in smooth though heaving water as long as the oil runs. In 1864, in the heaviest gale of wind he ever experienced, he lost all sails, and then the rudder followed; and he knew the vessel could not have ridden the sea for an hour longer if he had not had some oil. Five gallons lasted fifty-six hours, and thus saved the vessel, cargo, and lives. He recommends that ships of heavy tonnage should have two iron tanks of forty gallons each, one on each side, with the faucets so arranged that the oil can be started at any time into small vessels—say ten-gallon casks; and in all ships' boats, tanks of five gallons each well filled, so that in case the ship founders or burns, the boats will have oil to smooth the sea in a gale. With these tanks, and a good master who knows the law of storms and handles the ship so as to get out of the centre of it, the danger of foundering is greatly reduced.

Captain Betts of the 'King Cenric,' of one thousand four hundred and ninety tons, which lately arrived at Bombay from Liverpool with a cargo of coal, used common pine-oil in a heavy gale of wind to prevent the sea breaking on board, and with perfect success. The gale continued for nearly five days, and raged with determined fury. It had lasted some time, when the chief officer, Mr. Bowyer, bethought himself of a plan he had seen tried upon some occasions when in the Atlantic trade to prevent the sea breaking in. He got out two canvas clothes-bags; into each he poured two gallons of oil. He punctured the bags slightly, and hung one over each quarter, towing them along. The effect was magical. The waves no longer broke against the poop and sides of the ship; but yards and yards away, where the oil had slowly spread itself over the water and in the wake of the vessel, was a large space of calm water. The crew were thus able to repair damages with greater ease; the ship was relieved from those tremendous shocks received from the mass of waters which had burst over her quarters and stern, and the danger

was considerably lessened. The two bags lasted two days; after which, the worst rage of the storm having expended itself, no more oil was used. Four gallons of oil, scarcely worth thirty shillings, perhaps here saved 'King Cenric,' its cargo, and the lives and property of the crew.

The above facts are capable of absolute verification. The philosophy of the operation is simply, that the thin covering of oil floating on the waves prevents the wind from entering under the surface, and therefore greatly reduces the roughness of the sea, and probably the height of the waves, the crests of which are thus prevented from breaking, which is one of the principal causes of danger. There is, however, nothing new in the application of oil for such purposes. Pliny mentions that in his day divers used to throw oil to lessen the roughness of the sea, in order that they might more readily discern objects at the bottom.

The position of seals is readily known by the traces of oil which they throw up when feeding on oil-giving fishes such as the cod; and the course taken by shoals of herrings and pilchards can also be easily observed by the oil, let free, causing streaks of smooth water in the midst of the otherwise turbulent element. From the same reason, the sea never breaks round the body of a dead or harpooned whale, and its track for a long distance may be clearly discerned. The cook's slush, or the waste from a disused oil-barrel, or a little coal-tar thrown overboard, has caused a rough sea to become remarkably smooth. Dr. Franklin tells us that in Newport Harbour, U.S., the sea was always smooth when there were any whaling-vessels at anchor in it, through the waste of blubber and oil from them. When the bilge-water from oil-laden ships in the Ceylon trade is pumped overboard, the roughness caused by a gale subsides immediately; and knowing this, some intelligent masters, especially when near the Cape of Good Hope, always resort to the pumps of such ships previous to encountering heavy weather. Indeed, when running a gale, oil is sometimes thrown from vessels in the Newfoundland and Labrador trade, to keep the sea from breaking over them. They can run much longer with this assistance than without it, and the oil spreads to windward as fast as to leeward. Yet how little are these facts known. The writer has spoken of them for years to captains of vessels, who have either received these facts with indifference or refused them credence. It is to be hoped that more general attention may be given to this important subject; and as it is one which deeply concerns the interests of the mercantile marine, it seems most desirable that some public body—the Wreck Commissioners, for instance—should get together all the substantial information which might lean to placing the matter in an effective shape. What could be more applicable for initial experiments than a trial of lifeboats, &c. going out in rough weather to stranded or wrecked vessels? We throw out the hint.—*Chambers' Journal*, August 10th 1878.

THE LIFE-BOAT.

THE following lines were written for one of the Anniversaries of "THE SHIPWRECKED MARINERS' SOCIETY," and inscribed, with unfeigned feelings of respect and admiration, to the benevolent founder of this institution, John Rye, Esq., of Bath :—

The tempest is raging—the furious winds roar—
 While each surge lashes madly the desolate shore ;
 The foam-crested billow is scattered on high,
 As the fierce-flashing lightning illumines the sky.
 Ha !—what signal was that ? 'Twas the dull, heavy sound
 Of the minute-gun, borne on the wild blast around !
 List !—again 'tis repeated !—what horror was there,
 As its sullen note mingled with shrieks of despair !
 Hark !—again !—no, 'tis over !—Hope's beacon is dark—
 The billows have closed round that ill-fated bark ;
 And the mariner, dashed from his sundering ship
 With the kiss of affection still fresh on his lip—
 (For that gay, gallant crew yestere'en left their bay.
 Though the sport of the winds and the waters to-day)—
 Sinks to dreamless repose 'neath the far-distant wave,
 Where no sorrowing mourner may weep o'er his grave !
 There's a life full of anguish compressed in that sigh,
 In that fervent appeal to the Being on high,
 Who can shelter his widow and innocent child
 From the storm and the tempest, through life's dreary wild !
 What language can picture distraction like this.
 As he views his last home in the yawning abyss !
 Do we supplicate Heaven in mercy to spare ?
 Do our feelings unite with our lips in the prayer ?
 Then let each one remember, when sorrows oppress,
 He can answer the signal, and succour distress ;—
 If the mariner's dangers our sympathy share,
 We shall feel for the orphan, deprived of his care.

To our life-boat, to-day, let us all lend a hand :—
 We'll not put to sea—we can man it on land !
 Thus, with liberal hearts, and hands steady and true,
 We shall mount every surge that opposes our view.
 By Philanthropy framed, let our life-boat be found
 In each requisite means of relief to abound ;—

With Good-will at the helm—Mercy's banner displayed—
 Hope shall rest on the anchor by Charity weighed ;
 Let our hearts bear her up, as the cork did of old,
 And instead of the copper, her lining be gold !

Then success to our cause !—'tis the cause of the brave
 Who encounter the frown of each death-bearing wave,
 For the comfort of those who in safety abide
 While enjoying the pleasures their daring supplied.
 Still may Heavenly Grace with our energies blend,
 And promote the designs of the mariner's friend !

Bath.

G.

THE ALBATROSS AND THE DROWNING SOLDIER.

THE albatross has often served poor Jack a good turn for food when his larder has run low, or when he has been cast upon some desolate sea-bird island ; and many anonymous anecdotes are told in the fore-castle respecting it. But the most remarkable I have ever heard, bordering indeed upon the marvellous and incredible, if not itself a providential miracle, is the following, contained in substance in a letter from an officer in the 83rd regiment of the English army to his friends in Montreal. While the division to which the writer belonged was on its way to the Orient, being at the time a short distance eastward of the Cape, one of the men was severely flogged for some slight offence. Maddened at the punishment, the poor fellow was no sooner released than, in the sight of all his comrades and the ship's crew, he sprang overboard. There was a high sea running at the time, and, as the man swept on astern, all hope of saving him seemed to vanish. Relief, however, came from a quarter where no one ever dreamed of looking for it before. During the delay incident on lowering a boat, and while the crowd on deck were watching the form of the soldier struggling with the boiling waves, and growing every moment less distinct, a large albatross, such as are always found in those latitudes, coming like magic, with an almost imperceptible motion, approached and made a swoop at the man, who, in the agonies of the death-struggle, seized it, and held it firm in his grasp, and by this means kept afloat until assistance was rendered from the vessel.

Incredible as this story seems, the name and position of the writer of the letter, who was an eye-witness of the scene, places its authenticity beyond a doubt. But for the assistance thus afforded, no power on earth could have saved the soldier, as, in consequence of the tremendous sea running, a long time elapsed before the boat could be manned and got down. All this time the man was clinging to the bird, whose flutterings and struggles to escape

bore him up. Who, after this, should despair? A raging sea—a drowning man—an albatross; what eye could see safety under such circumstances? or who will dare to call this chance? Is it not rather a lesson intended to stimulate faith and hope, and teach us never to despair, since, in the darkest moment, when the waves dash, and the winds roar, and a gulf seems closing over our heads, *there may be an albatross at hand*, with a commission from Him to save us, of whom it is said, “As birds flying, so will the Lord of hosts defend Jerusalem; defending also He will deliver it; and passing over He will preserve it.”...

There is another lesson taught me by this most majestic and beautiful of birds, for which I think I am a wiser man than before. We observe that when captured and set at liberty in the ship, it can never of itself rise from the even surface of the deck, though outwardly unconstrained and free; but we must toss the noble bird overboard, or lift him quite clear of the ship's rail, before he can use his glorious pinions and mount aloft into the air. Then he will stretch those ample wings, and sail away through space in the very poetry of motion.

Even so it is sometimes with the Christian. He is brought by Providence into straits and perplexities, whence he cannot rise and extricate himself alone, where the wings of faith and love seem to be of no avail to him, until a friendly hand lifts him up and throws him out upon the deep, where he must say, with trembling Peter, “Lord, save me.” Then at once he loses despair; he surmounts the difficulty; he breaks his prison; he mounts up as on eagles' wings. Now the pinions of faith and love nobly sustain him, and bear him away aloft; and he wonders at the nightmare of doubt and fear that kept him from using them before.

Unconverted reader! To-day an albatross, as it were, sweeps within reach of your perishing soul. “Repent and believe the gospel.” “For God so loved the world that He gave His only begotten Son, that whosoever believeth in Him should not perish, but have everlasting life” (John iii. 16). “The gift of God is eternal life, through Jesus Christ our Lord” (Rom. vi. 23). Grasp that word. “Lay hold on eternal life.” “Believe on the Lord Jesus Christ, and thou shalt be saved” (Acts xvi. 31).—*Christian Ambassador.*

RAISING A NEST OF ANCHORS.

THE harbour of Quebec, which extends from the western end of Orleans Island, a distance of twelve miles, to Cape Rouge, has ever been regarded by sea-going people as one of the finest in the world. It is three-fourths of a mile wide, and receives from one thousand to fourteen hundred vessels annually from other ports. Many more pass through on their way to Montreal and Three Rivers, and during the summer, which is, of course, the busiest season in this part of the world, it is not unusual to see a hundred ships riding at anchor here, with plenty of sea-room and no fear of fouling. But notwithstanding the many natural advantages which may fairly be ascribed to this beautiful haven, grave suspicions have been during half a century growing into certainties that this fair sheet of water was hiding under its blue and smiling surface obstructions of a most serious and dangerous character.

Mr. Stanislas Vassal, who was born and passed most of his life among the aborigines, tells us that the name of Quebec—which was originally Kebec—is a Micmac idiom meaning a strait, thus indicating the narrows between St. Lawrence and Cape Rouge, where the width of the great river does not exceed 500 rods. Properly applied, it is an adjective, and signifies closed or obstructed. Viewed in the light of more recent developments, this word wears somewhat the appearance of a prophecy, for the beautiful and attractive harbour seems to have been for many years obstructed in a very singular way. Whether the difficulty had its origin so far back as that memorable 13th of September when the troops of the intrepid Wolfe took the flood, under cover of the deep darkness which precedes dawn, and were borne silently down on the ebbing tide to begin their desperate but successful attack upon the rockfounded city, will never now be known, but there are not wanting evidences which might lead keen observers to the belief that the earliest of these remarkable *impedimenta* were dropped there by the invading fleet as long ago as the middle of the last century.

More than fifty years ago it began to be known to skippers that the moorage of vessels was seriously impaired by accumulations of anchors and chains, forming huge nests in various parts of the river. The water being, however, 130 feet in depth, these obstructions were for many years almost wholly disregarded. While ships of the largest tonnage could float over them without inconvenience, very little was thought about them, save when a valuable anchor became fouled and had to be abandoned, with its chain, thus serving to increase the nest to which it had become attached.

As years wore on, these bunches of tangled iron grew in size, until they became a subject of general complaint among masters and owners who had

suffered repeated losses by them, and by the year 1872 murmurs became so loud and earnest that the Harbour Commission of Quebec, and through them the Dominion Government of Canada, was forced to take note of the difficulty.

After months of discussion and delay, a sum of money was voted to be applied to the purpose of clearing the harbour of all obstructions. It was then ascertained that there was not less than six or eight nests of anchors and chains, forming conglomerate masses of tangled metal in as many different parts of the harbour, and lying in a depth of from 100 to 180 feet of water at low tide. Subsequent operations have shown that some of these weigh as much as 20 tons.

The Harbour Commission, being duly authorised to make the necessary expenditures, held several meetings for the purpose of deciding upon a proper method, and at one of these, which occurred on December 27th, 1873, they appointed the Port Warden, Mr. John Dick, and Mr. William Simons, naval architect, jointly to prepare plans for appliances which should be adequate to the work. After grave consultation these two gentlemen arrived at the conclusion that a vessel having a working displacement of 400 tons, with machinery capable of lifting 150 tons, would be required for the purpose. They at once prepared plans and specifications for a lifting barge.

The barge is 104 feet long, 38 feet 6 inches wide, and 10 feet 6 inches deep. It has an open well in the centre, which is twenty-five feet long by fourteen feet wide. Through this well the machinery is worked. The model is made sharp at both ends, as she must work in a very strong tideway. She is, of course, constructed in the strongest manner, having four heavy double oak keelsons, two double diagonal bulkheads fore and aft, each side of the well, and a heavy truss frame, twenty feet high, fore and aft on deck. To these are secured the tackles and lashing. As the tide rises and falls from thirteen to twenty feet, it was also necessary to fit eight double timbers across the well, by which to lash the barge down when taking a very heavy lift.

The machinery consists of two compound patent windlasses, which are capable of lifting forty-five tons each on a single direct pull. Besides these, there are two powerful steam-winchs, supplied with steam from two horizontal tubular boilers, and two hand-winchs, and six compound chain tackles, to assist at heavy lifts. All the machinery and tackle can be operated at once, thus bringing an enormous lifting power simultaneously to bear upon any impediment to be removed.

Early in 1875 the business of clearing the harbour began in earnest. Three large nests of anchors and chains were taken from a depth of from 130 to 180 feet of water at low tide, in a place where the current runs at the rate of about five knots.

The lifting barge has already relieved the river-bottom of 165 anchors and 5,440 fathoms of chain, amounting in weight to 570 tons.

MISCELLANEOUS.

HUMAN BROTHERHOOD.—The race of mankind would perish did they cease to aid each other. From the time that the mother binds the child's head, till the moment that some kind assistant wipes the death damp from the brow of the dying, we cannot exist without mutual help. All, therefore, that need aid, have a right to ask it from their fellows mortals; no one who holds the power of granting can refuse it without guilt.—*Sir Walter Scott.*

CHARITY.

ONLY a drop in the bucket,

But every drop will tell;

The bucket would soon be empty

Without the drops in the well.

Only a poor little penny—

It was all I had to give;

But as pennies make the guineas,

It may help a good cause to live.

A few little bits of ribbon,

And some toys—they were not new;

But they made the young child happy,

Which has made me happy too.

Only some outgrown garments—

They were all I had to spare;

But they helped to clothe the needy,

And the poor are everywhere.

A word now and then of comfort,

That cost me nothing to say;

But the poor old man died happy,

And it helped him on the way.

SINGULAR FATALITY ON BOARD SHIP.

—A letter from Saigon, China, of date 17th August last, states that a fatal occurrence took place on board a Leith steamer at Saigon about the beginning of that month, as follows:—“A Chinaman went down the hatchway on the cargo, and at once dropped down dead; an Englishman followed to render assistance, and he shared the same fate;

a third, a fourth, and a fifth, successively descended, and all—one Chinaman and four Englishmen—succumbed to the unknown and mysterious influence. It turned out that the cause of the fatality was carbonic acid gas generated from a wet cargo of pepper and some kind of bark. The cargo had been on board only three or four days, viz. from Singapore.”

LOSS OF LIFE AT SEA.—The British ship ‘Gilney,’ Captain Leslie, which left London on the 21st of May and arrived at Calcutta early in September, brought with her a sad tale of loss of life which occurred on her passage out. On the night of the 30th of July, when the vessel was in lat. 37°55 S., long. 72°22 E., about 600 miles away from St. Paul's Ireland near the Cape, the ship was running against a heavy gale of wind with her courses set and shortened. It was the second officer's watch, and he called out to some of the seamen to haul tight the starboard fore-brace, when she suddenly shipped a tremendous sea over her port, washing the second officer and seven men overboard. Almost immediately after the second officer and two of the seamen were re-washed on board by another wave, but the other five were never seen again. The second officer, Mr. James Greny, can hardly give an account of what occurred. He remembered giving an order to the seamen, when he says he was instantly washed overboard and washed back. He did not, however, sustain any serious injuries.

SINGULAR SHIPWRECK.—A most singular accident, resulting in the total loss of a fishing smack, happened early on Saturday morning in August, about five miles east of the south cheek of Robin Hood's Bay. About two in the

morning the crew of the 'Ebenezer,' of Flamborough, belonging to Mr. Stark, observed a small boat adrift, and they made an effort to get it, putting about for the purpose. Just as they got nearly close to it it was on the top of a sea, down which it shot, and struck the smack below the water-line near the bow, and made such a hole in the vessel that she filled and sunk in about ten minutes. When the crew, which consisted of four men and a boy, found that the vessel was sinking, they cut the barrels used to float the herring nets, and lashed a couple for each, which they placed under their arms, and with this support they had to remain over an hour in the water. Whilst in such peril they observed a coble at some distance, and shouted, but were apparently not noticed, as the boat passed on. Fortunately at daybreak their cries were heard by the crew of a Lowestoft boat, and they took their small boat and rowed in the direction of the sound. They were luckily able to pick them up, and on getting them on board the smack gave them suitable restoratives, afterwards landing them at Scarborough. The loss of the yawl is a serious one for both owner and crew, as everything went to the bottom.—*Yorkshire Gazette.*

A LIGHTHOUSE FOR PANAMA BAY.—A contract has been entered into between the Government of the United States of Columbia and M. Carlos Amador, for the construction of a lighthouse in the Bay of Panama, which is to be completed within eighteen months, under a penalty of 500 dols. in case of default. It will be constructed on the most convenient spot in the Bay, and will be of such a height as to be visible for fourteen or sixteen miles. The light will be white, flashing. For a period of thirty years from the date of its first illumination the contractor is to have the right of levying dues on all vessels entering the bay, except vessels of war and other ships in the service of the States of

Columbia. This right is to lapse in the case of the light failing to burn on any twenty consecutive days.

THE ROYAL HUMANITY SOCIETY.—A large number of cases of saving or attempting to save life in various parts of the world, some of them evincing remarkable courage on the part of the rescuers, have recently been investigated by this society, which has conferred its rewards. Among the more important cases are the following:—The medalion was voted to Mrs. Disney Roebuck, wife of Captain Roebuck, of the 46th Regiment; and a handsome testimonial to Miss E. Bond, for the following courageous conduct: On the 8th ult. the Misses Pfeil (three) were bathing at Broadstairs, when one of them was carried off her feet into deep water. One of the sisters going to her help was clasped by the neck and dragged under water; and the third sister, who essayed to help the other two, was also placed in similar danger, when an alarm having been given by a man on the cliff above, Mrs. Disney Roebuck, followed by Miss Bond, her sister, rushed at once into the water with their clothes on and rescued the three girls from their extreme peril. Mrs. Roebuck was the first to reach the ladies, and was soon dragged out of her depth. Miss Bond, wading and swimming, however, came up, and all got safe to shore. The rescue was rendered additionally difficult by the encumbrance of the ladies' attire.—The case of H. W. F. Holt, who had been previously awarded the bronze medallion and clasp of the society, was unanimously referred to the next general Court for the award of the silver medal for saving the life of W. Palmer and attempting to save F. Thornton, who fell into 16ft. of water at Queen's Wharf, Newcastle Harbour, New South Wales, and also for saving C. M. Tuke on the 28th of last April, while bathing in a rough sea at Newcastle. In the first case Holt plunged into the water with all his clothes on and seized Palmer, whom he succeeded

in placing in safety. He then returned to the water and swam twenty-five yards to the rescue of the other man, who tenaciously clung to him, and they both sank, but Holt managed to escape the grasp of the drowning man and rose to the surface thoroughly exhausted, and had to be helped out of the water. In the second case, Holt sprang from a rock twelve feet high to the rescue of Tuke, and, after swimming thirty yards, reached him and placed him temporarily on an adjacent rock, afterwards with great difficulty swimming to the land with him.

A TALE OF THE SEA.—Capt. Bremner, of the 'Chilian,' screw steamer, which has arrived at Queenstown from New Orleans, reports that at eight a.m., in lat. 44 N, long. 42 W., on the 7th January, after experiencing a terrific revolving storm, he sighted a vessel on her beam ends, with only her foremast standing. He bore down, and found her to be the 'Otto George,' of Bremen. Two men were aft waving for assistance, and when within about one mile he discovered a slight smoke issuing from the after part. He steamed up to leeward, and when within 100 feet of her hailed the men to jump overboard and they would pick them up. After waiting as long as it was safe, the wreck drifting very fast to seaward, and seeing the men did not avail themselves of the opportunity, he steamed round to windward of her and laid the steamer broadside on to the sea. The lee lifeboat was lowered and manned with the chief officer and six hands. The sea being very heavy they could not approach the ship close, and, seeing this, one of the two men jumped overboard, but sank before the boat could reach him. The other man still stuck to the vessel, which was then one mass of flames. The lifeboat being in great danger of getting swamped, came back under the lee of the steamer, where, in the attempt to hoist her up, she got stove and went to pieces. The captain

steamed down towards the ship again, but, not seeing the man, kept away on his course.

GRATITUDE FOR PAST FAVOURS.—The following letter was handed to us by a respectable resident in Peel, Isle of Man. It shows, after a lapse of ten years, the feelings of gratitude for the relief given by the Society to poor castaways are still fresh in their recollection: "In the winter of 1868 I was one of the crew of the smack 'Rover' of this port. We started for the Orkneys in the month of January, 1869, for a cargo of potatoes. We arrived safely, and commenced loading our cargo in West Holm Bay. We had about three-fourths of our cargo on board, when the wind, which had been at N.W. for a long time, suddenly veered to S.E.; and in spite of every exertion to save our vessel, she drove on shore on a rocky ledge. In a short time she began to leak, and before the tide left her our cargo of potatoes was lost, being entirely covered with salt water. We were now left entirely destitute, having no money but a small subscription which the farmers gave us. We made the best of our way to Kirkwall, looking for some means of returning to our native place. One of our men was fortunate enough to get a vessel bound to our island; but there was still three of us remaining. In passing down by the quay I noticed an office of the SHIPWRECKED MARINERS' SOCIETY, but not being a member I hesitated to ask such a favour. I then asked my mates if they thought it worth trying for a passage home, and, after some hesitation, we entered the office and asked for the agent. Mr. Bakey (the name of the agent) came forward, and we stated our case to him; and, after some deliberation, he gave us a pass to Leith by steamboat and a letter to the Agent at Leith, who on our arrival received us most kindly, and forwarded us on to Liverpool, from whence we arrived at our native place, at the sole cost of the SHIPWRECKED

MARINERS' SOCIETY, and to which society I trust we shall ever feel deeply grateful."

CHASED BY SHARKS.—The *Courrier des Etats Unis* relates a terrible adventure which occurred to a native of Pernambuco, a mulatto, who had been sent into penal servitude on the island of Fernando Noronha, and had managed to escape, in company with two fellow-convicts, on board a raft, with which they attempted to reach the mainland. On the second day after their departure one of the men accidentally fell into the water, and was devoured by sharks under the very eyes of his two comrades. On the fourth day the other died of exhaustion, and the survivor threw the body overboard to the sharks, thinking that they would then leave him alone. But the sharks were not to be thus put off; and, having twice tasted human food, were hungry for more. They accordingly crowded round the little raft, eagerly watching its sole occupant from all sides, their long rows of teeth glistening in expectation of the sweet morsel he would make. In fact, look which way he would, he could see nothing but teeth and eyes. For six days this lasted. Unable to sleep, or even to lie down, for fear of being devoured, without provisions, without water, and the hot sun beating down upon his defenceless head, the escaped convict was becoming a raving lunatic, when his tiny craft was espied by an American vessel, the captain of which rescued him and took him to New York.

FILEY BAY HARBOUR AND PIER.—The *Yarmouth Gazette*, speaking of the projected harbour of refuge at Filey, says: "We last week briefly referred to the number of lives lost and the vessels wrecked on the north-east coast, and also to the efforts now being made for the construction of a harbour of refuge at Filey. The wreck chart of Great

Britain published every year shows at a glance the immense amount of property destroyed, and the large number of lives that are lost between Harwich and Newcastle; and it is therefore surprising that the Government has not had one or more good harbours of refuge constructed, the ships and fishing vessels constantly sailing up and down the North Sea being many thousands in number. On the coast of Yorkshire, at Filey Bay, there is a grand natural breakwater of very hard rock projecting into the sea about a mile, called the Brigg, which even the Romans some two thousand years ago appear to have utilised to a certain extent, as there are still remains of a pier formed by them extending in a southerly direction from Filey Brigg, and the remains will no doubt be useful to the present promoters. The contemplated project, if carried out, will be a national blessing, and Government ought to afford every possible aid to the promoters. We read that on Whit-Monday, in the "merrie month of May," 1860, 186 fishermen were drowned belonging to the port of Yarmouth alone, and there has been fearful loss of life and property since, as the books of the Sailors' Home will incontestably prove, no less than 5,000 shipwrecked seamen having been admitted into that institution during the few years it has been opened. Filey Bay is exactly opposite the Dogger Bank, a great resort of fishing vessels in the North Sea, and a harbour there would not only be a great means of saving fishermen's lives and vessels, but also enable them to return rapidly to the fishing grounds when the gales have blown over. The same may be said of the immense fleet of colliers and other craft, for there is no place more dangerous than this part of the coast, and vessels have to run a very long distance out of their course before obtaining any shelter. Yet England, with the largest fleet of merchant vessels in the world, has allowed this to go on year after year. The projected harbour will have an area of 150 acres, and 36

feet at high water, and we trust that it will soon be brought to a successful issue."

AN ACT OF HEROISM.—The Committee of Lloyd's have bestowed the bronze medal of the Society of Lloyd's—which they have the power of presenting under an Act of Parliament as an honorary acknowledgment to those who have by extraordinary exertions contributed to the saving of life at sea—upon Captain Peter Sharp, master of the 'Annabella Clark,' of Ardrossan, and upon John M'Intosh, able-bodied seaman of the same vessel, for their bravery in rescuing, at the imminent risk of their own lives, the crew of the French ship 'Mélanie,' which caught fire on the night of the 20th of November with 500 barrels of petroleum on board. When the French ship 'Mélanie' blew up, the captain of the 'Annabella Clark,' lying some eighty yards distant, with an able-bodied seaman named John M'Intosh, at once put off in a small dingy to the rescue of the French crew; and, although their boat was enveloped in flames and they themselves were all on fire, they hung on to the main-sheet of the blazing vessel till they had succeeded in rescuing the two men left on board. Both are dreadfully burnt, and their deliverer, John M'Intosh, of Ardrossan, was so much injured that he was taken to the Bayonne hospital, and in the surgeon's opinion it is doubtful whether he will ever regain the use of his left hand, by which he held on to the rigging of the blazing vessel. No man who wears the Victoria Cross ever earned it for greater bull-dog pluck.

A NEW LIFEBOUY.—Mr. Boyd, of Peterhead, has practically proved that a lifebuoy may be made of a highly portable nature without impairing its buoyant qualities. This excellent invention was recently shown to Mr. Lindon Saunders, the Travelling Secretary in Scotland of

the **SHIPWRECKED MARINERS' SOCIETY.** It consists of stout waterproofed material joined in segments in the form of the ordinary circular lifebuoy, and is supplied with a mouthpiece, through which air can be blown. When thus inflated it has a thoroughly serviceable appearance, with the ordinary lines attached. On the occasion referred to, the inflation occupied less than a minute. One of the principal advantages claimed for this invention is, that when uninflated it lies perfectly flat, occupies very little room, and can be easily carried. Mr. Boyd's idea was most successfully carried out by Messrs. Samuel Matthews and Son, Charing Cross, London, and the cost of production is about 30s.

THE EMPLOYERS' AND WORKMEN'S ACT AND SEAMEN.—At the Trade Union Congress recently held at Bristol, a resolution was carried recommending the extension of the provisions of the Employers' and Workmen's Act to seamen. It was stated that the only working man now existing who could be seized and imprisoned for not fulfilling a contract, was the British seaman and the London gas-stoker. One difficulty in the way of extending the Act to seamen was the advance note, but a decided difference of opinion existed as to whether it would be a good thing to abolish the system. One of the speakers, Mr. Fitzpatrick of Liverpool, had received a letter on the question from Mr. Plim-soll, in which he said he thought that the difficulty as to advance notes would be completely met by the proposal to extend to seamen the provisions of the Workmen and Employers' Act, for if it were done, and the power to imprison were taken away, advance notes would by that fact alone be abolished; whilst he did not believe that the shipowners would refuse to give an advance to a steady man in need of it. It was also moved that, in the opinion of the Congress, it was desirable to develop the National Seamen Protection Society, as

suggested in the report of the Parliamentary Committee.

DISASTERS AT SEA.—On Saturday morning, a collision occurred off Flamborough Head between the screw steamer 'Sprey,' of Aberdeen, and the screw steamer 'Redewater,' of Newcastle, and resulted in the former foundering almost immediately. A dense fog prevailed at the time. The 'Redewater' struck the other vessel on the forepart of the port side, causing her to sink soon afterwards. The crew were saved by getting on board the 'Redewater,' and were brought to Shields yesterday. The 'Sprey' was in ballast and bound to Sunderland. Through the collision the 'Redewater's' bows were stove in, and she will have to undergo repairs before sailing again. There were 32 British and foreign wrecks reported during the past week, making a total for the present year of 1,489, or a decrease of 282 as compared with the corresponding period of last year. The approximate value of pro-

perty lost was £400,000, including British vessels and cargoes £260,000, and the aggregate tonnage was about 15,000 tons.

LIGHTHOUSES.—A French writer calculated that at the commencement of 1877 there existed in the world 2,814 lighthouses, of more or less importance, viz., 1,785 on the coasts of Europe, 674 on those of America, 162 in Asia, and 93 in Africa. As regards Europe the best lighted coasts are those of Belgium, France following immediately after; then come in the order following, Holland, England, Spain, Prussia, Italy, Sweden and Norway, Portugal, Denmark, Austria, Turkey, Greece, and finally Russia. Besides Europe, the best lighted coasts are those of the United States, which have one light for every 20 miles, whilst the Brazilian coast has only one light for every 87 miles. Of the 2,874 in existence at the commencement of 1877, about 2,300 had been established since 1830, whilst the power of the greater part of those existing before 1830 has been increased.

COLLECTIONS, LEGACIES, MEETINGS, SERMONS, &c.

For the Shipwrecked Mariners' Society.

BIRMINGHAM.—From a School
Class £0 4 0

BLYTH.—Proceeds of Sermon
by Rev. Vetricio Tyas
(Life Member), in the Central Hall on the occasion
of Harvest Festival 7 5 0

HARVEST THANKSGIVING SERVICES.—The annual Thanksgiving Service for the late abundant harvest was held in the Central Hall, Waterloo, on Sunday afternoon, 15th Sept. the preacher on the occasion being the Rev. Vetricio Tyas, Wesleyan minister. The occasion and the popularity of Mr. Tyas drew together a crowded congregation, numbering upwards of 800 people. The Rev.

J. Brown, Presbyterian, of Seaton Delaval; Rev. J. Craig, Presbyterian, Blyth; Rev. T. Clifton, Congregationalist, Blyth; Rev. W. James, Methodist New Connexion, Blyth, also took part in the devotional exercises. The Rev. V. Tyas took for his text Matt. xiii. 18—23. The preacher began by saying that the meeting of to-day might be fairly taken as a proof that we recognise God's hand in the harvest which has just been gathered in. Having this faith it was right that we should cherish gratitude in our hearts, and give some public expression thereto. After a few other introductory remarks, the preacher drew attention to some of the lessons taught by

Christ's parable of the sower. Speaking first of the sower, he said, that whilst Christ Himself was truly the greatest sower, we might also point to the preacher, the Sunday-school teacher, and say in the words of the parable, "Behold, a sower went forth to sow." The next point noticed was the seed sown. This was variously reported by the evangelists as the word, the word of God, and the word of the kingdom. After speaking of the mighty power of words, the preacher went on to show how the living multiplying power of the Gospel was aptly illustrated by the seed. The third point of the parable noticed was the two-fold result—of failure and success, with the various reasons given by Christ. The first cause of failure was that the seed fell on the wayside, that is on ground hard, unbroken, unprepared; and so the truth too often fell upon the ears of men whose hearts were hardened by worldliness. When men went forth to business the mind was all on the alert, and if they heard some report of a failure, or of a rise or fall in the market, at once the mind was asking, How will this affect me? What shall I do in view of it? But the mind was not thus on the alert on entering the sanctuary, and though they hear it proclaimed that there is a heaven to gain, and a hell to shun, the truth is heard with perfect indifference. The second cause of failure was that the seed fell on a rock which had just a thin covering of soil, and though it grew rapidly, yet it soon withered because there was no deepness of earth. So there were persons of a superficial emotional character who began a religious life, but soon fell away. Their conviction of sin or the conception of what a religious life really is being superficial, taking account only of its promise of good, not of its difficulties; hence, when these arise, they are offended. The third cause of failure was through the growth of thorns or weeds. So the cares of poverty might lead to murmuring and discontent, or

riches and worldly pleasures might overgrow the good and destroy the spiritual life. In speaking of success, the preacher briefly drew attention to three or four words as embodying the reason why the seed brought forth fruit unto perfection. The seed was received, kept, and patiently watched. So must we lay hold of the truth, must make it the rule of our conduct and patiently pull up the weeds of envy, jealousy, malice, selfishness, and pride as quickly as they arise. The preacher concluded with the petition that in the final harvest home of the world, when the great Lord of the harvest shall say to the angel-reapers, "Gather the wheat into my barn," we may all be amongst the number so gathered in. At the close of the service a collection was taken in aid of the funds of the SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY (Mr. John Robinson, jun., local agent, Blyth), which annually distributes in relief in Blyth a sum of £200 in excess of the income of the agency, and has, therefore a very special claim upon the public of this locality. The collection amounted to £7 5s., and constitutes the rev. preacher a life member of the Society.

BISHOP WEARMOUTH. — Proceeds of Sermon by Rev. Canon Cockin (Life Governor) in Parish Church..		12 10 0
BRAY, DUBLIN.—Proceeds of Sermon by Rev. Canon Scott, Rector of Christchurch		4 11 0
CHRISTCHURCH. — Coll. made by a Clergyman for two men (B. and C. Hyde), who assisted at a wreck; given by them to Society, through Eastbourne agent		2 11 4
HULL.—Coll. from members of Kingston Lodge of Freemasons		01 12 6
LIMEKILNS.—Proceeds of Sermon by Rev. J. G. Crawford (Life Member) at U.P. Church		7 14 0

LONDON.—Mrs. Ann Jones 25 0 0

The following Legacies have been announced or received:—

Samuel Tingle, Esq., of Bath 600 0 0
 Mrs. Matilda Martha Clubley, of Cheltenham ... 100 0 0
 Edward Jones, Esq., of Port Hope, Ontario, Canada 1,000 dols.

Miss Alice Atkinson, of Giggleswick, near Settle .. 19 19 0

MAIDSTONE.—At a meeting of Court Star, Ancient Order of Foresters, held at the Castle Hotel, Week Street, on Monday evening, 4th Nov., the annual donation of 10s. was granted to the funds of the SHIPWRECKED MARINERS' SOCIETY. This Institution, although but little known in Maidstone, is a very valuable one, and several inhabitants of the town subscribe to it. The objects of the society are to forward shipwrecked ma-

riners to their homes, no matter how great the distance is, and to provide for the widows and orphans of those drowned at sea. The benefits are also extended to all those who are engaged on the water. The society has a very large number of members, and the Queen is a liberal patron.

SUNDERLAND.—Proceeds of Sermon by Rev. W. R. Burnett, Vicar of Saint Thomas's (Life Governor) 25 0 6

TAUNTON.—Portion of Offertory at St. Mary Magdalene Church, on the occasion of the Harvest Festl. 4 5 4

WESTON-SUPER-MARE.—Proceeds of Sermon by Rev. W. Hunt Trinity Church (Life Governor) 16 13 8

Proceeds of Sermon by Rector of Parish Church, Rev. Prebendary G. Buckle (Life Governor) 13 12 0

REWARDS FOR SAVING LIFE AT SEA.

The following rewards were granted by the SHIPWRECKED MARINERS' SOCIETY during the past quarter, viz. :—

Nov. 15th.—Captain the Hon. Francis Maude, R.N., V.P., in the chair.

Captain Holdsworth brought to the notice of the Committee the following act of heroism as reported in the daily papers :—The large iron ship 'Eblana,' of Liverpool, 1,351 tons register, commanded by Captain Liver, left Liverpool for Madras on Thursday, October 3, and experienced bad weather, until reaching the Smalls Lights. The wind was from south and south-west, and it got worse from that time until Sunday, when there was a heavy gale from the southward, which, however, moderated towards Monday, when the weather became a little finer. On Tuesday it commenced to blow again from south-south-west, increasing to a heavy gale, and became still worse on Wednesday, with mountainous seas. On Thursday, at 2 a.m., when in lat. 48 52 N., long. 10 33 W.,

a tremendous sea struck the vessel, throwing her over on her side, shifting the cargo, washing away the lifeboat, and smashing the bulwarks. Towards morning the main and mizen masts were cut away, and the vessel was quite over on her side, and settling down fast. At about 6 o'clock in the morning the bark 'Decapolis,' of London, Captain Almond, from Adelaide for London, hove in sight, and signals of distress were made to her, and she bore down and stood by them for about 14 hours, until all the crew were rescued and taken aboard. When she first approached the 'Eblana' the latter's boats were launched, but were stove in by the seas, one of the crew being badly injured. A boat with six men was then sent from the 'Decapolis,' and she succeeded in rescuing six of the 'Eblana's' men. There was a great gale on and tremendous seas, and it was impossible to get the boat close to the ship, and a communication was made between them by life buoys and

life lines. All the crew were saved by this means, by being hauled through the water to the boat. On returning to the 'Decapolis' with these men, the boat was stove and became useless, and the mate of the barque, who was in charge, was hurt in the arm and shoulder. A second boat was then sent, and in five trips rescued twenty-two men. The service was attended with considerable difficulty and danger, and the 'Eblana's' crew speak well of the gallantry of the others, especially of that of the carpenter, named David Stephen, of Stepney, London, who, with three hands, had charge of the boat on four successive trips, and George Bourne, an apprentice, who went every time, first in the boat that was stove in, and afterwards in the second boat, and managed the life lines, pulling all the men from the ship to the boat. The unfortunate men lost all their clothes and effects. The captain, officers, and crew of the 'Decapolis' behaved very kindly towards them during the two days they were aboard her, and gave them various articles of clothing.

A letter was also read from Captain Almond, giving the names of the men who manned the boats, with the number of trips taken by each. When, it was proposed from the chair, and unanimously resolved, that Captain Thomas M. Almond be awarded the Gold Medal of the Society, and that Silver Medals should be awarded to Martin Pearce Organ, Frederick Christensen, William Quirk, August Hansen, William Anderson, David Stephen, George Herbert Adamson, Harry Saunders, and G. W. R. Bourne, apprentice; and it was further resolved that a sextant should be presented to the apprentice in addition to the medal, as the Committee considered his conduct most praiseworthy in volunteering to go with each boat to the rescue of the unfortunate men, who, but for the assistance of Captain Almond and his crew, would in all human probability have perished.

The Secretary was also instructed to

convey to the captain and crew of the 'Decapolis' the Committee's full appreciation of their gallant and successful efforts to save the lives of their fellow-men, and also their earnest hope that this acknowledgment of their heroism would be an incentive to future exertion in the same noble work, should necessity arise.

It was then proposed by Captain Holdsworth, and unanimously agreed to, that, with the kind permission of the directors, the medals should be presented at the Sailors' Home, Well Street, London Docks, on Saturday, the 23rd inst., at two o'clock, at which presentation were present—Captain the Hon. Francis Maude, R.N., in the chair; Admiral Sir Walter Tarleton, Admiral Prevost, Captain Littlehales, R.N., Captain James Furnell, R.N.R., Captains Holdsworth, Steele, Mainland, and Deacon; H. K. Symons, Esq., Rev. T. Heffell, Rev. C. W. Matthews, Secretary British and Foreign Sailors' Society; Thomas Balding, Esq., Secretary Sailors' Home; Edward C. Lean, Esq., Secretary SHIPWRECKED MARINERS' SOCIETY, and a large number of sailors. The meeting having been opened with prayer by the Rev. T. Heffell, the Chairman, after speaking of the heroic conduct displayed by Captain Almond and his crew on the occasion in question, incidentally referred to the many advantages conferred by the SHIPWRECKED MARINERS' SOCIETY on its members, of whom there were about 50,000. He urged all present to join it (the audience being composed for the most part of the sailors in the Home). He then presented the gold medal to Captain Almond, who, in reply, said that on the occasion in question they were running under close-reefed topsails and a reefed foresail, with a very high sea, when they sighted the 'Eblana' with a signal of distress flying. They could judge from what he had said that some hard work had to be done, but it was done cheerfully. They had acted like sailors.

The silver medal was next presented

to David Stephen, who expressed his gratitude; and finally George Bourne, the apprentice, who was greeted with three ringing cheers, was presented with the medal and sextant, which he suitably acknowledged. The remainder of the crew having reshipped, their medals were afterwards forwarded, according to the captain's directions.

The Chairman, after a few more remarks, called upon Captain Holdsworth, who proposed a vote of thanks to the Directors of the Sailors' Home for their kindness in putting their dining hall at the disposal of the Committee, which was carried with acclamation.

Admiral Sir W. Tarleton, on behalf of the Directors of the Sailors' Home,

said that they were glad to grant the use of the Home for such a purpose, and expressed a hope that the seamen present would be as ready as their mates to assist in rescuing anyone in distress.

Admiral Prevost then in suitable terms proposed a vote of thanks to the Chairman, which was carried with three hearty cheers, and briefly acknowledged by Captain Maude, when this most interesting meeting came to an end, after a few remarks from a Sailor present, who earnestly advised his brother seamen to join a society from which he had reaped so much benefit, having been twice relieved in three weeks, as it had been his misfortune to be twice wrecked in that time.

REWARDS FOR SAVING LIFE ON THE COASTS.

The following are the rewards granted by the Royal National Lifeboat Institution during the past quarter:—

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

Rewards amounting to £186 were granted to the crews of lifeboats of the Institution for recent services. The Douglas No. 2 lifeboat was called out during a strong gale from the west to the aid of the distressed brigantine 'Delhi,' of Belfast. On the boat arriving alongside, it was found that the heavy seas were sweeping over the vessel's deck, and that her crew were clinging to the rigging in a most exhausted condition. With some difficulty they were taken into the lifeboat and safely landed; the brigantine afterwards became a total wreck. The Fleetwood lifeboat was instrumental in saving a boy from the barque 'Charles Challoner,' of that port, which had stranded near the Wyre Lighthouse. The remainder of the crew had previously taken refuge in the steamer which had the barque in tow before she went ashore, but to do so they had to jump from their vessel to the steamer;

the boy was not able to make the leap, and he could not have been taken from the stranded ship in the absence of the lifeboat. The Thurso lifeboat went out five times to different vessels which were in much peril while at anchor off that place, a strong westerly gale suddenly springing up, accompanied by a heavy sea and severe showers of hail and rain. She was instrumental in landing no less than forty-one persons, including four women and children, from ten of the distressed ships, her crew being employed altogether about fifteen hours in rendering these services.

Various rewards were granted to the crews of shore boats for saving life from wrecks on our coast, and payments amounting to £3,462 were made on some of the 268 lifeboat stations of the Institution.

November 7.—Mr. Thomas Chapman, F.R.S., V.P., in the chair.

The Palling No. 2 lifeboat had saved the crew of seven men belonging to the schooner 'Smithfield,' of Aberdeen, which was wrecked on the Hasborough Sands, in a strong wind and heavy sea. Six of the men were taken from the ship's boat; they reported that the

master had remained on board, and on hearing this the lifeboat proceeded to the ship, which, by that time, had sunk—and was fortunately enabled, with much difficulty, to rescue him from the rigging of the wreck. The Fishguard lifeboat was instrumental, during a very severe gale, in saving the crew of four men from the schooner 'Charlotte,' of Portmadoc, which went on the rocks, and became a total wreck, near that lifeboat station. The Maryport lifeboat brought ashore nine men, one of whom had lost his senses through fear, from the barque 'Carn Tual,' of Liverpool, which was in a dangerous position near the sandbanks off the Cumberland coast, during a westerly gale, and in a very rough sea. The Whitehaven lifeboat afterwards went to the assistance of the same vessel, which was eventually taken into that port in safety, with the master and mate on board.

Nearly £250 were ordered to be paid to lifeboat crews for their services during the past month. Rewards were also granted to the crews of several shore-boats for saving life from wrecks on our coasts, and payments amounting to £3,334 were made on some of the 269 lifeboat establishments of the Institution.

December 5th.—His Grace the Duke of Northumberland, Lord Privy Seal, President of the Institution, in the chair.

The lifeboat at Donna Nook, Lincolnshire, was called out no less than six times in very stormy weather, and on every occasion her gallant crew promptly responded to the call for their services, and they were instrumental in saving the crew of nine men and a pilot from the brig 'Matilda,' of Larvig, wrecked near Grainthorpe Haven, and three men from the Prussian brig 'Johann Benjamin.' The Theddlethorpe lifeboat also put off to the last-named distressed vessel and brought ashore six of her crew. The Oddfellow's lifeboat, stationed at Cleethorpe, the next station north of Donna Nook, was the means,

under very gallant circumstances, of saving the crew of five men of the brigantine 'Sea Flower,' of Seaham; the greatest danger was incurred in rescuing the shipwrecked crew, and the lifeboat received some injury by the ship's boat being washed on to her from the deck of the vessel by the heavy seas. The Lowestoft large sailing lifeboat brought safely ashore the crew, numbering altogether twenty-six men, from the steamship 'Jorm,' of Copenhagen, and the schooner 'Zosteria,' of Colchester, which vessels were in perilous positions off Lowestoft during very severe weather. The Covent-garden lifeboat at Caister, Norfolk, saved the crew of five men of the schooner 'F. Edwards,' of Grimsby, who had been compelled to take to their boat on their vessel being wrecked on the Middle Cross Sands; the boat was in a sinking condition, the sea breaking heavily at the time, when the lifeboat reached it. That lifeboat and the smaller one on the same station were also respectively the means of helping two distressed vessels into harbour, viz., the cutter 'Mystery,' of Yarmouth, and the schooner, 'Milky Way,' of Fraserburgh. The Thorpe lifeboat, with great difficulty, saved five men from the schooner 'Margaret,' of Goole, their men being hauled into the boat by means of lifebuoys; and the Hartlepool No. 3 lifeboat rescued seven persons from the schooner 'Escape,' of Hull, which stranded on Middleton Beach, and soon afterwards became a total wreck.

Rewards amounting to £550 were ordered to be paid to lifeboat crews for their services during the past month, and various sums were also granted to the crews of shore boats for saving life from wrecks on our coasts.

Payments to the amount of £2,400 were likewise made on different lifeboat establishments. Altogether the Institution has been instrumental this year by its lifeboats and other means in saving 576 lives, besides helping to rescue sixteen vessels from destruction.

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

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

Statement of Relief afforded by the "Shipwrecked Mariners' Society" to Fishermen and Mariners, to assist to restore their Boats or Clothes, and to the Widows, Orphans, and Aged Parents of the Drowned, &c. between the 1st September and 30th November, 1878.

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

	£	s.	d.		£	s.	d.		
10 M, 1 MM, 1					3 F	6	5	0	Cove Bay.
PB, 10 W, 16					1 F	6	11	3	Cullen.
O	115	2	9	London.	15 PB, 1 W, 5 O	38	10	8	Deal.
2 MM, 1 W, 2 O	14	15	0	Aberdeen.	1 W	6	10	0	Dover.
1 M	2	7	6	Aberdovey.	10 M, 1 PB, 3W,				
2 M	6	7	6	Amlwch.	6 O, 4 AP	81	10	0	Dundee.
1 W, 5 O	19	3	9	Anstruther.	1 MM, 2 F	9	5	6	Exmouth.
1 PB, 1 W, 2 O	15	7	6	Appledore.	4 F	10	2	6	Eyemouth.
1 MM, 1 W, 4 O	21	12	6	Arbroath.	1 PB, 2 W	20	15	0	Falmouth.
1 F	1	12	6	Banff.	1 W, 1 O	12	11	3	Faversham.
1 W, 1 O	9	1	3	Bangor (I.)	1 F	3	12	6	Fetlar.
8 F, 2 PB, 2 W	22	17	2	Barra.	2 F	7	17	6	Filey.
1 W	8	15	0	Barrow.	3 W	15	15	0	Fowey.
1 M	2	0	0	Belfast.	2 M, 2 W, 6 O	15	6	3	Framilode.
2 M	6	0	0	Bideford.	5 F	9	0	0	Fraserburgh.
1 F	3	17	6	Blakeney.	1 M	2	15	0	Gerrans.
15 M, 2 MM, 5 W,					1 MM, 3 F	6	2	6	Girvan.
9 O	92	15	6	Blyth.	5 W, 8 O	71	1	3	Glasgow.
2 AP	2	0	0	Bo'ness.	3 MM, 2 W, 6 O	50	12	6	Goole.
1 MM	2	10	0	Boston.	2 PB	6	7	6	Gravesend.
1 M	3	0	0	Bridport.	2 M	4	7	6	Grays.
1 M, 2 AP	6	17	6	Bristol.	1 M, 2 MM, 3 F,				
1 M, 1 MM, 1 AP	10	2	6	Brisham.	3 W, 5 O	38	16	1	Grimsby.
1 PB	1	9	0	Broadstairs.	5 M, 1 MM, 1 PB,				
18 F, 1 W, 6 O	75	16	9	Buckie.	2 AP	22	5	0	Guernsey.
1 F	4	2	6	Burnham, }	5 M, 1 PB, 1 W,				
3 M, 1 MM, 1 W,				Deepdale. }	3 O	31	1	3	Hartlepool.
4 O	46	7	6	Cardiff.	2 PB	4	17	6	Harwich.
3 W, 4 O	22	5	0	Cardigan.	1 F	3	0	0	Hempstead.
1 M	1	12	6	Carnarvon.	1 M	1	10	0	Hillswick.
1 M	5	0	0	Carrickfergus.	7 M, 1 MM, 4 W,				
1 F	4	12	6	Charlestown.	6 O, 2 AP	83	17	6	Hull.
2 F	4	8	0	Cockensie.	4 PB	7	0	0	Hunstanton.
2 F	6	17	0	Conway.	2 M, 4 W	30	4	6	Ipswich.

	£	s.	d.		£	s.	d.	
1 W	3	0	0	Jersey.	2 M	8	2	6 Robin Hood's Bay.
2 M	8	7	6	Kinardine.	1 AP	11	0	0 Rochester.
1 F	3	10	0	Kirkwall.	1 M	2	0	0 St. Margaret's Hops.
1 MM	2	5	0	Larne.	1 MM	4	10	0 Salcombe.
1 M, 3 W, 2 O...	27	2	6	Leith.	1 W, 3 O	5	13	9 Sandgate.
1 M, 1 MM, 6 F, 1 W, 5 O, 2 AP	48	5	9	Lerwick.	2 M, 1 F, 5 W, 6 O	63	15	0 Scarborough.
7 M, 1 MM, 5 W, 11 O	74	3	9	Liverpool.	1 M, 1 W	9	10	0 Sherringham
10 PB, 1 W ..	33	1	4	Llanelly.	1 F	2	0	0 Shieldag.
2 W, 10 O	11	15	0	Loos.	3 M, 2 MM	13	5	3 Shoreham.
1 M, 8 F	32	16	0	Lossiemouth.	1 M	2	0	0 Sidmouth.
5 M, 3 MM	19	12	6	Lowestoft.	1 M, 1 MM, 2 W, 6 O, 1 AP ...	39	17	6 Southampton.
1 MM, 2 F, 1 W	13	10	0	Lynn.	1 W, 3 O	9	12	6 Southend.
1 MM, 2 F	11	5	0	Lytham.	17 M, 1 MM, 1 PB, 12 W, 15 O, 1 AP	211	6	3 S. Shields.
1 MM, 2 W, 6 O	20	7	6	Maryport.	1 M, 1 MM, 1 F	7	5	0 Soutwold.
8 M, 1 MM	26	15	0	Middlesboro'.	1 M, 7 F	29	5	0 Staithes.
1 F	2	0	0	Millbrook.	1 M, 2 F	18	10	0 Stiffkey.
1 M, 5 F, 2 W, 4 O	31	14	6	Montrose.	2 M	4	0	0 Stockton.
3 M, 1 MM, 2 F, 1 W, 2 O	16	13	6	Mossbank.	1 M, 17 F	45	5	0 Stornoway.
1 F	5	0	0	Mundesley.	1 M, 1 MM, 1 W, 1 O	9	2	6 Stromness.
3 W, 3 O	21	11	3	Newcastle.	22 M, 3 MM, 1 A, 8 W, 5 O	186	2	0 Sunderland.
1 W, 1 O	10	18	9	Newhaven.	1 F	2	15	0 Swanage.
1 M, 1 PB	6	15	0	Newport (M).	1 W, 4 O	11	5	0 Swansea.
3 W, 7 O	26	12	6	New Quay (C).	1 F	4	2	6 Tarbet.
2 M, 1 MM, 1 W, 3 O	28	1	3	New Quay (W)	1 PB	4	2	6 Teignmouth.
1 F	2	5	0	N. Berwick.	1 M	5	7	6 Tenby.
13 M, 1 MM, 1 A, 1 F, 16 W, 30 O, 2 AP	278	5	0	N. Shields.	1 PB	1	10	0 Thurso.
1 M	2	10	0	Parkgate.	1 M	8	17	6 Torquay.
1 M	3	2	6	Peterhead.	9 F, 1 W	23	2	6 Vos.
7 M, 4 MM, 1 F, 1 PB, 3 W, 4 O	75	2	3	Plymouth.	1 F	1	4	0 Whalsay.
2 W, 9 O	28	7	6	Polruan.	1 M, 1 MM, 1 W, 2 O	20	10	0 Whitby.
1 W, 6 O	18	2	6	Poole.	1 M, 2 MM	6	15	0 Whitehaven.
2 AP	3	10	0	Port Dinorwic	2 MM	4	10	0 Whitstable.
1 W, 10	8	15	0	Port Isaac.	1 AP	8	0	0 Wick.
1 MM	2	12	6	Portmadoc.	1 MM	2	15	0 Wisbech.
2 M, 1 W, 1 O .	12	10	0	Portsmouth.	1 AP	4	10	0 Wivenhoe.
1 AP	4	15	0	Queensdown.	1 W	9	15	0 Woodbridge.
1 A	1	12	6	Ramsgate.	4 W, 5 O	44	15	0 Yarmouth.
1 MM, 3 A, 1 W, 2 AP	19	10	0	Reawick.				

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 151; Orphans, 254; Aged Parents, 27; Master Mariners, 53; Mariners and Apprentices, 200; Fishermen, 180; Pilots and Boatmen, 47; Shipwrecked persons—Subscribers, 293, and Non-Subscribers, 466; in all, 1,621 persons relieved, at an expense, inclusive of that in the succeeding tables, of £3,653 3s. 10d.

RELIEF TO SHIPWRECKED CREWS.

"THERE IS SORROW ON THE SEA."—JEREMIAH XLIX. 28.

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 Secretary at the Central Office and Honorary Agents of the "Shipwrecked Mariners' Society," between the 1st September and 30th November, 1878.

Vessel's Name.	Port.	Amount of relief.		Vessel's Name.	Port.	Amount of Relief.	
		£	s. d.			£	s. d.
Anne Rosetta	Hull	1	10 0	Conway	Aberystwith	2	10 0
Assyrian	Shields	0	10 0	Conciliation	S. Shields	5	0 0
Aspirant	Thurso	1	0 0	Charles Green	Falmouth	2	0 0
Arcturus	Portmadoc	2	15 0	Commerce	Nova Scotia	8	0 0
*Argyra	Salcombe	0	15 0	Countess of Cromarty	Glasgow	0	18 0
Antlia	Hartlepool	7	2 6	Camperdown	Dundee	6	1 6
Anglo-Saxon	London	1	0 0	Champion	Portsmouth	0	5 6
Aspera	Wick	2	10 0	Charlotte	Banff	5	2 0
Blue Wave	Blyth	8	5 0	Don Juan	Wexford	1	18 4
Blenhelm	Exeter	1	16 0	Dutch Vessel	Holland	0	13 0
Blonde	London	1	18 6	Delhi	—	0	13 0
†Beaunoir	Liverpool	1	14 0	Denia	Waterford	1	10 0
Blue Jacket	London	8	15 6	Dawn	Kilkeel	3	15 9
Bayne	Limekilns	1	10 0	Deerfoot	N. Shields	35	15 0
Biton	Norway	1	5 0	Ella Vail	Liverpool	5	6 0
Catherine	—	1	0 0	Earl of Zetland	Liverpool	2	5 9
Charlote	Portmadoc	1	10 0	Edith and Mary	Wisbech	0	13 6

* The captain of this ship reported, the 28th October, that he had lost his wife and three children by the sinking of his vessel.

† The *Standard* of the 15th October gives particulars of the stranding and loss of the Liverpool vessel 'Beaunoir' and the sufferings endured by the crew, five of whom were drowned. The 'Beaunoir,' a brigantine of 270 tons, originally left Liverpool on a voyage to Havana, with a cargo of coals, and a crew of ten hands, all told. Havana was safely reached, and her cargo discharged. After taking on board a consignment of sugar, she left Havana for New York. Severe weather was encountered shortly afterwards, and on the 6th ult. it was blowing with hurricane force, while there was a strong current running with a very heavy sea. The weather was hazy and the lights on the coast obscured. The vessel was driven ashore on the Florida Reefs, and became a complete loss: All the boats were gone, and the crew constructed a raft of the wreckage, and they were soon taken away from the scene of the disaster by the strong current. Tremendous seas swept over the raft, to which the poor fellows clung with desperate tenacity. This state of affairs lasted for some time, until five of them, becoming exhausted and helpless, were washed off the raft and drowned. The remainder, by the most vigorous exertions, were enabled to keep on the tiny structure; but, although their lives were so far spared, they were doomed to frightful suffering. The disaster to the vessel was so sudden and so complete that no time was allowed them to get provisions or water, and for five days they neither eat nor drank anything. The captain was included in the survivors, and he and the other four were almost maddened by excessive hunger and thirst. Fortunately, when matters had

almost assumed their worst aspect, the Norwegian barque 'Asteræ' hove in sight, and took the mate on board. The men were landed by the barque at Queenstown. Captain Thomas, who commanded the vessel, is amongst the saved. The following is a list of the crew who sailed in the vessel from Liverpool on the 20th May last:—Captain Thomas, France; Samuel Renny, first mate, Cork; H. G. Harbord, second mate, Jamaica; W. E. Bu'l, steward and cook, London; A. Boerman, A.B., Hanover; Wm. R. Telfer, A.B., Chester; Wm. Mace, A.B., Hull; P. Coqui, A.B., Dublin; Wm. Perry, A.B., Liverpool.

† Early on Friday morning, 6th Sept., a collision took place about six miles east of Hastings, between the 'Empress,' steam collier, from London to Cardiff, and the 'Commerce,' a full-rigged ship, laden with grain, of Shelbourne, Nova Scotia, bound from Philadelphia to Antwerp. The 'Empress' ran into the 'Commerce,' which was struck broadside before the main chains. The 'Empress' did not back out, but remained where she was, so that the crew of the 'Commerce,' eighteen in number, were enabled to clamber up the rigging into the collier, with the exception of a man and a boy. The former fell off into the water, the latter seemed powerless to leave the rigging, and went down with the ship fifteen minutes afterwards. The captain of the 'Commerce,' whose name is Nickelson, states that it was a clear morning, that his lights were all right. When his vessel was struck he was on deck. The crew were landed at Hastings, and forwarded to London. The Collector of Wrecks, Mr. C. J. Vidler, arrived in the morning, and gave permission for the collier to proceed on her voyage. The 'Commerce' was 1,297 tons.

Vessel's Name.	Port.	Amount of relief.	Vessel's Name.	Port.	Amount of relief.
Earl of Carrick	Maryport	£ s. d.	Marion	Greenock	1 0 0
Esther Smeed	Rochester	4 4 0	Maria Lowther	Whitehaven	1 15 0
*Enterprise	Liverpool	4 5 0	Margaret Boyd	Ardrossan	5 0 0
Ely Rise	—	4 10 0	Madura	Bristol	1 18 0
Elizabeth	Sunderland	3 18 0	Margaret	Goole	3 5 0
Emily	—	0 14 0	Marthilde	Lanwig	2 0 0
Fancy	Weymouth	0 8 6	Mary Ann	Plymouth	1 0 0
Furness Abbey	Liverpool	2 19 0	Maria	Whitehaven	4 5 0
Florist	Whitby	1 12 0	Maria	Mexico	0 12 6
Fuschia	Sunderland	4 11 6	Neptune	Seaham	0 10 0
F. Edwards	Grimsby	1 18 0	Orontes	Liverpool	7 0 0
Gondola	Lerwick	0 10 0	Owner's Pride	Hull	1 10 0
George Milne	Fraserburgh	7 12 0	Onward	Newcastle	2 10 0
Gilbert Wheaton	Greenock	0 15 0	Press On	—	0 6 0
George Brown	Waterford	0 16 0	Prospect	Montrose	0 10 0
Harriet Louisa	Lerwick	2 0 0	Pacific	Blyth	2 8 0
Hero	Belfast	0 10 0	Phoebus	N. Shields	7 0 6
Harriet Agnes	London	2 15 0	Parthenia	Wells	1 18 0
Helena	Aberdovey	12 8 8	Pandora	Liverpool	1 5 0
Indefatigable	Drogheda	1 1 0	Patriot	Newcastle	2 10 0
Integrity	New Quay	0 10 0	Queen	Dundee	6 7 0
Iris	Whitstable	4 2 6	Rosemary	Lowestoft	1 14 0
Juliet	Liverpool	2 0 0	Racer	Plymouth	1 10 0
John and Susan	Wells	1 15 0	Rachel	Llanelli	3 12 0
Jane Cargill	—	2 0 0	Ralph Buckhouse	Deal	0 6 0
J. P. Wheeler	—	0 5 0	St. George	Sunderland	1 12 6
John and Harriet	Hull	2 0 0	Sarah Fox	Looe	2 16 0
Johann Benjamin	Memel	1 0 0	Sophia	Woodbridge	1 0 0
John Hallett	Sunderland	1 10 0	Summerly	Guernsey	5 2 0
Kitty Wake	Grimsby	0 9 0	Smithfield	Aberdeen	10 14 6
†Kate	Guernsey	4 18 0	Seraphina	Colchester	0 6 0
Labernum	Dublin	1 1 0	Star of Peace	Carnarvon	0 16 0
Lady E. Bruce	—	5 0 0	Sarah and Ann	Hartlepool	4 4 0
Lilly Grace	—	0 14 0	Scottish Maid	Barrow	4 10 0
Lowestoft	—	0 11 0	Thomas	Grimsby	1 4 0
†Leader	Swansea	4 2 6	The Albion	Annapolis	2 10 0
Lilly	Sunderland	5 12 6	Two Sisters	Hull	0 8 6
Louisa Jane	Guernsey	1 16 0	†Volunteer	Padstow	0 17 0
§Minerva	Dublin	6 18 6	Virgo	London	4 0 0
||Mersey	Fowey	6 9 0	Yoxford	London	16 10 0
Mary Walters	Newport	0 10 0	Zenobia	Shields	3 8 0
Magnolia	S. Shields	0 10 0	Zion Hill	Deal	0 6 0
Mercury	Newcastle	1 18 0			

* The Deal Agent reports, 28th October, that this ship is on shore at Kingsdown; there were four drowned in landing in their own boat. J. Hill was sent to me in a fly; he was very ill through being in the water. I procured food and lodging for him; he has since returned to the ship to assist in attempting to get her off.

† The Ramsgate Agent reports, 11th November, that the crew of this ship was saved by a Ramsgate fishing smack. The vessel was in a helpless condition, the captain greatly injured, and expecting the ship to sink. The fishermen, at great risk of their own lives, succeeded in saving them, simply with just what they stood in. The crew on landing were taken charge of by me, and provided for.

‡ The Ramsgate Agent reports, 31st October, that the crew of this ship was rescued in the North Sea, under very perilous circumstances, by the fishing-smack 'Regard,' of Ramsgate. The master of the 'Leader' told me had it not been for the gallantry of the brave fishermen, himself and crew must have perished, for he had never experienced such an awful gale all the years he had been to sea.

§ The Hon. Agent at Waterford reports, 18th September, that this vessel was in collision in Carmarthen Bay, and both vessels immediately foundered, all hands saved by vessels' boats.

|| The Agent at Kinlochbarrie reports, 27th September, that this vessel struck the rocks at

3 a.m. on Monday, 9th September, and went to pieces in eight minutes. Seven men on board, all told, of whom five were drowned and two saved by being washed ashore on portions of wreck. Survivors badly wounded and bruised. Supplied with medical attendance, board, clothing, and passage to Plymouth, their home.

¶ The Agent at Holyhead reports, 10th October, that this vessel capsized in the bay during a heavy squall; master and two seamen lost, the survivor swam on shore naked. Another account says, that during last night, Oct. 7, and this morning a furious gale from the south-east swept over the neighbourhood of Holyhead. About midnight the schooner 'Volunteer,' of Padstow, bound from Liverpool (whence she sailed yesterday morning) for Plymouth, laden with coals, had just got round the breakwater to the inside of the harbour when a squall capsized her. The crew consisted of four hands, of whom Captain Hate, Edward Every, and Henry Labb perished. A seaman named Samuel Honey, finding but one chance for his life, jumped into the water, and in spite of the heavy surges swam round the breakwater and safely reached the iron ladder on the outside. He was escorted by one of the lightkeepers to the Stanley Sailors' Home, where every attention has been shown to him, and he was afterwards forwarded to Newport by the SHIPWRECKED MARINERS' SOCIETY.

Portfolio.

HOW TO SEE LIFE.

It is a grand point for the reader, whether he be a landsman or a seaman, to know that the knowledge of redemption is the first step in *real life*. A man's life is really of no account until he begins to walk with God, in the knowledge of full salvation and settled peace, through the precious blood of the Lamb. Previous to this he is, in the judgment of God, and, in the language of scripture, "dead in trespasses and sins;" "alienated from the life of God." His whole history is a complete blank, even though, in man's account, it may have been one uninterrupted scene of bustling activity. All that which engages the attention of the men of this world, the honours, the riches, the pleasures, the attractions of life, so called—all, when examined in the light of the judgment of God, when weighed in the balances of the sanctuary, must be accounted as a dismal blank, a worthless void. "He that believeth not the Son shall not see life" (John iii. 36). Men speak of "seeing life" when they launch forth into society, travel hither and thither, and see all that is to be seen; but they lose sight of the fact that the only true, the only real, the only divine way to "see life" is to "believe on the Son of God."

How little do men think of this! They imagine that real life is at an end when a man becomes a Christian in truth and reality; whereas God's Word teaches us that it is only then we can see life and taste true happiness. "He that hath the Son hath life" (1 John v. 12); and, again, "Blessed is he whose transgression is forgiven, whose iniquity is covered" (Ps. xxxii. 1). We can get life and happiness *only* in Christ. Apart from Him, all is death and misery, whatever the outward appearance may be. It is when the thick veil of unbelief is removed from the heart, and we are enabled to behold, with the eye of faith the Lamb of God bearing our heavy burden of guilt upon the tree, that we enter upon the path of life, and partake of the cup of divine happiness—a life which begins at the Cross, and flows onward into an eternity of glory—a happiness which each day becomes deeper and purer, more connected with God and founded on Christ, until we reach its proper sphere in the presence of God and the Lamb. It is the very height of folly and vanity to seek life and happiness in any other way. True, the enemy of souls spreads a gilding over this passing scene, in order that men may imagine it to be all gold. He sets up many a puppet-show to elicit the hollow laugh from a thoughtless multitude, who do not know that it is Satan who is in the box, and that his object is to keep them from Christ, and drag them down into eternal perdition. There is nothing real, nothing solid, nothing satisfying but in Christ. Apart from Him, "all is vanity and vexation of spirit." In Him alone true and eternal joys are to be found; and we only begin to live, when we begin to live *in*, live *on*, live *with*, and live *for* Him.



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THE ROYAL NAVY—ANCIENT AND MODERN.*

(Continued from page 8.)

AFTER the battle of the 31st July, 1653, Admiral Lawson, who hovered off the Dutch coast with fifty sail, took thirty-eight more of their ships and several herring-busses, which he sent into Yarmouth; and a few days later thirty-five other prizes, laden with French wines, fish, &c., were sent by him to the same place, and then the poor Hollanders were reduced to the verge of despair.

Upon the return of the fleet, gold chains and medals were presented to General Monk and Admirals Blake, Penn, and Lawson. Smaller medals were given to all the officers. The 25th of August was appointed a day for solemn thanksgiving. At a public feast in London, Cromwell put the gold chain round Monk's neck, and required him to wear it during the entertainment.

In the following month, Monk, in his ship the 'Resolution,' nearly perished in a terrible gale of wind off Cromer.

The English fleet being now absolute masters of the sea, no ship could stir out of the Texel without their permission. In short, matters were brought to that pass, that when Mynheer Nienport, one of their former ambassadors, sought to bring about a peace, Cromwell could dictate his own terms.

* From "British Battles on Land and Sea," by James Grant; Cassell & Co., and other sources.

Peace was signed in April, 1654, and one of the conditions of the treaty was the expulsion of the exiled King Charles II. from the dominions of the Dutch; and another was, "That the ships of the Dutch, as well ships of war as others, meeting any ships of war of the English Commonwealth in the British seas, shall strike their flags and lower their topsails in such manner as hath ever been at any time heretofore practised under any form of Government."

Inspired by bigotry and ambition, Cromwell sent thirty ships under Blake to the Mediterranean, where no English fleet had been since the days of the Crusaders, and this armament humbled the Grand Duke of Tuscany on the European side and the Algerines on that of Africa. The Bey desired him to look at his castles of Porto Farina and Galetta, and do his worst, when asked to restrain the piracies of his subjects. Blake did not require this bravado. He drew up his ships close to the castles, and blew them to pieces with his guns. He sent bodies of seamen into the harbour in pinnaces and long boats under the fire of 140 pieces of cannon. These burned every ship that lay there, and the boldness of this action, which its very temerity rendered safe, and which was executed with very little loss, filled all that part of the world with the fame of the English arms. At Tunis he released many Christian slaves, some of whom were Dutch and English seamen.

In the following year he was cruising 'off Cadiz in conjunction with General Montague in hopes to lure out the Spanish fleet which lay there, or to intercept another homeward-bound; and while he anchored for a time in a Portuguese bay to take in water and some provisions, Captain (afterwards Admiral Sir Richard) Stayner, whom he had left to continue the blockade with the 'Bridgwater' and the 'Plymouth' and four other vessels, fell in with eight galleons returning from South America. The Commodore gave chase, but the weather proving stormy prevented four of his ships from getting up to the attack. However, with the three we have named he engaged them with such spirit that in a very short time two of the galleons were sunk, two ran on shore, two escaped, and two were taken. One of those which were sunk had been set on fire in the action by Captain Young. On board of her was a Spaniard of rank, the Viceroy of Peru, who, with his wife and daughter, perished. The galleons and the treasure they had on board amounted to two millions of pieces of eight.

Cromwell's hostilities with Spain were entirely unprovoked, and resulted in the seizure by Philip IV. of all the English ships throughout the

harbours of his extensive dominions. The Spanish commerce, so profitable to England, was thus lost to her, and an incredible number of her ships fell into the hands of the enemy.

Admiral Blake having heard that a Spanish West Indian fleet of sixteen sail, much richer than that scattered by Commodore Stayner, had taken shelter at the Canaries, under the command of Don Diego Diques, he sailed at once in quest of it from Cadiz, and was off the Isle of Teneriffe about the middle of April, 1657. He found the Spanish fleet, consisting of six great galleons richly laden and ten other vessels, lying in the bay of Santa Cruz, on the eastern side of the Isle of Teneriffe, overlooked by the town, which is built on a lovely and arid space at the base of a ridge of hills.

Across the mouth of the port Don Diego Diques had thrown a great boom, and within it were the sixteen vessels, moored by stem and stern, with their broadsides turned to the offing. The bay was further defended by seven forts, all mounted with cannon, and two castles at its entrance, one of them in the form of a great tower. All these works were connected by breastworks of earth, manned by musketeers.

Don Diego deemed himself so secure, that to a Dutch captain who expressed a wish to sail, he said: "Get you gone if you will, and let Blake come if he dares." And by the Dutchman this defiance was delivered to Blake, who, on reconnoitring the harbour, saw that the smaller vessels were moored almost immediately under the guns of the forts, and that the galleons, as they drew more water, lay nearer the sea.

He called a council of war, and as the meeting found it impracticable to bring off the galleons, it was resolved to destroy them. The wind being fair and fresh from the westward, Captain Stayner with a squadron led the van, and with all sails set burst through the boom, thus forcing a passage into the bay, while some of the lesser frigates plied the two castles and some of the forts with incessant broadsides. Blake followed next with the rest of the fleet, and placing some of his ships in such a manner that they fully occupied the attention of all the forts by the weight and direction of their fire, with the rest he engaged the galleons.

He received their broadsides and returned them, and then boarded them all in succession amid the smoke. After a four—some say six—hours' conflict he drove out the Spaniards and captured every one of their ships. Much of the plate and bullion had been carried ashore, and much had been

thrown into the bay, where an account published in 1714 says it was then still lying. Finding it impossible to bring the prizes off he set them on fire, burned them to the water's edge, and then the hulls sank in the bay, where in Captain Dampier's time they were still to be seen, lying in fifteen fathoms of water ; and he observed that the marks of Blake's shot were also visible in the walls of the forts.

Blake's loss was only 40 killed and 120 wounded in this most hazardous and successful enterprise, after the completion of which, as the wind chopped suddenly about and proved fair for quitting the bay, he stood at once out to sea, leaving the Spaniards astonished at his skill and temerity.

The slaughter on board the Spanish ships, says Clarendon, was incredible, and not one English vessel was left behind after all the fire sustained from the fleet and forts. "The whole action," he continues, "was so miraculous, that all men who knew the place wondered that any sober man, with what courage soever endowed, would have undertaken it ; and they could hardly persuade themselves to believe what they had done ; whilst the Spaniards comforted themselves with the belief that they were devils, and not men, who had destroyed them in such a manner."

When the news of this glorious success reached England, the Parliament ordered a diamond ring worth five hundred guineas, with a letter of thanks, to be presented to the Admiral ; while Cromwell—now daily apeing the functions of royalty—bestowed the honour of knighthood upon Captain Stayner, who brought home the despatches.

After leaving Teneriffe, Blake cruised for a time off the Spanish coast ; but now, as the fleet had been long at sea, and many of the ships were out of repair, and as Blake, who had been long confined to his cabin and to his bed by disease—scurvy and dropsy combined—and who felt his end approaching, was anxious to yield up his last breath in the native land which his valour had adorned, he hauled up for home. On board his old ship the 'St. George' he sailed on his last voyage from Lisbon. As the ships rolled through the stormy waters of the Bay of Biscay, Blake, now past his sixtieth year, grew worse and worse, and inquired often and anxiously if the white cliffs were yet in sight, for he was now dying, beyond all doubt. Many of his favourite officers silently and mournfully crowded round his bed, anxious to catch the last tones of a voice which had so often called them to glory and victory. Though they were coming home covered with laurels, gloom and pain were in every face. At last the

Lizard was announced ; shortly the bold cliffs and bare hills of Cornwall loomed out gradually ; but it was now too late for the dying hero. He had bade farewell to most of his officers, and as they stood, many of them sobbing like children in his cabin, from its windows could be seen the green hills and apple bowers of Devonshire glowing under the autumnal sunshine ; but just as the ' St. George ' rounded Rame Head and came in view of Plymouth, Blake, the hero of so many gallant battles, yielded up his last breath. This was on the evening of the 17th of August, 1657. His remains were interred with much solemnity in Henry VII.'s Chapel at Westminster.

The tale of his achievements has become a portion of the history of his country ; and it must never be forgotten that he was the first English admiral who taught our seamen that contempt of danger for which they have ever since been famous ; and thus he deserves to be regarded more than any other as the real founder of Britain's naval glory.

Five years after the restoration of Charles he plunged into a naval war with Holland, and the Duke of York, as Lord High Admiral of England, assumed the command of the fleet about the latter end of March, 1665. The English fleet was at sea before the Dutch, and thus excited great consternation in Holland. The Duke continued cruising near the Texel for fifteen days ; but failing to draw out the grand fleet of the Dutch and encountering a violent storm, he sailed from the mouth of the Texel in hope of falling upon De Ruyter, who was returning to Holland, but provisions becoming short, he was obliged to bear up for the coast of England. Availing himself of this movement, the Dutch admiral, Baron Opdam de Wassemer, came forth with the united fleet in seven squadrons, making a total of 102 ships, ten fire-ships, with seven yachts. In this fleet were 4,869 guns and 22,000 men. Baron Opdam was soon over the Dogger Bank. Thence he detached a squadron to capture the English-Hamburg fleet of nine merchant ships, which, with their convoy, a 84-gun ship, fell into the enemy's hands. Incensed by these tidings, the Duke put to sea from Southwold Bay on the 1st June, resolved to bring the Dutch to action. His fleet was divided into three squadrons. That under the red flag he led in person ; the second, or white squadron, was led by Prince Rupert ; the third, or blue squadron, was under Edward, Earl of Sandwich. The Duke sighted the Dutch fleet not far from Harwich, but the wind being contrary Baron Opdam sent an express to the States' General, informing them that he did not conceive it wise to attack the

English while they had the wind with them. But their High Mightinesses were by no means satisfied with this excuse, and ordered him to fight, "let the wind be as it would, on peril of losing his head." He then gave orders to weigh and put to sea, and after sailing all night came up with the Duke off Lowestoft, on the morning of the 3rd of June. The guns of the leading ships opened upon each other at three in the morning, while the sun was below the horizon, and there was but a faint light upon the sea. The Duke of York had the weather-gauge; but as both fleets charged through each other several times with fury and intrepidity, pouring in their broadsides, this advantage was sometimes lost, which Basnage deems was a mistake on the part of the English, who should have quietly awaited the attack of the enemy. Hence, until one o'clock in the day, there was no apparent advantage won on either side. At that hour the Earl of Sandwich with the blue squadron broke into the centre of the Dutch fleet, and thus completely separated it into two parts, which, by putting the whole into confusion, was the first step towards victory. The Duke of York, in the meantime, laid his ship, the 'Royal Charles,' 80 guns, alongside that of Baron Opdam, the 'Eudracht,' 84 guns. The engagement with cannon and musketry, round and cross-bar shot, was close and deadly, and many times the Duke—who, whatever the detractors of future years asserted, was undoubtedly a brave man—was in great peril.

The Earl of Falmouth, Lord Muskerry, and Richard Boyle, son of the Earl of Burlington, were all three killed by his side by one chain shot. They were so near his Grace that he was sprinkled with their blood and brains, and the Dutch writers say the Prince himself was wounded in the hand by a splinter of Mr. Boyle's head. They also assert that the crew of Opdam had succeeded in cutting a passage on board the 'Royal Charles,' out of which they were driven by the Duke and his seamen.

Amid the heat of this affair the ship of the Dutch admiral suddenly blew up. With her there perished more than 500 men, a great number of whom were volunteers and members of the best families in Holland. Only five men were saved. The explosion of his ship caused the greatest confusion and consternation in the fleet. Three others of his largest ships, the 'Coeverden,' 60 guns; the 'Prince Maurice of Nassau,' 50 guns; and two others of 40 guns, fell foul of each other in succession and suffered the same fate. The 'Orange of Zealand,' a 75 gun ship, with 400 men, having been disabled by the 'Mary,' commanded by Capt. Smith, took fire, and every man on board perished in the flames or in the sea. Captain

Smith then ran his ship between the 'Royal Charles' and the 'Urania,' commanded by Capt. Seaton, a Scotchman in the Dutch service, who had sworn to board the English admiral. Smith killed Seaton and more than 200 of his men, and took the ship; in the struggle losing ninety-nine men and all his officers, save himself and one lieutenant. By four in the afternoon, Admiral Stillingaert and Egbert Cortenaer, vice-admiral of the 'Macre,' were lying dead on their decks, the former cut in two by a cannon ball, and the latter by a dreadful wound in the thigh, and their ships bore out of the action without striking their flags, which drew many after them, and thus added, if possible, to the confusion of the Dutch fleet.

The whole Dutch fleet seemed to be now one blaze of fire, and the cries of so many miserable wretches perishing either by fire or water, seemed more dreadful than the noise of the cannon. The English gave their vanquished enemy all the assistance they could, while with continued fury they assailed the rest.

Van Tromp still held out bravely, surrounded by a flaming and sinking fleet, and, with not more than thirty ships, continued the battle till eight in the evening, with all the dogged courage of a true Hollander, when he was forced to give way, and, with night descending on a wreck-strewn sea, to leave the English masters of it. As usual, the details of the losses on each side are very conflicting. On the side of the English only one ship was lost, the 'Charif,' 40 guns, which was captured early in the engagement by a Dutchman of 60 guns, after being hotly attacked by Van Tromp and Captains Hiddes and Swart, and having half her men killed. In the English fleet the killed amounted to only 250. Among those most regretted were Vice-Admirals Sampson and Sir John Lawson, and Captains the Earls of Portland and Marlborough. The wounded were 850. Of the Dutch fleet there were taken eighteen sail, and fourteen were set on fire and sunk; 2,068 prisoners were taken, of these sixteen were captains, who were all brought to Colchester, and more than 4,000 of all ranks perished in the engagement.

The Duke then stood in for the coast of England; but though he brought the fleet to the Nore, he did not leave the sea open to the Dutch, to observe whose motions he despatched the 'Diamond,' Capt. Jno. Golding, and the 'Yarmouth,' Capt. Agliffe. These frigates happened to fall in with two direction ships, as the Dutch named them, each of 48 guns. One was commanded by a master, the other by Cornelius Evertzen the younger, and the four ships at once engaged. At the first broadside Golding was

slain, but his lieutenant, Davis, managed the conflict so well, in concert with the captain of the 'Yarmouth,' that both the enemy's ships were taken and brought into port. In honour of the battle off Lowestoft, a medal was struck, having on its obverse side a fine profile of the Duke, with the legend, "Jacobus Dux Ebor et Alban Dom Magn. Admiralis Angliæ," &c. On the reverse was a view of the battle, in which the 'Royal Charles' was finely depicted, with the Royal Standard flying at her mainmast head, a flag with an anchor at the fore, the union on her Jack-staff, and also at her mizen-top, and St. George's cross on the stern. Around the medal was the proud inscription: "Nec minor in terris 8 Jvnii 1665."

In the year 1666 the command of the fleet was entrusted to Prince Rupert and the Duke of Albemarle. At the pressing instance of the States-General, and to keep up the quarrel between two great maritime powers, to the end that both might be weakened, the King of France declared war against Britain on the 19th January, and fitted out a fleet of thirty-six sail, besides galleys and fire-ships, under the Duc de Beaufort, his admiral, to leave Toulon and enter the Channel. When Beaufort sailed for the Channel, the Dutch fleet, under De Ruyter, Evertzen, and Van Tromp, to the number of seventy-six sail, was at sea, when the Duke was supposed to be entering the Channel. We say supposed, because for many unaccountable reasons he did not come to Belle-isle-en-mer, where he was to join the Dutch, till the end of September. The English fleet under Rupert and Albemarle, did not exceed seventy-four sail when it came to anchor in the Downs on the 29th of May. Albemarle, who, from his success under the Protector, somewhat underrated the Dutch, proposed to detach Prince Rupert with twenty sail—the whole of the white squadron—to the Isle of Wight to oppose the Duc de Beaufort. Sir George Agnue, who was well acquainted with the skill and valour of De Ruyter and Van Tromp, protested against the temerity of the resolution to weaken the strength of the fleet; but the superior authority of Albemarle prevailed, and the remainder of the fleet set sail to give battle to the Dutch, of whom they came in sight off Dunkirk on the 1st June. The enemy cut their hempen cables at once in their eagerness to engage, and the battle that ensued is one of the most remarkable that has yet been recorded in history, whether we consider the length of its duration, four successive days, or the desperate courage with which both sides maintained it. By the most heroic valour the Duke of Albemarle made every atonement for the rash-

ness of the attempt. Favoured by the same wind which bore Prince Rupert to the Isle of Wight to look for a foe who never appeared, the whole Dutch fleet, as we have said, now stood confidently towards the uselessly diminished armament of the Duke of Albemarle, then amounting to between fifty and sixty sail, and the wind was blowing so keenly from the southwest that his fleet careened so much as to render the lower tier of guns useless. The battle was begun by Vice-Admiral Sir William Berkely, who, when leading the van, carried his ship, the 'Swiftsure,' into the thickest of the enemy, who attacked her on all sides. Being a second-rate, she was ere long compelled to strike, and with two others was taken by the Dutch boarders, who found Sir William lying dead in his cabin and covered with blood. As ship after ship engaged, the Dutch directed their fire chiefly at the sails and rigging of the English, seeking to disable them, and as they made plentiful use of cross-bar and chain shot, they were found very destructive. The English had the advantage of the wind, but we are told that it increased so much during the action that they could make no steady use of their matchlocks; but this contingency must also have affected the Dutch. De Ruyter obtained an opportunity for tacking with advantage, while the English cannon made the most dreadful havoc among the squadron of Van Tromp, whose own ships were so shattered, as well as that of Vice-Admiral Van Nez, that he was compelled to shift his flag on board another, commanded by Jacob Swartz. De Ruyter, upon coming to his assistance, soon shared the same fate, his ship being almost beaten to pieces, while that of Count Tralow was blown up with nearly all on board, the shattered remains of men and blazing splinters falling in a shower upon the contending ships. The Prince of Monaco, the Count de Guiche, and a few others, contrived to get overboard in time to reach in safety the ship of Capt. Van Gueldre. Struggling against the wind and the enemy, Van Tromp behaved with the most unparalleled bravery, and the history of the United Provinces asserts that he sank one English ship of fifty guns, another of seventy, and burned three others of seventy guns each, which is probably an exaggeration. The greatest loss the Dutch sustained, Rapin, asserts to have been the death of Vice-Admiral Evertzen, who was slain by a cannon ball. Prior to this event his squadron had surrounded the 'Essex' and the 'Henry,' commanded by Sir John Harman, whose intrepid conduct is worthy of record. The 'Essex,' a third-rate, was taken; the 'Henry' being assailed on both sides and raked fore and aft, Admiral Evertzen hailed her through his trumpet and offered quarter. "No sir,"

replied Sir John Harman, "it is not come to that yet." Evertzen fell by the next broadside, and in the confusion consequent to this occurrence the 'Henry' fought her way off. Three fire-ships were then sent to burn her. One of these grappled her on the starboard quarter, but the smoke was so thick that her crew could not draw the grappling irons when they were hooked until the flames burst forth, when her boatswain resolutely leaped on board, disentangled the iron, cast off the fire-ship, and regained his own. Scarcely was this courageous act effected when she was grappled on the port side by another fire-ship, and her sails and rigging took flame; destruction seemed inevitable, and as some of her crew prepared to jump into the sea, Sir John Harman drew his sword and threatened to kill the first man who attempted to quit the ship. This stern energy restored order, the fire-ship was cast off, the flames were extinguished, and Sir John Harman, though his leg was broken by a shot, continued on deck giving his orders, by which the third fire-ship was sunk, and sail made on the ship. Crippled though she was he got her into Harwich, where she was repaired in sufficient time to share in the subsequent actions. De Witt, the original inventor of chain-shot, was on board the Dutch fleet, which now lost another great officer in Vice-Admiral Stackhoven. John Campbell, in his "Lives of the Admirals," asserts that the battle of the 1st of June, 1666, was the most terrible fought in this war. It was by no means easy to say who were the victors upon the whole, or what was the loss of the vanquished. The loss of the English was computed at sixteen men-of-war, of which ten were sunk and six taken. The loss of the Dutch was fifteen ships. The *London Gazette* of the 7th June, 1666, states that the Duke of Albemarle had all his tackle taken off by chain-shot, and his breeches to his skin were shot off. Darkness alone parted the combatants, and the whole night was spent in repairing and refitting. By daybreak on the morning of the 2nd June the cannonading was resumed.

(To be continued.)

THE MARINERS' COMPASS.

THAT this admirable instrument, which in half a century changed the face of the earth, by leading to the discovery of America and thus proving the sphericity of the world, should remain unclaimed by its author, and that we are unable to point to him who thus blessed and benefited his race, must always be a subject of regret. So far from being able to name the individual to whom the invention is due, it has long been deemed impossible to fix even upon the nation who first used the needle at sea.

We hope, however, by availing ourselves of recent researches made in France, to arrive at a conclusion not only satisfactory but inevitable. In tracing the history of the compass we must naturally begin with the magnet.

The ancients were fully acquainted with the loadstone, and with its power of attracting iron, though they were totally ignorant of its polarity. That they were so is evident from the fact that the classic authors and ancient works upon navigation and kindred subjects do not furnish one word upon the subject. Claudian has left, in one of his idyls, a long description of the stone, and of its peculiar, indeed magical, affinity for iron. Had he entertained the most distant idea that this stone could communicate to a steel needle the power of indicating the north, it is not to be supposed for an instant that he would have omitted mentioning it. The earliest name of the loadstone was Hercules' Stone, which was soon changed to *magnes*, from the fact that it was found in abundance in a region called Magnesia, in Lydia. Hence our word magnet. It was not till the fourth century of our era that the quality of repelling as well as attracting iron seems to have been discovered. Marcellus, the physician of Theodosius the Great, is the first author who mentions this new quality.

The first mention in European history of the polarity of the magnetized needle, and of its importance to mariners, occurs in a satirical French poem written in 1190 by one Guzot de Provens. The second historical mention of the compass occurs in a description of Palestine by Cardinal Jacques de Vitry, in the year 1218, in which is the following passage: "The loadstone is found in India, to which, from some hidden cause, iron spontaneously attaches itself. The moment an iron needle is touched by this stone it at once points towards the North Star, which, though the other stars revolve, is fixed, as if it were the axis of the firmament; from whence it has become necessary to those who navigate the seas."

Brunetto Latini, a grammarian of Florence, and preceptor of Dante, settled in Paris about the year 1200, and composed a work, entitled the "Treasure," in which he distinctly describes the process and the consequences of magnetizing a needle. He also came to England, and in a letter, of which fragments

have been published, writes thus : " Friar Bacon showed me a magnet, an ugly and black stone, to which iron doth willingly cling. You rub a needle upon it, the which needle being placed upon a point, remains suspended and turns against the star, even though the night be stormy, and neither star nor moon be seen ; and thus the mariner is guided on his way."

The Italian Jesuit Riccioli, in his work upon geography and hydrography, states, that before 1270, the French mariners used a magnetized needle, which they kept floating in a small vessel of water, supported on two tubes, so as not to sink."

All these authors agree in fixing the period at which the use of the needle was popularised in Europe at the latter part of the twelfth and the commencement of the thirteenth century. Not one of them mentions the inventor by name, or even indicates his nation. This circumstance leads to the conviction that it was unknown to them, and that, consequently, the inventor was not a European. The theory that the Europeans obtained it from the Arabians, and the Arabians from the Chinese, is supported by the following facts: A manuscript work, written by an Arabian named Bailak, a native of Kibdjak, and entitled "The Merchant's Guide in the Purchase of Stones," thus speaks of the loadstone in the year 1240 : " Among the properties of the magnet, it is to be noticed that the captains who sail in the Syrian waters, when the night is dark, take a vessel of water, upon which they place a reed, and which thus floats upon the water. Then they take a loadstone as big as the palm of the hand, or even smaller. They hold it near the surface of the water, giving it a rotary motion until the needle turns upon the water ; then they withdraw the stone suddenly, when the needle, with its two ends, points to the north and south. I saw this with my own eyes, on my voyage from Tripoli, in Syria, to Alexandria, in the year 640. [640 of the Hegira, 1240 A.D.] I heard it said that the captains in the Indian seas substitute for the needle and reed a hollow iron fish, magnetized, so that, when placed in the water, it points to the north with its head and to the south with its tail. The reason that the fish swims, not sinks, is that metallic bodies, even the heaviest, float when hollow, and when they displace a quantity of water greater than their own weight."

It may fairly be inferred from this passage, that at the time spoken of (1240), the practice was already of long standing in this quarter, and that the needle and its polarity had been long known and employed at sea. That is, the Arabs had become familiar with the loadstone in 1240, while Friar Bacon regarded it in England as a huge curiosity in 1260—twenty years afterwards. The priority of the invention would seem to be thus incontestably proved by the Arabs. But we shall see speedily that it derived its origin from a region situated still farther to the east, and many centuries earlier.

A famous Chinese dictionary, terminated in the year 121 of our era, thus

defines the word magnet: "The name of a stone which gives direction to a needle." This is quoted in numerous modern dictionaries. One published during the Tsin dynasty—that is, between 265 and 419—states that ships guided their course to the south by means of the magnet. The Chinese word for the magnet—*tohi nan*—signifies, indicator of the south. It was natural for the Chinese, when they first saw a needle point both north and south, to take the Antarctic Pole for the principal point of attraction, for with them the south has always been the first of the cardinal points, the Emperor's throne and all the Government edifices invariably being built to face the south. A Chinese work of authority, composed about the year 1,000, contains this passage: "Fortune-tellers rub the point of a needle with a loadstone to give it the power of indicating the south."

A medical natural history, published in China in 1112, speaks even of the variation of the needle—a phenomenon first noticed by Christopher Columbus in 1492: "When," it says, "a point of iron is touched by a loadstone, it receives the power of indicating the south; still it declines towards the east, and does not point exactly to the south." This observation, made at the beginning of the twelfth century, was confirmed by magnetic experiments made at Peking, in 1780, by a Frenchman; only the latter, finding the variation to be from the north, set it down as from 2° to $2^{\circ} 30'$ to the west, while the Chinese, persisting in calling it a variation from the south, set it down as being from 2° to $2^{\circ} 30'$ to the east.

Thus the Chinese, who were acquainted with the polarity of a magnetized needle as early as the year 121, and who noticed the variation in 1112, may be safely supposed to have employed it at sea in the long voyages which they made in the seventh and eighth centuries, the route of which has come down to us. Their vessels sailed from Canton, through the Straits of Malacca, to the Malabar coast, to the mouth of the Indus and the Euphrates. It is difficult to believe that, aware of the use to which the needle might be applied, they did not so apply it.

While thus claiming for the Chinese the first knowledge and application of the polarity of the needle, we may say, incidentally, that it is now certain that they made numerous other discoveries of importance long before the Europeans. They knew the attractive power of amber in the first century of our era, and a Chinese author said, in 324, "The magnet attracts iron, and amber attracts mustard-seed." They ascribed the tides to the influence of the moon in the ninth century. Printing was invented in the province of Chin about the year 920, and gunpowder would seem to have been made there long before Berthold Schwartz mixed it in 1330.

A century ago, Flavio Gioia, a captain or pilot of Amalfi, in the kingdom of Naples, was recognized throughout Europe as the true inventor of the compass. He lived in the beginning of the fourteenth century, and biographers

have even fixed the date of the memorable invention at the year 1303. The principal foundation for this assertion was the following line from a poem by Antonio, of Bologna, who lived but a short time after Gioia :

“Prima dedit nautis usam magnetis Amalphis.”

Amalfi first gave to sailors the use of the magnet.

The tradition was subsequently confirmed by the statement made by authors of repute, that the city of Amalfi, in order to commemorate an invention of so much importance, assumed a compass for its coat of arms. This was believed till the year 1810, when the coat of arms of Amalfi was found in the library at Naples. It did not answer at all to the description given of it. Instead of eight wings, which were said to represent the four cardinal points and their divisions, it had but two, in which no resemblance to a compass could be traced. Later investigations have, as we have said, completely demolished all the arguments by which the compass was maintained to be of European origin and of modern date. The curious reader will find the extracts from Chinese works which substantiate the Chinese claim, in a volume upon the subject, published in 1834, at Paris, by M. J. Klapproth, and composed at the request of Baron Humboldt.

We conclude this interesting account of the mariners' compass by a reference to the discovery of the North Magnetic Pole.

In the year 1828, Sir John Ross applied to the Government for the means of making a second voyage to the Arctic waters of America, and was refused. The next year Mr. Sheriff Booth, a gentleman of liberal spirit, offered to assume the pecuniary responsibilities of the expedition, and empowered Ross to make what outlay he thought proper. He bought and equipped the 'Victory,' a packet-ship plying between Liverpool and the Isle of Man. She had a small high-pressure engine, and paddle-wheels which could be lifted out of the water. She sailed in May, 1829.

Commander James Clarke Ross was the second officer of the ship. He started in April with a party to make explorations inland. The dipping-needle had long varied from 88° to 89° , thus pointing nearly downwards, 90° , being, of course, the amount of variation from the horizontal line of the ordinary compass which would have made it directly vertical. Commander Ross was extremely desirous to stand upon the wonderful spot where such an effect would be observed, and joined a number of Esquimaux who were proceeding in the direction where he imagined it lay. He determined, if possible, to set his foot where the Magnetic Pole should lie between him and the centre of the earth. Arriving at a place where the dipping-needle pointed to $89^{\circ} 46'$, and being, therefore, but fourteen miles from its calculated position, he could no longer brook the delay attendant upon the transportation of the baggage, and set forward upon a rapid march, taking only such articles as were strictly

necessary. The tremendous spot was reached at eight in the morning of the first of June. The needle marked $89^{\circ} 59'$ —one minute from the vertical—a variation almost imperceptible. We give the particulars of this most interesting event in the words of the discoverer himself:—

“I believe I must leave it to others to imagine the elation of mind with which we found ourselves now at length arrived at this great object of our ambition. It almost seemed as if we had accomplished everything we had come so far to see and do; as if our voyage and all its labours were at an end, and that nothing now remained for us but to return home and be happy for the remainder of our days.

“We could have wished that a place so important had possessed more of mark or note. It was scarcely censurable to regret that there was not a mountain to indicate a spot to which so much of interest must ever be attached and I could even have pardoned anyone among us who had been so romantic or absurd as to expect that the magnetic Pole was an object as conspicuous and mysterious as the fabled mountain of Sinbad; that it even was a mountain of iron, or a magnet as large as Mont Blanc. But Nature had here erected no monument to denote the spot which she had chosen as the centre of one of her greatest powers.

“As soon as I had satisfied my own mind, I made known to the party the gratifying result of all our joint labour; and it was then that, amidst mutual congratulations, we fixed the British flag on the spot and took possession of the North Magnetic Pole and its adjoining territory in the name of Great Britain and King William the Fourth. We had abundance of materials for building in the fragments of limestone which covered the beach; and we therefore erected a cairn of some magnitude, under which we buried a canister containing a record of the interesting fact; only regretting that we had not the means of constructing a pyramid of more importance, and of strength sufficient to withstand the assaults of time and the Esquimaux. Had it been a pyramid as large as that of Cheops, I am not sure that it would have done more than satisfy our ambition under the feelings of that exciting day. The latitude of this spot is $70^{\circ} 5' 17''$, and its longitude $96^{\circ} 46' 45''$ west from Greenwich.”

All concerned in this interesting expedition were rewarded by Parliament. Mr. Booth was shortly after knighted; Commander Ross was made post-captain; the other officers received speedy promotion; and Government paid the crew the wages which had accrued beyond the period of fifteen months for which they were engaged, amounting to £4,580. A select committee of the House of Commons was appointed to consider the claims of Captain Ross himself, and concluded its labours by recommending that a sum of £5,000 be voted to him by Parliament.—Abridged from *Ocean's Story*.

THE NEW "NORTH END" SAILORS' HOME, LIVERPOOL.

THE necessity for increased accommodation for sailors at Liverpool has long since been recognized, and it was determined by a number of merchants, ship-owners, and other philanthropic persons, to erect a home at the north end of the town, where the objectionable surroundings of numerous public-houses attached to the old Home in Canning Place (there being at the present time no less than forty-six taverns within a radius of 150 yards) could not exist. A site directly overlooking the river would have been most desirable, but the great value of property along the banks of the Mersey made this an insuperable obstacle. The Committee had, however, secured a suitable site in Luton



"NORTH END" SAILORS' HOME, LIVERPOOL.

Street. The first stone was laid by Mr. Brocklebank on September 13th, 1876, and the building was finally completed and opened by Lord Sandon, in the presence of a distinguished company, on August 22nd, 1878. The cost of the Home, including land, will be about £17,700, while additional offices for the Board of Trade, surveyors, &c., have involved a further cost of £4,000, including land.

We take the following from the Committee's Report for 1878 :—

"On Thursday, August 22nd, the ceremony of opening the Home, in a fully prepared condition to receive seamen, was performed most appropriately by the Right Hon. Viscount Sandon, M.P., President of the Board of Trade, in the presence of a large and influential company of merchants and shipowners.

About 180 gentlemen sat down to an excellent luncheon, provided by Mr. Ludlow, of the Adelphi Hotel Company. All who visited the Home were loud in its praise, which, as a matter of course, was very satisfactory to your Committee. Those friends of the sailor who have not been able, as yet, to pay it a visit, are informed that the building is in the Gothic style of architecture, freely treated to meet the requirements of the Institution. On the right and left of the hall, on entering, are the offices for the transaction of the business of the Home; in the basement are roomy store-cellar, baths, &c.; on the first floor upstairs there is, to the left, a very handsome dining-room, which will accommodate about 200 at one time, and beyond that are the steward's pantries; to the right hand of the staircase are the mates' sitting-room, and the sitting-room of the A B's, &c., whilst, between the two, is the library; ascending higher, there are three floors of dormitories, branching right and left, which form wings to an open area, and are so arranged that every dormitory may have a window to the outside for light and air; then, ascending another flight, the kitchen, scullery, bakehouse, &c., are reached, from whence are hoists down to the dining-hall and basement floors; and a space on the roof has been set apart as an open-air terrace, where the men may smoke. At the back, on the left side, are comfortable apartments for the residence of the house superintendent, Captain Milligan. Under the first floor, on either side, are large and commodious offices, prepared especially to meet the requirements of the Local Marine Board. In case of fire, ample provision is made for egress by special fireproof staircases."

Among the advantages derived by sailors from such Homes, besides being provided with board and lodging at a reasonable rate, they find a safe deposit for their money, and protection against the pimps and land-sharks who would readily relieve them of all superfluous cash, and even clothes. The Report from which we have quoted goes on to say: "It will be remembered that last year it was reported that not a few seamen had, it was supposed, been drugged, inasmuch as they returned to the Home after the lapse of but a few minutes, in an almost insensible condition, and that the police authorities had kindly promised to watch the publichouses near." In the North End Home, this condition of things, is not likely to exist, or will, at least, be reduced to a minimum; as every care is being observed to amuse and instruct the seamen in the Home, and, of the new buildings at the rear, recently erected, one will be leased by the British Workman Publichouse Company.

No less than £44,000 were deposited by the boarders in both Homes during the past year, to be drawn upon day by day, to pay their way, to send to relatives, or to take with them when they left for their own homes. "When men are known to have wives and other near relatives," says the Report, "it is always felt that gentle pressure should be used to induce them to hasten home as soon as possible. The further sum of £1,801 11s. 1d. was received in bills

from Consuls and others on behalf of seamen. The Post-Office department has been very active during the year ; some thousands of letters have been received and distributed, and many seamen assisted in their correspondence with those dear to them at home and elsewhere."

The Report pays a tribute to the work of the SHIPWRECKED MARINERS' SOCIETY, the Secretary and Manager of both Homes, Mr. Thomas Hanmer, being also Honorary Agent to the Society, in which he takes a great interest. Mr. Hanmer is constantly supplied with tickets and medals, so that intending subscribers may receive them without any trouble or inconvenience to themselves, and all shipwrecked men are forwarded by him, without delay, to their homes, at the expense of the Society. Honourable mention is also made of that excellent local Institution, the Liverpool Shipwreck and Humane Society.



THE OLD SAILORS' HOME IN CANNING PLACE.

The Seamen's Dispensary, in connection with the Sailors' Home, is open to seamen of all nations, and is conducted by well-known medical practitioners, with most satisfactory results. There is besides a Nautical School, which has been well attended, and a large number of candidates from the school have passed their examinations for masters and mates.

Religious services are conducted, and everything done to promote the moral, intellectual, and professional improvement of the inmates.

It is to be regretted that the old Sailors' Home in Canning Place is in so confined a space. They would require an entire wing of the Custom House for the purposes of a Home in such a port as Liverpool. Everything that would be attractive for the men should be devised. Museums, models of ships of all nations, lifeboats, and all appliances for saving life, should be open for inspection ; while pictures, particularly seascapes, should adorn the walls. There are many private picture galleries where numbers of pictures are

shunted into back rooms, to be replaced by better ones, or consigned to the hammer at a great sacrifice, which, if hung on the bare walls of the new North End Home, would add to the appearance and comfort of the place. On the whole it is highly creditable to the public spirit of Liverpool to record the large outlay that has been made for the well-being of our sailors since 1844, when the question of a Home and a Seaman's Savings Bank was first mooted. £30,000 was expended in the purchase of land and erection of a Home in Canning Place, which was unfortunately destroyed by fire in 1860, and rebuilt as it now stands by voluntary subscriptions. No less than thirteen new docks have been constructed, so that the necessity of the new North End Home did not arise too soon. Thus we see that upwards of £50,000 have been expended by the shipowners, merchants, and people of Liverpool for the benefit of seamen exclusively, who otherwise would be left to the tender mercies of the crimps and villains with which this great seaport is infested.

CAPTAIN COOK.

VARIOUS are the circumstances which arise to revive the names and deeds of the departed great.

Three generations have passed away since the lamentable death of the great sailor whose name appears above, but among the intelligent of them all that name has been a household word; yet it was with a generosity worthy of the French nation that the Paris Geographical Society commemorated on the 14th February last the centenary of the death of Captain James Cook. (He was killed on 14th February, 1779, at Owhyhee.) It was emphatically a commemoration—not a rejoicing, for men rejoice on the birth-days, not on the death-days of those they reverence. It was held at the Society's Hall on the Boulevard St. Germain, and there, it is most pleasing to contemplate, the flags of England and France were united as peaceful decorations of the room. But this centenary was not observed from any mere fitful sentiment suggested by the day. Cook's character and work were always appreciated by the French people, and when he was on his third and fatal voyage, and war had broken out between England and France, orders were issued by the Government of the latter to all the commanders of French ships and Governors of colonies, informing them of Cook's expedition, and requesting them to treat him as a commander of a neutral power, or to render him any reasonable assistance. It was reported, prior to the meeting, that "researches will be executed in the Archives to discover the original of the *Ordre du Roi*, forbidding French cruisers to molest Captain Cook's expedition."* The chair at the meeting referred to was occupied by Admiral La Roncière Le Noury.

* Louis XVI. became King of France in 1774.

It is not a little singular that our own Royal Geographical Society should have stood aloof on an occasion designed to celebrate a remarkable period in geographical discovery, and to do honour to one of Britain's most illustrious navigators. However, our Admiralty was not so indifferent, but sent several original charts, which were exhibited on the walls. Mr. Brassey sent for exhibition several views which he had taken when he visited the spot on which Cook was killed; and we learn that the club which struck the fatal blow was also exhibited.

The gallant Admiral, as chairman, opened the proceedings by an address, in which he spoke in high terms of Captain Cook as a man of science as well as a sailor, nor did the Admiral forget to pass a high compliment upon the British Navy. Several addresses followed. M. W. Huber, a colonel in the Swiss Army, gave an account of the life and discoveries of our great sailor. He spoke of Cook's wonderful abilities, of his perfect simplicity, of his kind and humane disposition and untiring zeal. Hard as iron, able to endure any amount of hardship and heat and cold alike, James Cook was the very man for the work he loved so well, and grandly did he carry out his ideas. He discovered the Sandwich Islands and many others in the Pacific Ocean. He obtained exact knowledge respecting New Zealand, Australia, and proved that the latter was unconnected with New Guinea; he also dispelled the notion as to the existence of a southern continent within the Antarctic circle. He improved nautical astronomy, studied the ocean currents and the variations of the compass. Every British sailor will honour Cook for his great kindness and care of those under his command. During his second voyage, which occupied three years and eighteen days, he lost only four men, and but one of them by sickness, and in his great run in all latitudes between 9° and 70° he sprung, as he says, neither low-mast, top-mast, lower nor top-sail, nor so much as broke a lower or top-mast shroud. But we must forbear entering into more details in this place, for our purpose is to speak more particularly of the subjects noted at the celebration of this centenary, and we think, too, that a sketch of Cook's early life and of the principal events (and the lessons to be taught by them) in his three great voyages, may profitably be placed before the readers of the *Shipwrecked Mariners' Magazine* at a future time.

The circumstances which led to the massacre of Cook were, of course, very fully commented upon by our French neighbours; and the general impression is that it was not treachery which impelled the fatal blow, but vexation or disappointment; for the islanders had regarded him as a superior being, and associated his appearance among them with the tradition of the return of their god Rono (also written Orono and Lono,) but a blow with a club caused pain and proved him human.

The blow, however, was struck by a man who was ignorant that Cook was regarded as Rono. "The natives had no idea that Cook could possibly be

killed, as they considered him as a supernatural being, and were astonished when they saw him fall."

The tradition of Rono is briefly this. He once lived near Karakakooa. Through jealousy he murdered his goddess, placed the body in a morai, near the bay, and long bewailed her loss. But through remorse he determined to explore the seas, and sailed away, promising to return, after six generations, on a floating island, "bearing cocoa-nut trees, and swine, and dogs." He was long worshipped as a god. Cook's ships were looked upon as the floating island, and he as the god. But in the conflict he cries out with pain. "He cries, so he is no god," and is slain.

The natives, however, were sorry for the death of Cook, and long paid him divine honours, worshipping such remains as they had for forty years. It was commonly stated that his remains were obtained and buried in the sea, but a remarkable story not long since published goes to show "that the large bones of Cook's body had been retained by the islanders, and tended and enshrined as those of a hero, if not as a deity."

Whatever amount of truth there may be in these statements, there is, notwithstanding any doubt as to their accuracy, ample proof that the islanders sincerely regretted Cook's sad end.

The people of New South Wales have not forgotten this centenary, for we note the following report from Sidney; the ceremony was a few days later than the 14th, being observed on Feb. 25th: "The statue of Captain Cook, which has been erected in the Hyde Park, was unveiled to-day (Feb. 25th). The ceremony, which was of an imposing character, was performed by the Governor, Sir Hercules Robinson, in the presence of the Ministry, the public bodies of the city, detachments of the naval and military forces, and upwards of 20,000 spectators. The day was observed as a public holiday in celebration of the event."

S. H. M.

THE ISLE OF MAN.

MONA'S ISLE, notwithstanding the temporary shock occasioned by the failure of the City of Glasgow Bank, of which the Bank of Mona was a branch, is steadily progressing. In Douglas numerous new hotels have sprung up, and the houses in Strand Street, whose "backs were facing the front" towards the Loch Esplanade, are now being eclipsed by the stately buildings in course of erection on that favourite boulevard, which has become an effectual barrier to the inroads of the sea in this locality. The new Victoria Street, leading from the pier to Dumbell's Bank and Athol Street, consists of substantial blocks of houses and shops that would do credit to the metropolis; while numerous private dwelling-houses are being erected in the suburbs.

The Isle of Man will ever be a favourite resort of visitors. Its easy means

of communication "with the neighbouring island" by the fine fleet of steamers of the I.O.M. Steam Shipping Company; the salubrity of the climate, rich in ozone; the variety of scenery and the historical remains, will ever make it popular with the tourist, the invalid, or the man of science. Much is due to the wisdom and energy of the Governor, whose entire aim is the development of the resources of the Island, and who realizes in his person the truth of the adage that "the proper study of mankind is *Man*." Among the projects now being introduced are the extension of the pier at Douglas, and the establishment of a daily mail with England,—a boon, the advantage of which can only be estimated by business men, whose letters are delayed for days in foggy and stormy weather. It is also proposed to introduce a poll tax on those visiting the pier, but this project will, it is feared, find no more favour with the Manx people than a tax on legs.

In a former number of this Journal we noticed the deficient accommodation in Peel Harbour for the immense fleet of fishing boats lying up in winter; as also the absence of a lighthouse on Langness, where many a life and much valuable property have been sacrificed. The latter work, we are happy to say, has been commenced, and the improvement of Peel Harbour is one of the projects of the insular government now being introduced. Castletown and Port St. Mary come in for their share of the insular outlay, while Ramsey, which for a quiet select retreat cannot be excelled, has put in claims, apparently irresistible, for a share of the expenditure. The low-water landing stage, which was erected at a cost of £500 a few years since, has been entirely swept away. We are satisfied Ramsey will be done full justice to some day, and ample accommodation at all times of tide will be afforded.

STAGE COACH TRAVELLING ON THE ISLAND.

The communication between Douglas and Ramsey has been, up to the present time, by means of a stage coach of the most primitive pattern. Up hill and down into the dale, it ambles along by the picturesque village of Laxey, whose great wheel steadily revolving is proudly pointed out to the tourist as he ravel along by the great lead and silver mines. We have seen the "last of the Mohicans" in the matter of shanderdans plying between Douglas and Ramsey, for, happily, the railway is being rapidly constructed, and the occupation of Jehu will soon be gone. Like certain houses in the suburbs of London, built to last the lease, the caboche in question will probably hold out till the railway is opened, if it does not drop to pieces in the meantime. This vehicle is of the omnibus form, constructed apparently to carry two passengers outside with the driver, and six inside; but into which ten people are frequently crammed. A man of moderate height must wear a low-crowned hat, or no hat at all, so low is the roof of the vehicle; and a tall man must carry his head *slantindicularly*, like a giraffe, for he is made to feel he would be more comfort.

able had he left his head at home ; and as to legs, they are usually mixed up with baskets of groceries or pounds of candles, which are as frequently trodden out of shape as not. When two people only travel inside, they form themselves into the diagonals of a parallelogram, then assume a boomerang shape, and gradually collapse as the number increases. It was our misfortune to be placed between two elderly thick women, beyond whom was a heavy-coated man redolent of bad tobacco ; but, happily, a thin man occupied the corner, otherwise we should have been conglomerated ; as it was, we were as firmly wedged as the Davonport Brothers in their cabinet. We had only got a few miles when a woman with a baby and divers bundles appeared on the road. Jehu descended and inquired, grinningly, if we could make room for a lady inside. His quaint humour was further illustrated when, halting at the foot of a steep hill, he exclaimed, " Now, gentlemen, would ye like to get out and *rest* for a bit ? " which was a polite way of telling us to walk up the hill. This being accomplished, and finding ourselves thoroughly blown, we again took our place, only to repeat the operation at every succeeding hill, and to be consoled by a witty remark of the coachman as to the beneficial effects of exercise on the human constitution, for which and his happy and otherwise obliging manner, we did not grudge the usual fee at the end of the journey.

We learn that during a severe frost, the usual brake, or rather drag, not being sufficient when the coach is crammed, a rope is attached to the vehicle extending several feet to the rear ; all the passengers are obliged to get out, and, seizing the rope, sailor-like, the shanderdan is suffered to slide down gently, and the horses, evidently trained, make one continuous slide from the top to the bottom of the hill, restrained from breaking their necks by the counter-pull of the passengers on the rope behind, supplemented generally by thirty or forty farm labourers, or any passers-by improvised for the occasion. When ascending the hill in front the passengers have again to work their passage ; but, in this case, the tow rope is reversed, and horses, vehicle, and all are dragged up the hill by the willing passengers and volunteers, like the Russian guns at Plevna. It is very refreshing during a snow-storm, or in wet sultry weather, when the passengers are repacked, and begin to thaw or stew, as the case may be !

This " mode of convenience " will, before another summer arrives, be reckoned among the things of the past, as the railway, forming a junction with the Douglas and Peel line at St. John's, will be continued to Ramsey, to the great relief of the travelling public.*

Douglas Bay, particularly by moonlight, would form a beautiful picture,

* We are pleased to learn that the patrons of the old stage coach have resolved to present their favourite coachman with a testimonial on his forced retirement from office.

were it not for the iron pier which intercepts on either side the sweetly varying coast line; but otherwise, this pier forms a very agreeable promenade in connection with the Loch Esplanade, which, if planted, would form one of the finest avenues in the kingdom. The Tower of Refuge on Conister Rock, a prominent figure in the seascape, would, if fitted up with the electric light, illuminate the entire bay, and add not only to the beauty of the picture, but would render immense service to the fishing boats and shipping, particularly in foggy weather.

We have no doubt that with the energy and shrewdness of Manxmen, and the generous rivalry of the settlers, when daily communication with England is established, and the contemplated improvements carried out, the resources of the Island will become more fully developed; the peoples' money, instead of lying as deposits in the banks, will be profitably invested, and the insular revenue considerably increased.

C. K. M. A.

MR. GLADSTONE AND THE MANX CATHEDRAL.

In a letter to the *Guardian*, Mr. Gladstone draws attention to a plan now on foot for the restoration of the ancient and venerable, though small, Cathedral Church of St. German's, in the Isle of Man. The church, which is of the thirteenth century, presents an assemblage of remarkable features which, he thinks, invest the scheme with more than a local character, and might well recommend it to the favour of Churchmen at large. "It was the scene of historic events of great interest, and it enshrines the name of Bishop Wilson. Its lonely situation on the rock of Peel, overhanging the sea, is striking and solemn in an extraordinary degree. It is close to the town of Peel, inhabited principally by the hardy and growing race of the Manx fishermen, a peculiar and interesting people in their usages, than whom none more daring and successful in their arduous employment are to be found anywhere on the shores of those islands. Its restoration would fill a palpable void, as the see of Man is at present without a cathedral; and would certainly render the situation of a zealous bishop in the island more normal than it can be said at this time to be. Accordingly the plan is warmly promoted by the Bishop, in conjunction with the Governor, who is not less earnest in the matter, and I do not doubt that it will be widely popular, as well as greatly useful, in the island."

The Bishop of Sodor and Man, in an appeal on the subject to English Churchmen, says at present his see is the only English see without cathedral or chapter. "The old cathedral of St. German's remains a picturesque ruin. It is on record that as early as A.D. 447 a church was built on this site by St. Patrick, and that in the same year he instituted the first Bishop, Germanus, then called 'Bishop of Man.' The cathedral, of which the present ruins forms such a striking object opposite the town of Peel, was built, or rather rebuilt, by

Bishop Simon, A.D. 1245—1247, and here all the bishops were installed until the year 1772. From one cause or another the fabric was suffered to fall into decay—most probably in the troublous times of the Commonwealth; but lack of funds has been the only obstacle to its complete restoration. The present Governor of the Isle of Man (H. B. Loch, Esq., C.B.), with a view to the restoration of the ancient cathedral to the service of the Church, has had within the last three years, the principal arches under the central tower, together with the external walls of the building, repaired and secured, and has obtained designs for the complete restoration of the cathedral, which it is estimated can be effected at a cost of £10,000. The scheme also embraces a proposal to raise a similar sum towards the endowment of the cathedral. And thus, for what in these days of church revival is considered a comparatively small sum, the old cathedral of the diocese may be restored, rich in its associations with the past."

Speaking of the antiquity of the See of Man, we read in Blundell's History: *—"St. Laurence, Archbishop of Canterbury, ye successor of St. Augustine ye Apostle of England, held this island as the first place to hold a council with ye Scottish and Irish divines. But, moreover, after their kings had conquered as it seemeth most of the islands, their bishops' jurisdiction was much enlarged, for all the islands were called *Insulæ Eubonie*, of the name of the Island of Man, which was then called Eubonia. Yea, after yt about ye year 1099, the Bishoprick of Sodor was joined unto the Bishop of Man, and the Bishop of Man bore the title both of Sodor and Man, at which time for the space of 235 years ye Bishop of Man had entire jurisdiction of all ye Western Isles, being almost 300 in number, and all the Islands, Man being included, were called at yt time *Insulæ Sodorences*." Hector Boetius saith: "Man was the fountain of all honesty, erudition, and learning."

LIGHT ON THE LEE BOW. †

"Tears are shed on God's altar for the one who forsakes his first love."—*Talmud*.

"You will give in, Susie, it is not yet too late; the 'White Swan' don't sail for a week good; you can't leave us?—*me*." The last word was uttered with a tremulous emphasis.

Daniel Boler can be described in a few words. About five and twenty years of age, true, brave, generous, and enthusiastic, with faith in God, the world,

* "History of the Isle of Man," by WILLIAM BLUNDELL, 1648—1656. Printed from a MS. in the possession of the Manx Society. Edited by William Harrison, 1876.

† By E. J. KELLY, author of "Lays and Rhymes for Hours at Sea," "Tattered Banners," "Ewin Lloyd," "The Two Recruits," &c. &c.

and himself, and a bearing and countenance which expressed much of what he was. By his side stood a girl a few years younger, whose tender face was saved from insipidity by an expression of earnestness and resolve, and she looked calm now, though her very heart was breaking as she answered.

"It's no use, Daniel dear, I mustn't change, and I can't; *he* has none but me now to care for him or to follow him; you are not the man to make the plunge harder than it is."

The two stood beside a calm, blue winter sea on the east side of one of the many deep inlets on the coast of Cornwall, whose rude points are the terror of our seamen; straight before them, at fifteen or twenty miles' distance, jutted out a promontory which we shall call Sturmness, looking now like an embodiment in rock of smiles and treachery. Who could imagine that the tempest of a few hours might convert all this into a scene of riot and devastation, robbery and murder?

It is more than fifty years since the two stood there, in the time when wreckers played the part of demons, and men risked life and soul in the work of plunder and destruction, as valiantly as, now, our lifeboat heroes brave death to save.

Daniel Boler was one of the men beyond and above his surroundings; he had dared to denounce the violence and treachery of the sea-board race around him, and in the storm of two days ago had fought fiercely and successfully to rescue from murder a man escaped from the waves.

Living in the midst of a fierce and lawless race, he was often fierce, like others, but in a better cause, and in a district where the few whose heads or hearts inclined to kindness and peace, had seldom courage to speak out. Crime was one of the common events of life, often unnoticed, rarely detected and punished; yet, amidst all the undying affections implanted by God in every human heart, growing out and asserting their existence again and again, standing like so many finger-posts pointing the lost road to virtue.

"Will you not hear me, Sue?" The words were like a terrible whisper; the intense feeling of the moment almost over-mastered the strong man's voice. "I am nigh alone here; again and again have I resisted the wreckers because of your words; ay, child though you were, I verily believe that it was when you first came crying to tell me how the skipper of the 'Dolphin' was beat to death the minute he was washed up—I believe it was then the first thought crossed my mind that we were like the very bloodhounds. Can you go, will you? We have been sweethearts from the cradle very near, and for a father like yours——"

"Hush, hush, Dan! I must. The way's made very clear. When they said it was no use, that I might go to Botany Bay and yet never set eyes on him, still I thought I'd try all the same; but when the surgeon's lady that goes along with them wanted me for her servant and said she'd manage that I should

see him sometimes,—not often perhaps,—but it 'ud be something to know there was one belonging to him on the same side of the world. It ain't as if he was ever to come back! 'For life,' she added in a low voice, 'them was the judge's words. Oh, Dan, dear, it's dreadful; you won't make it worse?'

As the girl ceased, she sat down upon the rocks, buried her face in her lap, and sobbed aloud.

"And you'll forget me there!" Dan recalled the thought when the words were said, and before Susie could mutter—

"Is that all you take me for?"

"No, gal, it's not; forgive me. Trust, and be trusted." And so they parted, with a few more words; but what is said when heart is unveiled to heart is too sacred to be repeated.

It is an easy thing to-day (comparatively speaking) to cross the ocean and endure a separation softened and shortened by post-office, and telegraph wires, and when even the most unlearned can have some idea of the new country, and the passage of a few weeks or two or three months at most. But Susan Truro looked out upon the wide sea before her stretching towards the invisible French coast, and only thought of an interminable time upon an unbounded ocean without a ray of sunshine, and at the end, the landing upon some vague, unknown shore. It was, indeed, a going out blindly towards a deeply-veiled future; could she even have known how beautiful was that distant shore, that matchless bay of flowers, it would have been something for her mind to rest on, but there was nothing for its anchor save the one thought of being within reach of the father who was banished for his crimes. What they were does not matter here. There was a counterpoise: rude, untaught, brought up in the midst of evil, he had felt and showed the love of a father to this child, perhaps the only thing he did love, for wife and boys seemed to have no hold upon his rough nature. And so it was that she followed him to his banishment, and the village gossips talked and wondered, and smiled doubtfully at the thought of the lovers' faith; "a few weeks of drooping and then a heart as light as ever," so they prophesied.

It was a prophecy perhaps likely enough to be fulfilled. What was she to hear of him, or he of her, during those unknown years before them, and what use was there in a faith to end in nothing, like an empty religion, a mere idea? Yet there were words uttered which must come back to both, "Trust, and be trusted!" and there is that in an unconquerable steadfastness that can ennoble the whole life, even though it never reaps a harvest here.

The sixty or eighty days' passage to Sydney had not been invented then; the existence of obliging trade-winds hardly guessed at. The voyage did, indeed, seem interminable, and as if it had been planned so as to secure the winters of the opposite latitudes for the purpose; and how little was there then to lessen its trials to the most favoured passengers; how much less to the little

family sailing in the convict-ship? Susan Truro had made few guesses of what was before her; perhaps had she guessed, the step had not been taken, and a noble nature would have been but half developed. Yet the end came at last, and the fairest garden of nature smiled a welcome to the branded human freight of the 'White Swan,' where in this new world they might live out their punishment, retrieve their disgrace, and reform their lives. It was wide enough for the effort.

To a landsman all the evils of the worst voyage are perhaps worth enduring for the sake of planting his foot again on *terra firma*, when that *terra* spreads before him all that is new and beautiful, freely and without measure. To him the moment of landing is an ecstasy.

It was all this to Susan Truro as she stood on the deck, her master's child in her arms, the 'White Swan's' wings fall spread before the gentle, fair wind, as she swam steadily up Sidney Bay. Everything was forgotten but the pleasure of the moment; and then followed all the bustle of the next few weeks, and the constant call for thought, and work, and ingenuity to make home home-like in the infant colony; it was not till it grew like home that the terrible reaction came, and the dreary longing, for the darker, rugged one in old England, and thoughts of Daniel Boler, and a vague looking for an end where no end could be seen.

And he? He had calculated the days when the 'White Swan' should be seen off the Sturmnness, with the east wind dead against her, as she tacked down channel; and he had waited, and watched, and tried to see through the blackest nights of November, but to no purpose. Quietly she floated past in the dark, close under the Little Ness, hardly two stones' throw from where he had last stood by the maiden's side, and where now he was looking out into the pitch-dark night.

So wore on weeks and months, and the time grew to years. He had been a bold fisher before, he became a rash one now. Fairer girls than the far-away Susan Truro grew up in the village, and he did not see their beauty, but he wondered whether she was alive or dead, true or false, and so she wondered about him. But she could not let him know of her welfare or her doings at the Antipodes. She could not repeat words that he may have forgotten, nor set his mind at rest by telling that, for his sake, she had refused to be the wife of a brave English gentleman. It was, in some sort, like a living death to both. Yet he was doing his work. He grew more bold in his outcry against the dastardly,—no, treacherous wreckers we shall say, for the Cornish men are no cowards,—and more than once he played them false, and beguiled them of their game; but it was a lone life, as many lives must be, when they rise higher and grow more noble than those around.

A seven years' apprenticeship had nearly passed, another winter was at hand, the equinoctial storms had gone on blowing great guns long past their

lawful time, and had the nights of a week back been only longer and darker, the inhabitants of Little Ness would have already enjoyed a foretaste of the harvest which the coming season promised. Then came a change. St. Luke's little summer came true to its name, October died out beautifully, and the "old hands" began to grumble and despond, an evil augury for the unhappy craft which, later on, might have the ill-hap to be cast upon a coast where man was more relentless than the waves.

The fair weather broke with a thunderstorm, a sure sign of a wet and stormy winter; hopes rose again as November exchanged its fogs for dark, rainy, tempestuous nights.

And not one hundred miles off a fleet was collecting in the Atlantic; ships from America were already skirting the Irish coast; traders from Southern Europe rejoiced in having safely cleared the greedy Bay of Biscay; smaller ones from Bordeaux and Normandy already felt as safe as if the short passage was ended; glorious East Indiamen, with other first-class ships from southern latitudes, reckoned on a few weeks at home before the arrival of Father Christmas, and weary hearts were beginning to revive as the stiff westerly wind, with just a point or two of south, was bearing all pleasantly towards home.

But we shall only follow the track of the 'Pelican' as, under full sail, she sped before the wind, and on the poop the captain watched the clouds break near the horizon, and reveal a pale sun setting in a strip of dusky red. The barometer had been falling.

"We shan't carry as much sail to-morrow!" was the thought that passed through his mind, as he prepared it for another battle with Neptune and the winds before he set foot upon old England. Another and another point to the south the wind veered round, freshening as the hours wore on, till at midnight it blew half a gale, and at daybreak had risen to a tempest, while with hardly a stitch of canvas the ship tore on, dashing bravely through the billows, half-hidden by a blinding mist and rain, while more and more resolutely it inclined to the south, tearing along with the waves of the enraged Atlantic, on their way to Land's End and Scilly Isles. Desperately the helmsman strove to keep her up to the wind through twelve long hours, half-groping amidst the waters. To take observations was impossible, to reckon their course with accuracy hopeless; and the night closed in, strained eyes trying to see, in spite of a moonless night, and mist, and rain, and spray, turning anxiously to the north and east for a guiding light to warn them from the leeward shore, which the soundings told was near compared to open ocean, but how near could be only guessed, till the cry passed on from bow to stern, "Light ahead, north-east and by north."

"Sturtness!" answered the captain; "lay her up to the wind," and, Sturtness safely cleared, many dangers would be behind them. Well did the gallant

ship answer to her helm during the long hour till the cape was passed, and her course was eased by a few points; "the lee shore was bending away towards the north,"—so they dreamed.

Early in the night all along Little Ness Bay and on the adjacent heights the wreckers' watch was set. Sturmness had been invisible by day, and though the rain had ceased no gleam shone from the lighthouse through the dark night that followed. It was an unlooked-for chance of keeping up a steady flame on the headland at the western entrance to the bay, where dark, stern men carefully fed and measured the fire, the living lie that should lure the sailor to his doom. Patiently sat the fiends gathered on the summit looking out upon the darkened sea; recklessly paced the watchers in the bay, up and down the shore, as the unconscious 'Pelican' fought her way through the waters, past the westward point and bore on straight to the beetling cliffs of the Little Ness, showing her pale light as it rocked to and fro at the tall mast-head. Then followed five minutes of strange silence, as with set teeth they calculated her course; of her fate there was no question; the watch was over, action is to follow.

Already had her light been seen by those below as she crossed the bay that was hardly five miles wide, and already had the sound of breakers caught the ears of the captain through the roaring of the wind and the hissing of the waves; for breakers have a voice of their own to those who are at home upon the sea. No need to sound, the danger was in their very face; half a mile ahead the steep and cruel promontory raised its brow, and on into the very arms of its destroyer rushed the eager 'Pelican.' A third of the crew had more than once been in as bad a case before; but the passengers, the old man, the woman, and the child—three lives for which the skipper had to answer! One thought of the walls of rock ahead; one of the three helpless beings below, yet he was undaunted still; one more, "We must be on the Cornish coast!" and the brave man's heart went down, down, down to zero.

It was only for a moment, courage came with the need; and perhaps the woman's heart below, conscious of some danger, though not knowing it so near, was sending up prayers and looking at the bright hope of yesterday, of home and England, and still hoping and believing that the expectation could not fail. She rose to her feet as a gust of wind caught the masts and seemed to shake the hull in its very teeth; still the hope rose above the storm. She steadied herself against a bunker, she held it firm, she schooled herself to bravery, then one great plunge, a groan of the strong timbers from stem to stern, a crashing of the mast as it fell and tore away the bulwarks, and she felt herself dashed upon the planks under her feet, then the gurgling roar of the waters that were rushing in. It was one effort to snatch up the child and scramble upon deck; the next moment the cabin was half filled with water; she staggered against the companion, clutched it fast, held the child tighter in

her arms, and hoped on still ; danger, but not destruction, was the thought that without words, steadied her woman's heart.

Half the crew were in the water, some carried away with the waves that dashed over the deck and struggled to take with them the fallen mast that was held on by its tangled gear ; others had jumped overboard with the instinctive purpose of swimming ashore ; and yet others were already submerged in the fore-castle without a chance of life. On the poop stood the captain, calm and grand, ready to hold by the ship to the very last, to go down with her if it must be so ; none saw that strong face in the thick darkness. Well, perhaps these storms are in part created to bring out and intensify all the greatness and nobility of men like this, to convert grandeur from a mere idea into a real thing.

To save the ship was impossible, to save life just worth the trying. The men were taking to the boats, but no boat could live in such a sea on such a coast ; then another plunge forward, and the ship stuck fast upon a rock. There was hope now, however faint ; and in an hour the day would dawn. Lights moved along the shore. Ah ! how many knew of their treachery ? How many dread man more than the waves ? How many believed to find a friend in need ?

Two, washed ashore into a cranny of the rocks, hid themselves till there was light to creep away ; another reaching the shore in safety, hastening towards the lights, had the luck to miss his way, and so escaped the wreckers. To try and help the doomed craft to live out the long hour till daybreak was the work of the skipper and the few remaining men, and when light came it was but to show them that five minutes might launch her and them into the boiling sea ; and that on the rocks and upon a scrap of pebbly beach, men and boys, ay, and women, too, were gathered like vultures around their prey.

Calmly the men received orders to save themselves as best they could. The old man was already in his last sleep below ; the child and woman were still cowering near the wheel.

"Are you brave enough to throw yourself overboard with me ?" And the captain turned to the woman, speaking hoarsely above the storm. "You know the land ; I fancy we have no friends here !"

"I *had*," was the answer.

"We *can* but die here ; will you chance it, mistress ? I am the last man here, and will not leave the old hulk without you. Can you keep the child fast ?"

She had already tied it to her body. "Yes ;" the word was spoken firmly. "We shall be saved—yes, surely," she added, and the man's soul and sinews grew strong as if by a magic touch.

Quickly a few planks were lashed together, and as closely three human lives, to live or die together. Gallantly the man struck out amidst the waters, on, on, on, still nearing the hostile shore, yet hoping against hope ; faces were now

discernible; then a receding wave sucked the three backward from the beach, the next carried them on till they felt the rock and stones beneath their feet; and then, as they dragged their way beyond reach of the surges, the strained strength gave way: the captain fell faint and helpless upon the shore, and at the same moment a club was raised above his head to descend and settle the question between life and death.

But a moment later and the assailant lay by his side, and with a firm tone of authority, and pointing a loaded musket at the wreckers, Daniel Boler dared them to come on. One man can often conquer a crowd if he has the resolve to do so. The men fell back in silence; the women retreated, muttering invectives as they went.

A pale sun broke through the angry clouds; Boler bent down to examine the group lying at his feet. The captain still breathed; he moved him apart to discover if the woman too survived. Yes; he gazed steadily, searchingly, upon the cold, pale face, disfigured by bruises, hesitating whether—but she opened her eyes, moaned, rolled over upon the strand struggling in an agony of weakness. "No, it was not."

The captain stirred, asked where he was, and who was there, tried to recollect the whole, to ask had any of the crew been seen, how many, any old gentleman? No. "He must have been drowned in his bunk; we had three passengers, the old gentleman, the woman, and the child—I swam ashore with the two last—are they alive?"

"A complete family! who were they?" asked Boler, with an unsteady voice, "the woman was sumat like—no—who?"

"He seemed a lonely man, but he was kind to the woman and the orphan, and would have cared for it if there was none else to do so."

"Not his wife?" Boler half whispered the words.

"No, nor like to bes; he was a Cornish lass, coming home, because of some old lover, so they said."

Ten minutes passed while, at intervals, the broken sentences were uttered, and while they spoke so the woman's struggle passed away, her pulse beat more calmly; she sat up.

"A Cornish gal!" re-echoed Boler. He turned towards her; the heart and soul of seven long years ago shone out plain and legible, despite paleness and disfigurement. No change had come to them, and none had come to him for whom Susan Truro had given up the chance of station, riches, and a home amidst the fair flowers around Sidney Bay.

Bit by bit, as the day went on, Susan Truro's tale was told, beginning at the end, when, calm and penitent, the old convict died, his child watching by his side; how she waited for a chance of getting back to England, and had undertaken the charge of an infant who had lost both parents, and how it must be her first care to place it in safety with its friends.

Then a few weeks passed, and the two stood together before God's altar to pledge those vows that no human power can undo; and then they went away, to find a more peaceful home than one among the Cornish wreckers.

More than half a century has rolled over the world since then; and now, when winds run riot on the Kentish coast, and stern, brave, tender men keep watch for stranded ships and signals of distress,—looking out from Ramsgate towards the Goodwin Sands,—the oldest among them tells the tale of how his father had been reared among the Cornish wreckers, but turned round the other way, and fought again and again in defence of shipwrecked men, and once, all unawares, had saved his sweetheart's life.

Then rockets and blue-lights are seen out at sea, the telegraph wires tell of signals of distress at more points than one; and another Daniel Boler, old though he is, starts first to his feet, as ready as the youngest for the work, such a captain of the life-boat as would inspire the very cowards with courage; but there are no cowards here; proud of their chief, each time as he tells his tale, and they think of the old man's daring, they say, as if it never had been said before, "A chip of the old block!—blood is blood all the world over!"

And now, dear brother Jack, as you and I are good friends I hope, let me say a word before we part. Thank God, the days are past when wreckers on a lee shore were more terrible than storms; and that now brave men risk their lives to save, and not to plunder; and the thoughts and hearts of landsmen are busied in efforts to forewarn you of your dangers, or to save when they must be endured. From the Land's End to the Forelands, from the Isle of Wight to John O'Groats, no false light misleads the pilot, groping in murky nights.

But there are false lights of another kind: don't be lured by them; look well to your charts, and see where Eddystone and Dungeness and all the honest lights should be.

Now, do you guess that I am making riddles? Yes, and you have wit enough to read them. You have friends as faithful as Plimsoll and the Trinity Board, who are guiding your life-passage with lights of another kind, and marking the points and headlands where false lights shine—lights more dangerous and full of treachery than any that ever lured a ship to destruction upon the Cornish coast. Take the warning, like brave men as you are.

THE ALBERT MEDAL.—The Queen has been graciously pleased to confer the "Albert Medal of the First Class" on Mark Addy, of Salford, in recognition of his repeated acts of heroism in saving life from drowning in the river Irwell. Mark Addy, a well-known oarsman and sculler, has resided all his life on the banks of the polluted river Irwell, his father and brothers having followed the trade of boat-builders. During a period of about twenty-five years he has, under circumstances of imminent peril both from the violence of the river and the pestilential nature of its waters, saved no fewer than thirty-six lives, several of the cases having occurred subsequently to the date of the creation of the said Order. For his heroic efforts and conspicuous gallantry he has at various times received the following distinctions:—The bronze medal of the Royal Humane Society; the silver medal of the Salford Humane Society; the gold medal of the Salford Humane Society; an illuminated address setting forth his badges of honour from the Salford Humane Society; and a purse of 200 guineas and an illuminated address from the inhabitants of Salford.

THE SHIPWRECKED MARINERS' SOCIETY AND ITS FOUNDERS.

AMONG the many valuable works of art presented to the town of Newcastle-upon-Tyne by Mrs. Noble, widow of the eminent sculptor, are the models of the marble busts of Captain the Honourable Francis Maude, R.N., Chairman of the Committee of the SHIPWRECKED MARINERS' SOCIETY, and the late Paymaster Francis Lean, R.N., who for upwards of a quarter of a century, till the period of his death a few years since, discharged the onerous duties of Secretary to the Society.

These busts—most excellent presentments by the way—were executed shortly before Mr. Noble's death, at the request of some personal friends of both gentlemen, and were publicly presented by His Excellency the Duke of Marlborough, Lord-Lieutenant of Ireland and President of the Society, to the Royal Alfred Aged Merchant Seamen's Institution, at Belvedere on Thames, in recognition of the eminent services of Captain Maude and Mr. Lean in establishing that excellent Institution—the only national provision for our aged and disabled seamen of the Mercantile Marine.

The SHIPWRECKED MARINERS' SOCIETY being a Chartered Corporation, was empowered to allocate any funds at its disposal for establishing a Home for old sailors when worn out by age and the hazardous duties attaching to their perilous calling. To this end a sum of £5,000 was appropriated to form the nucleus of the fund necessary to carry on the work; and, by the liberal support of the shipowners and benevolent public, the Institution was opened in 1867, and has continued yearly to elect a number of indoor and out pensioners. Like other Charities, it has felt the pressure of the times, but in a greater degree, for its principal supporters being those who derive benefit from shipping—a class than whom none have suffered more—it has been forced to appeal to a wider circle of supporters to carry on the arduous work.

Captain Maude and Mr. Lean both lived to see the dream of their lives realized: the establishment of a Home in the truest sense of the word for the aged seamen of the Mercantile Marine. Among all the good and able men who served on the Committee of Management of the SHIPWRECKED MARINERS' SOCIETY, and who assisted in its foundation forty years ago, there now remains but one living, who watched at its cradle, aided its development to its present proud position of maturity, and bears testimony in his own person to the great good daily bestowed upon our shipwrecked mariners, their widows and orphans. The Honourable Francis Maude is still full of vigour, though past the allotted age of man, and performs the arduous duties of Chairman of the Managing Committee.

It is not unfit that the busts of the sailors' best friends should be placed in

a public hall in such a port as Newcastle, where the great shipping trade of the north is conducted. In no port of the Kingdom has so large an amount of relief been administered by the SHIPWRECKED MARINERS' SOCIETY as on the Tyne, and the old salts who hail from North and South Shields—recipients of the bounty of the Royal Alfred Institution, as well as their shipmates, indoor pensioners of the Home at Belvedere-on-Thames—can testify to the benefits derived from that noble Institution.

The models of the busts to which we have here referred are placed in the mansion at Elswick Park, and form part of Mrs. Noble's generous gift. The splendid collection of the late Mr. Lough, who also was connected with Newcastle, is here deposited. It is to be regretted that two such magnificent collections of art models are not placed in a larger building, but, doubtless, that will be accomplished in good time. The mansion and park were purchased by five local gentlemen, and were disposed of to the Corporation at a sum considerably below their value, in order that free recreation ground may be had for the people. This they have fully availed of, and the models being also free to the public, recreation and instruction may be combined.

THE MOTION OF STORMS ; OR, SCIENCE FOR SAILORS.

“When the wind shifts against the sun,
Trust it not, for back it will run.”

This couplet expresses a law which every experienced sailor has felt while navigating in these northern latitudes, though not in the very far north, for there it is frequently reversed. This law is due mainly to a great and constant flow of air from west to east over the Atlantic north of 40 degrees; there are temporary disturbances which are soon overcome by the prevailing current. Whoever studies these things must consider his own position in relation to the disturbing causes.

We have spoken of cyclones passing from the westward to the eastward, but going north of England, and of others going south of these islands. Well, during the progress of a storm going by the north of us the wind invariably *veers*, or goes from eastward to the south and towards the west; but when the cyclone passes to the south of England and over France, then the wind *backs*, or goes from westward to south and towards east.

The most common track of a storm is to the northward of our country, and therefore the wind “veers” more generally than “backs.”

It is not so easy to make this plain without the use of diagrams, but the reader may get some assistance by referring to the second diagram in the last article, on p. 9, vol. xxvi, of “THE SHIPWRECKED MARINER;” that diagram represents a cyclonic system. One arrow just off the Land's End shows the direc-

tion of the wind to be from west, and it is followed by another showing the direction from N.N.W. Well, suppose the centre of the storm shifted towards the east, then the direction of the wind would be felt from N.N.W., and would be said to have veered at the Land's End.

There are plenty of records which might be appealed to in proof of the principles which I am enunciating, but I do not wish to enter into such details as might make my remarks appear "dry."

Some, however, will like to know the "why and the wherefore," and it is necessary to state them in order, too, to demonstrate the sailors' couplet quoted above.

Supposing a gale had been blowing from S.W., one preceded—as cyclones generally are—by a warm moist air or considerable rainfall, that the gale abated and the wind "backed," then why must we "trust it not"? Simply because such a condition of things indicates the approach of another cyclonic disturbance; it is a sign of danger; the wind backs, say, from N.N.W. (where we left it in the case cited above) to S.W. and S., or perhaps to S.E. Look again at the diagram referred to, and you see arrows showing a S.E. wind over France; then you have only to suppose that whirling storm coming up from the Atlantic and following closely up on yesterday's gale, and you feel the S.E. direction of this new and approaching storm. Evidently the wind has backed where you are stationed; but as the centre of this new depression passes eastward, the wind again "veers," it goes to S.S.W. and W., the gale is renewed, or rather it is a new gale come up and taken the place of that which passed to the N.E. the day before, and, as is often experienced, it is fiercer than its forerunner.

These remarks apply particularly to two cyclones of equal intensity following each other closely; but it must be noted that there are frequently what are called "secondary" depressions following the larger ones; the smaller ones are not so fully developed as the great or primary cyclones, and though at some places they cause a change of wind, coming up as they do on the south side of the primary depression, a backing of the wind to the south or eastward, yet this S.E. wind seldom reaches any great force, but these secondary depressions are drawn as it were into the track of the great storm; the shifting or veering of the wind causes sudden and dangerous squalls, so fatal to the mariner, and afterwards, too, intensify the restored westerly gale.

Again it may be asked, How is it these circular storms have a tendency to go E. or N.E.? for the great eastward flow across the Atlantic would not account for that.

We must look further afield. If we would know the wherefore of the great laws of nature, it is necessary to look beyond the little circle which just bounds our vision. If a man would strive to interpret the phenomena he witnesses in the condition of the atmosphere by his own "infallible barometer," he must surely fail. So, too, if a man should neglect the indications given by the

instrumental means of interpretation within his own command he would be utterly wrong. It is by the comparing and collating of accurate and extensive investigations that we arrive at reliable results.

It is found that there is a deficiency of pressure to the north, towards Iceland—a deep hollow as it were in the atmosphere, and towards it these whirling storms are drawn and engulfed. This will account for the depressions often telegraphed from America not reaching our shores; the storms originate there, perhaps, as stated in a former article, they pass over the Atlantic, not always to strike our shores, but to go more northward into the great Icelandic atmospheric gulf. Yet who, in the light of modern science and the development of mental gifts, would be heedless of their warnings because all the storms do not strike our coasts?

S. H. M.

MISCELLANEOUS.

DISASTERS AT SEA.—Very serious losses have been incurred by the North of England Steamship Assurance Association, through the disasters which have overtaken steam-vessels assured with them in their passages across the Atlantic this winter, mainly through shifting of cargoes of corn. The sufferings of some of the crews after they have had to abandon their vessels have been terrible. A seaman, named Thos. Kelley, who, with the carpenter, named Simmons, is the survivor of a crew of twenty-two hands, who manned the iron screw-steamer, 'Bayard,' of Newcastle, which foundered on her voyage from New Orleans to Rouen, laden with wheat, on the 10th of December, has arrived at South Shields. The following is his story: The 'Bayard' made fair way on her homeward voyage, until she was overtaken by a heavy gale of wind, which began to make havoc with the doomed ship. At about nine o'clock on the 10th of December, she shipped a sea on the port side, and at about half-past ten another one forward, which, washing the fore-castle, caused the men to take to the bridge. At about eleven o'clock another sea took away the port lifeboats. Orders were given to put on all sail, and to get as much steam up as possible to run for

Bermuda. At about noon the first engine-room skylight was smashed in, and about half-an-hour afterwards the second, and the fires were completely extinguished. The vessel had now a strong list, the lee-rails being under water. She began to sink quickly, and the captain ordered out the only remaining boats, the starboard lifeboat and the longboat. It was utterly impossible to launch them, the sea was so rough, and they got into them to take their chance when the ship went down—the captain and other fifteen (among them Kelley and Simmons) securing the lifeboat, while the remaining eight placed themselves in the other boat. After about ten minutes' anxious waiting, the 'Bayard' burst her main-hatches, and went down immediately. Both boats were sucked under water with her, but the lifeboat righted again, and her occupants got into her. The longboat, however, was seen no more, though two of her crew (the chief-mate and a seaman) swam to the lifeboat, while other four were seen upon a raft at some distance but soon lost sight of. By the capsizing of the boat all provisions were lost, and consequently the prospect before them was anything but a cheering one. As the darkness set in the boat capsized a second time, and, though she

was once more righted, by this mishap the captain, the second mate, and two or three of the firemen were lost. Those left could not render each other any assistance; and one by one, as their strength gave way, their number became gradually less; so that at daybreak Kelley and Simmons alone were left. But, fortunately, by that time the wind had gone down, and the sea had calmed considerably. Though in an open sea, without oar, sail, or rudder, and in lack of provisions of any kind, there was a chance of being picked up by some vessel, and with this hope the two survivors cheered and stimulated each other. The carpenter had a rug, given him by the captain, which they put up on the side to keep out the swell. Kelley's sou'wester served to bale the water from the boat, and between this occupation and keeping the boat's head to the wind by means of a bottom-board for a rudder, the two alternately took 'spells.' By two o'clock in the afternoon the boat had been cleared of water. After this to the 17th nothing eventful occurred. It was one long struggle against nature. Having nothing to eat, they became gradually weaker. To quench their thirst, they at night cleansed out their mouths with salt water, and then lay upon their backs with their mouths open to catch the falling dew. About the third day of this imprisonment a shower of rain fell, and with an oilskin belonging to Simmons they managed to catch about a quart of rain, which revived them greatly for a few days. All this time a strict look-out in all directions was kept. On the morning of the 17th, the last day of their sufferings, Kelley was unable to get up, and told his friend to keep a good look-out, for he could not live another day. In not more than half an hour afterwards the carpenter sighted a sail in the west-south-west. Upon this they managed to haul the rug, with the assistance of a bottom-board, about ten feet above water, and, tearing their clothes to make lashings, succeeded in fastening it there.

By twelve o'clock the vessel was within four miles of them and was taking in all sail. In a short time they were alongside, and in a few minutes more they were saved. The vessel was the Spanish brigantine 'Encarnacion,' of Fernandina. Though unable to understand each other, those on board treated them with the greatest kindness. For about four days Kelley says he was confined to bed. They were landed at Ferrol on the 6th of January. They were brought on to Plymouth, and sent to their homes by the Agent of the SHIP-WRECKED MARINERS' SOCIETY.

THE BEACON OF LAVEZZI. — This beacon, which stands near the middle of the Straits of Bonifacio, between Corsica and Sardinia, has a curious history. There is here a very dangerous submarine rock reaching from about two metres below the surface down to six metres; its form is roughly that of a truncated cylinder. There being no tides in the Mediterranean, this rock of Lavezzi is never uncovered. (The island of Lavezzi is a little to the north.) In 1855, a frigate, 'La Semillante,' carrying troops from Toulon to the Crimea, was wrecked here in a violent storm, and not one of the 743 souls on board was saved. An obelisk on the island commemorates the event. Previously, a lighthouse had been erected by the Sardinian Government on the island of Razzoli, which is a few kilometres E.S.E. of the rock. After the catastrophe a huge iron buoy was stationed at the rock, carrying a strong bronze bell, and a pyramid with six mirrors to reflect the rays of the sun and neighbouring lighthouses. Sometimes the roar of the waves even drowned the bell; and in one storm the buoy was wrecked on the rock which it was placed to warn against. It was resolved to raise a beacon on the rock, and this was done in 1869, a foundation of beton having been fixed in position with the aid of a caisson, and reaching a little above the surface. A system of lighting the locality, soon

after adopted by the Italian and French Governments, was of the following character:—The Razzoli lighthouse was arranged to throw a beam of red light (having an angle of 7 deg.) towards the Lavezzi beacon—i.e., westwards; while another lighthouse on the south of the island of Lavezzi threw southwards towards the beacon a sector of red light of 80 deg. (it threw at the same time a green sector northwards on rocks near Corsica.) Thus, after March, 1874, mariners knew that so long as they saw both lighthouses giving white light, they were sufficiently clear of the rock; but whenever both gave red they were in its immediate neighbourhood. Victory seemed complete, till in 1875, after a severe storm, it was seen with dismay that the beacon was gone. A buoy was temporarily put in position, and reconstruction was soon proceeded with, but in a new way. It was decided to have a beton base strengthened with iron bars penetrating the rock. The beton was built up by divers round twelve iron pipes placed vertically on the rock, and through these pipes the boring tools were passed into the rock, penetrating to a depth of one metre. The mason divers generally remained down about two hours, and they were armed with a bronze poniard (steel being corroded by sea water) against sharks and gigantic cephalopods which haunt that region. The holes having been bored, thick iron bars were introduced and cemented, penetrating the rock on the one hand, and the beton on the other. The tower built on the foundation thus acquired was finished the 14th September, 1877. It rises seven metres above the water, and is painted with horizontal bands of black and red alternately, which is understood to indicate that ships may pass on either side. It has a balustrade on the top to afford refuge in case of shipwreck, which will now, it is hoped, be rare.

THE GULF STREAM.—It is important to bear in mind the distinction between

the actual current of the Gulf Stream and the heated waters which are brought down by its agency. The range of the latter extends some hundreds of miles after what is properly termed the Gulf current has ceased. The waters of the stream often bring cocoa-nut and other tropical fruits to the shores of Europe, and some have at times been left in this manner upon our own coasts. These warm waters, bathing our western coasts, mitigate the severity of our climate to a considerable degree. While places situate in the same latitudes, both to the east and to the west, are frozen and comparatively uninhabitable during a large portion of the year, our islands, as a rule, enjoy a temperate climate, and this fact is attributed in a great measure to the beneficent influence of the warm waters brought down by the Gulf Stream. The peculiar verdure of the "Emerald Isle," and the mildness of our own seasons, when Labrador and the regions round the Baltic are locked in ice, are thus believed to be the effects of an oceanic current which sets out more than four thousand miles away. The waters of the Gulf Stream are distinctly traced by their colour, which is of a deep blue, contrasting strongly with the green of the seas with which it eventually mingles. The difference of temperature between the waters of the stream and those of the Northern Ocean, leads to the melting away of icebergs brought down from the Arctic regions on the breaking up of the winter season. The temperature of this stream, being so much higher than that of the surrounding seas, exercises an important influence on the atmosphere above. It carries with it a warm moist air, which, coming into collision with that of colder regions, produces strong winds and frequently violent tempests. The neighbourhood of the Gulf Stream is well known to sailors as peculiarly the region of storms; and in their passage across the ocean they avoid it as much as possible for this reason. Whenever from any cause the current is of greater

volume and force than usual, these storms are proportionately increased.—From “*The World of Wonders.*”

THE EFFECTS OF CHRISTIANITY.—The effects, then, of the work of Christ are even to the unbeliever indisputable and historical. It expelled cruelty, it curbed passion; it branded suicide, it punished and repressed an execrable infanticide, it drove the shameless impurities of heathendom into a congenial darkness. There was hardly a class whose wrongs it did not remedy. It rescued the gladiator; it freed the slave; it protected the captive; it nursed the sick; it sheltered the orphan; it elevated the woman; it shrouded as with a halo of sacred innocence the tender years of the child. In every region of life its ameliorating influence was felt.—*Farrar's “Life of Christ.”*

TYNE-SIDE REMINISCENCES.—At last, the poor old Loyal Standard Association of North Shields, at the close of a reign of over half a century, and after distributing many thousands of pounds amongst shipwrecked seamen, widows and orphans of mariners, and old tars, members of it, is wound up. The residue of its property has to go to the hammer. Time works wonderful changes in districts. It has done so in ours. At the time the Loyal Standard came into existence the circumstances of the seamen of the Tyne had to go through a sad and heavy ordeal. After the close of the French wars, and the finish up of the transport service, which had made Shields shipowners extremely rich, men who had been released from French prisons, or discharged from the royal navy, crowded into our northern sea-ports out of employment, many of them being extremely destitute. A long and bitter strike followed, and a small fleet of war vessels had to come down to the Tyne to protect the trade and put down the riotous seamen. The sea-ports were garrisoned by horse soldiers. Little mercy was shown the seamen, or any

class of labouring people, under the then rule of the Tories. They wrought the old combination laws, and the gaols were crowded with unionist leaders. Out of this state of things came the Loyal Standard Associations of North and South Shields. Their annual dinners and processions to church at Christmas will be well remembered by old Shields men, as these processions were red-letter days with the youth of the time. The class of Tyne seamen who were members of these associations in their prosperity—and they were a gallant and noble race—have nearly all died out. Steam has superseded sail largely in the coasting trade, and with the decay and rapid disappearance of the collier brigs came the downfall of the Loyal Standard. Lately, few have been left but old men and widows. The South Shields Association holds on, but the North Shields Association now belongs to the past. Happily for the reputation of our river, the interest in the social welfare of sailors on the Tyne has not ceased. The Tyne Sailors' Home, to a large extent due to the sailor Duke Algernon, of Northumberland—a name cherished with hearty warmth by seafaring people—meets the altered condition of affairs on our river. The Tyne Sailors' Widows' and Orphans' Fund likewise affords ready aid in the sad hour of bereavement to many a hapless home. The area of distress in that direction is likely to be very considerable this winter.—*Newcastle Chronicle.*

[Our contemporary, whilst paying a just tribute to the usefulness of the Tyne Sailors' Widows' and Orphans' Fund, appears to be ignorant of the work done by the SHIPWRECKED MARINERS' SOCIETY. The receipts from the Tyne from all sources during the years 1876, '77, and '78 were less than the amount disbursed during the same period by £2,866, while the amount expended in relief in North Shields alone, during the year 1878, amounted to £1,289 8s., of which no less than £548 13s. 9d. was distributed in annual grants to widows, all

natives of North Shields, Cullercoats, and neighbourhood.]

VALUE OF A SHIP'S LIBRARY.—Not many months ago a legal gentleman coming to our shores from a South American State for the transaction of some public business, found in the library of the ship, which had been placed there by this Society, Bonar's "Way of Peace," and the Bible. In his hours of leisure he read and re-read these books, and was led to see the truth, and to believe in Christ. While here he translated the little book (which had deeply interested him), into his own language, and secured its publication by the Tract Society. It is now circulated among his own countrymen, largely through his own personal effort, with wonderful evidences of its usefulness.—*New York Sailors' Magazine.*

BEAVERTY REWARDED.—On Monday evening a large number of the masters of the Lambton screw steamers and a few friends met at the offices of Mr. Henry Thomas Morton, High-street, Sunderland, for the purpose of making a presentation to the three seamen who bravely launched and manned a boat on Saturday evening, November 16, 1878, for the purpose of saving the life of Captain Reed, of the s.s. 'Druid,' of Sunderland, who was washed overboard when the vessel was just off the south entrance, with a cargo of cattle, from Tonning. At the request of those present, Mr. W. Gibson occupied the chair, and expressed the pleasure he had once more in taking part in another expression of sympathy and admiration of masters in the Lambton employ. This was not the first by many good works that he had had the pleasure of joining and assisting them in, for on many occasions, at the earnest request of some, he had commenced a subscription for the benefit of the widow and fatherless. He had ever found them eager to throw in their mite with a willing heart, and when requested by

Captains Richard Benison, John George Kidd, and John Todd, two days after the sad loss of their late friend, Captain Reed, to get up a testimonial to the three brave, noble-hearted tars who attempted to rescue him from the jaws of death, he found them as ready and willing as ever. They were present that evening to acknowledge in a substantial way an act of heroism on the part of the three men of Sunderland, who, when the late Captain Reed, who was almost in sight of his own home, was washed overboard, with no thought of their own safety, bravely manned and launched a boat on the dark winter night to seek the lost one. Unfortunately, the effort was of no avail; the greedy sea had swallowed up its prey; yet, though the effort was fruitless, the will was there. Captain Warren, in addressing the men, said that he had great satisfaction in presenting to them a silver watch, from the establishment of Messrs. Gowland Brothers, of Sunderland, on behalf of his fellow shipmasters in the Lambton employ. The two recipients present, John Warner and James Mayne, feelingly acknowledged the testimonial they had just received. John Hunman, being now chief mate of the s.s. 'Druid,' which vessel was not in port, his watch awaits his arrival.—*Newcastle Daily Chronicle,* March 4, 1879.

THE 'CONSTITUTION' AND HER CAPTURES.—By a singular combination of circumstances, there now lies in Portsmouth Harbour, not as a captive but as a guest, a vessel which should have a great interest for Englishmen. Nelson and Trafalgar still live before our eyes in the brave old 'Victory,' and a few dismantled hulks recall other episodes of the old French wars; and near them now rides at anchor the 'Constitution,' the American frigate which inflicted upon us at least three of the very few naval defeats in our history. In no instance, however, were these defeats matters to be ashamed of, and a few

particulars regarding them may not be uninteresting. The 'Constitution' was originally intended for a 74-gun ship, of about 1,750 tons measurement; but it was determined to finish her as a frigate, and she was ultimately launched as such, with 1,530 tons measurement, in 1798. She was officially described as a 44-gun frigate, but her real armament was carefully concealed, and she was practically as large and as strong as the generality of British seventy-fours. When at sea she mounted fifty-six guns. On the main deck were thirty twenty-four pounders, ten feet long, and weighing 54 cwt., and on the quarter-deck and fore-castle twenty-four 32-pounder carronades, and two long 18-pounders. Her crew consisted of 475 men all told, all carefully selected men. In fact, the forty-four gun frigate was a "line-of-battle ship" in disguise. On the morning of the 19th of August, 1812, the 'Constitution' encountered the British 38-gun (18-pounder) frigate 'Guerrière,' Captain Dacores, which was on her way to Halifax to refit. The 'Guerrière' herself had had a remarkable history. She was originally a 40-gun frigate in the French Navy, and had been captured in 1806 by Captain (afterwards Sir Thomas) Lavis in the 'Blanche,' which had herself also been taken from the French. The 'Guerrière' was as usual added to the British naval force, and, as we have said, in 1812 was confronted with an American foe. Her crew, deducting seven Americans on board, was 244 men, and with these she had to engage the best vessel in the enemy's navy, with a picked crew of almost two to one. Captain Dacores, however, did not shrink from the odds, and the 'Guerrière' commenced the action at half-past four in the morning by a broadside, which, owing to the inferiority of the powder, fell short. The 'Constitution,' on the contrary, was admirably equipped, and soon succeeded in breaking her antagonist's mizen-mast, which fell over the larboard quarter, and by dragging in the

water brought the ship to the wind in such a position that she was almost at the mercy of the Americans, who attempted to board, but were repulsed. The vessels fell clear of each other, when the 'Guerrière's' only remaining masts fell, and rolling heavily, she became unmanageable, and Captain Dacores, who was painfully wounded, finding further resistance useless, surrendered. The British loss amounted to twenty-one killed and fifty-nine wounded. Amongst the latter was the master's mate, William J. Snow, father of Captain Parker Snow, who is still living, and who, in 1854, while in command of a small vessel on special service at the Cape de Verdes, was a guest on board the 'Constitution,' then in the same waters. A great deal was very naturally made of their victory by the Americans, though, considering the disparity in strength, it was nothing so very remarkable. The 'Constitution,' however, again proved her prowess in December of the same year, when she captured the 'Java,' formerly the French frigate 'Renommée,' which had been taken off Madagascar. The 'Java' was deeply laden, with a wretched crew, and altogether unfit for action. It is needless to go into the details of the conflict; suffice it to say that, after four hours' action, in which the 'Java' lost twenty-one killed and 103 wounded, she became the prize of the 'Constitution.' On examination, however, she was found to be so much injured that it was determined to destroy her, and she was burnt. Two years afterwards the 'Constitution' completed her victorious career by the capture of the 'Cyane' and the 'Levant,' two lightly-armed corvettes. With this exploit her stirring history ended. She is interesting now as a type of the war-vessels which have almost entirely passed away; and her retention in the American Navy in full commission is a practical proof of the extent to which that navy is inferior to those of the European Powers.—*Broad Arrow.*

REWARD OF VALOUR.—An interesting scene occurred lately on board the Marine Society's training-ship 'Warspite,' at Woolwich. The officers and boys having been mustered in the schoolroom, Mr. George Ward, on behalf of the committee, presented the Royal Humane Society's testimonial on vellum to a boy named Thomas Baker, aged 14, who plunged into the water from one of the 'Warspite's' boats in June last and with great difficulty succeeded in rescuing a drowning child named Alfred Taylor. At the conclusion of the ceremony the boys greeted their shipmate, who had received so distinguished an honour, with three ringing cheers. So successfully has swimming—that important branch of a sailor's training—been taught on board the 'Warspite,' that Captain Gillett, R.N., the superintendent, reports that no less than 129 boys have learnt to swim this season, a report which possesses double value in these times of terrible disaster by drowning.

THE MAORIES OF NEW ZEALAND.—A singular illustration of returning good for evil is to be found in the fact that at about the same time when the English papers, misled by an inaccurate telegram, were charging the Maories with murder and cannibalism, they were really performing acts of kindness of a nature for which all civilized nations recognise that gratitude is due. In October last, the 'City of Auckland,' with a large number of emigrants on board, was wrecked on the west coast of North Island, New Zealand. The passengers and crew were all saved, and they were landed on a part of the coast mainly frequented by Maories. Nothing could exceed the kindness which the Maories showed to the emigrants. Under similar circumstances attempts to make gain out of wreckage are not unknown among civilized races. The Maories, however, have not attained to this level of civilization. The kindness they showed was of a purely unselfish, dis-

interested character. They added another to the many proofs they have already given of their natural inclination to noble and generous deeds.

A MESSAGE FROM THE SEA.—A bottle was picked up by a boy named Moyle on the beach at Falmouth. On breaking the bottle a piece of paper was found in it, bearing the following in pencil:—"Monday, 7, 1878. Brig 'Casper' founded eighty-five miles S. of Scilly. She is sinking. Lord have mercy upon us." No month is given, but the 7th of October was on a Monday.

AN AMERICAN'S VIEW OF ENGLAND'S WARLIKE POSITION.—An American gentleman, who lately obtained a ticket and paid a lengthened visit to the Royal Arsenal at Woolwich, said to a friend on his return:—"I have seen the arsenals on the continent of Europe and those in my own country, but I have been astonished—indeed, I may say appalled—at what I have seen at Woolwich. You ought to make no difficulty about showing it to foreigners. You have only to admit them freely; let them see your preparations, and no country in the world will think of fighting you."

On the 24th instant the Italian barque 'Stefano Padre' went ashore in a heavy sea on Newton rocks. The rocket apparatus was successful in saving seven of the crew, three others being drowned from the boat of the barque capsizing, and one being washed ashore. The exertions of the coastguard to save the crew are thus described by an eye-witness:—"Great credit is due to Mr. Williams, chief officer of the coastguard, and the men under his charge, for the daring and bravery they exhibited, as they for six hours were in the water waist high, and were frequently washed off the rocks. Mr. Williams, at the imminent peril of his own life, rushed into the sea, and saved one of his own

brigade men. Joseph Whiles, one of the coastguard men, deserves especial mention for his bravery. It was only after many entreaties to go home to the station he reluctantly left by the advice of Dr. Magill, of Embleton, the Admiralty surgeon and agent, who remained on the spot all the time, and attended to the suffering men." Mr. William Pringle, Hon. Agent of the SHIPWRECKED MARINERS' SOCIETY, also rendered great assistance in rescuing the crew of the unfortunate barque. Acts such as the above are of constant occurrence around our coasts.

ESCAPE FROM A WRECK.—The *Melbourne Argus* publishes the following despatch from Brisbane, dated the 30th of October:—"The ketch 'Sarah

Cooper,' which has arrived at Maryborough, brought William Rose, A.B., and four kanakas, from one of the missing boats of the 'Onward.' When they first left the wreck there were nine kanakas. They made Hook Island, in Whit-Sunday Passage, where four of the islanders landed to search for water, but they were lost. Rose waited for them eleven days, and then made for the coast without them. He then had on board 12 lb. of damaged biscuits and two gallons of water. The boat was very leaky. For twelve days they had but two tablespoonfuls of water each. When the captain of the ketch sighted them they had been twenty-one days out, and were very much exhausted. One of the islanders died on board on the 17th, and was buried at L. Island."

COLLECTIONS, LEGACIES, MEETINGS, SERMONS, &c.

For the Shipwrecked Mariners' Society.

BLAKENNY. —Congregational coll. in Briston Church after Harvest Thanksgiving service, per Rev. C. Norris..	£4	0	0
Cong. coll. in Langham Church, per Rev. J. M. Randall	3	10	1
BLYTE. —Coll. in Congregational Church	1	12	0
<i>Weekly News</i>	1	0	0
CALDICOTT. —Cong. coll. in Caldicott Church, per Rev. E. T. Williams, Vicar ..	2	0	0
LONDON. —Her Most Gracious Majesty the Queen (annual) Worshipful Company of Saddlers	25	0	0
Mrs. Ann Turner.....	100	0	0
Mrs. B. Wood	20	0	0
Trustees of Wm. Thorn-gate, Esq., per Henry Compigné, Esq. (annual) Worshipful Company of Goldsmiths.....	70	0	0
Collection on board the s.s. 'Aconcagna,' per Capt. Conlan	50	0	0
.....	4	17	6

Contribution from Masonic Lodge, St. Andrew, No. 618	0	10	6
SALKIRK. —Cong. coll. after sermon by Rev. Ludovic Moir	1	5	0
SOUTH SHIELDS. —Tyne Mission Ship, cong. coll. after sermon by Rev. Septimus Streeten (Hon. Agent)....	1	11	9
STIFFKEY AND WELLS. —Collection by Master C. Lee Warner Cong. coll. after sermon by Rev. R. B. Brereton..	2	4	0
WESTON-SUPER-MARE. —Coll. in Congregational Chapel school, after a lecture by Rev. F. Hastings.....	1	9	11
YARMOUTH (Isle of Wight). —Cong. coll. in Parish Church	1	12	2
The following Legacies have been announced or received:—			
Mrs. Charlotte Hodson Baker, of Acton	19	19	0
E. Ward, Esq., of Stamford	10	0	0
LIVERPOOL. —We were present a week ago at a most interesting meeting, held in the lecture-room of the Liverpool Sailors' Home, when, before a company numbering some 150 sailors, and a sprinkling of the general public, who			

attended by invitation of Mr. Hanmer, the framed testimonial of the SHIPWRECKED MARINERS' SOCIETY was presented to Captain R. S. Wilson, of the steamship 'City of London,' and the silver medal of that society to Mr. James Cannel, second officer of the steamer, for their heroic conduct in rescuing the crew of the 'County of Picton' under circumstances of extreme peril, on Christmas Day, 1878. Purse containing each £2 in gold were also laid on the table to be forwarded to each of the crew of the 'City of London' who took part in the rescue, and Captain Wilson was further honoured, at the same meeting, by being presented with the silver medal of the Liverpool Shipwreck Humane Society, in recognition of his gallant conduct. We refer to the circumstance to call attention to the work being done by the SHIPWRECKED MARINERS' SOCIETY, the claims of which were urged upon the seamen present by Mr. H. A. Bright, Mr. Clarke Aspinall (Borough Coroner), and other gentlemen who assisted at the presentation. This society not only spends a portion of its funds in rewarding gallant and humane actions by seamen, but is doing much to encourage habits of thrift on the part of a class of men, who, with all their good qualities, are, as a rule, not too provident. For the small subscription of 3s. each per annum, paid either by seamen or fishermen each member is entitled to a lump sum, if shipwrecked, varying according to the length of time the recipient has been a member from £1 10s. to £6 7s. 6d., for loss of effects; provided he has lost so much, and in case of death of a member, either by accident or from natural causes, the widow, or parents, if dependent, will receive from £3 to £25, according to circumstances, i.e. age, number of children, &c. By an additional payment of a second 3s. per annum, either by the seamen themselves, or the shipowner in whose service they may be employed, an extra sum of £2 is secured

for loss of effects in case of shipwreck, and an extra sum of £6 to the widow or parents in case of death. In addition to these advantages, the society relieves, or sends home, at its own expense, all shipwrecked and distressed seamen, whether members or not. It does not speak well for the character for thrift of the sailors of this port that, of no less than 109 shipwrecked mariners who have been sent to their homes from Liverpool by the society during this year alone, only twenty-six were members. Some 12,000 widows, orphans, and shipwrecked men were relieved by it last year; and, in addition to those we have enumerated, the society offers other advantages to members, and seeks in various ways to encourage provident habits among our seafaring population.

Of course the small subscription which it asks from each seaman, to entitle him to the benefits of membership, does not suffice to defray its expenses, and especially when, in addition to its other objects, is added that of which so pleasing and interesting an example was afforded the other day—the recognition of heroic exertions in saving life, which entails upon it considerable additional outlay. Nor does it meet with that support which so admirable an institution deserves. Although its list of honorary subscribers is a long one, during the last financial year of the society its expenditure exceeded its income by £1,151. In consequence of this, the statement of the latest advantages which the committee have added to their list, is accompanied in their prospectus with the somewhat ominous words, "as long as the state of the funds will permit." That so useful a society should be thus hampered for want of funds is creditable neither to our sailors, to our shipowners and others who make their wealth by shipping, nor yet to the general public. The subscriptions and donations from Liverpool during last year, we see from the society's report, fell short of £300.

It may be some inducement to the public to subscribe more liberally to the

SHIPWRECKED MARINERS' SOCIETY if reminded that, as it relieves the necessities of, and sends to their homes free of cost, or, if foreigners, to their consuls, all shipwrecked distressed seafaring men, whether members or not, the duty is taken off the shoulders of the public of supporting any individuals of this class who appeal to them for help. The Society has 1,000 agents throughout the kingdom, and no port is without one; so that shipwrecked sailors need only be directed to the local agent, wherever they may be cast, to be temporarily provided for; and any men who, notwithstanding a knowledge of this fact, are found tramping about the country in the garb of shipwrecked seamen, may be set down, without much fear of mistake, as impostors.

The Liverpool secretary of the society is Mr. Thomas Hanmer, of the Sailors' Home. We regret to hear from this gentleman that, notwithstanding the lecturing which Messrs. Bright, Aspinall, E. Darbyshire, R. P. J. Simpson, C. K. McAuliffe, and Rev. A. Pitt, gave to the sailors who assembled to see the presentation yesterday week as to the necessity of provident habits, only one man came forward to join the society at the close of the meeting. Perhaps the strike may have had something to do with the apparently fruitless character of the meeting, or it may be that our sailors do not like to be lectured. It is however, undoubtedly the duty of ship-

owners, captains, and all who have to do with sailors, to impress upon their men the advantages of membership, and it is no less the duty of the public, who owe so much to seamen, to support more liberally than hitherto the SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY, as also the local kindred institution—which is purely charitable—the Liverpool Shipwreck and Humane Society.—*The Argus*.

As a pendant to the foregoing, we would remark that several shipowners, particularly on the Tyne, having practical experience of the benefits daily derived by the families of seamen who have subscribed to the Society, are inducing their men to join for their own sakes. Some firms who have subscribed to the Supplemental Fund will not ship a crew who are not members of the Society, as none but the families of subscribing members can benefit by the Supplemental Fund. Much can be done by moral suasion in inducing the captains and officers to subscribe themselves in the first instance, and then influencing their men to do likewise. The owners we allude to insist upon their officers joining the Society, and we know cases where they have advanced money to pay for the tickets and medals for the men. We earnestly appeal to all officers in the mercantile marine to take a more lively interest in this matter, even though they may never be in a position to be recipients of the bounty of the Society.

REWARDS FOR SAVING LIFE AT SEA.

The following rewards have been granted by the SHIPWRECKED MARINERS' SOCIETY during the past quarter:—

December 20th.—Captain the Hon. Francis Maude, R.N., Vice-President, in the chair.

An application for a reward for establishing a communication between the ship and the shore at great personal risk, by swimming on shore, with a line during a heavy sea, was read from W. L. Harrison, third officer of the 'Assy-

rian,' when, after hearing a letter from the owners of the vessel verifying his statement, it was proposed from the chair and unanimously resolved, that £3 be presented to Mr. Harrison, as a mark of the Committee's appreciation of his gallant and successful efforts to save the lives of his comrades.

An application for a reward from the Ramsgate Agent, for the master and crew of the fishing-smack 'Regard,' for saving the lives of the master and

crew of the schooner 'Leader,' was also read. It appeared that during a heavy gale of wind at W.N.W., about fifty miles from land and with a heavy sea running, the schooner being on her beam-ends, the smack launched her boat, and two of the crew, at the risk of their lives, volunteered to fetch the crew of the schooner from their perilous position, which they accomplished, and by great exertion got them on board the smack, and landed in safety at Ramsgate. The Committee, after thoroughly going into the merits of the case, unanimously resolved that £4 should be presented to H. C. J. Anning, master; £3 each to Mr. Bateman and F. Mitchell, who had volunteered to go in the boat; £2 to A. Wenborn, and £1 to Frank Ovenden, boy; and the Secretary was instructed to forward this amount, and at the same time to express the Committee's appreciation of their gallant conduct.

December 27th.—An application for a reward for the master and crew of the 'Senator,' for saving the lives of the crew, six in number, of the herring-boat, 'Escape,' was read from the Eyemouth Agent. It appeared that the 'Escape,' of Eyemouth, while beating north, and when about fifteen miles off Berwick, was caught by a heavy squall and upset. The crew, with great presence of mind, fastened the oars and boathooks together and lashed them to the upper side of the boat, which was above water, and remained clinging to these for a considerable time, till they were observed by the schooner, 'Senator,' of Kirkwall, who bore down upon the boat, and, with great difficulty and danger, rescued the crew, and landed them at North Sunderland. After discussing the merits of the case, it was proposed by Capt. Vincent Budd, Deputy Chairman, and unanimously agreed to, that £3 should be presented to Thomas Wards, master of the 'Senator,' £2 each to Thos. and Jas. Scatter, who manned the boat, and £2 to James Fairbairn, of the 'Escape,' who, though one of the rescued ones, did great service by his

coolness and counsel, and by swimming from the capsized boat to the ship's boat, and helping the Seatters to the wreck.

January 24th.—Capt. Vincent Budd in the chair.

The Secretary read a letter from the Liverpool Agent, in reply to his asking for full particulars of the rescue of the crew of the 'County of Picton' by the crew of the 'City of London,' brought before the Board by Captain Deacon. It appeared that on Christmas-day the 'City of London' hove in sight of the 'County of Picton,' a Nova Scotian ship, which had been exposed to the fury of the gale of the preceding evening, and was entirely dismantled and gradually sinking, the pumps being choked and the ballast rendered useless, the chief officer being drowned, and three of the crew severely injured; that for nearly two hours the 'City of London' steamed round the disabled ship for a favourable chance of rescuing those on board, and finally lowered a boat in charge of half-a-dozen men, which, with great difficulty, reached the 'County of Picton,' and in two trips rescued the whole of the men, to the number of fourteen. Each man had a rope fastened round his waist, and in this way got into the boat, the three disabled men being the first. It was proposed by Admiral Sir Claude Buckle, seconded by Admiral Prevost, and unanimously resolved, that the framed testimonial of the Society be presented to Captain Robert Stafford Wilson; the silver medal to the second officer, Mr. James Cannell, who was in charge of the boat; and £2 each to the five men who accompanied him, viz. D. Anglesia, Lewis Felicia, George Woods, Joseph Newman, and Joseph Allison, for their gallant conduct on this occasion. And it was further resolved that the Secretary be instructed to request the Honorary Agent to present these rewards publicly, if possible, at the Sailors' Home, with a view to encouraging others to follow so good an example, should necessity arise.

REWARDS FOR SAVING LIFE ON THE COASTS.

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

Jan. 2nd.—Thomas Chapman, Esq., F.R.S., V.P., in the chair.

The Second Service clasp of the Institution was voted to the Rev. Owen Lloyd Williams, of Bodfean, Carnarvonshire, in acknowledgment of his long co-operation and intrepid services in the Abersoch and Portinllaen lifeboats. Rewards amounting to £130 were also granted to the crews of different lifeboats for recent services. The Carnsore lifeboat saved the crew of six men belonging to the dandy 'Fairy,' of Wexford, which had been disabled and waterlogged near the Tuskar Rock, during a fresh wind from the north-east and a rough sea. The men had taken refuge on the rock, and much difficulty and danger were experienced in approaching and taking them off. The Caistor No. 2 lifeboat, the Godsend, rescued the crew of six men from the brig 'Melita,' of Blyth, which had stranded on the beach at Winterton, and which was filled by the heavy seas as the flood tide made. Ten beach-men who had gone on board to try and save the vessel were also rescued by the lifeboat. The Filey lifeboat was afloat in most severe weather on the 26th ult. in reply to signals of distress, with the view of succouring the crew of the stranded schooner 'Delphin,' of Kragero, but before she reached the wreck the crew had been saved by the rocket apparatus. There was a tremendous sea running at the time, and while the boat was out it broke right up to the cliffs, rendering it impossible for her to land; so with the greatest difficulty she was rowed outside the breakers, and had to wait there three hours, until the turn of

the tide, when she was fortunately enabled to make the shore in safety, the crew, however, being nearly frozen to death, the coxswain stating that he had never before been out in such severe weather. The silver medal of the Institution and £1 were awarded to James Mackay, of Midtown, Melness, N.B., for swimming at great risk to a boat which had been swamped, while attempting to cross the bar of Tongue, Sutherland, during a fresh gale and heavy sea, on November 16th, and rescuing two boys, who would otherwise inevitably have perished. Payments amounting to £4,520 were made on different lifeboat establishments.

Feb. 6th.—Mr. Thomas Chapman, F.R.S., V.P., in the chair.

Rewards amounting to £423 were granted to the crews of lifeboats for services rendered during the past month. The Albert Edward lifeboat, which is stationed at Clacton-on-Sea, and is one of the two boats presented by the Freemasons of England, as a thankoffering for the safe return of their Grand Master, his Royal Highness the Prince of Wales, from his tour through India, had been instrumental under trying circumstances in saving the master and crew of thirteen men from the ship 'Hebe,' of Fredrikstadt, which had gone ashore on the Swin Middle Sand, while the wind was blowing very strong from the eastward. The Prince of Wales has since expressed his great pleasure and satisfaction with this good service performed by the lifeboat named after himself. The Dundalk lifeboat saved the crew of five men of the schooner 'Fanny Bailey,' of that port, which was wrecked on the Bar in a strong south-east gale and heavy sea; much skill and courage were displayed by the coxswain and

crew in the performance of that service. The Ballywalter lifeboat went out three times to the stranded ship 'Lough Sunart,' of Glasgow, and saved twenty of the passengers and thirty-five of the crew. The Withernsea lifeboat gallantly rescued five fishermen, forming the crew of the dandy 'Excelsior,' of Grimsby. The Rhyl, Montrose, Staithes, and numerous other lifeboats had also recently been out to the assistance of distressed vessels, and, altogether, during the month of January, the lifeboats of the Institution were instrumental in saving 166 lives from different ships in distress, besides helping to rescue four vessels from destruction. The silver medal of the Institution was voted to Mr. William West, chief boatman of Her Majesty's coastguard, at Dymchurch, and £7 10s. to himself and boat's crew, for gallantly saving five of the crew of the schooner 'Marie Louise,' of Gottenburg, which was wrecked at Dymchurch, during a gale from the east-south-east, on January 8th. The silver medal and £1 were also granted to gunner Henry Stevens, of the 10th Brigade, Royal Artillery, for swimming out twice at very great risk to the brigantine 'Princess Royal,' with the view of saving some of her crew, on that vessel being wrecked at Camden Fort on the night of December 24th. Other rewards were also granted to the crews of shore boats for saving life from wrecks on our coasts.

March 6th.—Mr. Thomas Chapman, F.R.S., V.P., in the chair.

Rewards amounting to £220 were granted to the crews of lifeboats for services rendered during the past month. The Brighthorne Grange (Isle of Wight) boat had performed a most difficult and dangerous service in rescuing fourteen men from the barque 'Alpheus Marshall,' of Digby, N.S., which was wrecked at Atherfield in a south-west wind and very heavy sea. The shipwrecked men were taken one by one from the boom, the rescue occupying nearly two hours, during which time the

lifeboat itself was almost under water and the men nearly washed out. They also had a narrow escape while landing through the surf, a huge sea swinging the boat round and throwing the twenty-seven men into the sea, but happily all were saved, with the assistance of those on shore. The Ramsgate lifeboat was instrumental in saving from the ketch 'Richard Wilson,' of London, which was wrecked on the Goodwin Sands, the master, his wife, two children, and crew of three men. On a subsequent occasion, the Ramsgate lifeboat, in conjunction with the harbour steamer, saved the brigantine 'Fraternity,' of Kragero, Norway, and her crew of six men, which vessel had stranded on the Goodwin Sands. The Caistor small lifeboat saved twelve men from the smack 'William,' of London, which was wrecked on the Scroby Sands. At the time the sea was breaking completely over the wreck, and it was at great risk that the lifeboat was enabled in the darkness to accomplish the rescue. The Harwich lifeboat was instrumental, under hazardous circumstances, in rescuing from the barque 'Pasithea,' of Liverpool, which had gone on the Long Sands during a strong wind and heavy sea, the crew of thirteen men and ten smacksmen, who had gone on board to try and save the ship; two men had a very narrow escape, for they fell into the sea between the ship and the lifeboat, while trying to reach the boat. The thanks of the Institution were presented to Mr. F. S. Perry and three other telegraph clerks, for wading into the sea to save the crew of four men of the French lugger 'Ange,' which was wrecked on Porthcurnow Sands, Cornwall, during a S.S.E. gale and heavy sea on February 1st. A reward of £10 was also granted to Mr. Denis Connor, chief officer of Her Majesty's coastguard at Rosslare, Ireland, and his boat's crew, for putting off in their boat and saving twelve men from the barque 'Helen,' of Liverpool, which had stranded near Rosslare in a strong south-east wind and high sea, on January 21st.

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

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

Statement of Relief afforded by the "Shipwrecked Mariners' Society" to Fishermen and Mariners, to assist to restore their Boats or Clothes, and to the Widows, Orphans, and Aged Parents of the Drowned, &c. between the 1st December, 1878, and 28th February, 1879.

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

	£	s.	d.		£	s.	d.
37 M, 7 MM, 1 A, 11 W, 8 O,				1 M, 1 W, 3 O...	18	8	9
1 AP	180	5	0	2 W, 10 O	18	0	0
London.				1 W	8	10	0
7 M, 1 MM, 4 F,				1 MM	1	10	0
2 W, 1 AP	52	7	0	1 W, 2 O	12	0	0
Aberdeen.				1 MM	3	2	6
1 MM	2	2	6	1 M, 2 W, 6 O...	29	2	6
Aberystwith				3 M	7	0	0
2 M, 3 W, 7 O...	32	1	3	2 W, 4 O	11	5	0
Amlwch.				1 M, 2 MM, 1 F,			
2 M	5	0	0	3 W, 7 O	58	13	9
Anstruther.				3 W, 7 O	58	13	9
1 M, 1 AP	9	12	6	7 PB	18	7	3
Appledore.				3 M, 2 MM, 3 PB	29	13	0
1 M, 1 W, 4 O	21	7	6	1 MM	1	10	0
Arbroath.				1 W	11	15	0
1 MM	4	15	0	1 F, 1 W, 2 O...	10	5	0
Ardrossan.				1 MM, 1 W	22	7	6
1 M	1	12	6	1 M, 1 W, 2 O...	11	2	6
Ayr.				1 F	3	0	0
1 M	3	10	0	1 AP	4	10	0
Banff.				1 AP	5	15	0
1 W	5	10	0	1 M, 1 MM, 2 F	6	15	0
Bangor (W.)				4 M, 1 MM, 3 W, 6 O	40	2	6
2 M, 23 F	34	7	6	1 M	3	15	0
Barra.				2 W, 5 O	14	3	9
1 M, 1 MM	5	0	0	2 AP	5	10	0
Barrow.				1 M	2	7	6
1 M	1	12	6	2 M, 1 MM	16	12	6
Beaumaris				4 M, 1 MM, 2 W,			
1 PB	5	0	0	9 O	51	5	0
Beer.				6 M, 2 MM, 3 W,			
1 M	2	12	6	2 O, 1 AP	48	2	6
Belfast.				1 MM	3	2	6
1 M	2	7	6	6 M, 3 MM, 2 W,			
Bembridge.				7 O	93	11	3
1 M	1	10	0	1 MM, 1 PB	6	17	6
Berwick				1 F	5	0	0
1 M, 1 F	6	15	0	1 M, 9 W, 5 O,			
Blakeney.				2 AP	125	7	6
1 M, 2 MM, 1 W,				1 M, 1 F	3	15	6
1 O, 1 AP	40	8	9	2 M, 1 MM	7	7	6
Blyth.				1 PB	4	0	0
1 MM	4	10	0	4 M, 1 W, 2 O...	22	7	6
Boston.				2 M, 1 MM, 3 W	44	5	0
5 F	10	10	0	1 F	3	15	0
Brae.				2 F	5	0	0
1 W, 1 O	9	15	0				
Braunton.							
1 W, 3 O	10	18	9				
Brightlingsea.							
3 O	6	2	6				
Brighton.							
1 M, 1 PB, 1 W	61	7	6				
Bristol.							
3 M, 3 MM, 1 F	19	12	6				
Brisham.							
23 F, 3 W, 1 O...	44	4	6				
Buckie.							
1 M, 1 MM	5	10	0				
Bude.							
1 MM, 2 PB	7	17	6				
Burghead.							
1 W, 2 O	12	7	6				
Burnham							
Deepdale. }							
4 F, 1 W	16	17	6				
Burravoe.							
4 M, 1 W, 1 O...	15	8	9				
Cardiff.							
2 M, 1 MM	6	12	6				
Cardigan.							
1 M	2	17	6				
Charlestown.							
1 M	4	0	0				
Chester.							
1 M, 2 O	10	12	6				
Colchester.							
2 F, 5 PB, 2 W	15	7	6				
Cove Bay.							
1 W	9	5	0				
Cowes.							
5 F, 1 AP	15	17	11				
Cullen.							

	£	s.	d.	
5 M, 2 F, 1 W, 2 O	28	2	6	Leith.
14 M, 2 MM, 8F, 6 W, 15 O, 6 AP	116	10	9	Lerwick.
1 W	16	2	6	Limekilns.
6 M, 1 MM, 4 W, 7 O	71	15	9	Liverpool.
1 AP	4	10	0	Looe.
2 AP	3	10	0	Lossiemouth.
1 F, 1 W	12	5	0	Lowestoft.
1 M	1	12	6	Lydd.
1 M	1	12	6	Lymington.
1 M, 1 W	11	10	0	Lynn.
1 M	2	15	0	Maldon.
3 W, 7 O	13	16	3	Maryport.
1 W, 4 O	11	10	0	Mevagissey.
1 M	4	10	0	Middlesboro'.
2 M, 1 F, 1 PB 1 W, 4 O	15	5	0	Millbrook.
1 MM	2	5	0	Milton.
4 F	6	17	0	Minehead.
1 MM	4	0	0	Mistley.
2 M, 1 MM, 2 F, 3 W, 7 O	42	6	4	Montrose.
4 M, 2 MM, 1 W, 2 O	28	10	0	Newcastle.
1 F	4	0	0	Newlyn.
1 PB, 1 W, 2 O	16	17	6	Newport (M).
1 W, 2 O	10	17	6	Newport (P).
2 M, 2 MM, 2 W, 2 O, 3 AP ...	62	8	9	New Quay (W)
39 M, 4 MM, 2 F, 10 W, 17 O	268	4	9	N. Shields.
3 F, 3 PB	8	9	6	N. Uist.
1 F	1	10	0	Ollaberry.
1 F, 1 PB	4	0	0	Parkgate.
1 W	9	5	0	Peel.
5 M, 1 MM, 4 W, 3 O	40	0	0	Penzance.
1 PB	8	10	0	Perth.
1 MM, 4 W, 6 O, 1 AP	69	14	1	Plymouth.
1 M, 1 MM, 1 W, 7 O	32	18	9	Polruan.
1 M, 1 W, 2 O	27	12	6	Port Dinorwic
2 M, 1 MM	6	2	6	Portinllaen.
1 MM, 1 F ...	7	0	0	Portsoy.
2 AP	3	5	0	Ramsgate.
1 F	2	0	0	Rawick.
1 W	8	10	0	Rhyl.
1 M, 2 AP	10	0	0	Robin Hood's Bay.
2 MM	6	15	0	Rochester.

	£	s.	d.	
1 MM, 1 W, 1 O	17	0	0	Rye.
2 M, 1 MM, 2 W, 1 O	34	0	0	Salcombe.
1 W	10	0	0	Sandwich.
1 MM, 1 F, 2 W, 2 AP	54	2	6	Scarborough.
1 F, 1 PB	8	0	0	Scilly.
4 M, 2 W	41	5	0	Seaham.
1 MM	3	0	0	Selby.
2 F	4	10	0	Selsey.
1 W, 5 O	13	6	3	Sennen Cove.
2 M	3	5	0	Sherringham
1 M, 2 AP	7	7	6	Shoreham.
1 F	1	10	0	Sidmouth.
1 M, 2 W, 1 O ...	16	7	6	Southampton.
56 M, 1 MM, 1 A, 3 PB, 11 W, 11 O	336	1	7	S. Shields.
2 W	19	5	0	Southwold.
1 M, 6 F, 2 W, 8 O	35	4	0	Staithe.
1 W	7	5	0	Stepney.
1 W	9	5	0	Stiffkey & Wells
1 M	2	10	0	Stockton.
1 W, 5 O	6	15	0	Stoneshaven.
1 M, 1 W	6	0	0	Stornoway.
2 F	7	0	0	Stromness.
20 M, 2 MM, 1 PB, 9 W, 9 O 1 AP	186	7	6	Sunderland.
1 W	7	15	0	Swansea.
1 MM	4	15	0	Teignmouth.
1 MM	2	5	0	Thurso.
1 W	10	10	0	Topsham.
1 W, 2 O	8	12	6	Torquay.
1 W, 1 O	10	0	0	Troon.
1 MM	3	2	6	Truro.
1 W, 3 O	6	2	6	Voe.
1 W	6	0	0	Warkworth.
1 MM, 1 F	4	15	0	Watchet.
4 F, 1 W, 5 O ...	20	11	9	Whalsay.
3 M, 1 PB, 4 W, 4 O 1 M, 1 MM, 1 W, 3 O	64	1	3	Whitby.
1 M, 2 MM, 1 W, 1 O	13	10	0	Whitstable.
1 W, 2 O	4	10	0	Wigtown.
1 M, 1 W, 2 O ..	19	2	6	Wisbech.
1 M	2	0	0	Wivenhoe.
1 MM, 1 W	11	5	0	Woodbridge.
1 M, 1 MM	7	0	0	Workington.
1 M, 1 F, 2 W, 4 O	47	12	6	Yarmouth.

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 1,370; Orphans, 1,918; Aged Parents, 34; Master Mariners, 78; Mariners and Apprentices, 303; Fishermen, 130; Pilots and Boatmen, 41; Shipwrecked persons—Subscribers, 353, and Non-Subscribers, 498; in all, 4,730 persons relieved, at an expense, inclusive of that in the succeeding tables, of £8,084 2s. 1d.

RELIEF TO SHIPWRECKED CREWS.

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

The Crews of the following Vessels, wrecked on various parts of the Coast or foundered at sea, have been boarded, lodged, clothed, and forwarded to their homes by the Secretary at the Central Office and Honorary Agents of the "Shipwrecked Mariners' Society," between the 1st December, 1878, and 28th February, 1879.

Vessel's Name.	Port.	Amount of relief.		Vessel's Name.	Port.	Amount of relief.	
		£	s. d.			£	s. d.
Alice Davies.....		0	8 0	Challenge	Hull	0	10 0
Anglo-Saxon.....	Guernsey	0	9 6	Coronella	Sunderland	0	12 6
Aura	Jersey	2	0 0	Charlotte	Beaumaris	1	14 0
Alma	Harwich	1	2 6	Devon	Yarmouth	1	6 0
Atalanta.....	Greenock	1	15 0	Day Star.....	Sunderland	2	5 0
Amelle	France	1	10 0	Dorega	—	3	15 0
Ann Taylor	Hartlepool	6	10 0	Darlington.....	—	5	8 0
Allison	Whitby	2	9 0	Dauntless	Yarmouth	1	15 0
Admiral	Leith	0	12 6	Dunsyre	—	0	5 0
Alblon		0	16 0	Diadem	—	5	15 0
*Africa	S. Shields	7	10 0	Escape.....	Goole	3	12 6
A Seaman	N. Brunswick	2	10 0	Eurania	Blyth	1	7 0
Argo	Swansea	4	0 0	Emma	Wisbech	2	15 0
Alpha	N. Shields	5	0 0	Elizabeth	Turro	4	0 0
Abeona		5	0 0	Erycina	Swansea	0	15 0
Alpheus Marshall ..	Nova Scotia	2	15 0	Euphrosyne	—	3	0 0
Augusta	Bristol	4	0 0	Eunice.....	Androssan	1	12 0
Amy and Catherine..	Rangor	0	9 0	Excelsior	Grimsby	0	4 0
Brothers.....	Whitby	1	0 0	Ebonora	—	1	18 0
Ben Loch	S. Shields	0	10 0	Ferdenande	Brixham	2	7 6
Britannia	London	2	3 0	Furness Abbey.....	Liverpool	0	11 6
Briton's Pride	Whitstable	0	1 6	Fanny Bailey	Dundalk	1	7 0
Charlotte	Banff	3	15 0	Fidget.....	Lowestoft	1	7 6
Cliffe	Gravesend	2	7 6	Gipsy Queen	Glasgow	8	17 0
Cassiopea	N. Shields	1	5 0	George Andrews ..	Portsmouth	0	4 0
Cowan	S. Shields	5	6 0	General Caulfield ..	Newcastle	7	18 0
Cambria	Wales	1	10 0	Hannah	Holland	0	6 6
Crimea	Liverpool	0	6 0	H. A. Brightman.....	N. Shields	9	4 6
Cleopas	N. Shields	8	6 6	Henry	Llanely	8	2 6
Countess of Kellie ..		2	5 0	Hermann	Berwick	2	18 0
†County of Pictou ..	Nova Scotia	0	4 0	Helen	Liverpool	3	5 0
Commissariat	Newcastle	1	6 0	Hellespont	—	7	15 0
Christian	Fraserburgh	12	10 0	Harlequin	Glasgow	5	19 6

* This barque was lost at Tripoli during a gale on the 13th January, the captain, his wife, daughter, and five of the crew were drowned.

† Several of the crew of the Nova Scotian ship 'County of Pictou,' have been landed at Liverpool, and bring details of the abandonment of their vessel under melancholy circumstances. The vessel, in ballast, left Barrow on the 18th of December, bound to Sandv Hook for orders. On Christmas-eve she experienced the full fury of the gale which had been blowing for some time, and heavy seas broke over her. One of these was observed approaching the vessel, and the chief officer called to the two men at the wheel to warn them. He himself made an attempt to reach the rigging, but before he could do so the sea broke over the deck and washed him into the water, and he was drowned. The two men were washed away from the wheel, one of them to the fore part of the vessel, where he was found badly bruised. By this sea the cabin and almost everything on deck were swept away, and three others of the crew were severely injured, one having his leg broken, while the other two were also rendered quite helpless. The vessel was so strained that she admitted water freely. The pumps were worked, but they became choked with the ballast, and rendered useless. The vessel was gradually

sinking, and distress signals were exhibited. On the following afternoon, Christmas-day, the Liverpool steamer 'City of London' hove in sight, and bore down to the assistance of the crew. The wind was still blowing with hurricane force. For fully two hours the 'City of London' steamed round the disabled ship for a favourable chance of rescuing those on board, and finally lowered a boat in charge of about half a dozen men. With the greatest difficulty the 'County of Pictou' was reached; but the utmost caution was necessary to prevent the boat being swamped by the side of the vessel. Two trips of the boat were made before the whole of the men, to the number of fourteen, were saved. Each man had a rope fastened round his waist, and in this way the whole of the crew got into the boat, the three disabled sailors being the first. Nothing could exceed the bravery of the captain and crew of the 'City of London,' who risked their lives under such circumstances, a fact of which the shipwrecked men speak in high terms. The 'City of London' then proceeded on her course and landed the crew at Havre, where the three injured men were placed in a hospital. The 'County of Pictou' was a vessel of 683 tons, having been built in Nova Scotia in 1865. She was owned by Mr. J. W. Carmichael, of New Glasgow, United States.

Vessel's Name.	Port.	Amount of Relief.	Vessel's Name.	Port.	Amount of relief.
Hibernia.....	Sligo	£. s. d. 2 10 6	Norman.....	Newcastle	£ s. d. 6 5 0
Henry Polly.....	Yarmouth	3 5 0	Northam.....	Hartlepool	9 15 6
Hertha.....	Red Bay Island	1 10 0	Olive Branch.....	Scarborough	8 14 6
Hafod.....	Fowey	1 10 0	Otway.....	Whitehaven	2 6 0
Integrity.....	New Quay	5 2 0	Olga.....	Sunderland	11 2 6
Ituna.....	London	21 6 0	Origan.....	—	0 10 0
Ivy.....	Hull	0 15 0	Peace.....	—	0 10 6
Jessie.....	Liverpool	4 5 0	Profit and Loss.....	London	4 12 0
John Pelle.....	Whitehaven	3 0 0	Phœbus.....	Blyth	1 1 0
John Bramall.....	—	2 2 0	Pandora.....	Liverpool	0 11 0
Jane.....	Middlesbro'	5 12 6	Pansy.....	Sunderland	3 0 0
Jamaica.....	London	1 4 0	Pwllhili.....	—	1 0 0
Kate.....	—	7 8 0	Pocahontas.....	Newcastle	4 1 0
Kewdan.....	Folkestone	3 8 0	Queen.....	Jersey	0 12 6
Lutus.....	Arbroath	0 12 0	Queen.....	Lynn	3 12 0
Lady Louisa.....	Salcombe	0 12 0	Rose.....	Grangemouth	1 3 0
La Plata.....	St. John's	0 10 0	Richmond.....	London	8 7 6
*Langlands.....	—	1 1 0	Recompense.....	Faversham	2 19 6
Lady Lifford.....	Ardrossan	1 18 0	Richard Willson.....	London	2 9 6
Luxon.....	Sunderland	1 16 0	Ranger.....	—	0 15 0
Loch Sunart.....	Glasgow	1 0 6	Susannah.....	Newcastle	0 15 0
Longhirst.....	Newcastle	0 13 6	Scotswood.....	Liverpool	5 17 6
Laurelina.....	N. Shields	6 0 0	S. C. Butler.....	London	12 18 6
†Leader.....	Swansea	5 10 0	Spy.....	Aberdeen	7 10 0
Linguit.....	Liverpool	3 3 0	Sardinia.....	London	20 5 6
Lady Fane.....	Douglas (I. M.)	1 5 11	Savannah.....	N. Shields	1 15 6
Maria.....	—	1 10 0	Semper Fidelis.....	Exeter	4 0 0
May Flower.....	Middlesbro'	0 5 0	Schiehallion.....	London	1 4 6
Margaret.....	Eye	1 10 6	S. A. Dickinson.....	Fleetwood	0 5 0
Mercia.....	N. Shields	2 16 0	Tevere.....	Cardiff	0 7 0
Martinus.....	Sunderland	5 5 0	True.....	Whitstable	0 11 6
Marchioness of London-derry.....	Faversham	3 10 0	Utility.....	Fleetwood	5 10 0
Mesopotamia.....	London	1 12 6	Urbino.....	Hull	0 19 0
Martha Miller.....	Dublin	1 10 0	Unique.....	Brixham	0 10 0
Maggie E. Seed.....	Fleetwood	0 10 0	Willam and Mary.....	Workington	0 10 0
Mystery.....	Goole	1 0 0	Withelmina.....	—	0 10 0
Mary.....	London	7 2 6	Willie Goodyear.....	—	0 17 0
Nuphar.....	N. Shields	6 19 0	Widdington.....	Newcastle	4 10 0
Nouvelle Société.....	France	2 0 0	Zea Cathrina.....	Italy	0 13 0

* The Hon. Agent at Cromarty reports, 2nd of December: The weather was very stormy, and this pilot-boat swamped under ship's quarter, and two of the men, then bailing her out, had a very narrow escape with their lives, by having caught hold of the tow-ropes, as the boat broke adrift from the vessel.

† The Agent at Falmouth reports the 20th of December, that this vessel was bound from London to Swansea with metals, run into at 3.30 a.m. on Sunday by s.s. 'Ben Ledi,' of North Shields, and sank immediately, carrying down one hand; remainder of crew, some without clothing, got on board steamer, and were landed at Falmouth same day.

‡ The Hon. Agent at Holyhead reports, 15th of January, that the 'Otway' was from Ipswich to Belfast, with patent manure. The vessel is a total wreck at Rhoscolyn, Anglesea. One man lost his life, master and two hands saved, came on shore nearly naked and badly bruised. Master remains at wreck, to see if he can recover something. This has been a very sad case. Another account says: The schooner 'Otway' (Murray, master), of Whitehaven, bound from Ipswich to Belfast, laden with coprolite, was wrecked yesterday at Rhoscolyn, near Holyhead, during a very dense fog. The crew, consisting of the captain and three men, sighted no lights a.s. leaving the Cornish coast. She experienced very heavy weather for several days, and before she became wrecked had lost her topmast sails and lower rigging. Her wheel also got out of order, and the vessel became unmanageable. The sea broke over her, and got into

the hold. She was driven on the rocks, and has become a total wreck. The crew got on the rocks, but one man, who was shipped at Ipswich, was subsequently washed away and drowned. His name is not known, but he was a native of Foxhall, Essex. The coastguards of Holyhead and Rhosneigr immediately proceeded to the scene of the disaster, but could render no assistance.

§ The Hon. Agent at Ramsgate reports, 15th of February, that the crew of this vessel had a very narrow escape of their lives. They were very gallantly rescued from their perilous condition by the Ramsgate lifeboat, and landed here in an almost destitute condition, having lost all excepting what they stood in. They were taken to the Sailors' Home, and supplied with warm provisions; the captain's wife and children, who were on board, were provided with warm clothing, whilst the crew had some lent to them while their own were being dried. All the men were induced to join the Society before leaving Ramsgate.

¶ The Prowle Hon. Agent reports, 8th of January, that the schooner 'Utility,' came on shore at Prowle, at 3.20 a.m. on 3rd January. Tremendous sea from south-west. Crew, five in number, saved by apparatus. Great difficulty was experienced by Mr. G. Blacken, in getting them from the wreck, the shore being very shallow, and rocks full of holes. The coastguard had to work up to their necks in water, to prevent the crew from being dashed to pieces, the night being very dark. Great credit due to coastguard.

ANNUAL GRANTS TO WIDOWS AND ORPHANS.

"WE ARE ORPHANS AND FATHERLESS, OUR MOTHERS ARE AS WIDOWS."—LAM. V. 8.

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

Widows.	Orphans.	Agency.	Amount.	Widows.	Orphans.	Agency.	Amount.
Forty-eight	Seventy-four	London	£134 15 5	Two	Two	Chilren	£4 15 10
Five	Eight	Aberdeen	18 4 2	One	Two	Chileroats	2 0 0
One	None	Aberdovey	2 15 0	One	Two	Dartmouth	3 15 0
One	None	Aldborough	2 10 0	Five	Nine	Deal	12 7 1
Two	Three	Amiwich	6 13 9	Seven	Seven	Dinas Cross	17 15 5
Two	Five	Anstruther	5 16 8	None	None	Donaghadee	2 13 4
Fourteen	Fourteen	Appledore	40 2 6	One	Four	Dover	3 3 4
One	Two	Ayr	2 7 6	Two	Eight	Dundalk	3 3 4
Two	Three	Banff	4 0 0	Nine	Seventeen	Dundee	31 15 6
One	None	Barking	2 6 8	Three	Eight	Dunnet	10 4 2
One	Three	Barnstaple	1 17 11	Two	Six	Edinburgh	8 5 10
One	Three	Barrs	2 0 0	Eleven	Eighteen	Edinburgh	35 13 11
Three	Two	Barrow	11 9 2	Two	Nine	Falmouth	27 3 4
Two	Eight	Beal	3 10 10	Twelve	Five	Fley	24 6 3
One	One	Beilast	4 19 2	Eight	Six	Fishguard	13 10 5
Two	Two	Belfast	91 5 5	One	Two	Flamorough	4 0 0
Eleven	Two	Blakely	73 16 8	None	None	Folkstone	2 13 4
Twenty-four	Thirty-seven	Blyth	12 17 1	None	One	Framtiode	3 17 1
Four	Three	Boston	18 10 8	One	None	Fraserburgh	1 3 4
Three	One	Bridlington	7 5 0	One	One	Garmouth	1 13 4
Three	Two	Briggwater	9 0 0	Four	Four	Gerrans	12 6 8
Four	Thirteen	Bristol	13 15 10	Eleven	Thirteen	Glasgow	30 10 0
Fourteen	Sixteen	Brixham	37 17 11	Four	Thirteen	Goolie	11 13 4
Twenty-five	Thirty-nine	Buckle	74 13 4	One	One	Grangemouth	3 10 10
Two	Three	Burghhead	5 13 4	Six	Five	Gravesend	16 4 7
One	None	Burravoe	1 1 8	Four	None	Greenock	3 5 0
Three	Two	Cardiff	9 9 7	Four	Seven	Greenwich	14 7 11
Twelve	Twenty-two	Cardigan	23 18 9	Ten	Twenty-one	Grimsbay	30 3 4
One	Four	Carnarvon	6 10 0	Four	Eight	Guernsey	12 5 0
Four	Nine	Colchester	10 7 6	One	Three	Hamble	4 19 2
One	Six	Cockenay	2 10 0	One	One	Hanley	3 0 5
Three	Two	Conway	12 14 2	Thirty-eight	Thirty-eight	Hartlepool	107 14 5
One	One	Cork	3 10 10	One	Three	Harwich	4 13 4
One	None	Cove Bay	3 6 8	One	None	Hempstead	3 6 3

Three	Hillswick	8	10	0	Two	Peterhead	5	12	11
Two	Hills Cove	5	14	2	Eighteen	Plymouth	47	12	1
Thirty-four	Hull	99	17	6	Seven	Poole	24	13	3
Three	Hilscumbe	8	2	11	One	Port Dinorwic	2	13	9
One	Invergardon	2	13	6	One	Portlallen	2	16	8
Two	Inverkeithing	6	15	10	Two	Portmadoc	2	19	6
Two	Inverness	8	12	1	Five	Portree	12	10	0
Four	Ipswich	92	12	11	Three	Pwllheli	6	7	6
Twenty-one	Jersey	13	10	10	Two	Ramsgate	6	14	2
Five	John O'Groats	3	15	0	Nine	Rearwick	30	18	9
One	Johnshaven	4	17	11	Two	Robin Hood's Bay	7	13	4
Two	Kincardine	22	7	6	Four	Rocheater	9	5	10
Eight	Kirkwall	1	8	4	Three	St. Andrews	7	15	5
One	Kirkcaldy	6	11	3	One	St. Margaret's Hope	2	5	0
Two	Knottingley	8	16	8	Three	Scalloway	7	15	5
Four	Lancaster	2	18	4	Eleven	Scarborough	23	15	0
One	Lancaster	10	11	3	Three	Seaham	11	2	11
Four	Leith	23	11	6	One	Shoreham	2	17	6
Thirteen	Lerwick	81	1	0	One	Sidmouth	3	12	11
Six	Littlehampton	17	15	5	Four	Solva	12	7	2
Twenty-eight	Liverpool	78	18	9	Eight	Southampton	19	11	3
Four	Llanely	10	18	0	One hundred and	South Shields	362	13	9
One	Loce	3	10	0	nineteen	Southwold	2	10	0
Nine	Loessentuth	90	18	4	One	Statkies	5	7	11
Three	Lowestoft	12	17	11	Two	Stockton	12	16	3
One	Lynn	2	3	9	Three	Stornoway	6	5	0
Seven	Lynn	24	17	6	Two	Stromness	17	7	11
One	Maldon	2	6	8	Two	Sunderland	470	14	7
Three	Margate	9	0	10	Six	Swanage	2	10	0
Sirteen	Maryport	43	13	1	One hundred and	Swansea	3	3	4
One	Mevagissey	3	4	7	forty-seven	Tarbet	2	17	6
Two	Millford	4	8	4	One	Telgrumouth	20	13	9
One	Milton	7	1	8	One	Topsham	10	19	7
Three	Monrose	14	4	7	One	Voe	13	4	7
Two	Mosbank	8	11	3	Five	Warkworth	23	10	5
Three	Mousshole	7	8	4	Two	Watchet	3	2	6
One	Newbiggin	4	0	0	Eight	Weymouth	10	1	3
Two	Newburch (Wife)	9	18	9	Five	Whitby	22	12	11
Eight	Newcastle	22	2	6	Two	Whitehaven	15	7	1
Four	Newhaven	11	15	5	One	Whithorn	2	7	11
One	Newlyn	1	17	6	Thirty	Whitstable	9	16	8
Five	Newport (Mon.)	15	3	9	Four	Wivenhoe	21	15	10
Twelve	Newport (Pen.)	30	6	3	One	Woolwich	3	3	4
Fourteen	New Quay (W.)	32	17	1	Seven	Worthing	4	5	0
Five	North Berwick	5	14	7	None	Yarmouth	62	12	6
Two	North Shields	23	15	0	One				
One hundred and one	Orford	2	14	2	One				
One	Orford	16	0	10	Twenty				
Seven	Penzance	16	0	10	One				
One	Perth	4	13	9	One				

NOTE.—One thousand two hundred and seventy-two Widows, a list of whom appeared in our Hundredth number, page 222, Vol. XXV, were also relieved in July, making, with the above, a total of two thousand four hundred and sixty-one Widows, and three thousand three hundred and seventy-two Orphans of Fishermen or Mariners, who are thus receiving *Annual Grants* to the amount of £7,169 4s. 1d. yearly, to help to pay the rents of their cottages; the interest of the funded property of the Shipwrecked Mariners' Society (though only half sufficient) being set apart in aid of this benevolent purpose.

WHO IS TO BLAME ?

LET us suppose a vessel foundering at sea. We know the vessel to be exceedingly rotten, and so leaky that it is filling fast—that it must shortly go down. On shore the utmost effort is made. The life-boat, with capacity to hold every person on the sinking ship, is launched. The mariners pull alongside the rotten, sinking vessel. The captain of the life-boat begs every person on board immediately to let go the old rotten ship and trust himself in his hands in the life-boat, with the certainty of being brought safe to shore. The people on board resolutely refuse the invitation. One says, "The old vessel is not so bad; she only requires painting," &c. Another says, "Away with both you and your life-boat! we have a carpenter of our own, whose business it is to mend the old ship. Who do you think is going to leave this fine old ship, and trust to that poor-looking boat?" The vessel fills and sinks. And now tell me, if every fool-hardy despiser on board goes down, *who is to blame?* Plainly themselves. *The life-boat was sent to them, and they refused.*

Man is that rotten ship—fallen, ruined by sin, filling fuller and fuller of sins, until he sinks into perdition. Christ Jesus is the life-boat. God so loved this poor, ruined, sinking world that He sent the life-boat, "That whosoever believeth in Him should not perish, but have everlasting life." Did the world believe God? Oh no, they rejected even such love, so great salvation. They murdered the Son of God. The death of Jesus was the offering of Himself, the atoning sacrifice for sin, God raised Him from the dead; and the **RISEN CHRIST** becomes the *life-boat* of every soul that trusts in Him.

But, my reader, may I ask you a home question. Where are you—in the life-boat, or in the old ship? Are you in Christ, or trusting to the self-righteousness of old human nature? *Are you one of the redeemed?* Can you say that you "have redemption through His blood, even the forgiveness of sins"? (Col. i. 14.) Or are you still in and of that world, which is guilty of rejecting and murdering the Son of God?

Perhaps you do not care for these things. Are you filling up the measure of your iniquity? You know when the old ship gets full it sinks, and when your last sin on earth shall be filled up and you sink into endless perdition, you will remember *who is to blame.*

But are you trusting to outward forms and ceremonies of religion? Now what good will this outside paint do? The ship is sinking, and if you stay on it, you will go down with the very paint-brush in your hand. Oh, my friend! all the baptisms, and sacraments, and ordinances that man can perform will never keep one ruined sinner from sinking into hell! Woe be to your poor soul if you trust in them.

Do you say there are so many opinions—how am I to tell who is right? Whoever points you to Christ, the life-boat, is right; and whoever keeps you in the old ship is wrong. Do you not see that?

Are you trying—no matter how—to *mend the old ship*—that is, your fallen human nature, called in scripture "the flesh"? Then you may be quite certain, sooner or later, if you continue in that condition *you will*, as the old ship, *go down*. Think where! Oh the bottomless pit—and *who is to blame?*

Oh, give up the vain attempt to mend the old ship. Own yourself a lost, undone, ruined sinner—believe the grace of God in sending you Christ the life-boat—trust Him with all your heart—confess Him with your lips and life. You cannot be in both. If you are in the old ship, no matter how self-righteous, you are sinking fast; there is not a moment to be lost. It is indeed great presumption for any one in the old ship to say, he knows he is safe. But if you are in Christ, the life-boat, you cannot be too sure. He never did and never will lose one.

C. S.



THE SHIPWRECKED MARINER

No. CIII.

JUNE, 1879.

Vol. XXVI.

THE ROYAL NAVY—ANCIENT AND MODERN.*

(Continued from page 66.)

BY daybreak on the morning of the 2nd of June, 1666, the four days' battle off Dunkirk was resumed, but previous to this a council of war had been held by candlelight on board the head-quarter ship, wherein the Duke of Albemarle delivered this opinion: "That if we had dreaded the number of the enemy yesterday we should have fled, but though we are inferior to them in ships, we are in all things else superior. Force gives them courage. Let us, if we need it, borrow resolution from what we have formerly performed. Let the enemy feel that though our fleet be divided (referring to the absence of the White Squadron), our spirit is entire. At the worst it will be more honourable to die here on our own element than be made spectacles to the Dutch. To be overcome is the fortune of war, but to fly is the fashion of cowards. So let us teach the world that Englishmen would rather be acquainted with death than fear."

These noble words elicited a burst of applause; every captain repaired to his ship, and the action was at once renewed, with, if possible, increased fury, a few hours' pause only occurring by the intervention of a calm, till about noon, when a breeze sprang up. Van Tromp, before the wind, rashly bore into the midst of the English fleet, and being raked on all sides, had a narrow escape, and had once more, as on the preceding day,

* From "British Battles on Land and Sea," by James Grant; Cassell & Co., and other sources.

to shift his flag. Admiral Vander Hulst, who bore up to his assistance, was killed by a musket shot, and had not De Ruyter, with sixteen newly-arrived ships, borne in to his assistance, the great Van Tromp had been then taken or sunk. He and De Ruyter, though rivals in glory and enemies from faction, exerted themselves in emulation of each other; but by this reinforcement of the Dutch, Albemarle found himself overmatched, and their historians state that three of his ships were burned by their own crews and abandoned. Hard pressed now, he bore in for the coast of England. With sixteen of his least shattered ships he covered this retreat, kept the enemy in check, and made a running fight of it. The Dutch continued to follow, but at such a distance that the firing gradually ceased till the afternoon, when just as they were coming within range again, a fleet of twenty-five sail was discovered to the southward, crowding all sail towards them, and with hearty cheers that rang over the sea the retreating English hailed the succouring White Squadron under Prince Rupert. Albemarle now instantly hauled to the wind, the more readily and speedily to effect a junction. In performing this manœuvre the 'Royal Prince,' 100 guns, under Sir George Asycue, Admiral of the White, was stranded on the shoals near the Galloper sandbank, where she was surrounded by the Dutch and set on fire, Sir George and all her crew being taken prisoners.

This capture of an English admiral caused great exultation among the Dutch. Nightfall of the 3rd saw the Dutch Fleet in triumph surrounding the flaming 'Prince Royal,' but on the morning of the 4th, Albemarle and Rupert, now united, stood towards them, with all their sails set, the trumpets sounding and drums beating in every ship, the seamen waving in defiance their hats, and the officers their plumed beavers with equal valour, and on more equal terms the fight began once again, and after long cannonading the fleets came to closer quarters, and then the roar of matchlocks and pistols began. On this morning the Dutch fleet mastered 88 fighting ships, 19 fire-ships, and 10 yachts. Both parties were anxious to end this most protracted battle, and fought with incredible ardour. The ship of the Dutch Captain Uytenhoff was set on fire and burned to the water's edge, those of Van Tromp and Sweers were quite disabled, and so wrecked aloft and shattered below that they had to be towed out of the engagement. The 'Dom Van Utrecht' struck her flag to the Duke of Albemarle, but was afterwards relieved. Several of the English vessels were terribly cut up, and fell into the hands of the enemy. Rear-Admiral Sir William

Minnes having received, like Sir William Berkeley, a musket shot in his throat, could not be persuaded to have it dressed or to leave the deck, but held his fingers to the wound to stop the blood for more than half an hour, till another musket ball struck him in the neck, and falling, he expired at his post. The action continued till seven in the evening, when, fortunately for the survivors, the intervention of a dense fog put an end to it. The Dutch put off to sea, and the English ships crept into their own harbours. It is impossible to say if victory lay with either, yet both claimed it. A day of thanksgiving was appointed in London, where bonfires were lighted and great rejoicings made. Echard states that the English lost only nine men-of-war, and the Dutch fifteen, with 21 captains and above 5,000 seamen killed. The Dutch say the English lost during this four days' combat 23 large men-of-war, besides many others, with 6,000 men killed and 2,600 taken prisoners by the Dutch, who lost not above six capital ships, with about 2,800 men, among whom were Evertzen, Admiral of Zealand; Vander Hulst, Vice-Admiral of Amsterdam; and Stackhoven, Rear-Admiral of West Friesland.

That the Duke of Albemarle was defeated, or that the result was equal to a reverse, we cannot doubt, to judge from the gloomy tone which we find adopted by Evelyn and Pepys in their diaries at this time. Concerning this four days' battle, the Grand Pensionary of Holland, John de Witt, remarked to Sir William Temple: "If the English were beaten, their defeat did them more honour than all their former victories. Our own fleet could never have been brought on after the first day's fight, and I believe that none but theirs could; and all the Dutch had discovered was that Englishmen might be killed, and English ships burned, but that English courage was invincible."

While the English ships were being refitted, the Dutch fleet in three squadrons, to the number of eighty sail of men-of-war and twenty-three fire-ships, under De Ruyter, John Evertzen, brother of the admiral slain in the four days' battle, and Van Tromp, left the coast of Holland and appeared off the mouth of the Thames, as if to menace and insult the English. This was about the 6th July, 1666. On the 25th the English fleet hove in sight, under the orders of the Duke of Albemarle and Prince Rupert, who were both on board of the same ship. All their officers, if not men of birth and family, were seamen of acknowledged skill and bravery.

The fleet, which consisted of eighty men-of-war and nineteen fire-ships, was divided, as usual, into three squadrons, bearing respectively the red,

the white, and the blue colours which had been adopted when the crosses of England and Scotland were first interlaced in 1606. The first squadron was led by the Duke and Prince Rupert; the second by Sir Thomas Allen, who defeated the Dutch in the Bay of Cadiz; the third by Sir Jeremiah Smith. Under these served Sir Joseph Jordan, who had fought with bravery in many battles; Sir Robert Holmes, who when Rear-Admiral had the privilege of hoisting the Union Jack at his main; Sir Thomas Tidman; Sir Edward Spragge, a name well known in naval history; and Captains Utbert and John Kempthorne, afterwards knighted for burning an Algerian fleet.

On the approach of this armament the Dutch drew off, as if intending to bear away for the coast of Holland, but were overtaken by the English fleet near the north-eastern extremity of the coast of Kent, at the bold promontory known as the North Foreland, which Evelyn tells us was then surmounted by a pharos of brick, having on its summit an iron cradle, in which a man attended to a great fire of sea-coal when the nights were dark. There Sir Thomas Allen, with the White Squadron, began the battle about noon, by attacking the squadron of Admiral John Evertzen, who was killed, together with his Vice-Admiral De Vries and his Rear-Admiral Koenders. The fall of these and several other officers caused the squadron to be routed, and the 'Zeeland,' carrying the flag of Vice-Admiral Blankart, was taken and burnt, together with the 'Sueck,' another Dutch ship of fifty guns.

By one o'clock the Duke and Prince Rupert made a furious attack on De Ruyter, and after a three hours' engagement with cannon and match-lock, in which they were very roughly handled, they were compelled to leave their ship and go on board of another.

Albemarle resolved that he would not be taken alive, and took precautions accordingly; but there was no necessity for the desperate resource he nursed in secret, for after shifting their flags he and Rupert, encouraged by the success of the White Squadron, redoubled their fury with the Red against that of De Ruyter, each ship singling out an adversary and lying alongside of her almost muzzle to muzzle. In this conflict a Dutch fire-ship was sunk, and the 'Guelderland,' sixty-six guns, one of De Ruyter's seconds, so mauled as to be unfit for further service; her bulwarks and masts were torn away and her guns silenced. The captain of an English fire-ship attempted to grapple with her, but miscarried, and was forced to set his perilous craft in flames too soon. Another Dutch ship was burned

by the English, and her crew having to throw themselves overboard, were drowned. Captain Ruth Maximilian, another of De Ruyter's seconds, was killed, and two others, the captains Nyhoff and Hogenhorck, lay bleeding on their decks mortally wounded.

Discouraged by these and other losses, De Ruyter's squadron began to make sail, his Vice-Admiral, Van Nes, alone remaining by him, though very much disabled and wrecked aloft. Being at length deserted by all but eight ships, this brave seaman was compelled to make all the sail he could and follow the rest. Prior to this Van Tromp, who, says the historian of the United Provinces, "commanded the rear-guard of the Dutch and fought like a madman rather than a wise commander," had engaged with great spirit and bravery the Blue Squadron, under Sir Jeremiah Smith. He had broken through it and gained a few advantages, but indiscreetly permitted himself to be drawn to such a distance from the rest of the fleet, that it was no longer in his power to assist De Ruyter, who, on finding himself pursued by the Red Squadron, the bow chasers of which were never a moment idle, could not help exclaiming in the extreme bitterness of his heart: "My God, what a wretch I am! Among so many thousand bullets, is there not one to end my wretched life?" His son-in-law, De Witt, who was on board his ship, urged him to bring to, and render his life a dear purchase to the victors; but De Ruyter deemed it more noble to serve his country by the preservation of her fleet by skill and management, than to seek revenge in death, and it was not long before he reached the shallows on the Dutch shore, which, in those days of indifferent maps and charts, rendered the task of pursuit too perilous for Rupert and Albemarle to think of attempting.

In the protracted struggle with Van Tromp, his Rear-Admiral Hoen was killed, and the Vice-Admiral Van Meppel had his ship knocked almost to pieces, whilst 100 of his men were killed and wounded. The Dutch Admirals De Ruyter and Van Tromp accused each other of being the authors of this defeat, and the loss they sustained was, according to Echard, twenty ships burnt or sunk, 4,000 seamen killed, and 3,000 wounded. The loss on the side of the English was found to be small. The 'Resolution,' the guns of which were all brass, under Capt. Haiman, was burned by a fire-ship, and about 300 men were killed; among them was Capt. John Parker, of the 'Yarmouth.' It is worthy of remark that it is in the year of this last encounter that we first find gratuities given to captains of the English Navy who might be wounded in the service.

England was now incontestably the mistress of the sea. The Dutch were insulted in their own ports and harbours, and all Holland became filled with melancholy and consternation. Skill and valour seemed to avail them no more. As if further to humble them, on the 9th August 160 merchant vessels lying in the Vlie, or passage from the Zuyder Zee into the German Ocean, between the islands of Schilling and Vlieland, were burned by Sir Robert Holmes, who two days afterwards landed eleven companies of infantry on the first-named isle, and marched to Baudaris, a large village, which he gave to the flames, destroying 1,000 houses, with the loss of only six men.

While these events were occurring, the fleet of the Duke de Beaufort, which was to have assisted the Dutch, at last made its appearance off the English coast, but only to creep into Dieppe without achieving anything.

(To be continued.)

SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

THE Fortieth Anniversary of this most excellent Charity was held at the City Terminus Hotel, Cannon Street, on Wednesday, the 14th May, under the Presidency of the Earl of ABERDEEN, Vice-President.

Amongst those present were :—

His Excellency the Hon. John Welsh (United States Minister), Sir C. Farquhar Shand, Chief Justice of Mauritius ; the Hon. and Rev. E. Carr Glynn, Admiral Sir J. Walter Tarleton, K.C.B. ; Admiral Fishbourne, C.B., Captains, R.N., the Hon. Francis Maude (Chairman of Committee), H. A. Moriarty, C.B., W. G. Annesley, E. Littlehales, and A. Morrell ; Captains Vincent Budd (Deputy Chairman of Committee), J. J. Holdsworth, Selby, and Thomas Tribe (Sec. Royal Alfred Aged Merchant Seamen's Institution) ; Messrs. Thos. R. Woodrow, R.N. ; John Macgregor (Rob Roy), John Kemp-Welch, Wm. Toller, J. Holt Skinner, T. A. Denny, Robt. Williams, jun. (Treasurer), J. H. Lydall (Hon. Solicitor), Henry Newman, Leslie J. Lean, Lovell Pennell, Henry Mackintosh, E. B. Scott, S. Hicks, Hughes, Jones A. Sydney, C. R. Ransford, Thos. Balding (Sec. Sailors' Home), Hobday, Rev. E. W. Matthews (Sec. British and Foreign Sailors' Society), and a number of ladies.

The Rev. E. CARR GLYNN having opened the meeting with prayer,

The CHAIRMAN said : Ladies and gentlemen,—Owing to the official engagements of the President of this Society, the Duke of Marlborough, I have been invited to occupy the chair on this occasion, and certainly it is a great privilege and a great pleasure to take part in the proceedings of a meeting in support

of the great Christian and benevolent work of this valuable old Society. For it is an old Society, and perhaps that is a merit which the public are apt not sufficiently to appreciate; perhaps they forget that such a work as yours, with which you are acquainted and are perfectly firm upon, exists, or they are unacquainted with the principles which characterise the activities of the Society which we desire to promote on this occasion; and in that view I am naturally very anxious that whatever is said to-day should be of a thoroughly practical character, and such as will stimulate us in our exertions on behalf of the Society, and help others who may not be personally interested in the work to join in the promotion of the efforts of the Society. Therefore I feel that I shall be acting on the safe side if I abstain at this stage of the meeting from making any general observations about the work of the Society, because such observations of a general character are sometimes apt, except in skilful hands, to become common-place. Therefore I will without further preface, ask the Secretary to read some of the letters of apology which have been received, and afterwards to read the report.

Letters of apology had been received from the President, the Lord-Lieut. of Ireland, the Rev. Canon Baynes, the Duke of Buccleuch, the Earl of Shaftsbury, Lord William Lennox, the Lord Mayor, Admiral the Hon. Arthur Duncombe, Admiral Prevost, Thomas Brassey, Esq., M.P.; Samuel Morley, Esq., M.P.; William Grantham, Esq., M.P., &c.

The SECRETARY (Mr. Edward C. Lean) then read the report, which was as follows:—

Your Committee, in presenting the fortieth report of their labours to their benevolent supporters and the public generally, feel, when considering the almost unprecedented disasters of the past year, and the numerous calls made upon those who were able and willing to assist in relieving the distress occasioned thereby, that they have much to be thankful for, and desire to ascribe praise to the Almighty Disposer of events, that it has pleased Him to enable them to continue the great work of helping in their adversity those whom He, in His Providence, has called upon to suffer from disasters on the sea, although to do this in the same liberal and prompt manner that your bounty has hitherto enabled them to, they have, owing to the diminution of the income by upwards of £3,000, been compelled to draw on the funded property to the extent of £2,500. This has been a cause of great anxiety to them, as the dividends arising from this property are set apart for the purpose of giving small annual grants to the aged widows of seamen, and to those who have young children to support, and are not at present sufficient for this purpose by nearly £5,000, which deficiency has to be made up from the current income; they trust, therefore, by your benevolence during the present year, not only to replace this amount, but to add to the fund, that the widows (the number of whom is yearly increasing) may not have to plead in vain for help in their hard struggle against poverty. Your Committee were enabled, through your

liberality, to relieve last year 3,542 shipwrecked persons, by clothing and forwarding them to their homes, and in the case of fishermen, helping them to repair the damage done to their boats by the violence of the storm. Foreigners, as well as natives, are alike participators of your bounty, the foreigner being sent to the nearest consul of his nation; thus your Society represents the nation's kindness to the stranger cast destitute on our shores. This work is carried on by means of Hon. Agents, stationed on every part of the coasts of the United Kingdom, so that wherever a man may be cast on shore, he has a friend at hand to help him in his necessity, and is thus saved from the casual, and often reluctantly-given charity of strangers, and the country is freed from the painful sight of shipwrecked men begging their way home, which was of frequent occurrence before the foundation of your Society in 1839, and also from being imposed upon by "turpike sailors."

7,490 widows and orphans were likewise relieved in the time of their greatest need, when those to whom they looked for support were, in God's Providence, taken from them, and 2,400 are receiving small annual allowances.

Your Committee feel that they have nothing new to report, as theirs is an unobtrusive work, visiting the fatherless and widow in their distress, and helping the shipwrecked man in his hour of need, but they would remind you that it is a *daily work*, and as such requires continued and steady support, and they would only refer to the dreadful disaster on the Thames, and others nearly equally terrible, which have occurred during the past year, and which naturally awakened so much sympathy, to suggest that the sufferers by similar losses, though, happily, on a smaller scale, are *daily* relieved by your Society. Your Committee feel persuaded that you will, with them, consider it a great feature in the good work done by your Society that it has so encouraged provident habits among seamen, that upwards of 50,000 annually show that they are trying to help themselves by voluntarily subscribing 3s. a year, and here they would mention another branch of your Society's operations, the "Mariners' National Mutual Pension and Widows' Fund," to which they would specially invite the attention of sailors, as a means of securing to themselves, after the age of 60 or when permanently disabled, a pension of from £9 to £45 per annum, and their widows from £1 upwards. The payments are calculated on a most liberal scale, as the fund is worked by your Society free of expense.

During the past year 1 gold, 9 silver medals, a handsome sextant, and £25 have been awarded for saving 51 lives on the high seas or abroad under difficult and dangerous circumstances, making a total of 37 gold, and 275 silver medals, besides testimonials, and £2,297 7s. 4d. for saving 6,094 lives since 1851.

Your Committee have great pleasure in drawing your attention to the "Royal Alfred Aged Merchant Seamen's Institution," established through the medium of your Society, at Belvedere-on-Thames, and opened for the reception of destitute Aged Merchant Seamen in 1867. There are now 97 poor men housed within its walls, and 120 (who have relatives) are receiving the out-Pension, but many have to be refused for want of funds; for this Institution

you have 15 nominations and 75 votes, which are given to your oldest and most necessitous members.

Nearly 10,000 copies of the Society's Quarterly Magazine, "*The Shipwrecked Mariner*," still continue to be issued annually, with, it is hoped, much benefit to the Charity of which it has been the organ for the last quarter of a century.

Your Committee thankfully acknowledge the following Donations and Subscriptions of £20 and upwards :—

HER MOST GRACIOUS MAJESTY THE QUEEN, £25 (Annual).

£ s. d.		£ s. d.	
Mrs. B. Wood.....	20 0 0	Mrs. Ann Jones.....	25 0 0
Governors and Directors of the London Assurance Corporation.....	25 0 0	Saddlers' Company.....	20 0 0
Trustees of the late Wm. Thorngate, Esq., per Henry Compigné, Esq., annual.....	70 0 0	Mrs. Ann Turner.....	100 0 0
The Misses Brooke.....	50 0 0	Dundee Town Council.....	40 0 0
A Lady at Hastings.....	50 0 0	Dundee Harbour Trustees.....	51 0 0
Thomas Bradberry, Esq. (the late).....	21 1 0	Dublin Port and Docks Board.....	25 0 0
Messrs. Williams, Deacon & Co. (Bankers to the Society.).....	25 0 0	Belfast Harbour Commissioners.....	20 0 0
Hull Trinity House.....	20 0 0	Trustees of Clyde Navigation.....	50 0 0
		Mrs. Gordon, of Cluny.....	21 0 0
		Aberdeen Harbour Board.....	21 0 0
		St. George's Lodge, Aberdeen, per Mr. Fraser, W.M.....	21 0 0

The following Legacies were announced or received during the past year, viz. : John Holgate, Esq., £200 ; Mrs. Mary Beckwith, £700 ; Dr. Edmund Lambert, £25 ; William Thomas, Esq. (including interest), £461 8s. 8d. ; P. T. Staples, Esq., £10 10s. ; Miss Caroline Richards, £19 19s. ; Admiral Sir William Bowles, K.C.B. (second moiety), £90 12s. ; Dowager Baroness Truro (further payment per Court of Chancery), £302 7s. 4d. ; Mrs. Sophia Lewes (balance), £51 3s. 6d. ; Captain Edgar Forman, £10 ; Admiral Sir Geo. Back, F.R.S., £90 ; Miss H. B. Withers, £44 9s. 6d. ; Miss Isabella Douglas, £19 19s. ; William Paton, Esq., £40 ; Miss Mary Ogle, £50 ; Samuel Tingle, Esq., £600 ; Mrs. Matilda Martha Clubleby, £100 ; Edward Jones, Esq., 1,000 dollars ; Miss Alice Atkinson, £19 19s.

Your Travelling Secretaries, Messrs. James Baucks, Lindon Saunders, C. K. McAuliffe, and S. H. Miller, still continue to perform their onerous duties in the most efficient manner, visiting the Hon. Agents, of whom there are upwards of 1,000, reviving declining agencies, and establishing new ones where necessary, holding public meetings, and making the Society generally known throughout the country, besides adding considerably to its funds. Mr. Lovell Pennell, your Visiting Secretary for London, is also most untiring in his efforts to increase the income, and Captain Ivey, whose duty it is to visit amongst sailors, and persuade them to help themselves and their families by subscribing the small amount of 3s. per annum, has met with much encouragement.

Your Committee regret to have to record the loss by death of one of their number, Admiral Sir W. H. Hall, K.C.B., who had for twenty-six years worked with them in the cause of Sailors, and the following ladies and gentlemen who have acted as Hon. Agents, viz. : Mr. John Roberts, Hoylake ; T. Beddows, Esq., Runcorn ; R. C. Weatherill, Esq., Bideford ; Mrs. Major Wood ; Osnington ; Rev. Frederick Fanshawe, Uckfield ; Miss Richards, Chitterne, Thomas Appelbee, Esq., Evesham ; Capt. Hugh Brown, Portaferry ; Mr. John Fullarton, Irvine ; Captain James Harvey, Perth ; and Mr. John Howard, for Stiffkey and Wells.

Your Committee would again cordially acknowledge their obligations to the Hon. Agents, Lady and Gentlemen Collectors, also the Clergy and Ministers of various denominations who have advocated the cause of the Charity from their pulpits: the Superintendents of the Training Ships, the various Sailors' Societies, the Scottish Board of Fisheries, whose Agents act for the Society, as well as the Officers of the Coastguard and Customs, and the Railway and Steam Packet Companies, who still continue to promote its objects.

Your Committee, whilst concluding with the earnest prayer that the Divine blessing may still continue to rest on their labours, would press upon their friends the necessity for increased and steady support, especially in Annual Subscriptions.

(Signed on behalf of the Committee),

FRANCIS MAUDE, CAPTAIN R.N.
Chairman.

The CHAIRMAN: His Excellency, the United States Minister, will be kind enough to move the first resolution.

The Hon. JOHN WELSH (the United States Minister) said: My Lord, I have the honour to propose—

“That the report now read be adopted and entered on the minutes, and that it be printed and circulated under the direction of the Committee.”

In doing so I would beg leave to say a very few words. No one could have listened to this report without having excited in him a lively feeling of gratitude, that there are those good men who are willing to undertake such labours and to carry them on so effectually. It seems to me that we are surrounded by so many objects asking for our care and consideration, that it must be very difficult in a city like this, or in a nation like this, to so organise and direct the efforts as to make them effectual. But by the direction of Providence and the good sense of men, there seems to be in every department of benevolence, organisations equal to the emergencies they are called upon to act in. There is certainly nothing which appeals to our feelings more than that which is connected with the dangers and perils of approaching your rock-bound shore. The immense commerce of England draws to it so many vessels from all parts of the world, in all states of the weather, that it can hardly be otherwise. That many calamities should occur, and that you should have at every point around this great island, persons watching for the opportunity of rescuing those in peril is one of the most beautiful features that can be presented to the human mind. At the moment when hope is lost, when the world seems to fade before the eyes, your hands are stretched out to those who otherwise would be lost, and they are cared for and sent to their homes. There is no more beautiful form in which to display that love which man ought to bear towards his brother, and I am glad to find that there is nothing lacking, in the way of effort, on the part of those whose consciences are so enlightened as to make them feel that others have claims upon them. I would that anything that I could say could

extend that feeling through this great community. Unfortunately in all communities there is a certain proportion, and it is a very large proportion oftentimes, who seem to be perfectly willing that others should do good, but who deny themselves the greatest luxury that is known upon earth, and keep themselves at a distance from every effort, who shut out from themselves all those humanising influences which purify the heart and elevate it when it is voluntarily brought into contact with suffering and distress of every kind. It is somewhat remarkable that the great and constant effort which is going on here does not penetrate all classes of society, making them equal to all the peculiar circumstances they have to grapple with, and to all the distress which may prevail; but it is encouraging to know that every year progress is being made, and to hope that in the future, the day may come when men will recognise that they have claims existing upon them, which, if they will but yield to, will bring back upon them ample rewards in the happiest and most productive shape, in their influence upon their own character. You have heard the report, and it is quite unnecessary that I should go into the details. It presents the details of the labours in which this Society are engaged; they are enormous and important, and worthy of your most earnest consideration, and they seem to me to be productive of a great deal of good. I come, as you are aware, from a great nation on the other side of the Atlantic. We are very much alike, being, in fact, children of this great people—we are very much alike in our desires to do good, and in our efforts to do good. We have a very extended coast, and yet we have stations at short intervals with all the apparatus for saving shipwrecked people. These are in the hands of the Government, and the men are provided by the Government; those employed are constantly on the watch, night and day, and the results they achieve every year are wonderful when accumulated and presented in a body. It is a very pleasing thing to know that even a great Government can look down to details of this kind, and that they are constantly on the watch to protect those who are exposed to danger. You are quite aware, too, that our people are somewhat of an inventive turn, and they do not confine their attention, by any means, to one particular class of objects. In the past year a gentleman in Massachusetts has invented a projectile which promises to be of great use, in the future, in dealing with the aid afforded in cases of shipwreck. He came here a few months ago with one of his projectiles, and experiments were made under the supervision of your own people at Woolwich. This is a projectile of a peculiar kind. He passes a rope into what might be represented by an elongated shell with a pointed front; the cord is coiled into it and the shell, as we may term it, is put point front into the gun; the cord is, of course, very long; a portion is hid in the shell and attached to its side; when it is fired the shell reverses its portion, and instead of going end foremost, it comes out with the pointed end foremost, and it is said it can be thrown with

the most perfect accuracy. The experiment made here was pronounced to be most entirely successful, and, further, that—which the inventor did not expect—it is said to open up a new feature in the art of gunnery, and that this mode of throwing a shell ensures greater accuracy as well as a greater distance. I was glad to see from the report that the efforts of this gentleman, for the sake of humanity, were successful, and also that it was a triumph in the art of warfare, in which I am not particularly interested, but which this great nation seems to me to have a fondness for. (Laughter.) We had hoped ourselves, on the other side of the world, that great questions between nations were, in future, to be settled by arbitration; perhaps where the parties are equally intelligent it may be hoped for, but where they are not, it seems as if projectiles were to be used, and if so, this may come into play. I am happy to see you all, to be here with you to-day, and hear what you are doing, because every effort of this kind seems to stimulate ourselves, and it is very sure we cannot be stimulated to use our influence, so apt to rest at ourselves, upon good works, without finding our labours well repaid, if it be merely in the influence upon one's own heart. (Cheers.)

The CHAIRMAN: The resolution will be seconded by Admiral Fishbourne.

Admiral FISHBOURNE: My lords, ladies, and gentlemen,—I have much pleasure in seconding the adoption of the report which has been so ably and kindly proposed by his Excellency, the Minister for the United States. I am glad he has been establishing not only our relationship to one another, but also our brotherhood in doing good. Whatever we may think about Free Trade or Protection, we can all be brothers in that—doing all the good we can, and avoiding all the evil we can; and as the United States Minister has justly said, we have an excellent and positive reward, not only in the consciousness of having done our duty, but rendering ourselves more or less acceptable to God, because it is done to Him who has done so much for us. Of the many large institutions before the public at the present moment, I do not know that any so commends itself to the sailor—certainly that is my own feeling with regard to it—although, perhaps, I cannot sympathise entirely with it, in looking at it from my own experience, because I have not been shipwrecked, yet when one does look back upon one's past history, upon the providence which they say watches over sailors, and the risks they run, I find that this Society commends itself sufficiently, at all events, to a sailor's mind. It commends itself to my own mind also, because it is so catholic. No distinction here is known. It is simply the need; whoever is in need is met in his exigency. In this respect it is like God—man's necessity is God's opportunity; and when we look upon these sailors, in truth, they are given to us by God: it is His providence that helps them out of the deep and gives them back, and says, "Take care of them;" and more than that, "Watch over them;" their heart is in that plastic state they will be ready to receive the good news of salvation through Christ Jesus. And

this Society seeks to do that as well. It does not do things in a perfunctory way ; it does not simply relieve their wants and hand them over in a dry way : it seeks to lead them to the knowledge of the truth as it is in Jesus. This is one of the things for which we think God has given them to us, and it is a privilege we ought to avail ourselves of. One reason why this report should be circulated is, that larger funds should be obtained to meet this great nations', this great Christian duty, this great Christian privilege, which God offers to us. God bears with us, recollect, but if we do not do it deliverance will come from another quarter ; if we do not do the work, He will bring in others to do it. I think the report ought to be circulated, because there are several points in it which are most important. You see the encouragement it gives to provident habits amongst sailors, because 50,000 of them have subscribed. People do not credit sailors with having provident habits—it was not so in days gone by. I have been glad to watch the change in this respect from what it was when I was serving, both in the Navy and in the Merchant Service ; and I have no doubt that this Society exercises an immense influence in that respect, in encouraging them to provident habits. Then there is a point that ought to be recognised distinctly—that is the sad circumstance that the funded property has been drawn upon, and not drawn from the public, but drawn from these poor widows and children who have been living upon it. We ought to feel it as a burden laid upon our finances to seek to restore that funded property back, and to restore to those poor women and children this small subsistence. It is only small, but still it ought to be restored to them. More than that, you see the report speaks of the smallness of the number who have received this aid. Well, it ought to be extended—not only restored to its original position, but increased and extended. There is another point, too, which ought to be circulated, and that is the rewards for saving life. You know that this is a thing that everybody ought to feel a desire to do—yet there are dangers attaching to it ; and when you consider that if they are married men, or have children, they are incurring great risks, they ought to receive a proportionate encouragement. This Society gives medals and gratuities, and has an immense effect in bringing about that saving of life. Then there are other points that might be fairly remarked upon. But last of all, and most effectual and essential of all, is the distinct recognition of thanks to God for His past mercies. If we are to expect blessings in the future, we must be thankful for the past, and recognise God's hand in it. I do think this is the more important, because there is a disposition at the present time to think too much about machinery, and too little about God, to think that we can do all, and even to push that good Scotch proverb out of its place, "A man can do all things he thinks he can." God being our helper, we can, but we ought to recognise Him. That is an additional reason why this report should be circulated. I will not occupy you further than by seconding the resolution already proposed. (Cheers.)

The resolution was then put to the meeting, and was carried unanimously.

The CHAIRMAN: The next resolution will be moved by Captain Moriarty.

Captain MORIARTY: My lord, ladies, and gentlemen,—The resolution I have the honour to propose is in the first place an acknowledgment to Almighty God for the amount of good that has been done by this Society during the past year. The figures you have heard read are evidence both that rescued seamen and widows and orphans have reason to be thankful to this Society for the assistance they have received in the time when it was utterly impossible for them to help themselves. The work of this Society extends to the most remote corners of the United Kingdom; there is no part of the United Kingdom at which there are not agents close at hand to relieve the shipwrecked mariner, and who also look equally after the fishermen and their widows and their children. The funds, as we have heard, have greatly fallen off, but at the same time when we compare what has happened to ourselves in this respect with what has occurred in other societies, we have reason to be thankful. There is no charitable institution in the world, I believe, that has not suffered during the last two years; people's incomes have been decreased, and their property has been depreciated from various causes, and therefore this Society, along with many others, has suffered to some extent. One good work which has been effected is, that we are told that we have put a stop to the progress of begging seamen throughout the country. I think that is a very important thing. I have myself in days gone by been asked to relieve a sailor at the door, and when I have said I would give him five shillings if he would tell me where the "main bow line" was made fast, he could not stand that, but said it was nonsense. No doubt this Society has helped to get rid of those impostors. But the work of the Society has been carried on in an unobtrusive manner which does not procure for it subscriptions commensurate with its importance. I believe that one half of the people in the world scarcely know of the existence of the Society. It is a matter which affects all nations, for a man from any part of the world who is shipwrecked upon any part of the coast receives assistance. The second part of my resolution refers to the manner in which the operations of the Society are conducted. A large number of gentlemen devote themselves almost exclusively to the working of this benevolent Society. A large portion of their time is occupied, and if it were not for the attention they have given a large proportion of the funds would have to go to meet expenses. The resolution is—

"That this meeting desires to express its gratitude to Almighty God for having enabled the Society, through the liberality of its supporters, to confer such great benefits during the past year on shipwrecked seamen and fishermen cast upon our shores, and the bereaved widows and orphans of the lost, and also to acknowledge the benevolent labours of the Committee, who meet weekly to dispense its funds."

The CHAIRMAN : This resolution will be seconded by Sir C. F. Shand, the Chief Justice of the Mauritius.

Sir C. F. SHAND : My Lord Aberdeen, ladies and gentlemen—I rise with very great pleasure to second the resolution that has been moved, No. 2 on our list. Whatever the peculiar phase of a man's religious relief may be, there are very few of us who do not acknowledge the blessing of a Supreme Being. The first part of the resolution is that we offer to that Supreme Being our thanks for the blessing which has appeared to rest upon us during the past year. I come to what many may regard as the more practical part, because it is not speculative, namely that we should thank the Committee, who are among ourselves and have a material existence, whom we know and therefore whom we see working from day to day in promoting the good work we have in hand. It is an old saying, "God helps those who help themselves," and we find that is not a feeling confined to Christianity. We have all, I dare say, read the apologue of the country clown in the old Grecian days, whose cart stuck in a rut, and who implored the only god he knew anything about in those times to come to his assistance. Well, Hercules answered, as the apologue tells us, "God helps those who help themselves." In our way of expressing it, "Be good enough to put your own shoulder to the wheel." I think that is a very good practice, and I am going to say a word or two about putting the shoulder to the wheel. In the part of the world in which I have lived for a good many years your Society is well known. I live in a part of the world which is in what is called technically "the hurricane zone." We have a good many shipwrecks there. In that particular radius we have usually every four or five years very blowy weather indeed, and the consequence is that many people are shipwrecked, and the kindly helping hand of the Creole population is at all times extended. Not only in the country where I live, where the great majority are of French origin, we have reason to be proud of such a kindly-hearted population, but wherever these French descendants are dispersed they are anxious to help with ourselves and do their duty. And this Society comes to their aid in all those cases, and I hope I may be allowed to say that people at a distance of a thousand or many thousands of miles have tendered you the warmest thanks for all this important apparatus and assistance in their efforts. And wherever we go we hear of your continual exertions. (Applause.)

The CHAIRMAN : I now beg to put to the meeting the resolution, which has been proposed and seconded.

The resolution was unanimously adopted.

The CHAIRMAN : The next resolution will be moved by Mr. Robert Williams.

Mr. WILLIAMS : My lord, ladies, and gentlemen,—The resolution which has been given me to move is—

"That this meeting desires to record its deep and heartfelt regret for the

loss the Society has sustained by the death of one of their number, Admiral Sir W. H. Hall, K.C.B., who had for twenty-six years worked with them in the cause of sailors, and the following ladies and gentlemen who have acted as Honorary Agents, viz.: Mr. John Roberts, Hoylake; T. Beddows, Esq., Runcorn; R. C. Weatherill, Esq., Bideford; Mrs. Major Wood, Osmington; Rev. Frederick Fanshawe, Uckfield; Miss Richards, Chitterne; Thomas Appelbee, Esq., Evesham; Captain Hugh Brown, Portaferry; Mr. John Fullerton, Irvine; Captain James Harvey, Perth; and Mr. John Howard, Stiffkey and Wells."

In a great Society like this, my lord, which has a large number of Honorary Agents, such a resolution as this must often be necessary to be put for your adoption. But this year for the second time this resolution seems to carry with it a deeper tone of regret than usual, in that you have lost, and it calls upon you to record the regret which every member of the Society must feel for the loss of one who, for twenty-six years or twenty-seven years nearly, I believe, has worked heartily in the management of the Society as one of its Committee, Admiral Sir William Hall, who has not only worked in the Society, but who was always ready to devote some part of that leisure which a long career in his Queen's service had earned for him in this and other good works. But, my lord, there are several thoughts which must be stirred up by such a resolution as this. Besides the sense of regret and sadness for those who are gone, must come a feeling of sympathy with those on whom the loss most heavily falls, and to whom it comes most home; with that must come a feeling of thankfulness that those who have gone before us have been so long our helpers in the work, and thankfulness for the good they have been permitted while with us to accomplish. But after that must come feelings of another kind, and those are that such a resolution as this reminds us that the Society is this year short of so many workers; and that a Society such as this, reaching as it does all round our coasts, with constant needs, and whose only limit is the support which is given to this Society—a Society which is constantly called upon to exercise the feelings with which it was established—now in cases in which perhaps twenty or thirty men at once are cast destitute of everything upon our shores, now perhaps relieving the need of one or two fishermen whose boats have been wrecked in a sudden storm, need none the less real because it is only one or two. Such a Society is in constant need of workers, and therefore a resolution such as this reminds us, and the gaps in the workers remind us, that we have a duty incumbent upon us to support the Society more than we have done before, and get others to help us in the work in which we are engaged. With these thoughts I have pleasure in moving the resolution.

The CHAIRMAN: The resolution will be seconded by J. Holt Skinner, Esq.

Mr. SKINNER: I have much pleasure in seconding the resolution, and as I

am obliged to leave the room immediately I will merely endorse what the preceding speaker has just remarked.

The CHAIRMAN: The resolution having been read and proposed and seconded, I have simply the honour of putting it to the meeting.

The resolution was carried unanimously.

The CHAIRMAN: Admiral Sir Walter Tarleton will move the next resolution.

Sir WALTER TARLETON: The resolution I have been requested to move is but a formal one, and needs no remarks from me, particularly as a Committee-man myself. It is:—

“That the following members of the Committee, going out by rotation agreeably to the Rules, be re-elected, viz.:—Capt. J. J. Holdsworth, Rear-Admiral Hon. Fras. Egerton, M.P., Capt. John Steele, Vice-Admiral Prevost, Capt. Jno. Fenwick, T. A. Denny, Esq., and Lord Alfred Paget, and also that Admiral Fishbourne be elected a member of the Board.”

I will merely say that the sympathy which the Committee receive from a meeting like this is a great encouragement to them to persevere in the work they have undertaken to perform, and they will, with God's blessing endeavour to carry it out.

The CHAIRMAN: Mr. John MacGregor will second the resolution.

Mr. MACGREGOR: My Lord,—This meeting, like all the meetings of this Society, has a very serious defect, which I am afraid cannot be cured, namely that our sympathies have to be appealed to by what is in print, and what is said and what is written, and we have nothing to show. Now we are all much more moved by sight than by printed words or by eloquent speeches. Look at the childrens' benevolent institutions, and see them at their great annual meetings at the present time. See a great platform filled with a thousand children rescued, and consider what the sight of a thousand children would be, and if the sight is not sufficient, you have only to listen to their songs. Take any other institution of that kind. Now we cannot do all this, nor ought this to be a matter of over-much anxiety to those who are taught to believe that faith is the evidence of things not seen. But supposing it were proposed that we should have a procession, and that procession included 3,500 sailors saved this year, what a wonderful effect would be produced all over London People would ask, “Who are these?” and they would help them. After that, suppose another procession of 7,400 widows and children who had been relieved; why, the effect of that would be mighty too. We must remember that we cannot appeal to the eye, which is often very useful. Another defect is this, not everyone knows what it is to be shipwrecked, and no pictures and no descriptions, however splendid and however accurate, can give the idea of a shipwrecked seaman, and nobody knows the pleasure of helping one unless he has helped himself. The other day I had to

present a young lad who had saved a life in a shipwreck with a handsome medal. This boy, a sailor, was shipwrecked off a very steep part of the coast of Australia. The vessel in which he was sailing was wrecked in a dark night and in a storm of snow, and this fellow with great difficulty, being a good swimmer, got to shore, when he thought he saw upon a floating mass something. He thought it was a woman, and he actually plunged into the water again and swam out to that woman and brought her to the shore; he climbed up a rock, and made his way in the dark to some friendly house, and brought some person to his assistance and the woman was saved, and we were glad to give him a medal. A few days ago after this, I should say, he had gone off in another Australian ship, as boldly as if he had never been shipwrecked. One of the speakers spoke of catholicity as being a particular feature in this Society. And we did not stop him in this. This reminds me that when I was a little boy on the north-west coast of Ireland there was a very stormy day, and a number of sailors who could not go out began to converse, and very soon they quarrelled with one another, and they almost got to blows. One who was a little more self-possessed than the others happened to say, "Ay! why there's a ship in the breakers there, that there is." These sailors who had been quarrelling together rushed off to the life-boat; they manned it at once, and I myself fortunately got in with them. They saved the people from the wreck, and when we came back again they went off all as happy as possible, because they had a great object before them. If we have enthusiasm, and we can look up to God for help and look only to others for sympathy, we shall feel that this Society is upon its proper foundation and will have its proper reward. (Cheers.)

The resolution was put to the meeting and carried unanimously.

The next resolution was moved by Captain the Hon. FRANCIS MAUDE, as follows:— My Lord, as I have a few words to say upon this subject and upon a very long text, if I may so call it, I had better read it:—

"That this meeting feels deeply indebted to the Honorary Agents of the Society who have so zealously and efficiently carried out its merciful mission around the coasts of the United Kingdom; to the Lady and Gentlemen Collectors; to the Honorary Solicitor and Auditors; to the Clergy and Ministers who have from their pulpits advocated the cause of the poor castaway or his Widow and Orphans; to the various Sailors' Societies, whose Agents or Missionaries enrol members from amongst the Seamen and Fishermen; to the Officers of the Coast Guard and Customs for the aid so cheerfully and benevolently rendered by them; to the Scottish Board of Fisheries, whose Officers act *ex officio* as Honorary Agents; and also to the Directors of those Railway and Steam Packet Companies who benevolently grant a *free* transit to shipwrecked persons bearing the Society's pass."

I do not know why it is, but I think the Secretary, or the Committee, must have given me this text because they know very well that I shall say as little as possible upon the subject, otherwise I should keep you here all the evening, At the back of the cards of admission you will find a whole history of what we have done and are doing. I had last night, at a late hour, taken down a few notes and intended to speak on them, but the previous speakers have already snatched the bread from my mouth; they have dealt with the subject so ably that there are but very few crumbs left for me to pick up and dispose of. Two of the speakers talked of the coast being watched very carefully: yes, so it is, and it has always been watched—centuries ago it was watched, but in a different way. It was watched by wreckers, who drew the ships by the display of false signals to the shore and then plundered them. Now, for the last forty years at all events, it has been watched in a different way. I have had the pleasure of having been “nurse tender,” if I may call it so to the Society—I have known it ever since it started, and I must say that very wonderful changes have taken place. Begging shipwrecked mariners abounded in former days. If any are in existence still, they are nothing but impostors; they can be only impostors, and what is more, they are liable to punishment, and I hope ladies and gentlemen living in the country will see that done. As you have heard, we have a thousand honorary agents; we have them all round the coast; no one can be shipwrecked without their knowing of the fact; and what do they do with them? they send them either home or to the nearest port; if necessary they clothe them, feed them, pay the doctors’ fees—in short, provide for them in every way, whether they are members of the Society or not. If they are foreigners we send them to their nearest Consuls, and they repay us. Still the great thing is that we see that it is done. I have heard people reading the newspapers say, “Oh, dear, what a dreadful accident: so many people wrecked on what is said to be a barren coast; what will become of them?” and then I do not know that they think any more about them; they only know the accident has happened. We know all about them; our agents know what does become of them. They are sent, as I say, to their homes, or to the nearest port, or if they come up to London we do not send them to the destitute Sailors’ Asylum, where they are only kept in existence, but we send them to the Sailors’ Home and pay 15s. a week for their board, while they are there, and send them away, everyone with a trifle of money in their pockets. As Chairman of the Committee, I could enlarge for a considerable time. As to the rewards for saving life, I wish to make that clear to the minds of all who are present, because it sounds as if we were the only rewarders, whereas there is another Society that undertakes to give rewards for all lives saved upon our coasts. It is the deep sea and the shores of our colonies that we undertake. Round our own coast this work is done by the National Lifeboat Society. It was an arrangement made when we first started, that they should change their name to

“The National Lifeboat,” and that we should take the name of “The Shipwrecked Mariners’ Society.” We go hand in hand with a distinct object, and I wish that clearly to be kept in mind—we do not reward the saving of life around our own immediate coasts. Something has been said about the drawing upon our capital: I hope that it is clearly understood. The interest upon the capital is set apart for giving annual grants to the widows and orphans. Widows and orphans—that is another branch; I will tell you how we deal with them. The annual subscription of each individual is 3s., and I may say in passing that we receive nearly £8,000 a year from the subscriptions of the men alone; what a beautiful feature that is! Well, if they pay a second 3s. they—as often as they are wrecked—are entitled to certain privileges. If a man pays 6s. and he is wrecked to-morrow, he gets £2 in addition to the £1 10s., our usual scale of pay; if, on the other hand, he pays his 6s. and he dies, the widow gets £6 over and above the scale that the widow of the person who pays 3s. would receive. I think that is a great feature in our Society. When we adopted it and had carried it out two or three years, I began to be somewhat alarmed at the number of applications and demands upon us, and was afraid that we should be obliged to lower our scale. I am happy to find that it is founded on a true calculation; we are rather gainers by the additional 3s. than losers, and I trust our scale will never be lowered. I do not think I need trouble you with anything more. I have only touched on the main points. The speakers who have come before me have prevented my making a more prolonged speech, and I know my friend, the Deputy-Chairman, Captain Budd, will wish to say something about finance.

Captain BUDD: My lord, ladies and gentlemen,—The resolution that has been read expresses more than any words of mine can do, but having been a member of the Finance Committee for fifteen years, I can bear testimony to the good work done by all who are therein mentioned, particularly the honorary agents, whose labours must be great indeed. For instance, for several months in the year, the average number of letters and cards received from them daily is about 200. My lord, I have much pleasure in seconding this resolution.

The CHAIRMAN: The resolution, which is somewhat lengthy, has been read. I need merely put it to the approval of the meeting.

It was carried unanimously.

Captain MAUDE: As his lordship can have nothing to say to the next resolution, I beg to ask Mr. Denny to propose it.

Mr. T. A. DENNY: My Lord Aberdeen, ladies and gentlemen,—I have a pleasing duty to perform, and I am glad I have the pleasure of making this proposal to the meeting—it will meet with universal acceptance. The only thing wanting on our Committee is that we have not that qualification Mr. MacGregor spoke about—we have not all been shipwrecked. Short of that

you will find in our committee-room sympathy with all the sufferings of the people we have to relieve. Now, Lord Aberdeen, you are quite used and largely accustomed to taking part in public meetings. I may say by way of observation, and I think I speak the feeling of every member of this committee, and of everyone in this room, when I say how rejoiced we are to see your lordship in the fore-front of the philanthropic and religious gatherings that are taking place. May God grant you life, and health, and determination to go on in the good way in which you have begun! We want such men in these days; we want men in the position of your lordship to take the place you do. You are so much accustomed to taking the chair at public meetings, that you will, perhaps, be astonished at seeing so small a constituency interested in a great work like this. Well, I can only think that the members have such immense confidence in the Committee, and in Captain Maude especially, that they do not think it necessary at all to come and look into their affairs. I may say—without saying anything for the Committee generally, because I am a member myself—my friend Captain Maude, now sitting on the right of the President, is a most punctual and excellent chairman, a man of marvellous powers of dispatch, he has wonderful powers of happy dispatch, he can get through the business of a meeting almost while another man would be thinking about it, and is as regular as the clock in his attendance, and won't waste a minute over the Committee work. Therefore I can only think the constituency at large is well aware of the way in which their affairs are managed, otherwise they would come to these annual meetings. In fact, I believe if they were not imposed, we might do without them altogether; that, it appears, cannot be done. It is pleasing to see such happy faces, even though the constituency is small, and to see such men as Lord Aberdeen taking part in meetings like this. I have very great pleasure in proposing:—

“That the best thanks of this meeting be given to the Right Hon. the Earl of Aberdeen, for so kindly presiding on this occasion.”

Mr. WILLIAM TOLLER: My Lord,—As the President has been prevented by official duties from taking the chair, I am sure this meeting must be deeply thankful to your lordship for taking it in the able manner you have done. I have great pleasure in seconding the resolution.

The resolution was carried by acclamation.

Lord ABERDEEN: Mr. Denny and Mr. Toller, ladies and gentlemen,—I beg to thank you most heartily for the kindly words that have been spoken in proposing this vote, and for the manner in which it has been received. I have felt it a great pleasure to be here to-day, especially because I think my hope expressed at the beginning of the meeting as to the practical character of the proceedings has quite been verified. We have had a considerable number of addresses, none very long, all effective, and all containing information, and which certainly ought to promote an increased interest in the

work of the Society. And though, as Mr. Denny has remarked, the visible constituency is not large, it is large enough if each member present is prepared to use his own exertions to secure further support. If that is only one amongst other consequences, this meeting will not have been without effect. I hope some of the speeches may be reported for our use. I dare say they will appear through this valuable medium, *The Shipwrecked Mariner*, which is one of my earliest recollections as a boy. I am glad to see that the Committee have not done what is done sometimes with well-known periodicals, changed the outside to make it more novel and attractive. It occurs to me to suggest that by circulating this valuable medium, an increased acquaintance with the Society and an increased interest in its work might be gained among the Christian public. If anyone would like to look at the rewards medals they are upon the table. The meeting will be concluded by the pronouncing of the Benediction.

The Hon. and Rev. E. CARE 'GLYNN pronounced the Benediction, and the proceedings terminated.

CAPTAIN COOK.

I.—EARLY LIFE AND FIRST VOYAGE ROUND THE WORLD.

AMONG the notables classed as "men who have risen," James Cook deserves a very honourable place,—he deserves, in fact, a good position among historic worthies of any class. It matters little from what social platform men take their start; they must, if they are to attain a niche in the temple of honour, rise.

James Cook rose from a very humble position, for his father was only a farm labourer, who lived in a small village called Marton, in Yorkshire.* The father, however, was a worthy after his sort—an honest and industrious man, who gained his employer's respect and rose to be under-steward. James had to go early to work and, as many elder children do, help to get bread for the younger. He had some little instruction from the village schoolmaster in leisure hours, the employer paid the cost, and the world has been benefited by the kindness. He learnt to read and write and something of what the people of the North never neglect—arithmetic.

James was to rise from the rank of labourers and learn a trade; he was apprenticed, at the age of thirteen, to a shopkeeper at Snaith, a fishing-place some miles from Whitby. Allured by the beauties of the sea, he determined to be a sailor! The master saw good reason to favour the desire, and gave up the indentures. Cook apprenticed himself for seven years to a firm at Whitby who had vessels in the coal trade. This term was served with greatest satisfaction to the shipowners, who kept their eye on James. Good sailors always

* Capt. Cook was born 3rd November, 1728.

make their mark somehow; and who can expect "good luck" unless he strives for it, or, at all events, strives to deserve it?

Navigating the east coast of England seems to have afforded an efficient training for one who was to be employed in exploring new and intricate coasts. Cook was in the coal trade between the North and London till 1753, when he might have had command of one of the colliers belonging to the firm to which he was apprenticed, but he minded to enter the Navy, and in his twenty-seventh year he joined the 'Eagle' 60-gun ship. His old masters recommended him to the captain, who, in his turn, reported so well of Cook that he obtained a warrant as master in 1759, and sailed for North America in the 'Mercury,' Captain Palliser commanding.

Our fleet was required to co-operate with General Wolfe in the attack on Quebec. There was no reliable chart of the St. Lawrence river. Cook undertook the task, which was done after dark, under very difficult circumstances, even at risk of life. The task, however, was performed, and no survey of that river has since been required, so accurate was Cook's work. He was not known before as a skilled draughtsman; the occasion came, and he rose to it as a good scholar in the school of perseverance. After that he surveyed parts of the coast of Newfoundland; and learnt geometry and astronomy; observed the eclipse of the sun in 1766; and contributed a paper to the Royal Society's Transactions. Cook resigned the post of Marine Surveyor of Newfoundland, and returned home in 1767. (He had married Elizabeth Batts, of Barking, in 1762.)

FIRST VOYAGE.

The British, French, and Russian governments determined to send out scientific expeditions to the South Seas to observe the transit of Venus, which was to occur in 1769. (For note on transit of Venus, see end of this paper.) James Cook was recommended to the king to command the British expedition. He was raised to the rank of lieutenant, and having some option in the choice of a vessel, he chose, not a frigate, but one of good burden capacity, built for the coal-trade, and adapted to sail near shore. She was called the 'Endeavour;' she had eighty-four seamen, and carried ten carriage and twelve swivel guns.

Cook was accompanied by three scientific gentlemen—Mr. Joseph Banks; Dr. Solander, a pupil of the great Linnæus; and Mr. Green, the astronomer.

Otaheite was the spot fixed upon for observing the transit, but Cook was ordered to explore the Southern Ocean, and therefore the expedition had a two-fold object.

Cook received his commission on 25th May, 1768, and the 'Endeavour' sailed from Deptford on 30th July. The voyagers touched Madeira, on 13th September, where the scientific men made notes on the natural products of the island, and the vessel received a good supply of refreshments. It is

notable that here and throughout the voyage, abundant observations were taken on the variations of the compass, on the ocean currents, and on the trade winds, &c.

On the 8th November the 'Endeavour' reached the coast of Brazil, and entered Rio Janeiro on 13th. The Governor of this place was ignorant and suspicious. Cook tried to explain to this stupid Portuguese the object of his voyage: "Of the transit of Venus, however, he could form no other conception than that it was the passing of the North Star through the South Pole."

The voyagers reached Terra del Fuego in January, 1769, and here they had some sad experience. An exploring party ascended a mountain, and two of them lost their lives. The longitude of Cape Horn was carefully ascertained by Cook and Green, and the former laid down special directions to future sailors for sailing round Cape Horn. They left the Cape on 26th January, and sailed westward, and did not discover land till 4th April, when they reached 139° W., and on 13th April entered Port Royal Bay, Otaheite. The journal says: "We were immediately surrounded by the natives in their canoes, who gave us cocoa-nuts, fruit resembling apples, bread-fruit, and some small fishes, in exchange for beads and other trifles. They had with them a pig, which they would not part with for anything but a hatchet."

The natives of Otaheite received Cook and his companions in a very respectful manner, and soon became so familiar as to rob our countrymen at every favourable opportunity. For this they got a little punished, but did not resent with any degree of ferocity. A fort and an observatory were erected, and while the work was in progress the natives would steal a nail or tool if they could, and when the astronomical instruments were landed, they stole a quadrant, but returned it after much trouble to the voyagers. Some persons of rank once attended divine service at the fort and exhibited a decorous manner, but would receive no instruction as to its import. We have not space to enlarge on the various adventures of the voyagers with the Tahitians. The great object of the visit was to observe the transit of Venus on 3rd June, 1769. All the previous night the observing party were extremely anxious about the weather, and were "up every half-hour." "At daybreak they got up, and had the satisfaction to see the sunrise without a cloud." The observation was satisfactory. (Anyone who would see a complete account may consult *Transactions of Royal Society*, vol. 61., part ii., page 397, &c.) Cook took part in the actual observations.

Otaheite was shortly after circumnavigated by Lieut. Cook and Mr. Banks, and they particularly describe a burial place, or Morai, of enormous size, it being 267 feet long and 87 feet wide, and built of stone. Mr. Banks traced a river, and found marks of volcanic action. The climate of the island is pleasant, and though within the tropics, the summer temperature is about equal to that of the Isle of Wight.

Cook left Otaheite on 13th July, taking with him a native named Tupia as interpreter, and visited several islands near Otaheite.

He then entered on the second part of his programme, and sailed south in search of a continent, on 15th August. On the 30th a comet was observed, and Tupia said the appearance of this would create war among some of the islanders. After sailing southward and westward there were certain appearances of an approach to land on 5th October, and the next day land was seen from the mast-head; it was supposed to be "the unknown Southern continent." It proved to be what we call New Zealand (the Northern island—New Ulster). On the 8th a landing was effected, and Cook found that it was the land discovered by Tasman in 1642.* The natives showed no friendliness, and some unfortunate conflicts resulted. No provisions could be obtained at "Poverty Bay." Cook sailed northward, and gave names to various capes and bays. On November 1st, about forty-five canoes approached the 'Endeavour,' but the people were hostile and insolent. Cook ordered muskets to be fired over them—not at them—and they fled.

On 8th November Cook found himself in lat. $36^{\circ} 47' S.$, and on the next day another landing was effected, and a transit of Mercury was observed by Mr. Green, and Cook ascertained the sun's altitude. The inlet is still called Mercury Bay. The 'Endeavour' sailed round by the north and west and south by the west coast to Queen Charlotte's Sound. Our navigator learnt that there was an open channel running eastward (he concluded he had been sailing round an island). He passed through the channel, ever since called Cook Strait, and for the first time proved New Ulster to be an island. Here we leave the voyagers for the present.

[NOTE ON TRANSIT OF VENUS.—The planets Venus and Mercury are situated between the sun and the earth, and occasionally appear to us to pass over the body of the sun from west to east: this appearance is called a *transit*. We speak more particularly of the transit of Venus, which always occurs in June or December, and at very irregular intervals; the intervals are these: 8 years, 122, 8, 105, 8, 122, &c. There was a transit in 1761, 1769, 1874; the next will be on 6th December, 1892, and after that 122 years will elapse, and there will be a transit on 8th June, 2004. The observations of the transits in 1761 and 1769 were so important that they enabled astronomers to fix the distance of the sun from the earth. Some little correction has since been made, and the reader will judge how delicate this was, for it amounted to one-twelve hundredth of a degree in the sun's parallax, and Sir John Herschel observes: "This error corresponds to the apparent breadth of a human hair at 125 feet, or of a sovereign at 8 miles off—and this error has been detected and the correction applied." We find now that the sun is about 92,000,000, not 95,000,000 miles distant.]

S. H. M.

* Abel Janseen Tasman, a Dutch navigator, discovered New Zealand on 13th December, 1642.

THE MOTION OF STORMS; OR, SCIENCE FOR SAILORS.

THE TRACKS OF SEVEN STORMS.

ALREADY we have spoken of the law of storms, and given some illustrations of their passage over the British Isles and the N.W. of Europe; but as we are now in possession of an account of certain storms in November and December, 1878, and in January of this year, we propose to detail what we have learnt about them.

In this account we are aided by the *Monthly Weather Review*, January, 1879, issued by the authority of the United States Government. This *Review* is accompanied by charts, one being devoted to ocean storm tracks. The lines drawn on the chart represent as nearly as possible the course of the centre of the storms over the American continent and over the Atlantic Ocean.

We then have further information from the Daily Weather Reports issued by the Meteorological Office, London (the work of this office has already been briefly described in *THE SHIPWRECKED MARINER*, Vol. xxv. p. 193), as to the course and effects of these storms over the British Isles and the continent of Europe.

1. A storm appears to have originated off the W. of Spain in lat. 40° and long. 20° W. On 23rd November it moved in a N.E. direction. It was felt S. of Ireland and W. of France on 24th, and storm warnings were then hoisted on parts of our coasts. On 25th the depression lay over N.E. coast of England, and passed to Norway on 26th a.m., and thence to Gulf of Bothnia; it swung round towards the south. Winds were strong and variable, and weather unsettled to end of month.

2. This originated in Gulf of Mexico on 26th December, and passed over the southern States to the Atlantic. The centre was over lat. 38° and long. 70° W. on 27th; that is, at the rate of 1,400 miles in twenty-four hours. The storm was encountered by the steamer 'Anchoria' on the 28th, in lat. $45^{\circ} 46'$ long. $49^{\circ} 13'$ W. The barometer was down to 28.6 inches. The steamer 'Austrian' felt the severity of the storm on 29th and 30th, and reported the barometer down to 27.8 inches at 6 a.m. on 30th, in lat. 53° and 25° W. At the Monach Lighthouse, Inverness, the pressure fell on 29th and 30th, and on 31st was down to 28.5 inches, wind south; but at 1 p.m. the wind "flew round like a shot" to north, and the barometer rose. It appears that a storm-area had passed to the eastward by the north of Newfoundland on December 25th. This was encountered by steamer 'MacGregor' on 27th in lat. 51° and long. 31° W.; reports, "wind blew with terrific force, causing a tremendous sea; lost four lifeboats, 190 head of cattle, and 500 head of sheep." It is probable this area joined (2) on 29th, north-west of Ireland. A great depression was felt to the N.W. of our islands, and on 30th December in N. of Scotland the barometer was below 29 inches. All the west coasts were warned. The storm centre passed to W. of Norway

on 31st. Heavy seas were reported. The effects of this storm were very distinctly marked. The weather was unsettled until 2nd and 3rd January, but it brought high temperature, and caused a temporary cessation of frost. The disturbance was soon followed by another.

3. Which probably formed in the south-west quadrant of storm 2, and developed into a severe one on 2nd January. It had begun in lat. 40° and long. 40° W., or mid-Atlantic, passed to lat. 50° and long. 35° W. Barometer indications on 3rd January were pronounced "very complex;" for while the depression just described in storm 2 had passed to the Gulf of Bothnia, there was one over England and another approaching from the S.W. The centre of storm 3 passed over to Denmark. The one approaching from the S.W. was a continuation of low pressure area No. 2, or a branch of it, which struck off at lat. 53° long. 30° and passed off over Bay of Biscay and over France, causing a very heavy sea in the Bay. This produced a N.W., N., and N.E. wind over these islands, and then an anti-cyclone was formed to the northward of our islands.

4. Was that which passed the Bay of Biscay; then there approached from mid-Atlantic the storm-area—

5. Which came up in the rear of the above-named anti-cyclone, pressing the centre of the latter to the neighbourhood of the Baltic, and on the 9th had its own centre between Toulon and Lyons, where the barometer fell to nearly 29 inches. All round our coasts it was stormy, the wind blowing, as described in a former article, "with the hands of the watch" over this country, but the reverse over France.

6. Originated west of the Rocky Mountains on 6th January, lat. 40° and long. 115° W., swung round by the north of the Gulf of Mexico, crossing the States, and passing near Philadelphia to ocean, thence to south of Newfoundland and to the north-east, between Scandinavia and Iceland, and was spent, as it were, in its approach to the Icelandic depression (see last article). This storm-centre seems to have travelled over 7,000 miles between the 6th and 15th. The influence of this storm appears to have been felt on the British coasts by the 12th January, when the barometer began to fall in the W., and on the 18th a depression to the N.W. of Scotland was evident, as the report said, "depressions are moving northwards along our extreme western coasts." It must be remembered that the effects of a storm are felt far from its centre, and that in proportion to its violence. A portion of this storm area passed from lat. 55° and long 20° W. and formed the track.

7. Which moved south-eastward. Our coasts were warned on the evening of the 15th. There was a severe gale at Scilly on 16th, where the sea was high, as also N.W. of France and Bay of Biscay. This depression passed to the south of France, and "became nearly filled up in its passage." Some subsidiary depressions followed, but their origin has not been traced to any great storm-area passing over the Atlantic in January, 1879.

S. H. M.

THE ANTECEDENTS OF TUDOR SEAMANSHIP.

ENGLISH sailors were first great under the Tudors. The fame of their seafaring began in the reign of Henry VII. with the voyages of those Bristol merchants, under the Cabots, who discovered North America. The fame of their sea-fighting began in the reign of Henry VIII. with the employment of a national navy, under Sir Edward Howard, against the French.

But from the time when our Anglo-Saxon forefathers first visited these shores, we may trace, both in sea-fighting and in seafaring, an almost steady growth of skill and courage. The earliest indications of skill and courage belong, indeed, to a period lasting for centuries, perhaps thousands of years, before the Anglo-Saxon settlement.

The very first inhabitants of our island must have been sailors, expert enough to make and guide the crafts which brought them from their older continental homes. These may have been very rude and very fragile; but, if so, there is evidence that the primitive knowledge was soon improved upon. In various parts of England and Scotland, so deep underground, and so far from the present limits of the sea that long ages must have elapsed since they were used, boats have been discovered, very similar to the canoes still built by the North American Indians and the natives of the Pacific Islands, and adapted for trading and fishing expeditions. Some are only five or six feet long, and hardly able to hold more than a single man; others are five or six times as large, and with room enough for a little company of voyagers, most of them shaped, as if by fire, out of solid blocks of oak; a few are made of separate pieces, fastened by wooden pins; and one, considerably larger than the others, and probably of a much later date, has copper instead of wooden nails.

All but the smallest bear resemblance to the vessels in which the Celts of Gaul, aided, as we are told, by the Celts of Britain, attempted to withstand the conquering force of Julius Cæsar; and Cæsar's honest praise, corroborated by the discoveries of archaeologists, gives us a tolerably clear insight into the maritime condition of the Celtic races near the beginning of the Christian era. "In agility and a ready command of oars," he says, "we had the advantage; but in other respects, considering the situation of the coast and the assaults of storms, all things ran very much in their favour. For neither could our ships injure them in their prows, so great was their strength and firmness; nor could we easily throw in our darts, because of their height above us, for which reason also we found it extremely difficult to grapple with the enemy and bring them to a close fight. Add to this, that, when the sea began to rage, and they were forced to submit to the winds, they could both weather the storm better and more securely trust themselves among the shallows, because they feared nothing from the rocks and cliffs upon the ebbing of the tide."

These oaken galleys, slow-going and not very manageable, flat-bottomed and with high prows and sterns, supplied with leather sails and iron cables, were the chief causes of trouble to Cæsar in his naval fighting with the Celtic races. The Celts were also famed for the long slender boats, akin to the modern pin-nace, provided with light blue sails and keels of the same colour, so as to be hardly distinguishable, at a little distance, from the sea and sky, in which, during war-time, they darted noiselessly upon the enemy and glided swiftly from place to place, seeking and giving information. And for peaceful avocations they had vessels of size intermediate between the galleys and the boats, made partly of wood and partly of wicker covered with ox-hide, and provided with a few oars and a single sail a-piece, in which merchants conveyed their goods from one home-port to another, or across the narrow seas that separated Gaul from Britain and Britain from Hibernia.

The Britons appear to have made no progress in maritime affairs after the Roman conquest. They learnt nothing from their rulers, who, indeed, found it more convenient for warfare in the northern seas to copy the Celtic fashions than to use their own style of shipping; and, under the weakening influences of a foreign civilization, they lost much of their ancient skill. Yet for centuries it does not seem that Teutonic and Scandinavian shipping was much superior to that of the Celtic nations, which it was the chief means of mastering. Braver hearts and stouter hands guided them; but the Norse and Anglo-Saxon boats were as small and as ill-constructed as those of the Britons. In some respects perhaps they were even ruder.

Not much larger, it is probable, were the vessels in which the Teutonic conquerors of Britain arrived. Hengist and Horsa are said to have come, in 449, with three long ships or keels; Ella and his sons, in 477, with three others; Cerdic and Cymic, in 495, with five; Port and his two sons, in 501, with two; and the leaders of the West Saxons, in 514, with three. But we have no ground for supposing that any Anglo-Saxon wave-traverser before the time of Alfred the Great, whether styled a ship or a keel, a hulk or a boat, was of more than fifty tons' burthen, or had room for more than half a hundred men. All appear to have been built after the same fashion, with planks laid one over the other, and stretching from prow to stern. Both prow and stern rose high above the middle part of the vessel, the former, or sometimes both, being adorned with a rude figure-head, and the latter being provided with a long broad oar, to be used by the captain or pilot in directing the course of the voyage. Rowers were placed at the sides, and with a favourable wind the progress was greatly aided by a large square sail suspended from a yard at the top of a single slender mast. The keels, apparently, were longer and narrower, lighter and swifter than the ships, while the hulks were broader and more compact, being intended for the transport of stores and merchandize, and the boats were adapted for river-transit and passage between the larger crafts.

We find no mention, however, of vessels too large to be rowed by one or two dozen men, or to be pushed by hand from the shore when they were required to be used.

It was in vessels of this sort that the people we call Anglo-Saxons came to our shores during the fourth and fifth centuries, and the vessels in which they were attacked during the ninth and ten tenth centuries by their rougher kinsmen, known as Danes, were of the same description. King Alfred has the credit of effecting the first great improvement in English shipping. In 897 he caused long ships to be built. They were twice as long as the others. Some had sixty oars, some had more. They were swifter, steadier, and higher than the rest, shapen neither like the Frisian nor like the Danish, but as seemed to him most useful.

Alfred's zeal in naval matters was inherited by several of his successors. Athelstan not only obtained such a victory over the Danes in 937, that they gave no further trouble to the English for half a century, but he was able, in 933, to invade Scotland by sea, and in 939 to send a fleet to the King of France for the purpose of resisting his rebellious nobles and the King of Germany. Yet more famous was Athelstan's son Edgar, of whom it is said that, in 973, "he led all his ship-forces to Chester, and there came to meet him six kings, and they all plighted their troth to him that they would be his fellow-workers by sea and land."

Even Ethelred the Unready has a place in naval history. He collected a fleet, in 1009, of nearly eight hundred vessels, "so many as never before had been among the English nation in any king's days." The levying of ship-money by which this was effected, being continued by Canute and his sons, enabled them to make further improvement in English shipping, and to leave it in a state from which there appears to have been little fresh advance for nearly a century and a half.

The ship-money was abolished by Edward the Confessor; but when William the Norman conquered England, he found and kept in force certain provisions for naval service. The burgesses of Dover, for instance, were bound to provide twenty ships, carrying twenty-one men each, for fifteen days each year, in return for exemption from sac and soc, and from toll throughout all England; the people of Sandwich rendered similar service for similar privileges. Every time the king sent ships to sea, the burgesses of Lewes had to contribute twenty shillings towards the wages of the crews. Warwick had to find four seamen, or pay four pounds in lieu, and twenty burgesses of Oxford had to attend the king on each expedition, or, in default, twenty pounds were to be paid for substitutes. Lands were held in the Hundred of Maldon, in Essex, on agreement to supply wood for building the king's ships; and Gloucester had to furnish iron for nails to be used in making the same. Of like sort were many other imposts, some of which continue, in modified forms,

to the present day, the most important of all being the scheme of service by which the Cinque Ports were enabled to take an influential part in English maritime history throughout the Middle Ages. In this way the State had at command a fleet of fifty-seven ships, with aggregate crews of 1,197 persons, 114 being officers paid at the rate of sixpence per day, and the rest being entitled to a daily pay of threepence. The entire annual cost to the Cinque Ports was estimated at £983 5s., which must be multiplied by nine or ten for the difference in value of currency between the twelfth and the nineteenth centuries. At a later date the number of ships was slightly augmented, and at a still later date, when much larger and costlier vessels began to be used, only two, three, or four were exacted; but the entire expense of the service in men and money was steadily kept on a par with that of the original institution.

Ships of all sorts, whether built for the sovereign or prepared for private use, were held to be, in theory and fact, the property of the crown. The king could send any wherever he chose, and in the most summary manner could forbid their going to any objectionable place, or even going out of port at all. "Know for certain," we read in a mandate of King John's, addressed in 1208 to the mariners of Wales, prohibiting their departure from their homes until they were otherwise instructed, "that if ye act contrary to this, we will cause you and the masters of your vessels to be hanged, and all your goods to be seized for our use." Commerce suffered by this course, but it was chiefly by the pursuit of commerce that English shipping prospered under the Plantagenets.

In each generation there was an increase of the number of tough little vessels constructed for trading round the coast or across the narrow seas; though able now and then, and under adventurous captains, to go as far northward as Denmark and even Iceland, or in a southern direction towards Spain and Italy. In peace time and in war time the English sailor of the middle ages had bold and hardy work to do, adding as much in those days as his successors have done in later times to the bold and hardy character of the whole nation of Englishmen.

A period of important work was inaugurated by Richard I. Of this his crusading zeal was the immediate cause. In April, 1190, in obedience to his orders, a fleet of more than one hundred vessels quitted Dartmouth for the Holy Land, a longer and more perilous voyage than appears ever before to have been undertaken by Englishmen; and the story of its progress gives interesting evidence of the character and capabilities of English shipping in those days. Four months, including the time necessary to repair the damage caused by a violent storm in the Bay of Biscay, were spent in sailing to Marseilles, and another month was required for the voyage to Messina, where King Philip of France awaited the coming of his brother crusader, Richard of

England. Here they halted for the winter, the time being considered unseasonable for further voyaging, and also being needed for retrieving the losses incident to the five months' tedious passage from Dartmouth. At the end of two months, after many delays, the fleet reached Acre, there to wait for a year, while its crews followed Richard in his famous crusading enterprise on land.

King John, praiseworthy for little else in English history, did good service by turning to account the enterprise occasioned by his brother's crusading zeal, itself necessarily shortlived, in establishing an efficient maritime force for fighting vessels nearer home. He placed on an improved footing the old arrangements for naval service from the Cinque Ports. He established a dockyard at Portsmouth, and set the fashion of using it for the construction of stout ships, exclusively the property of the Crown. He paid especial attention to the economical and satisfactory fitting out of all ships intended for warlike purposes, saw that they were efficiently manned, and put wise and brave officers in charge of them.

The greatest of these officers was Hubert de Burgh, whom King John made Justiciary of England in 1215. He was also for many years Constable of Dover Castle. His best work was done under the ungracious rule of Henry III.'s governors. Hearing, in August, 1217, that a French fleet of eighty great ships, with a large number of galleys and smaller vessels, was on its way for the invasion of England, he promptly summoned a council to consider how the attack was to be resisted. "If these people land," he is reported to have said, "England is lost. Let us therefore boldly meet them, and God will be with us!" The other members of the council were not so zealous. "We are not sea soldiers, or pirates, or fishermen," they exclaimed; "go thou and die!" To do that for his country, if need were, De Burgh was resolved. Without an hour's delay he ordered out sixteen Cinque Ports' galleys, large and well manned, which happened to be then at Dover, with about twenty smaller ships, and placed himself at the head of the little armament. He met the invading fleet off the North Foreland, and, having the wind in his favour, suddenly bore down upon its rear, caused grapnels to be thrown into the ships which were first approached, and so made it impossible for them to escape. The French, disconcerted by this bold manœuvre, were soon overcome by the vigorous fighting of their opponents. The English sailors, having no arms to use, threw unslaked lime into the air, that it might be blown by the wind into the enemy's eyes, and thus might blind them. Others deftly cut the rigging and halyards, and so caused the sails to fall down, "like a net upon ensnared small birds." The cross-bowmen and archers plied their weapons with deadly effect; and before long more than half of the French ships were captured. Fifteen managed to escape, and about as many were sunk during the contest. By his promptitude, and tact, and valour, Hubert de

Burgh secured a victory unparalleled in the previous naval history of England.

Among the seamen of the Tudor period, fighting for fighting's sake was at any rate only a secondary inducement, and that if fighting came it was mainly in consequence of the growth of maritime enterprise, which has issued in the establishment of our vast colonial empire, and the independent empires that have sprung and are springing therefrom, all contributing in a very notable way to the growth in wealth and influence and character of England itself. —Abridged from *English Seamen under the Tudors*, by H. R. FOX BOURNE.

PROGRESS OF BRITISH SHIPPING.

NOTWITHSTANDING the gloomy forebodings that reach us on all sides as to the decay of trade, and the prognostics of those who fain would contribute a chapter to the "Decline and Fall of the British Empire," we find, by the tables recently issued by the Board of Trade, showing the progress of British merchant shipping, cause for gratulation rather than alarm at the position this great nation holds in the carrying trade of the world, notwithstanding the unprecedented depression which has existed, and continues to exist, in the manufactures and commerce of the kingdom.

It appears by the tables which have been presented to Parliament, that since 1840 there has been a steady increase in the tonnage of British sailing and steam vessels engaged in foreign trade annually entered or cleared at home ports.

The tonnage of the Merchant Navy of the British Empire at the end of last year was 8,329,421 tons, of which 6,492,120 belonged to Great Britain. Such an enormous aggregate is unexampled in the history of the world. Compared with other kingdoms, we find that it is nearly double that of the United States, more than seven times that of the German Empire, eight times that of Italy and France, and much more than that of all these countries put together. The comparison with steam tonnage is even more favourable, for though the United States hold their position, Germany and France are nowhere. So great is our progress during the past year, we find that no less than 464,511 tons have been added to our Merchant Navy.

With these significant facts before us, it is clear that our position as a maritime nation is far and away beyond that of any of our competitors. Another interesting fact must not be lost sight of: while there are 23,843 foreigners in our Merchant Service, it is manned by no less than 172,242 British subjects.

THE LIFE-BOAT.

BY DR. LONGMUIR, ABERDEEN.

"I am come that they might have life."—John x. 10.

THEYSELV our Lifeboat, launched in man's dark night
 From Heaven's bright threshold of unclouded light,
 By Hell's rude tempests, shattered, torn, and riven,
 Thy life for man's was nobly, freely given.

"The Sea," by Rev. Dr. DALTON.

HAD waves ay gently swelled,
 And ne'er been tempest-tost,
 No brawny arm had e'er propelled
 The Lifeboat to the lost :
 So had our Sire obeyed
 The word of truth, and stood,
 God's only Son had never paid
 Our ransom with His blood.

Boats that would life preserve
 Must diverse points combine ;—
 Give strength of frame with grace of
 curve,
 And buoyance 'neath the brine :
 So He that saves the soul
 Sank 'neath our sins as Man,
 But rose as God from death's control,
 To perfect Mercy's plan.

With strong and steady pull
 Against the raging blast,
 The Boat must bear from battered hull
 Those lashed to bending mast :
 Thus, Jesus, on the steep,
 Beheld His toilworn band ;
 Then walked as Lord the foaming deep,
 And sped the boat to land.

Ask they, "What brings that Boat,
 Thro' stormy wind and wave !"
 The tempest bears the joyous note,
 "She comes your lives to save !"
 Ah, thus the Father's love
 Gave Jesus to the cross,
 That He might waft our souls above,
 Restoring Eden's loss.

The crew, 'mid growing storm,
 All drop into the Boat,
 Then leave their bark's dismembered
 form,
 And landward gladly float :
 Thus from the fence of lies,
 And compact formed with Death,
 The sinking soul to Jesus flies,
 And grasps His skirt by faith.

Now, freed from death's alarms,
 They spread the trusty oar,
 Then watch the wave, and strain their
 arms,
 And pull in hope for shore :
 So love to Christ constrains
 The souls that life receive,
 To use the means His grace ordains,
 Lest they His Spirit grieve.

When wind and wave in strife
 O'er bark disabled rave,
 Who first will launch the Boat of life,
 But those she went to save ?
 So those who clay have trod,
 And now as freemen fare,
 As zealous workers with their God,
 Will break the captive's snare.

When on the crowded beach
 The Boat her bosom rears,
 Then Gratitude, out-growing speech
 Prolongs her hearty cheers :
 So when the Star of day
 The dark from souls has driven,
 The golden harps, in louder lay,
 Proclaim the joy of Heaven !

ANTICOSTA.

ANTICOSTA is a large island on the lower St. Lawrence. Its whole history, from the day it was discovered by Jacques Cartier, in 1584, to the present, is a record of human suffering. The Indians called the island Naticotecoe—the country of 'the wailing—and under the modern corruption of Anticosta it has added to its terrible renown. In 1680 Anticosta was granted in fief to Louis Jolliet, the discoverer and pioneer of the West, and he built a port at Pointe des Angalis, where he ruled the island. His garrison consisted of six vassals, armed with muskets, and it is needless to say, that like Cain, Julius Cæsar, and Miles Standish, he knew the name of each of his soldiers. Jolliet was taken prisoner by the English under Admiral Phipps, in 1690, but released on the failure of that expedition—which paid the tribute of one ship to the rocks of Anticosta—to take Quebec.

The Government provision depôts along the coasts have been the salvation of many a castaway, while the strand has been the lone grave of more. From the 1st of December to the 1st of April the lights in the gulf are put out, and the darkness of winter broods over the waters.

The sufferings of the passengers and crew of the French ship 'La Renommée' on this island form a most dreadful record in the history of mankind. The vessel, of 300 tons burden, with fifty-four souls on board, and laden with furs consigned to the Pacauds, the King's treasurers sailed from Rochelle, Captain De Freneuse in command, on the 3rd of November, 1736. She was a staunch new frigate, well provided, and carrying fourteen guns. Father Emanuel Crespel, a Recollet, was a passenger. He arrived in New France in 1724, and was going home on a visit, intending to come back on the 'Renommée' on the return voyage. He wrote a vivid account of his shipwreck and sufferings to his brother, and from his letter, which the chronicler Bibaud preserved, this narrative is taken. All went well until the 14th of November, when the ship encountered contrary winds, and while standing towards the south point of Anticosta, and in the act of wearing, was struck by a tremendous sea and as suddenly struck ground, and found herself on the breakers near the mouth of the Pavillon River, below Ellis Bay. The captain ordered them to lower the boats, and twenty persons jumped into the long boat as she was swinging from the davits, but the tackling broke and ten were thrown into the sea. A sea at this time struck and broke the ship's rudder, whereupon Captain De Freneuse had the mizen-mast cut away. The long-boat had been righted and shoved off for shore, leaving the captain, with twenty-three men, on the wreck. As they approached the shore—the rudder had been injured in the accident, and an officer was steering with a broken oar—they heard the ominous roar of the breakers. It was night, and a heavy sea was running. They were soon caught with the raging surf and dashed

with great violence on a small island at the mouth of the Pavillon, which they saw the rising tide would submerge. However, they reached the mainland more dead than alive from cold and bruises, and huddling together under a pine tree passed the night in intense suffering, snow falling to the depth of two feet with a biting north wind. At daylight the jolly-boat, with six men, landed, and later on Captain De Freneuse, with the rest of the crew, also escaped, the Captain hauling down his flag and weeping to see so fine a craft given over to the waves. Some provisions, carpenter's tools, some canvas and several muskets, with powder and ball, were saved. The next day the snow was six feet deep. A council was held, at which all hands were present, their common misfortune having made all equal. They knew that a French seal-fishing party would pass the winter at Mingan, fifty-two leagues distant on the north shore, and it was proposed that a detachment should start for there in boats, secure aid and return forthwith for those left behind. Ships from Quebec for France in those days carried only two months' provisions, and they found they had only been able to save provisions for forty days, and those in a damaged condition. As the winter in Anticosta lasts six months, it was clear that unless help could be obtained from Mingan they would have to face a horrible death. But while all volunteered for the relief expedition none were willing to remain behind, and a deadlock ensued. At this crisis Father Crespel celebrated mass and preached a sermon urging self-denial. Yielding to his solicitations, twenty-four men agreed to remain at the Pavillon; and Frenense and the friar were appointed to lead the expedition. The mizen mast of the 'Renommee'—the vessel itself had broken up piecemeal—had come ashore and been used up in mending the long boat. The ice was troublesome and the cold unparalleled, so that they could scarcely make headway, indeed, on the 2nd December, they had only made nine leagues. That afternoon the long boat lost sight of the jolly boat, and soon after was driven ashore. Landing, this party, which included De Freneuse and Father Crespel, built a fire on the cliffs to attract the attention of those in the missing boat, but without avail. On the 7th December they set out again, but after battling vainly with the ice three hours were compelled to seek the shore, realizing to their horror that further progress was impossible. They placed their provision in a hut built of pine branches, and so situated that no one could enter it without being seen by his comrades, who camped in rude huts round about. Each man was served with four ounces of flour per diem, and in addition two pounds of flour and such fox and seal meat as they could obtain was made into a general mess, Father Crespel dividing it into equal parts. A spoonful of dried peas varied this scant bill of fare once a week. For water they melted the snow, which was now eight feet deep on the level. Ophthalmia, caused by the smoke of the huts, the glaring of the snow and the intense cold, soon set in among them, and was followed apace by diabetes and sourvy. On December 24th Father Crespel

succeeded in thawing a few drops of wine which he had religiously preserved, and celebrated midnight mass in one of the huts. "It was an affecting sight," he writes, "to the castaways appealing to the mercy of the Divine Son. It was a chapel without ornaments, and my congregation was filthy and ragged, but more heartfelt prayers were never wafted to the throne of grace." On New Year's Day, 1737, they were appalled on finding that their boat had been carried out to sea during the night, and for five days the camp gave itself up to lamentation. That afternoon two of the party while in search of foxes came upon a deserted wigwam and a canoe containing the fat of a seal. This cheered them greatly, for it was proof that Indians were not far off. On January the 23rd the master-carpenter died, and the legs of many of the survivors began to swell. On February 16th De Frenouse gave up his intrepid soul; then Jerome, Bosseman, and Girad, sailors; and then the master-gunner. As they died the strongest left sorrowfully lifted the dead body, and with feeble steps carried it to the door of the hut and buried it in the snow, for they had not strength to carry it further or give it a Christian sepulture. On the 6th of March, while they were all in one hut—they huddled together for warmth—a fierce snowstorm arose and buried them, and for three days they remained in this tomb; five more dying. They were too weak to dig through the snow, and hence could not reach their storehouse nor bring in firewood. On the fourth day Basile and Foucault managed to cut a passage out, and reached the provisions, but on their return their feet were frozen and soon mortified, dropping off at the ankles. The next day, being still without a fire, Lieutenant Vaillant died of cold while laying on his pine-branch litter. On the 19th of March four died, including De Senneville and Vaillant the younger, a lad of sixteen. The rags were torn off their bodies and used as lint to cover the wasting sores of the living. De Senneville had been a page to La Dauphine and an officer in the Mousquetaires. Three only remained—Father Crespel, the seaman Leger, and Furst—and they determined to go into the interior in the hope of meeting with Indians. They yoked themselves, walking skeletons, to the canoe they found on Epiphany, but they could not drag it over the frozen snow. They killed a fox, however, and cooked it, falling upon it so ravenously even while it was roasting on the embers that they were ill for two days. On April 1st an Indian came upon them, much to his amazement, but went away, promising to return with help. Two days passed and there was no sign of him, and they gave themselves up to death. Father Crespel began to recite the litany for the dead, and was thus engaged when he was startled by the report of a musket, and on staggering to the door saw an Indian carrying off the canoe. The friar, who spoke several Indian jargons, crawled up to them and in tears entreated him to help them. The Indian had a child with him, and Father Crespel seized it, and pointing his musket at the Indian, declared he would hold the boy as a hostage until help came.

On this the Indian put them into the canoe, and, the sea being open in channels, conveyed them up the coast a few miles, when he landed them, and picking up the child fled into the interior. Father Crespel fired his musket in the air, and it was answered by a shot. He and Ledger made their way slowly into the bush, while Furst lay down and said he would wait for death. They came to an Indian camp, the chief receiving them kindly and explaining that the Indian had deserted them because he thought from their appearance they were spirits, not men, Furst was brought in also. On the first of May the Indians conveyed them to Mingan, and M. Volante, the chief of that post, at once fitted out an expedition for the Pavillon, Father Crespel accompanying it. On reaching the mouth of the river they fired a volley and instantly four emaciated objects emerged from the woods and knelt on the strand, extending their hands towards the boat. These were all that remained of the party of twenty-four, and two of them died immediately—Tenguy, and Breton, while being helped to a glass of brandy, and Tourillet from joy. The suffering of this party had also been terrible. They had eaten their shoes and even devoured their fur breeches. A stone cross, which stands to this day, was erected over a common grave into which the remains were thrust. A few miles from the Pavillon the dead bodies of the men who had accompanied the De Freneuse party in the jolly-boat were found decomposed on the strand. Hence, of the fifty-four men on board the 'Renommée,' only five survived the shipwreck and the sufferings of that winter.

In 1828 the passengers and crew of the 'Gramous,' from Quebec for the Cove of Cork, experienced even a more deplorable fate on this island. They were wrecked, forty souls in all, near the last point. Some were drowned, it is believed, while the rest set out for Fox Cove, where there had been a provision depot. It had been removed, however, and the castaways found only an empty hut and an iron pot. Of their sufferings there is no record, for none lived to tell the tale, but the government schooner on its visit in the spring gathered the main facts. The beams of the hut were shambled like a butcher's stall with human carcasses; the pot, containing human flesh and bones hung over an extinct fire, while round about lay the skeletons of the guests of this infernal feast. One skeleton was found in a hammock, and by its side a bag containing forty-eight sovereigns and a note in pencil, signed, "B. Harrington"—one of the passengers—requesting that the money, if found, should be sent to "Mary Harrington, Barrack Street, Cove, as it was the property of her son." Two skeletons were also found in the woods, where it is supposed the living men went to avoid the scenes in the hut. These are but two of the hundreds of wrecks this desolate shore has witnessed. As a rule the vessel goes to pieces among the breakers and the crew are washed ashore. The light-house man scanning the shore and the sea from his eyrie sees wreckage beating up with the surf and dark objects lying on the strand. He knows from this that

his domain has been the scene of a tragedy during the night, and hastens along the beach to give the mutilated bodies a grave. Here and there, however, there is a tale of heroism worthy of a nobler scene. In August, 1869, the family of Edward Pope, keeper of the Ellis Bay light-house, was stricken down by typhoid fever, and to add to his misfortunes the revolving apparatus of the light broke. The Government steamer had gone and Pope had no means of communicating with the Marine Department at Quebec or elsewhere. The light revolved, or flashed, as the technical phrase is, every minute and a half; and if it flashed no more it would probably be mistaken by the passing vessels in that region of fog for the stationary light at the west point of the island, and thus lead to dire loss of life. Pope found that with a little exertion he could turn it and make it flash, and at once determined to fill the place of the automatic gear. Accordingly, this humble hero sat in the turret with his watch by his side turning the light regularly at the allotted time every night, from 7 p. m., until 7 a. m., from the middle of August until the 1st of December, and from the 1st of April until the end of June, when the Government steamer came to his relief with a new apparatus. All through the first season Pope's daughter and grand-children were ill unto death, with nobody save him to nurse them. He waited on them tenderly during the day, but as night fell on the iron-bound coast he hastened to his vigil in the turret, doing his duty to the Canadian Government and to humanity with unflinching devotion. In the second season, his daughter, who had lived through the fever, took turns with him in the light room. This man may have saved a thousand lives. He died in 1872, and his deed has never until this day been chronicled, for of the heroes of Anticosta, as of the long roll of her victims, the world knows nothing

THE FIRST HAVEN OF SHIPS.

It is possible that before the days of Jacob, China, India, and Japan had already begun to use their rivers and seas as the great highways of their commerce. But the first record of a sea-port is given to us in the Bible, the earliest of whose subjects were the Phœnicians, the descendants of Canaan, the youngest son of Noah, and whose first-born was named Sidon (Gen. x. 15). Hence this ancient seaport is of special historic interest as being the first mentioned in the Scriptures as a haven of ships. It is possible that Sidon himself, making his way thither with others of his race, stood upon the bold promontory that here looks out upon the Mediterranean, and laid the foundation of the future city. The small boats which were used in fishing were doubtless made secure from the waves and storms, not so much by finding a safe and land-locked anchorage, as by being drawn up on the beach. And it is evident, by various classical allusions, that even when their vessels had assumed much larger proportions than simple fishing boats, they were still

made safe in the same way during the storms of winter. The city of Sidon, whose history thus goes back almost to the earliest notices of our race after the flood, soon grew in numbers and strength, and became the centre of civilisation and commerce, the germ of a nation that for ages took the lead in arts and sciences, and in vast commercial enterprises. Out of it sprang the Phœnicians, whose ships visited the shores of every country of the old world, and whose colonies laid the foundation of new empires along the coasts of the Great Sea. It is now generally conceded that the date of the maritime enterprises which rendered the Phœnicians famous in antiquity must be fixed between the years 1700 and 1100 before Christ. Tyre was their eldest daughter. They settled in Cyprus, Crete, and Rhodes. They occupied Malta and Sardinia. They colonized Gadir (the modern Cadiz of Spain), and Utica and Carthage, on the coast of Africa. About 1250 B.C. they founded establishments upon the western coast of Africa. Homer asserts that at the Trojan War, 1194 B.C., the Phœnicians furnished the belligerents with many articles of luxury and convenience, and the sacred record informs us that their ships brought gold to Solomon from Ophir in 1000 B.C. They brought the timber for their vessels from the forests of Lebanon, whose lofty peaks seemed to overshadow them, and they supplied themselves with cordage and sails and maritime stores from Egypt and Cyprus. They sent forth vast navies, which swept the seas, both for the purposes of civilization and war, of commerce and piracy, of trade and slavery. They excelled in arts and manufactures. Out of the trillian shell (the *Murex regius*) they made a splendid dye. They were the first makers of glass, and understood the art of imitating precious stones. They made drinking-vessels of silver and gold, and costly robes, fit for a present to a queen, of which Homer makes mention in his description of the heroine of his story. They were the first to apply astronomy to the science of navigation, and they taught the world the methods of alphabetical writing. At what period Tyre superseded Sidon is not known. It had become a flourishing mart before 800 B.C. ; for Ezekiel, who lived at that time, has left a glowing and picturesque description of its wealth, which must have proceeded from a long-established commerce. He enumerates among the articles used in building the Tyrian ships, the fir-trees of Senir, the cedars of Lebanon, the oaks of Bashan, the ivory of the Indies, the linen of Egypt, and the purple of the Isles of Elishah. He mentions, as brought to the great emporium from Syria, Damascus, Greece, and Arabia, silver, tin, lead, and vessels of brass, slaves, horses, mules, carpets, ebony, ivory, pearls, and silk, wheat, balm, honey, oil, and grain, wine, wool, and iron.

About 600 B.C. the Phœnicians appear to have performed a voyage which, if authentic, may justly be regarded as the most important in their annals,—a circumnavigation of Africa. The extent of this unknown region, and the peculiar aspects of men and nature there, had already drawn toward it in a

particular degree the attention of the ancient world. The manner in which its coasts converged south of the Mediterranean and the Red Seas, suggested the idea of a peninsula, the circumnavigation of which might be effected even by the limited resources of the early naval powers. The first attempt in this direction originated in a quarter which had been accustomed from its agricultural avocations to hold itself aloof from every species of maritime enterprise. It was undertaken by order of Necho, king of Egypt, the Pharaoh Necho of the scriptures, and is recorded by Herodotus as follows :—"When Necho had desisted from his attempts to join the Red Sea with the Mediterranean by means of a canal at the Isthmus of Suez, he despatched some vessels, under the guidance of Phœnician pilots, with orders to sail down the Red Sea and follow the coast of Africa; they were to return to Egypt by the Pillars of Hercules and the Mediterranean. The Phœnicians, therefore, taking their course by way of the Red Sea, sailed onward to the Southern Ocean. Upon the approach of autumn they landed in Libya, and planted corn in the place where they first went ashore. When this was ripe they cut it down, and set sail again. Having in this manner consumed two years, in the third they passed the Pillars of Hercules and returned to Egypt. This story may be believed by others, but to me it appears incredible, for they affirm that when they sailed round Libya they had the sun on their right hand."

In the time of Herodotus, the Greeks were unacquainted with the phenomenon of a shadow falling to the south, one which the Phœnicians would naturally have witnessed had they actually passed the Cape of Good Hope, for the sun would have been on their right hand, or in the north, and would thus have projected shadows to the south. As this story was not one likely to have been invented in the time of Necho, it is the strongest proof that could be adduced of the reality of the voyage. Bartholomew Diaz has the credit of having discovered and having been the first to double the Cape of Good Hope in 1486. It is clear that if the claims of the Phœnician pilots are to be regarded, Diaz was preceded in this path at least twenty centuries. Sidon, though it became the prey again and again of mighty conquerors, retained an existence amid all its varied fortunes. It was taken by Shalmaneser the Assyrian, and by Nebuchadnezzar the Babylonian, as foretold by Jeremiah. Then it fell into the hands of Darius Nothus the Persian, and of Alexander the Great. Subsequently the Romans became its masters, under whose rule it was existing when Christ appeared on the earth. Some of its people had the advantage of the Saviour's teaching, and once the great Apostle of the Gentiles touched at Sidon to visit his friends and be refreshed. Centuries after it fell into the hands of the Saracens, from which it was rescued by the Crusaders, under Baldwin, in the year 1111. It was held by the Christians until 1187, when it was surrendered to Saladin after the disastrous battle of Hattin, when it was partially dismantled. Ten years afterwards it was again entered by

the Christian forces, and the city was rebuilt, but again taken by the Moslems. Afterwards it fell into the hands of King Louis of France, who restored and strengthened its fortifications. Since then it has had a varying fortune, at one time rising to eminence and importance under the stimulus of some wise and popular ruler, and then declining in its trade and influence, as other cities have risen and flourished along the coast. Beyrout has now largely supplanted its commerce, and its wealth and power has passed away.

It is still a beautiful and picturesque town, filled with many substantial houses, having a population of some 10,000 souls, but there is little of the bustle and confusion of a large metropolis. Its merchants are gone; its vast commerce has declined; its navies that swept the seas are seen no more; it is no longer a haven for ships of all nations. But though despoiled and cast down from her high eminence, Sidon still holds on to life with a strange vitality. Through her long and sad decline she still lives, amid the ruins of her ancient greatness and glory, the silent witness of the rise and fall of mighty empires, and of changes which have been passing over the world during four millenniums of its history.

MISCELLANEOUS.

It is announced in the *Gazette* that the Queen has been pleased to confer the Albert Medal of the Second Class on Captain Alexander Christie, of the fishing smack 'Expert,' of Stonehaven, for the following service: On January 24th, 1879, the fishing boat 'Expert,' of Stonehaven, was run down by the steamer 'Countess of Durham,' when off Dunnottar Castle, Kincardineshire. The 'Expert' at once sank, and three members of the crew were drowned. The master, Captain Christie, succeeded in obtaining a buoy, by which he supported himself, and a boat put off to his assistance. Captain Christie, although he had been in the water a quarter of an hour, and the cold was so great that the spray turned to ice, refused to be taken into the boat until one of his crew, George Main, who was lying some two or three boats' lengths off in a state of insensibility, had been picked up.

THE eternal God is pleased at seasons to suffer Satan to attack His saints, that

the manifestation, and wisdom, and grace given in supporting the soul under such pressure, may prove to them that Divine strength alone sustains.

HORRIBLE DEATH OF A STOWAWAY.—The body of a man, apparently about thirty years of age, rigid in death, was found in the hold of the steamship 'Canada,' of the National Line, recently. When the vessel was one day out from London, the captain, anticipating stormy weather, gave orders for the hatches to be battened down, and in the noise that followed the man's efforts to escape, if he had made any, were not heard. When the lumpers were discharging the cargo they remarked the body of a man lying on his right side on the top of the bags of wool. When removed to the upper deck it was discovered that the body was that of a youthful, good-looking man. He was dressed in the garb of a mechanic. The expression of the face and the well-preserved condition of the body showed that he was not long

dead. The slow, lingering tortures he was necessarily subjected to had stamped their terrible expression on his features. The eyes were wide open and staring, and the mouth was firmly set, while the hands were clenched, as if he had been awaiting and anticipating death as a relief to his sufferings. In the hip pocket of his pantaloons was found an unopened box of sardines. One shilling in silver and threepence halfpenny was the extent of his ready cash. Among his papers was found a Post Office order, dated March 29th, on the Boston Post Office for £1. From numerous memoranda it was ascertained that his name was John Battersby, of No. 25, Mitchell-street, Manchester, England. He had a letter of recommendation certifying to his good character from his brother-in-law, George Bennion, also a pledge of the Blue Ribbon Total Abstinence Band, and a pocket edition of the Gospel according to St. Matthew. His body was removed to the Morgue.—*New York Herald*, May 7.

REMARKABLE VOYAGE OF THE SCREW-STEAMER 'STRATHMORE.'—This fine steamer, which arrived at Greenock lately, has just completed one of the most remarkable and expeditious voyages on record. The 'Strathmore' is an iron vessel of 1,383 tons, and was built by Messrs. Railston, Dixon, and Co., Middlesbro'-on-Tees, last year. She is owned in Glasgow by Messrs. Burrill and Sons, and is commanded by Captain Rowell. The 'Strathmore' left London, on the 10th July last, for China and Japan, with a full cargo of general merchandise, and, after calling at Penang, Singapore, Hong Kong, and Yokohama, arrived at Hiogo (Japan) on the 22nd September. After discharging and loading a full cargo, she sailed for Hong Kong on the 8th October, and arrived on the 16th. After again discharging and taking in fresh cargo and 591 passengers, she left on the 8th November for Singapore, Penang, and Calcutta, where she arrived on 19th No-

vember. She again left the Hooghly for Colombo on 1st December and arrived on the 10th; left again on the 17th, arrived back at Calcutta the day before Christmas. Leaving Calcutta again on 12th January, she proceeded to Bombay, where she arrived on the 22nd, and left on 29th for Calcutta, arriving there on 9th February. Leaving Calcutta she proceeded to Marseilles *via* Aden, where she coaled, and arrived in France on the 8th April. Leaving Marseilles she proceeded to Girgenti, and arrived on the 18th; left again on the 24th, and arrived at Messina on 25th; left following day and reached Palermo on 27th; left on 28th and arrived at Malaga on 3rd May; left the same day and reached Aquilas on 4th; left on 6th for Gibraltar, thence to Lisbon, and sailed for Greenock and Glasgow with a full general cargo, and arrived in the Clyde on the 16th (Friday). During this time the steamer loaded and discharged seven full cargoes, besides part cargoes at the various ports of call. On the voyage out from London the steamer passed through a typhoon in the China seas, experienced a cyclone on the voyage from Calcutta to Colombo, and met with strong head winds from Port Said home. The completion of such a voyage in a few days over ten months is most remarkable, and speaks highly for the energetic management and seamanship of Captain Rowell. Had freights been more easily procured, even greater work could have been done; but the general stagnation of the shipping business at Calcutta caused considerable detention. We believe the steamer has grossed £20,000 on the round.—*Glasgow Herald*.

WRECK RAISING.—His Royal Highness the Duke of Edinburgh, attended by Captain Clarke, Equerry-in-Waiting, recently honoured Mr. Thomas A. Dillon, of Dublin, with a visit at the Westminster Palace Hotel, to inspect his proposed system of raising sunken vessels. His Royal Highness was received by Colonel Sarsfield Greene,

C.B., R.H.A., and Captain Codrington, R.N. The First Lord of the Admiralty having to attend a Cabinet Council, was unavoidably absent; the Admiralty, therefore, was represented by Admiral Sir Houston Stewart, K.C.B., Controller of the Navy, and Mr. N. Barnaby, C.B., Director of Naval Construction. The French Government was represented by the Count de Montebello, Minister Plenipotentiary; the Marquis de la Ferrounaye, Military Attaché; M. Shilling, Naval Attaché; and MM. de Kergolay and de Savigny, secretaries to the French Embassy. On the part of the Dutch Government, there were present the Count de Bylandt, Ambassador; and Mr. May, Consul-General. There were also present Mr. Gray, of the Board of Trade, Major O'Gorman, M.P., Mr. Edge, M.P., Dr. Siemens, F.R.S., Mr. G. Lindo, Mr. Robert P. Spice, the President, and Mr. Perry F. Nursey, the Secretary of the Society of Engineers. For several years past Mr. Dillon (whose invention for the mechanical registration of deeds we recently noticed) has been engaged in developing his system of raising wrecks, which he proposes to effect by the aid of compressed air, without the use of divers, and without having any recourse to any arrangement for laying hold of the sunken vessel. His method is to surround the vessel to be raised by air-tight casing of woven material, which he calls his bell, and which is to be floated and lowered over the wreck. By a supply of compressed air he proposes to displace the water from the interior of the bell and the wreck at the same time. When a sufficient quantity of water has been thus displaced the bell, according to the experiments, rises to the surface, and with it rises the ship also, although in no way supported or attached to the bell. This latest development of his system was fully explained to his Royal and distinguished visitors by Mr. Dillon, who illustrated the principles of his invention by means of models, which demonstrated the above points. On taking

their leave, his Royal Highness and the other visitors expressed themselves pleased with the ingenuity of Mr. Dillon's proposition, which the inventor suggested should be applied without loss of time to the raising of the 'Vanguard.'

PREVENTION OF SEA SICKNESS.—Numerous ideas have been brought forward from time to time for the prevention of the *mal du mer*, but none have held their ground. A gentleman, however, now comes forward, and claims to satisfy this long-felt want. He has patented a contrivance in accordance with the principle that, to encounter every movement of the sea with success, the ball-and-socket, or universal joint, must be resorted to. A further problem, however, presents itself for solution, viz. to neutralise the natural oscillation resulting from this arrangement. The inventor has constructed a cot, which has been severely tested in rough seas, and the results prove that its action completely succeeds in accomplishing the end desired. The mechanical arrangement is very simple, and, the working being automatic, we are informed that it cannot vary or be thrown out of gear. The *modus operandi* is thus: Given a support for the socket, which may be a self-supporting framework, a ball plays in this socket, and attached to it is a perpendicular bar or cylinder. On this bar, above the ball, is pivoted a horizontal bar, the other end of which is also pivoted to another ball. Above this arrangement on the perpendicular bar are attached the arms carrying the cot or couch, which swings under the point of suspension. When in action the two balls work harmoniously in every direction, and thus sustain the cot in a parallel line. The suspension of the cot being above the bearing point, combined with the working of the joints and an ingenious application of the principle of parallel motion, together counterbalance the tendency to oscillate, and thus the cot is kept steady and in a

horizontal position at all times. The space occupied is comparatively unimportant, being 2 ft. 6 in. athwart ships for the cot at rest, and requiring 3 in. for every ten degrees of roll of the vessel—in other words, 3 ft. for a rough sea. The invention is due to Mr. Frederick Gardner, who has placed a cot with Messrs. Edmiston, 14, Cockspur-street, for the public to inspect.—*Field.*

DEATH OF ADMIRAL SMYTH.—One of the veteran officers of the battle of Trafalgar has just passed away from this world. We refer to Admiral Spencer Smyth, who died on Thursday afternoon last, in the eighty-eighth year of his age. There are only six officers now alive who fought in that memorable battle of October 21st, 1805. Admiral Spencer Smyth entered the Navy in 1803; served as midshipman of H.M.S. 'Defiance,' which first engaged the 100-gun ship 'Prince of Asturias,' bearing the flag of Admiral Gravina, the Spanish Commander-in-Chief, till she bore up; then attacked the French 74, 'D'Aigle,' and stove in her quarter-gallery, driving the men from the after lower deck guns. Boarders were called from the 'Defiance,' falling in on the upper works. Mr. J. Spratt, passed mate, who trained the boarders, ran down the steps, calling out, "You that can swim, follow me." He got on 'L'Aigle's' rudder, and by its chains on to her lower deck, and thence to her quarter-deck. Admiral Smyth subsequently assisted at the destruction of three French frigates under the batteries of Sable d'Olorme. When on the coast of Spain he disarmed the batteries of Ferrol and Corunna, and assisted in fitting out fifteen Spanish war ships and despatching them to Cadiz. In 1810 he joined the 'Northumberland,' and contributed to the capture of two French privateers; and in 1812 was present, in company with the 'Growler,' gun brig, at the gallant destruction, near L'Orient, of the 40-gun frigates 'L'Arienne' and 'L'Andromaque' and the 20-gun brig

'Mamelouck,' whose united fire, conjointly with that of a heavy battery, killed five and wounded twenty-eight of the 'Northumberland's' people. For brave conduct in this affair he was promoted to be lieutenant. He was employed in the 'Mercurius' in the North Sea and Baltic; and, in the 'Vénérable,' assisted in the capture of Le Jason and the frigates 'Iphigénie' and 'Alomene'; and commanded the boats at the landing of the troops during the operations against Martinique and Guadaloupe; in the 'Roehfort,' 'Albion,' in charge of telegraph station at Portsmouth, and in the 'Victory' in 1825. In 1827 he was appointed to the 'Dartmouth,' and was wounded in boarding a fire-ship at the battle of Navarino. He was promoted Commander in 1835, filled an appointment in the Coastguard at Great Yarmouth in 1851, became Captain, and in 1870 retired Rear-Admiral, and in 1873 retired Vice, and on 26th September, 1878, promoted retired Admiral. The deceased officer also filled the position of pier-master at this port for several years.—*The Yarmouth Independent*, April 5th.

THE HERALDRY OF THE SEA.—At the Royal United Service Institution, Whitehall, Admiral Sir Astley Cooper Key, K.C.B., presiding, Mr. J. R. Laughton, lecturer on Naval History at the Royal Naval College, recently read a paper on this subject, illustrating the lecture with historical anecdotes of much interest. He stated that in their earlier use at sea flags appear to have been merely signals, or rather the means of emphasizing signals. A bit of cloth on the end of a staff waved up or down, right or left, could be seen from a distance and give effect to some simple telegraphic code. Difference of colour was afterwards called in to assist. Among the later Greeks a red flag is said to have been the signal for battle; but the emblem of nationality or party was, till a comparatively late period, a carved image or ornament in wood or

metal, partaking thus rather of the nature of a figure-head than of a flag. Thus the Samian ships are described as marked by the figure of the wild boar, which the Eginetans, on defeating them, sawed off and deposited in their temple of Minerva; and the Latin word *rostra*, which has passed down into modern languages, reminds us that the Romans, in the same way, carried off the beaks or figure-heads of captured ships as the trophy of war. On shore the usage was similar. The standard of the Roman legion was, as is well known, the solid figure of an eagle. It was not till the time of the Empire that flags began to accompany the eagle, and gradually, as being better seen from a distance, to supersede it. But at that time, when the whole known world was Roman, the art of naval war died out and any flags carried by ships then or for long after were probably as mere ornaments, emblems of religion or superstition, of personal vanity or party triumph. In their modern accepted use, the origin of flags comes out of the dark ages following the break-up of the Empire,—how or when it is impossible to determine. The gaudy colours caught the fancy of the rude tribes from the north, and with a forcetill then unknown gradually shaped themselves into alike the pomp of war or the pageantry of civil life. They were adopted by kings and leaders as personal distinctions, and were worn by them or their followers both as liveries and flags. It was long, however, before the use hardened down into anything more than this. In our earlier glimpses of military organization, every chieftain or knight, whether serving in the field or on board a ship, had his own distinguishing flag, which, as cognizances were reduced to order and restricted by the laws of heraldry, was of the same colour and bore the same device as his surcoat or his shield. If several knights were embarked in one ship, that ship carried the flags of all—emblems of individual presence rather than of nationality; and though when engaged in

any active service she would seem to have carried also the flag of the leader or admiral, her own particular flag bore the emblem of her patron saint, depending thus on the caprice, or piety, or superstition of her owner. In addition to these, she wore the flag of her port—a usage which, as far as merchant ships are concerned, still holds among us in the form of what are known as “house flags,” though now and for centuries past strictly subordinated to that of carrying the national ensign. The earliest forms of national flags were the cognizances of the chieftains or kings, as the white horse of the Saxons (the present Kentish sign), the raven of the Danes, and later the leopard or lions of the Norman Kings of England, the lions being quartered with the lilies of France when Edward III. laid claim to the French crown. He exhibited sketches of the various flags of all nations, and gave at length their various histories, legends, and uses, and at the conclusion a cordial vote of thanks was accorded him.

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SCENE AT SEA.—A report from Plymouth gives the story of a wreck which, though not peculiar, is striking. It is rare that, in the bright month of May, wrecks occur in Mount's Bay, but very seldom indeed has so thrilling an incident in sea life been reported as that which is sent by a correspondent. On Saturday, during a strong south wind, the French brig 'Ponthieu' went ashore near Penzance. The workers of the Marazion rocket apparatus succeeded in throwing a line over her, but the crew, being ignorant of how to work the apparatus, fastened the line on board instead of hauling it in. One of the crew, however, hauled himself ashore by the line. The Penzance lifeboat was then got out, but on her arrival alongside, the crew, although in imminent peril, took no notice, the captain apparently forbidding them to leave, or even throw a line to the lifeboat. Wind and sea rapidly increasing, and the vessel

being full in the breakers, it was seen that it must soon break up. In vain the lifeboat's crew entreated, they were warned off, and had to leave; but seeing the loss of life that must ensue, the lifeboat's coxswain determined to return, and this time was so far successful that five of the crew jumped off and were picked up. The captain still remained obstinate, and at length a Coast-guardsmen named Gould volunteered for the perilous duty of going out to the wreck along the rocket-line, taking with him a letter from the French Consul, urging the captain to leave. In the presence of hundreds of intensely excited spectators, Gould steadily made his way, being often under the water for several seconds and imminently in danger of being washed off. The captain was watching him from the bridge, but when under the bows would lend no aid, and, the furious sea breaking over him, Gould was washed away, and it was feared he must perish. Happily, however, he regained the rope, and, more dead than alive, was washed and dragged ashore. Meanwhile the vessel was fast breaking up, the masts fell over the side, the stern, on which the captain was standing, was broken off, and it was supposed he had sunk, but presently he was seen among the wreckage, and mounted to the foreyard, the sail of which somewhat sheltered him. The Coastguard fired two more rockets, and, one line falling close to the captain, he seized it, but even then seemed irresolute whether to save himself or perish with the ship. After a quarter of an hour, however, the love of life constrained him to fasten the rope around him, and he was dragged ashore. Within an hour nothing was to be seen of the vessel but a few floating spars. The cheers which greeted the captain's rescue were by no means so hearty as those which had welcomed the return of Gould, whose life had been risked in attempting to save him.

A FEMALE CRUSOE.—The San Fran-

cisco *Call* contains an interesting account of an Indian woman who was accidentally abandoned on San Nicolas Island, off the coast of Southern California, and spent eighteen years alone there before she was rescued. The fact of her existence was discovered by a man who went from the mainland to hunt for otters, and who found footprints sunk deeply in the ground. He was unable to follow up these indications till nearly three years, when one of a party who accompanied him came suddenly upon the object of their search. She was in a small circular enclosure made of brushwood, about five feet high and six feet in diameter, with a small opening on one side. She was clothed with a garment made of skins of the shag, a species of duck that can neither walk nor fly. This garment reached almost to her ankles when she stood erect. She was sitting cross-legged, skinning seal-blubber with a rude knife made of a piece of hoop-iron driven into a piece of wood. There was no covering on her head, except a thick matted mass of hair, of yellowish-brown colour, probably owing to exposure to the sun and the weather. It was short, as if the ends had rotted off. There were some wild dogs on the island, a few of which kept near her, and seemed to regard her as a mistress. She had lived on a plant resembling cabbage, called by Californians *palo santo*, and a root known by the name of *coreomite*, also blubber of the various kinds of seals, &c. She had a rude apparatus for catching shell-fish, and strong fishing-lines made of seal sinews, which seemed to indicate that she fished in the ocean. The expression of her face was pleasing, her features were regular, her complexion much fairer and her form more symmetrical than that of the Indian women on the adjoining mainland. Some suspect that she belonged to a tribe much further north. She could not understand anything said to her in any of the Indian dialects of South California, but she had a wonderful capacity for conversing by

signs. She retained all her teeth, but they were worn low, supposed to be due to her chewing tough and hard articles of food. Her age appeared to be about fifty years. She bowed to all who came near her, greeting them with a smile. She freely accompanied her discoverers to their vessel, but her conduct at once convinced them that she retained the virtue of female modesty. She showed singular dexterity in making water-vessels from grass and asphaltum, a substance which is plentiful both on the island and the mainland. She seemed to recognise various appliances of civilisation. She died about seven weeks after reaching the mainland, partly from the effects of a fall, and partly from dysentery, brought on by eating fruits and vegetables. Padre Gonzalaz, the superior of the mission of Santa Barbara, has, sent her dress of shag-skins, her basket, and implements, to Rome, to the Museum of the Propaganda.

THE LOSS OF THE 'CLYDE'.—The account furnished by Colonel Davies, of the Grenadier Guards, who was in charge of the troops on board the transport 'Clyde' when the vessel was lost, recalls forcibly to mind the loss of the 'Birkenhead' under circumstances which, weather alone excepted, were very similar. The vessels ran aground near the same spot, they were both loaded with soldiers and military stores, and both foundered. But there the similarity ends; for the gallant fellows on board the 'Birkenhead' perished, while every life on board the 'Clyde' was saved. How this was managed is told in simple language by Colonel Davies. The ship ran aground at half-past four in the morning, and Colonel Davies was promptly informed by the officer of the watch. The other officers were at once summoned, the assembly was sounded, and "the men fell in with the greatest order and regularity." Sentries were then posted over the boats and spirit room, and within half an hour the work of disembarkation was com-

menced. Breakfast was prepared for all without hurry or confusion; the sick were got ready, together with stores of tea, preserved meats, biscuits, and water, and soon despatched for shore in the two lifeboats; then when the boats returned the soldiers were sent off in relays from ship to land, apparently with clockwork regularity. Shortly after one o'clock the last soldier having entered the boats, the colonel with a brother officer, also left the ship, which was then sinking fast, although she did not disappear until nightfall. How nearly the fate of the 'Clyde' might have resembled that of the 'Birkenhead' is evident from a remark of Colonel Davies, that "if the wind had freshened or veered to the west, within half an hour nobody would have been able to land."

SEABIRDS AND FISH.—It is well known that sea birds eat fish, but few people have any idea of the quantity they consume. According to the report of a commission appointed to inquire into the herring fishery, Scotch gannets consume more than 1,110,000,000 herrings per annum. It is also calculated that codfish and its congeners consume about 20,400,000,000 per annum. Compared with these birds and fishes, man makes a poor figure in taking the herring. Upon an average the number of herrings caught by fishermen is estimated at 843,250,800 per annum, a very thin show compared with the long figures given above. Yet there are 7,000 boats now fishing for herrings in the Scottish seas with nets which could be made to reach in a continuous line for nearly 12,000 miles, and cover a superficial area of 70 square miles. Notwithstanding this and also the fact that the power of capture has been increased, the results have not proved satisfactory, and the take of herring has been much below what it should be. Herrings are known to be extremely prolific, but judging from the figures given they are principally consumed by fishes and birds.

AN OIL WELL IN THE OCEAN.—Anyone in want of oil is invited to proceed to the Pacific, where, according to an authority, they will find an oil-well at sea in thirty fathoms of water on the California Coast, off Santa Barbara, which sends forth a constant stream of oil, running to waste. Reflecting the light of the sun in all the colours of the rainbow, it produces a singular and beautiful effect.

VANCOUVER ISLAND.—California possesses other ports of importance, but as regards English naval interests in the Pacific, Esquimalt, Vancouver Island B.C., which has a fine land-locked harbour of deep water, dock, and naval hospital, deserves the notice of the reader. It is often the rendezvous for seven or eight of Her Majesty's vessels, from the Admiral's flag-ship to the tiniest steam gun-boat. Victoria, the capital, is three miles off, and has a pretty little harbour itself, not, however, adapted for large vessels. Formerly the colonies of Vancouver Island and British Columbia, the mainland, were separate and distinct colonies; they are now identified under the latter name. Their value never warranted the full paraphernalia of a double colonial government—two governors, colonial secretaries, treasurers, attorney-generals, &c.; for these countries, charming and interesting to the tourist and artist, will only attract population slowly. The resources of British Columbia, in gold, timber, coal, fisheries, &c., are considerable; but the

long winters on the mainland, and the small quantity of open land, are great drawbacks. Approaching Vancouver Island from the sea, the "inside channel" is entered through the great opening to the Straits of Fuca, which Cook missed and Vancouver discovered. To the eastward are the rocks and light of Cape Flattery, while the rather low termination of Vancouver Island, thick with timber, is seen to the westward. The scene in the Straits is often lively with steamers and shipping, great men-of-war, sometimes of foreign nationalities; coast packet boats, proceeding not merely to Vancouver Island, but to the ports of Washington Territory, on the American side; timber (called "lumber" always on that side of the world) vessels; colliers proceeding to Nanaimo or Bellingham Bay to the coal mines; coasting and trading schooners; and Indian canoes, some of them big enough to accommodate sixty or more persons, and carrying a good amount of sail. The Straits have many beauties; and as, approaching the entrance of Esquimalt Harbour, the Olympian range of mountains, snow-covered and rugged, loom in the distance, the scene is grandly beautiful; while in the channel, rocky islets and islands, covered with pines and arbutus, abound. Outside the Straits two lighthouses are placed, to warn the unwary voyager by night. Often these lighthouses may be noted apparently upside down! Mirage is common enough in the Straits of Fuca.—*The Sea.*

COLLECTIONS, LEGACIES, MEETINGS, SERMONS, &c.

For the Shipwrecked Mariners' Society.

ABERDEEN.—Proceeds of Sermon in Mariners' Church, by Rev. Dr. Longmuir ..	£3 16 0	Agt. at Ripley and Farnham	3 3 0
CHURCH LAWFORD, RUGBY.—Proceeds of Sermon in Church, Lawford Church, by Rev. D. Wauchope ..	4 17 11	HAMBLE.—Proceeds of Sermon in Hamble Church, by Rev. J. H. Cancellor..	6 2 6
GUILDFORD.—Proceeds of two Lectures, by Capt. C. D. Campbell, H.M.I.N., Hon.		KIRKWALL.—Proceeds of Sermon in St. Andrew's Parish Church, by Rev. Oliver Scott	5 0 6
		LYTHAM.—Proceeds of two	

Sermons in Heaketh Church, by Rev. R. O'Brien	1 6 6	Captain James Cocks, Pem- broke	100 0 0
PETERHEAD.—Portion of pro- ceeds of a Saturday Evening Entertainment, per Mr. J. N. Meurice	3 3 0	Dublin Port and Docks Board	25 0 0
STRANRAER.—Proceeds of Ser- mon in Stranraer Church, by Rev. H. P. Charlton ..	11 0 0	Harbour Commissioners of Belfast	21 0 0
STROMNESS.—Proceeds of Ser- mon in Stromness Free Church	4 0 0	J. B. W.	50 0 0
		Mr. Gordon, of Clunie.....	20 0 0
		The following legacies have been announced or received :—	
		Thomas Bradberry, Esq....	£300 0 0
		Capt. Geo. Blane, R.N.....	200 0 0

REWARDS FOR SAVING LIFE ON THE COASTS.

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

April 3rd.—Mr. Thomas Chapman, F.R.S., V.P., in the chair. The silver medal of the Institution, and its thanks inscribed on vellum, were voted to Matthew Kyle, coxswain, and to George Kyle, assistant coxswain of the Holy Island lifeboats, in acknowledgment of their general gallant services in those boats, and particularly on the occasion of the rescue of the crew of nine men of the steamship 'Darlington,' of Dundee, which was wrecked on a dangerous reef of rocks on the north-east corner of the island during a dense fog and heavy swell on the 20th ult.

Rewards, amounting to £235, were also granted to the crews of different lifeboats for services rendered during the storms of the past month. The Whitby lifeboat, under circumstances of great difficulty and danger, was enabled to save the crew of seventeen men from the steamship 'J. H. Lorentzen,' of London, which was wrecked on the rocks off Whitby in a strong gale and heavy sea. The Montrose and Anstruther lifeboats were the means of rescuing four of the crew of the brig 'Diamanten,' of Arendal, which ultimately became a total wreck about three miles to the

eastward of Anstruther. The Ramsgate Harbour steamer 'Aid' and lifeboat 'Bradford' proceeded to the Kentish Knock lightship, which is about twenty-six miles distant from Ramsgate, the weather at the time being very cold, and the wind blowing a fresh gale from the east, accompanied by a heavy sea, and brought safely ashore nine of the crew of the wrecked barque 'Lina,' of Tonsberg. The Caister lifeboat 'Covent Garden' was instrumental, under very gallant circumstances, in saving the crew of seven men of the brig 'Cito,' of Arendal, which had stranded on the Hasborough Sands. The lifeboat was the only one on that coast which could get off to the wreck, the sea being very heavy indeed, and all the way to the sands the waves broke over the boat with great force; the weather was also very cold at the time. A large screw steamer was lying by the wreck, but the wind and sea were so heavy that she could not render any assistance. Rewards were granted to the crews of shore boats for saving life from wrecks on our coasts, and payments amounting to £3,100 were made on some of the 268 lifeboat establishments of the Institution.

May 1st.—Mr. Thomas Chapman, F.R.S., V.P., in the chair. The minutes of the previous meeting having been

read, a considerable sum in rewards was granted to the crews of lifeboats for recent services. The Palling lifeboat was taken along the coast on her carriage to Waxham, on the Norwegian barque 'Christiania' stranding there during a strong gale from the east. She was then launched, and proceeded through a very heavy sea to the barque, from which she was with difficulty enabled to save the crew of twelve men only a short time before the vessel went to pieces. Much credit is due to the lifeboat-men, who received from the Institution a double reward for their promptitude and bravery on that occasion. The lifeboat 'George Moore,' stationed at Porthdinllaen, North Wales, proceeded to the steamship 'Baroi,' of Newcastle, in reply to signals of distress, and brought safely ashore the crew of six men, while a strong gale from the E.N.E. was blowing, accompanied by a heavy sea, the weather being also very cold at the time. The Peterhead lifeboat went out in a rough sea, and rescued the crew of five men and six passengers from the schooner 'Sunshine,' of Wick, which had stranded on the rocks at Sootstonhead. The Cromer and Ballycotton lifeboats were respectively the means of rendering important service to the distressed Danish sloop 'Hesperus,' and the schooner 'Mary Lloyd,' of Portmadoc. The Yarmouth surf lifeboat was enabled to save the crew of sixteen men and a pilot from the barque 'Guisippina N.,' of Genoa, which was wrecked on Yarmouth beach. On account of the heavy seas breaking over the wreck, it was only with difficulty that the rescue was accomplished, and the men were landed in an exhausted condition. The sum of £3 was presented to a boat's crew for saving a man from a water-logged boat in Galway Bay during squally weather on March 28th. Other rewards were granted to the crews of shore boats for saving life from wrecks on our coasts, and payments amounting to £1,300 were made on different lifeboat establishments.

June 5th.—Mr. Thomas Chapman, F.R.S., V.P., in the chair. The minutes of the previous meeting having been read, a considerable sum in rewards was granted to the crews of lifeboats for recent services. The Penzance lifeboat, with great difficulty, three oars having been broken in the service, saved five men from the brig 'Ponthieu,' of Vannes, which was wrecked on Perran Beach, during a strong S.W. wind and heavy sea. One man was saved by means of the rocket apparatus. The captain, a Frenchman, positively declined to leave the vessel, and, after remaining some time trying to induce him to come on board, the boat proceeded to Penzance with the shipwrecked sailors. She afterwards put off again, with the view of saving the master, if practicable, but before her arrival he had been rescued with much difficulty by the rocket apparatus on the vessel breaking up. An attempt to reach the vessel and induce the captain to leave was made by commissioned boatman Gould, of H.M.'s Coastguard, who was one of those in charge of the rocket apparatus; he succeeded in getting along the rope to the brig, but in attempting to board her he was washed away by the heavy sea, and was hauled ashore in a most exhausted state. The Porthdinllaen lifeboat had been instrumental, in a strong gale from the N.N.E. and a heavy sea, in saving the crew of three men from the schooner 'Jane and Ann,' of Llandetahaifarn, which was dragging her anchor in Porthdinllaen Bay. The sum of £2 was presented to John Parsons, of Clevedon, Somerset, for putting off in a small boat during very cold and stormy weather, and saving, under perilous circumstances, the engineer of the steam-tug 'Elf,' which caught fire and had to be abandoned by her crew off Clevedon on April 10th. Other rewards were granted to the crews of shore-boats for saving life from wrecks on our coasts, and payments amounting to £1,675 were made on different lifeboat establishments.

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

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

*Statement of Relief afforded by the "Shipwrecked Mariners' Society" to Fishermen
and Mariners, to assist to restore their Boats or Clothes, and to the Widows, Orphans,
and Aged Parents of the Drowned, &c. between the 1st March, and 31st May 1879.*

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

	£	s.	d.		£	s.	d.	
10 M, 3 MM, 17				1 M	1	10	0	Burravoe.
W, 24 O, 2 AP	232	16	3	7 M, 1 MM, 3 W,				
London.				6 O	41	13	9	Cardiff.
3 M, 4 W, 12 O,				2 M, 1 MM, 1 W	10	15	0	Cardigan.
1 AP	69	7	6	1 PB	2	5	0	Castletown } I. of M. }
Aberdeen.				1 M, 1 MM	12	7	6	Colvelly.
3 M	9	2	6	4 M, 1 MM	12	4	6	Colchester.
Aberystwith				1 W, 4 O	12	0	0	Cork.
1 AP	9	15	0	12 F, 5 PB	40	19	0	Cove Bay.
Aldburgh.				1 W	10	10	0	Craik.
1 W, 2 O	9	7	6	5 F	8	7	6	Cullen.
Amluch.				14 PB, 2 W	30	13	10	Deal.
1 W, 3 O	14	8	9	1 M, 2 W, 5 O...	35	13	9	Dinas Cross.
Anstruther.				1 M, 9 PB, 5 W,				
2 M, 1 MM, 1 W,				17 O, 2 AP ...	57	1	9	Dover.
5 O	30	18	9	2 M, 3 AP	18	17	6	Dundee.
Arbroath.				1 M	4	7	6	Edinburgh.
1 M	4	15	0	4 F, 1 W, 1 O...	11	17	3	Eyemouth.
Banff.				1 M, 3 PB	15	12	6	Falmouth.
2 MM	4	5	0	1 MM	5	0	0	Faversham.
Bangor (W.)				2 F	4	13	0	Filey.
1 W	9	15	0	1 M, 1 MM	8	15	0	Fishguard.
Barlochan.				1 M	1	15	0	Folkestone.
33 F	47	13	6	3 W, 2 O	14	0	0	Fowey.
Barra.				1 MM	3	5	0	Framilode.
1 W	15	5	0	1 AP	3	15	0	Garmouth.
Barrow.								
2 O	7	10	0					
Bea.								
1 F, 1 W	9	5	0					
Bideford.								
2 W, 6 O	31	12	6					
Blakeney.								
3 W, 15 O	43	14	9					
Blyth.								
1 M	5	5	0					
Boston.								
2 AP	11	15	0					
Braunton.								
1 PB, 1 W	12	0	0					
Bridgwater.								
1 M	4	15	0					
Bridlington.								
3 AP	8	5	0					
Bristol.								
1 AP	4	0	0					
Brisham.								
9 F, 3 PB, 3 W,								
3 O	34	8	5					
Buckie.								

	£	s.	d.		£	s.	d.		
1 W, 1 O	16	0	0	Glasgow.	1 MM	1	17	6	Portsmouth.
1 MM	3	2	6	Goole.	1 W, 1 O	7	10	0	Pullheli.
1 W, 2 O	7	10	0	Grangemouth	1 W	4	5	0	Queenstown.
1 M, 1 W	11	12	6	Gravesend.	1 W, 3 O	12	5	0	Ramsay, I.M.
2 M	6	7	6	Greenock.	2 AP	5	10	0	Rexwick.
5 F, 3 W, 11 O	48	8	9	Grimsbly.	1 M	2	15	0	Robin Hood's Bay.
2 M, 1 PB, 1 W,					1 MM, 3 W, 3 O	20	7	6	Rochester.
5 O	24	1	3	Guernsey.	1 MM	3	15	0	St. Andrew's.
4 M, 4 F, 3 W,					1 MM, 2 O	16	10	0	St. Ives (C.).
6 O	45	15	0	Hartlepool.	1 W, 2 O	8	5	0	St. Margaret's Hope.
1 F, 1 W	16	5	0	Hoylake.	1 M, 1 A	5	10	0	Salcombe.
2 MM, 1 PB, 2 W,					1 W	11	0	0	Scarborough.
1 O, 3 AP	52	16	0	Hull.	1 PB, 2 W, 1 O	19	15	0	Scilly.
1 O	10	0	0	Inverkeithing	1 MM, 1 W, 2 O	16	9	6	Seaham.
1 MM	3	0	0	Inverness.	1 M	3	0	0	Selsey.
1 M	2	10	0	Johnshaven.	1 F	3	0	0	Sheridag.
2 W	19	5	0	Kincardine.	1 W, 5 O	12	18	9	Shoreham.
1 MM	3	15	0	Kinsale.	2 AP	10	10	0	Solva.
1 MM	4	0	0	Kirkcaldy.	3 M, 1 W, 2 O	13	0	0	Southampton.
1 W, 4 O	14	0	0	Knottingley.	25 M, 10 PB, 9 W,				
3 M, 1 F, 1 W,					15 O, 2 AP	276	10	8	S. Shields.
4 O	35	7	6	Leith.	2 M	7	10	0	Southwold.
4 F, 2 AP	14	17	6	Lerwick.	1 F, 1 W, 1 O	21	8	3	Staithe.
1 MM	4	5	0	Limekilns.	1 M, 1 W, 1 O	10	17	6	Stiffkey.
1 M	3	5	0	Limerick.	1 W, 3 O	14	8	9	Stromness.
7 M, 3 MM	58	3	9	Liverpool.	34 M, 3 MM, 17 W,				
1 M, 1 F, 1 W,					25 O	325	1	6	Sunderland.
3 O	11	15	0	Lowestoft.	1 M	1	18	0	Swanage.
2 W	15	5	0	Lyme Regis.	1 MM, 1 W, 1 O	8	13	9	Swansea.
4 M, 1 MM	15	17	6	Lynn.	3 W, 8 O	31	17	6	Teignmouth.
1 M, 1 MM, 3 W,					3 M, 1 MM, 1 W,				
6 O	32	2	6	Maryport.	1 O	20	1	3	Thurso.
6 M, 2 MM	24	15	0	Middlesboro'.	1 MM	4	12	6	Topsham.
1 M	4	7	6	Milford.	1 W	6	5	0	Troon.
8 F, 2 W, 1 O,					1 MM	1	12	6	Truro.
1 AP	42	1	8	Montrose.	2 F	5	10	0	Voe.
1 W	10	10	0	Mousehole.	1 A	2	0	0	Warkworth.
1 PB	4	5	0	Newhaven.	2 M	1	0	0	Weymouth.
4 M	13	12	6	Newport (M).	2 AP	4	0	0	Whalsay.
3 M, 1 W, 3 O	25	13	9	New Quay (W)	1 F, 1 PB, 1 A,				
1 F	2	10	0	N. Berwick.	1 W, 1 AP	27	15	0	Whitby.
15 M, 3 MM, 1 F,					1 MM, 1 W	14	15	0	Whitehaven.
2 PB, 5 W,					1 W, 4 O	6	10	0	Whithorn.
10 O, 1 AP	134	4	0	N. Shields.	2 M, 1 W, 1 O	10	17	6	Whitstable.
1 F	1	10	0	N. Uist.	1 F, 1 A, 1 W	7	13	9	Wisbech.
1 MM	4	7	6	Pentewan.	2 M	5	14	6	Wivenhoe.
1 MM	2	12	6	Penzance.	8 M, 2 MM, 3 F,				
1 W, 1 O	11	17	6	Peterhead.	1 W, 1 O, 2 AP	51	4	6	Yarmouth.
3 W, 5 O	50	10	0	Plymouth.	1 M	2	0	0	Youghal.
2 W, 7 O	33	15	0	Portruan.					
1 MM	3	10	0	Portinllaen.					

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 146; Orphans, 259, Aged Parents, 34; Master Mariners, 48; Mariners and Apprentices, 191; Fishermen, 102; Pilots and Boatmen, 48; Shipwrecked persons—Subscribers, 187, and Non-Subscribers, 268; in all, 1,288 persons relieved, at an expense, inclusive of that in the succeeding tables, of £3,951 lls. 9d!

RELIEF TO SHIPWRECKED CREWS.

' THERE IS SORROW ON THE SEA.'—JEREMIAH XLIX. 28.

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 Secretary at the Central Office and Honorary Agents of the "Shipwrecked Mariners' Society," between the 1st March, 1878, and 31st May, 1879.

Vessel's Name.	Port.	Amount of relief.	Vessel's Name.	Port.	Amount of relief.
		£ s. d.			£ s. d.
Alpha	N. Shields	4 10 0	Iris	Lynn	0 19 6
Aberfeldy	Hartlepool	4 10 0	Jane Rowland	Aberyswith	0 12 0
Ann	Colchester	9 16 7	Joshua	Liverpool	0 17 0
Arab	Bones	1 10 0	John Black	Dublin	0 18 0
Astrea	Holland	1 4 0	†Kewaden	Folkestone	6 14 0
Adeline Hawkesberry	Nova Scotia	0 15 0	Koodoo	Dublin	0 7 0
Apollo	Denmark	1 5 0	Krona	Aland	1 1 0
Alpha	Whitby	0 4 0	Lorentzen	Sunderland	5 5 0
Buccleugh	Barrow	2 2 0	Lord Raglan	Sunderland	0 15 0
Bravo	Hull	0 2 0	Lord Lyons	N. Shields	3 18 6
Batavia	Quebec	1 1 0	Lady Clair	London	1 1 0
Ben Ledé	N. Shields	1 2 0	Mystery	Goole	0 5 0
Carron	S. Shields	2 15 0	Mecca	Sunderland	2 1 6
Caldera	N. Shields	0 2 0	Magdalena	Vendore	0 8 6
Crown	Sunderland	1 7 0	Memphis	Liverpool	7 3 6
Choice Fruit	Guernsey	7 15 0	Model	Newfoundland	3 10 0
Charles Chopper	London	1 5 0	Maggie	Newcastle	3 9 6
Commodore	S. Shields	5 0 0	Moderator	Bridgwater	2 12 6
Clyde	London	2 15 0	Martaban	Greenock	0 8 6
Cyraouse	Sunderland	9 0 0	Merchant	Newhaven	1 16 0
Dunrobin Castle	Wick	2 9 6	Mesopotamia	London	1 10 0
Denmore	Aberdeen	1 1 6	Nelson	Sunderland	2 19 6
Darlington	Dundee	3 12 6	†Nile	Sunderland	0 15 0
Dina Adriana	Holland	0 10 0	Nive	New Quay	6 2 6
Due Sorelle	Genoa	0 15 0	ocean	Arbroath	1 10 0
Euphrosyne	N. Shields	0 15 0	Olga	Liverpool	1 1 0
England's Glory	Hull	1 15 0	Orleans	Poole	4 12 6
Ellen Beatrice	Aberyswith	1 16 6	Pennie	Liverpool	0 15 6
Flora	Deal	1 9 6	Queen of the South...	—	0 9 6
Foam	Cardiff	4 10 0	Ralph Crape	Goole	0 10 0
Fraternity	Maryport	1 12 0	Robert Kiddey	Hull	5 3 0
Falcon	Yarmouth	2 0 0	Recompence	—	1 4 0
*Fire Brick	Carnarvon	1 8 0	Reliance	Grimsby	0 17 0
Gothenburg	Arbroath	2 2 0	Royal Diadem	—	0 6 0
George	Colchester	0 3 0	Robert Dickenson	Shields	4 6 6
Harlequin	Newcastle	0 15 6	Romeo	Hull	1 10 0
Hattie Goudey	Nova Scotia	2 3 0	Siliatria	Sunderland	0 10 0
Hope	Dublin	0 5 0	St. Bede	—	1 1 0
Happy Return	Blidford	1 5 0	Sceptre	Sunderland	2 15 0
Home	Nova Scotia	0 12 0	Swaledale	Newcastle	0 10 0

* The Hon. Agent at Bristol reports, 22nd May, that the Master states that, at 11.30 p.m. of the 18th instant, being foggy, he fell in with the 'North Bishop,' that he tried to stay his vessel, but that she missed stays, and was drifted on the rocks. He then, with a man and a boy, got on to the rock, and remained until 3 p.m. of the 21st, with no other sustenance than three gull's eggs, when they were rescued by the s.s. 'Severn,' Captain G. Mills, and brought to the Sallors' Home, and forwarded."

† The Hon. Agent at North Shields reports, the

5th March, that "this brig was in collision with s.s. 'Aberfoyle,' of Leith, and that one man was drowned, and the crew lost everything."

‡ The Hon. Agent at Scilly reports, 3rd May, that "this steamer struck on a reef, and foundered in a few minutes. All the crew were lost except three, who were landed here this morning from the s.s. 'Recovery,' of Liverpool, just in time to get on board the 'Queen of the Bay' for Penzance."

Vessel's Name.	Port.	Amount of relief	Vessel's Name.	Port.	Amount of relief.
		£ s. d.			£ s. d.
St. Helena	Banff	2 15 0	Urbino	Hull	0 9 0
St. Hilda	London	6 15 0	Venus	Yarmouth	2 4 6
Sutherland	Banff	2 18 0	William	Woodbridge	1 2 6
Thos. C. Kenny	Nova Scotia	1 4 6	Whitehaven	Whitehaven	7 0 0
Tabasco	Bordeaux	2 1 0	Ysnasquiza	Arbroath	0 15 0
Truelove	Burnmouth	1 5 6	Zora	Salcombe	0 16 0

§ The *Standard* reported on the 22nd April that: "Fifteen of the crew of the London barque 'St. Hilda' have arrived at Liverpool, and report the foundering of their vessel whilst on a voyage from Bristol to St. John's, New Brunswick. The vessel left Bristol in ballast, and after being four days out was dismasted, and had to put into Queenstown. The repairs being completed, she again sailed for her destination, and for three weeks encountered a succession of heavy gales with strong seas. The vessel was so strained that she sprang a leak, and for two days and two nights the crew kept at the pumps, but the intrusion of water was so great, that the vessel could not be freed. Fortunately, when the 'St. Hilda' was twenty-

four days out, she was fallen in with by the Norwegian barque, 'Andreas Reis,' which bore down to the assistance of the crew. There was a very heavy sea running at the time, but the men got safely away from the 'St. Hilda.' The rescue was most timely, as the vessel had not been abandoned above an hour and a half before she foundered, going down head foremost with a loud report. The crew, 18 in number, were subsequently landed at Sligo, from which place they were brought to Liverpool. The 'St. Hilda' was a vessel of 1,001 tons, built at Bath, United States, in 1858, and was owned by Q. Lidgett, of London. The men were taken care of by the Shipwrecked Mariners' Society.

A SABBATH BY THE SEA.

A GRANDER music mingles with the bells—

Voices not silver-toned bid men to prayer,
A solemn undersong the chorus swells:

The morning sun arises, brightly fair,
And the wild waves leap up as if in praise,
And flash their brightness for the king of days.

It is the Sabbath over all the world
Which knows the music of a Saviour's name;
Where'er Christ's peaceful banner is unfurled
And fair and dark tribes kneel before His
fame,

Rest spreads her shining garments, but no rest
Lies on the ocean's ever-troubled breast.

In the deep stillness of God's house to-day,
Where sick are healed by the physician's
balm,

O solemn sea, thy mournful murmurs stray,
As if thou singest too thy holy psalm;

And so we come and give our thoughts to
Thee,—
Bear them upon Thy waters, awful sea.

And tell to those who hear no Sabbath bell,
That God is with them even in the storm,
That He their far-off treasures keepeth well,
And their home nests are snug, and safe,
and warm;

And by the tempest's might and water's roar
God shall encircle them till storms are o'er.

Teach us thy lessons, mighty, restless sea,
That we be patient even while we pray,
Eager, and strong, and busy, like to thee,
Yet calm and fearless on this restful day,
Knowing thy Master will His children bless,
And make them happy in His tenderness.

MARIANNE FARNINGHAM.

Portfolio.

A WORD IN SEASON, HOW GOOD IT IS.

"How were you first brought to know the Lord?" I asked one day of a young woman, who was in great bodily suffering, and with no prospect of recovery.

"It was a godly man's prayer for me that first touched my heart, and made me think," was the answer she made; and then went on to say:—"I was living as servant in a clergyman's house, and though I went in to prayers morning and evening, and thought it quite right and proper, I never thought about my soul or its eternal welfare—never prayed for myself. After a time another clergyman came to stay with my master and mistress, and the first morning he was there, and each morning while he stayed he took morning prayers, and, before closing, he prayed for my master and my mistress, and then for *me*. Many clergymen had stayed there before, and I was used to hearing my master and mistress prayed for, but to my knowledge I had never been prayed for in my life before, and he prayed for me as though he really wanted me to be blessed and saved. I went about my work as usual, but I could not forget it. It seemed so strange that anyone should do for me what I had never done for myself—ask for my salvation. Next morning it was the same; again that man of God prayed for me. How I listened to every word! He seemed to think the Lord was interested even in me, and I wondered if he could be right. It evidently struck my master, for at evening prayers he, too, prayed for me; he had never done so before, nor did he after that visit of the clergyman's. Three days passed so, and now I was terribly anxious to know how I could be saved. Now I was crying to God to let me see how I might be saved. I did not like to speak to my master or mistress, still less to their stranger guest, and I longed for Sunday and church-time. The strange clergyman occupied my master's pulpit. I listened eagerly for every word of the sermon. The text was, 'God so loved the world that he gave his only begotten Son, that whosoever believeth in him should not perish but have everlasting life.' He showed our lost condition by nature, God's great love, the work of Christ by which we can be saved, and the simplicity of what our part is—we have nothing to do but to believe it all, and trust the blood of Jesus. He spoke of salvation as God's gift, which we must have as a gift, or not at all. I saw then how I might be saved, but I was not sure if I trusted enough in Jesus, if I believed aright, and I came home still miserable. I was putting the tea on the table, when the clergyman who had preached came into the dining-room. Perhaps he noticed that I had been crying; I do not know; but he asked me very kindly if I had understood the sermon. I said, 'Yes.' Then he asked me, 'If I had this gift of everlasting life?' and I said, 'I was afraid I had not.' 'Did I want to have it?' he asked; and now I could not keep back the tears any more: 'I want it more than anything!' I said; 'I would give everything to know I had it. 'Come into the study with me,' he said. I said something about my work, but he said, 'I will speak to your mistress;' and I followed him into the study. He prayed first very earnestly, asking the Lord to open my eyes, to show me how simple a thing it is to trust Jesus. And then he read me two or three Scriptures, such as, 'Him that cometh unto Me I will in no wise cast out;' and showed me it is the One we come to who saves, the One we believe in who *gives* everlasting life, and not the greatness of our faith, the strength of our belief, that gains it for us. That God delights to give it to every soul who wants it. I left the study knowing that God had given it to me, and ever since then I have never had a doubt. It is five years since, and I have had sickness and sorrow, but the Lord has been with me in it all; and oh! I shall bless Him for ever and ever, that He put it into His servant's heart to pray for me, only the servant of the house, whom he had never seen before. But for that I might be dying without Christ now."—"Sow ye beside all waters."



THE SHIPWRECKED MARINER

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THE ROYAL NAVY—ANCIENT AND MODERN.

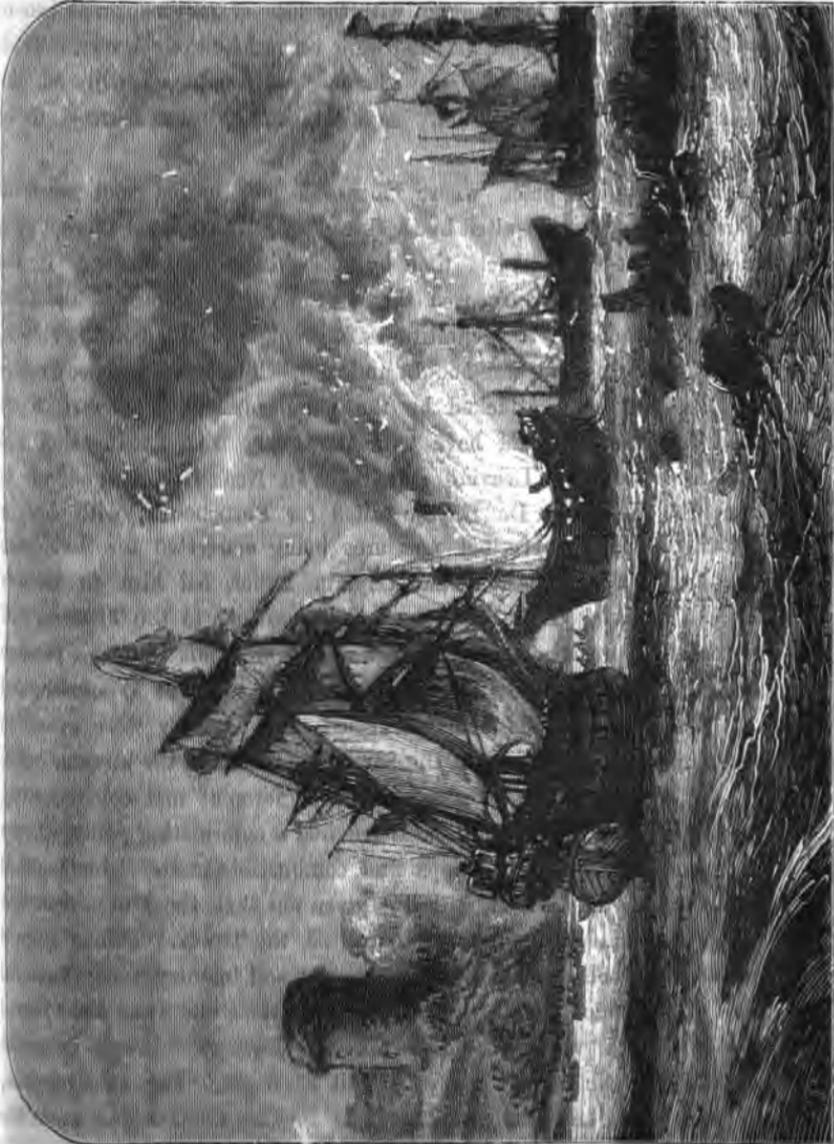
(Continued from page 118.)

AFTER the great sea battles off Lowestoft, Dunkirk, and elsewhere, the fleet began to be neglected, and the streets of the seaport towns were filled with idle seamen, unpaid and starving; very few ships, and these of inferior size, were kept afloat for service. De Ruyter, Holland's greatest admiral, and De Witt, her greatest statesman, deemed that now the time had come to deal England a deadly home-thrust, and in the month of June, 1667, they sent to sea a fleet of at least seventy sail. In the month prior to this a Dutch squadron had entered the Firth of Forth under Admiral Van Ghent, while the troops were in the west country under Dalzell and Claverhouse. He entered the Forth on the 1st of May, and exchanged shots with a small fort on Burntisland, where there was a Scottish garrison, among whom Van Ghent threw 500 cannon-balls; but he was gone by the 30th of the same month, when an English squadron of seventeen sail, under Sir Jeremiah Smith, came to anchor in the roads of Leith.

The expedition of Van Ghent to the North was only a feint to draw the attention of the English Government from their own shores, off which, immediately on his forming a junction with De Ruyter, the united Dutch fleet appeared; and then scenes ensued which the writers of English history seem disposed to notice as briefly and hurriedly as possible. On

* From "British Battles on Land and Sea," by James Grant; Cassell & Co., and other sources.

the 7th of June De Ruyter was at the mouth of the Thames, which he completely blocked up. He then sent seventeen of his lightest ships, with four barques and as many fireships, up the river, under the orders of Van Ghent and Cornelius De Witt, brother of the Pensionary, and one of the deputies of the States-General on board the fleet. The warnings of the Duke had caused ere this a fort to be erected at Sheerness, a chain or boom to be thrown across the Medway at the Stakes, guns to be mounted on proper batteries, and the preparation of a competent number of fireships. On the first alarm old Monk, the Duke of Albemarle, with some of the foot-guards, hastened to the mouth of the Medway, where they erected batteries and moored ships to guard the boom, in front of which and in the narrowest part of the river, he sunk five vessels to bar the way, thus causing an insuperable obstruction to the Dutch, who were compelled to fall back with the ebb-tide, but only for a time. A distant firing was kept up for some hours between an eight-gun battery, the ships guarding the boom, and the Dutch, who could not proceed, as the sunken vessels admitted the passage of but one ship at a time. On this Capt. John Brackel, captain of a small frigate in the squadron of the Maese, passed the chain, and grappling with an English frigate took her by boarding. The chain was now broken or cast loose by a body of seamen, who landed under a fire from some troops on shore, and broke the bar to which it was secured. Four ships were now set in flames, the 'Mathias,' the 'Unity,' and two others, all recently taken from the Dutch; the 'Royal Charles,' 100 guns, was abandoned by her crew and taken. The fortifications at Sheerness were stormed and destroyed, with naval stores to the value of 400,000 livres, according to the Dutch historians. Still advancing with seven vessels and some fire-ships up the river to Upnor Castle, De Witt and De Ruyter, who took a personal share in this perilous enterprise, fired the 'Royal Oak,' the 'Royal London,' and the 'Great James,' three first-rate men-of-war. Though Lediard and others state that they were roughly handled by Major Scott, who commanded some troops in the castle, and by Sir Edward Spragge from the opposite bank, they landed some seamen and seized all the artillery and ammunition they could find. A fair wind springing up, De Ruyter resolved to drop down the river with it, taking with him the hull of the 'Royal Charles,' which had been twice set on fire by her own crew. The English officers and men, as the subsequent trial proved, seem to have become bewildered, or to have lost their presence of mind. Captain Douglas, of the 'Royal Oak,' was one noble exception.



DE RUYTER'S ATTACK ON UPNOR CASTLE.

When his ship was set on fire and he was desired to quit her, he replied, "It shall never be said that a Douglas quitted his post without orders," and so he perished with his ship.

The Dutch got out to sea again with the loss of 150 men, and two of their vessels, which ran aground and were burned by their crews. Their fleet still lay off the mouth of the Thames, and London speedily felt the miseries of a blockade. "Fuel," says Macaulay, "was scarcely to be procured."

Tilbury Fort, the place where Elizabeth had hurled foul scorn at Parma and Spain, was insulted by the invaders. The roar of foreign guns was heard for the first and last time by the citizens of London. In the Council it was seriously proposed that if the enemy advanced the town should be abandoned. Great multitudes of people assembled in the streets, crying out that England was bought and sold. The houses and carriages of the Ministers were attacked by the populace, and it seemed likely that the Government would have to deal at once with an invasion and with an insurrection. Leaving Admiral Van Nes with a squadron to block up the Thames, De Ruyter sailed for Portsmouth, with designs against the shipping there, but measures being concerted for its defence by the Earl of Macclesfield and Captain Elliot, led him to menace Torbay and Harwich, after which he again returned to the Thames, and the terror of his presence was so great, that in fear of his forcing a passage to London Bridge, thirteen ships were sunk in the river at Woolwich, and four at Blackwall, and platforms furnished with artillery were raised in various commanding positions at the bends or reaches of the stream. The whole coast of England was now in a state of ferment and consternation, and on the night of the 17th June it reached a culminating point, when a casual fire caused by "some chipps and combustible matter" in Deptford caused an uproar in London, it being given out that the Dutch fleet was come up, had landed their men, and fired the Tower. Prince Rupert commanded at Woolwich, and bodies of cavalry and infantry, under General the Earl of Middleton, watched the river. On the 28th June the 'Royal Oak' and 'James' were yet smoking in the Medway. People began to secrete their valuables, and many thought of flight. For this purpose, Mr. Pepys tells us, he had a girdle made for holding £800 in gold about his person. The enemy came up the Thames as far as the Hope, where Sir Edward Spragge lay at anchor with an English squadron, and a sharp engagement ensued. A fire-ship grappled with a Dutchman, they were soon

both sheeted with flames, and burned down together so close to another Dutch ship, that she also took fire and blew up. A third was run aground and set in flames, and two other fire-ships were destroyed. After a sharp engagement the English squadron withdrew to Gravesend, under the cannon of Tilbury, leaving the Dutch anchored at the Hope. On the following day Sir Edward Spragge, after being reinforced by some additional fire-ships, attacked the Dutch again, and after a short engagement De Ruyter sailed down the river to the west coast of England, and then returned home content that he had "thus insulted the great mistress of the sea." To him, to De Witt, and Van Ghent, on the 24th August, the States-General presented golden cups, on which was engraven "The action of Chatham," to perpetuate to their families the memory of so great, or rather stupendous an enterprise. A treaty of peace was concluded between England and Holland in the month before these cups were given, but severe punishment was inflicted on many English naval officers for alleged misconduct during the invasion and blockade of the Thames.

In 1672, Charles and Louis King of France as allies made war on Holland, and a body of English and Scottish troops, under the Duke of Monmouth, joined the French army. With seventy-five sail and many fire-ships De Ruyter put to sea and stationed himself between Dover and Calais to prevent the intended junction of the French and English fleets. The Duke of York could only muster forty sail at the Nore, yet with these he contrived to join the French fleet under Jean, the Count D'Estrées, Vice-Admiral of France. When the Duke of York resolved to take upon himself the command of the fleet, he chiefly depended on Sir Edward Spragge for assembling and preparing it, and it was on board Sir Edward's ship that he, the Earl of Sandwich, and other officers of rank, dined before putting to sea. Several detachments of English troops were on board to serve as marines.

Cornelius De Witt, whose maxim it had ever been to give the navy a preference above the army, hoped to strike the first successful blow. Animated by the same idea, his compatriot and firm adherent De Ruyter had put to sea with seventy-five large ships and forty frigates and fire-ships and steered for the Channel. The van was led by Adrian Brankhart, Vice-Admiral of Zealand; De Ruyter led the centre, and Van Ghent the rear. Ignorant that a junction had been effected between the Duke of York and the Comte d'Estrées, they were full of high hope to take signal vengeance on the English for an attempt they had recently made on the Dutch Smyrna

fleet. The precise strength of the allied fleets is doubtful, some actually stating it at 140 sail of all sorts. The Duke led the Red squadron; D'Estrées led the French, and acted as Admiral of the White squadron; Lord Sandwich was on the left, or larboard, as Admiral of the Blue. On the 19th of May they first discovered the Dutch armament under canvas about twenty-four miles E.S.E. of the Gunfleet, and cleared away for action, but a sudden thickness of the weather caused them to lose sight of each other. On this occurring, the English and French fleets, to get fresh water, put into Sole Bay, or Southwold Bay. There the two fleets lay quietly for nine days, till De Ruyter, on hearing from a captain of a collier the situation and employment of the allies, resolved to become the aggressor.

In the midst of the protracted jollity on board the Duke of York's ships, as if to verify the warning given by the Earl of Sandwich, about daybreak a sudden alarm came that the Dutch were in sight. The drums beat to quarters, boats were shoved off in every direction from the Duke's ship, and every man hastened to his post; for if surprised in the bay, the fire-ships might soon have caused the destruction of every vessel there. In the hurry, confusion, and haste to get out many slipped their cables, others got their anchors over the bow, but all put to sea and ranged themselves in order of battle.

Leading the van, with the Ribbon of the Garter above his buff coat, and determined to conquer or die, yet tempering his courage with such fine prudence that the whole fleet owed its safety to him, the gallant Earl of Sandwich was first out of the bay which had so nearly proved a fatal trap to them, and where the ships had been so crowded together, and by achieving this he gave time to the Duke, commanding the centre squadron, and D'Estrées with the White, to form line, while with all sails set he rushed into battle with the Dutch. This was about seven in the morning, and seldom has any action in our annals been more obstinately contested.

He engaged the squadron of Van Ghent, and ere long the Duke assailed that of De Ruyter, while Van Brankhart grappled with the French or White squadron under D'Estrées, whose crews did not fight with the courage required of them. Though Père Daniel and other French writers deny the circumstance, the French were very plainly accused of "sheering off." Sandwich, in the 'Royal James,' 100 guns, was first assailed by the 'Great Holland,' commanded by Captain Jan Brackel, the same intrepid officer who forced the passage of the Medway; next came a fire-ship, and then the

whole squadron of Van Ghent. Brackel got to windward of the Earl, and then bearing down grappled with his ship amid a cloud of smoke and the roar of guns and matchlocks.

Van Ghent was soon slain by a cannon-ball. Another man-of-war and three fire-ships all tried to grapple with the 'Royal James,' but so tremendous was her fire that she sunk everyone of them, and the sea around her was full of Dutchmen drowning or swimming for their lives. At length he cut the grapplings of Brackel's ship, which, according to the Dutch (improbable) account, had only 800 men and 62 guns, and forged ahead of her; but still he could not work to windward. He had reduced the 'Great Holland' to a mere wreck, and, after an hour and a half's conflict, had killed or wounded almost all her officers and two-thirds of her men. A shot severely injured Brackel; and it is stated that three seamen from the 'Royal James' who had the temerity to run up to his mainmast-head to unship his pennant, remained prisoners in his hands when the grapplings were cast off.

Sandwich presented himself wherever danger was thickest, and after five hours' combat he might have drawn out of it with honour, as his ship was torn to pieces with shot. Of the 1,000 men on board 600 lay dead on the decks, by their very corpses encumbering the action of the guns, and the blood was trickling from the shot-holes and lee scuppers. At length another fire-ship, shrouded in smoke, and thus enabled to approach unseen, grappled with the 'Royal James,' and she was instantly set on fire. On seeing this the Earl retired to his cabin, where he was followed by his captain, Sir Richard Haddock, who found him with a handkerchief before his eyes, and warned him of their danger. "I see how things go," said he, "and am resolved to perish with my ship." She soon blew up, and he, with many other gallant officers and men, was destroyed. Some who sought to escape in the barge, by overcrowding upset her, and all were drowned. The author of "De Ruyter's Life" says that Lord Sandwich was "valiant, wise, circumspect, cautious, and candid in deeds as well as in words." With him there perished his son, Captain Charles Montague. Sir Richard Haddock was taken out of the sea with his thigh broken.

Meanwhile the Duke of York with the Red squadron had been for hours engaged with the Dutch centre under De Ruyter, and had been so heavily cannonaded that he had to leave his ship the 'Prince,' 100 guns, by one of the stern windows, and row amid the enemy's fire to the 'St. Michael,' 90 guns (the maintopmast of which, with his standard, had been shot away),

and as it was soon reported that she was in a sinking state, he had to go on board the 'Loyal London.'

The fall of Van Ghent, and the furious attack of that part of Lord Sandwich's squadron which came too late to his rescue, gave it an opportunity for assisting the Red squadron under the Duke, who on being abandoned by the French, after the *Sieur Rabinière* had a thigh shot off, was in imminent danger of being overborne by the united squadrons of the Admiral and Adrian Brankhart. "Both fleets were intermixed pell-mell with one another," states a Dutch historian. "Never was such slaughter seen in any engagement before as at this time, according to De Ruyter's own confession." In this part of the action Cornelius Evertzen—one of a brave family of seamen, Admiral of Zeeland—was killed, and the vessels of De Ruyter with *Allemande*, another flag officer, had a narrow escape from the English fire-ships. The former was wounded, 150 of his men were killed, and his ship, by boats ahead, was towed out of action in a half-sinking state, and ultimately was got with great difficulty to Zeeland.

When the squadron of the dead Van Ghent, which after his fall had drawn a little way out of fire, came again into the action (the French still held aloof), the Duke had to encounter alone the whole force of the Dutch fleet, a mighty odds on which he had never reckoned; but, notwithstanding this great disparity, the fight lasted with unabating fury till nine o'clock at night, both sides having displayed all the skill and courage that could be expected in men of inherent bravery and commanders of experience.

Towards the end great havoc was made among the Dutch fire-ships, of which no less than six were all set ablaze by one English man-of-war; and as the sun had set, the flames that rose from them shed a light upon the sea, and enabled a few farewell cannon-shot to be exchanged, as the Dutch fleet, now in the greatest disorder, began to drift to leeward.

Sir John Gordon, who now led the Blue squadron, having worked it to windward, De Ruyter's ship was in great peril, as she had been laid aboard by a fire-ship; but he broke the grapplings loose, and began to make sail with the rest of his scattered fleet, one of which, the '*Westergo*,' blew up by accident about midnight. As the Duke of York pursued them for some miles, England may fairly claim the victory, though it was disputed by the Dutch.

The loss of men was pretty nearly equal, though that of the enemy was never exactly known, as its publication was forbidden by the States-General. Notwithstanding the pitiful share taken by the French in this action, they

lost two ships of war, and Admiral de la Rabinière was killed, with many men. Their conduct was ascribed to secret orders issued to the Count D'Estrées "not to expose His Majesty's ships too much, but to leave the English and Dutch fleets to effect their own destruction," and all their other actions during the war tended to confirm this suspicion. The English had two ships burnt, three sunk, and one taken. Their loss was about 2,000 killed and wounded. The Dutch admit to having one ship sunk, another burned, and a third taken.

Sorely mangled and scorched, and recognisable only by his Order of the Garter, the body of the Earl of Sandwich was found floating in the sea by the crew of a bomb-ketch, by whom it was brought to Harwich, and thence transmitted to London; and on the 24th of June it was solemnly interred, at the King's charge, in Westminster Abbey, to which the body was brought by water.

(To be continued.)

COLOUR-BLINDNESS, AND ITS RELATION TO RAILWAYS AND NAVIGATION.

THE importance of a knowledge of the effects of colour-blindness in connection with our daily avocations has not, till lately, been sufficiently recognised; and nowhere is this knowledge more essential than in the management of railways and in the navigation of ships at night, where the principal colours employed are red and green. It is well known that numbers of people are utterly unable to distinguish between red and green, and it is to be feared that in the selection of signalmen and sailors this fact has been overlooked or ignored, and it is a matter for serious consideration whether the conflict of evidence which almost invariably arises during the investigation of casualties may not be traceable to this fact.

We are led to these remarks by the perusal of a work on "Colour-Blindness: its Dangers and its Detection." by Doctor P. Joy Jeffries, ophthalmic surgeon to the Massachusetts Charitable Eye and Ear Infirmary, &c. Colour-blindness may be produced by certain diseases of the eye or of the optic nerve, and may assume a temporary or permanent state, but there is an inborn loss of the sense of colour which is incurable. It is not our province to go into a scientific explanation of the nerves and fibres of the eye; let it suffice that the light by which these fibres are called into activity is known to be composed of at least three primary colours, red, green, and violet, the sensations of which are produced by vibrations of greater or less wave-length.

As in the palate, so in the eyes. Some eyes are not sensitive to the different

wave-lengths of different kinds of light, but are equally stimulated by all alike. Such persons are totally colour-blind, others are blind to red, and others are blind to green, while others again are blind to violet.

Some people's palates are so constituted as to exhibit an absence of taste, or the same sensation of taste is exhibited in everything they drink. We were once at a boarding-house where a lady admitted she could not distinguish between good and bad tea, whereupon the landlady improved the occasion by giving her a very weak solution of tea known as hog-wash, which the lady pronounced excellent; whereupon, the lady being the best paying boarder in the establishment, our hostess on the following evening distributed hog-wash to all her guests. On an objection being raised she coolly remarked that as the wealthiest visitor in the establishment, and consequently, in her eyes, one of the most refined taste, absolutely praised the beverage, we ought not to object.

Doctor Joy Jeffries gives some ludicrous instances of the mistakes into which those suffering from colour-blindness have been led. Speaking of Dalton, he says: "Dalton said the colour of a florid complexion seemed dull, opaque, blackish blue upon a white ground. Diluted black ink on white paper gave him a colour much resembling a florid complexion. It had no resemblance to blood, which appeared not unlike the colour called bottle-green. Grass appeared a very little different from red. The face of a laurel leaf was a good match to a stick of red sealing-wax, and the back of the leaf answered to the lighter red of wafers. Green woollen cloth, such as is used to cover tables, appeared a dull brownish red colour—a mixture of two parts mud and one red would come near it; it resembled a red soil just turned up by the plough. A light drab woollen cloth seemed to resemble a light green."

A very amusing account was given by Babbage of the incidents attending the presentation of Dalton at Court:—

"Firstly, he was a Quaker, and would not wear the sword, which is an indispensable appendage of ordinary Court-dress. Secondly, the robe of a Doctor of Civil Laws was known to be objectionable on account of its colour—scarlet—one forbidden to Quakers. Luckily, it was recollected that Dalton was colour-blind, and that, as cherries and the leaves of a cherry tree were to him of the same colour, the scarlet gown would present to him no extraordinary appearance. So perfect, indeed, was the colour-blindness that this most modest and simple of men, after having received the doctor's gown at Oxford, actually wore it for several days in happy unconsciousness of the effect he produced in the street."

Dr. Nicholl says of a boy 11 years old:—

"I placed a scarlet paper on the grass, and afterwards a green baize. He said that the grass and the baize were of the same colour as the paper, but that they were a shade lighter. I made him put on a pair of green spectacles,

which he called red glasses. He said that everybody and everything in the room had a reddish cast when seen through them; the border of the room had a blue leaf with a green edge; this he called a blue leaf with a red border. A woman passed by with a basket on her arm. He told his mother that the woman had fowls in it, for that he saw the red feathers hanging out. These proved to be green leaves with which she had covered her butter. He told me, 'What you call purple and pink and blue are so like each other that I cannot well know one from the other.' He also called the grey eyes of his sister a bluish red. A blood relative of this lad was in the Navy, and purchased a blue uniform coat and waistcoat, with red breeches to match the blue. I showed him a D'Oyley which was red, having a leaf of the same colour traced out on it, and I asked him the colour of it. He, having been so often mistaken and laughed at, said, with an air of triumph, 'Why, the groundwork is red, but the leaf is, of course, green.'

The *Times* in an able critique upon the work says: "Among other examples of the same kind, we come upon a British Admiral who painted a red tree in a landscape, and chose for himself a pair of green trousers, which he thought were brown; upon an architect's pupil, who copied a brown house in bluish green, with the sky rose-colour and the roses blue; upon a colour-blind family of Quakers, one of them bought a green coat for himself and a scarlet merino dress for his wife; upon a little boy, who did not at first observe the crimson blossoms of a *pyrus japonica* in full bloom, but who said, after they had been pointed out to him, "Oh, yes! I see the flowers now; but they are not so bright as the leaves;" and upon a post-office clerk in Prussia, who was perpetually wrong in his accounts with regard to the sale of stamps. Sometimes he had too much money for the stamps sold, sometimes too little, but seldom or never the right amount. At length it was discovered that he was colour-blind, and that he could not distinguish red stamps from green ones. Similar instances, some ludicrous, some almost tragic, might be multiplied indefinitely.

From the investigations of Dr. Holmgren, Joy, Jeffries, and others, it would appear that five per cent. of the male, and two per cent. of the female population of Europe are colour-blind. Professor Holmgren has devised a method of testing by placing before the person to be examined several skeins of wool of various colours, and Dr. Jeffries goes further into detail, and relates his own experience in testing for the guidance of ophthalmic surgeons who may be called upon to examine persons who are responsible for the recognition of signals. He makes the following valuable observations and suggestions:—"One male in twenty-five is colour-blind in a greater or less degree. Of this defect they may even themselves be wholly unconscious. This blindness is red, green, or violet blindness. Total colour-blindness also occurs. This defect is congenital. It exists in varying degrees. It is largely hereditary. It may also

be temporarily or permanently caused by disease or injury. It is incurable when congenital. Exercising the eyes with colours, and the ears with their names, helps the colour-blind to supplement their eyes, but does not change or increase their colour-perception. Experiment and experience show that we are forced to use red and green marine-signal lights to designate a vessel's direction of motion and movements, and at least red lights on railways to designate danger. Form, instead of colour, cannot be used for these purposes. There are many peculiar conditions under which railroad employés and mariners perform their duty which render coloured signals, and especially coloured lights, difficult to be correctly seen. These signals can never be correctly seen by the colour-blind. There are such among railroad employés. There is, therefore, great danger from colour-blindness. Railway and marine accidents have occurred from it. There is no protection but the elimination from the *personnel* of railways and vessels of all persons whose position requires perfect colour-perception, and who fail to possess this. This can now be readily and speedily done. Therefore, through a law of the Legislature, orders from State railroad commissioners, or by the rules and regulations of the railroad corporations themselves, each and every employé should be carefully tested for colour-blindness by an expert competent to detect it. The test and the method of application should be uniform. All deficient should be removed from their posts of danger. Every person offering himself as an employé should be tested for colour-blindness, and refused if he has it. Every employé who has had any severe illness, or who has been injured, should be tested again for colour-blindness before he is allowed to resume his duties. Periodic examinations of the whole *personnel* should also be required. Such regulations are generally in force on the European railroads. An international commission should be called to establish rules for the control of colour-blindness on the sea, and the carrying out the same examinations among pilots, masters, and crews of steamers and sailing vessels in the navies and the merchant marine."

We have been often struck by the non-appreciation of beautiful scenery and glorious sunsets by persons of otherwise refined tastes and shrewd observation. This is, doubtless, to be traced to colour-blindness. It was said that Turner was affected by a disease of the eye, under the influence of which he produced his matchless pictures. May it not have been the opposite of colour-blindness ?

There is another matter not inseparable from this subject which may deserve consideration, namely, the measuring of distances, particularly at sea, by the eye. The number of fatal accidents in the streets may be traced in a great measure to the difficulty experienced in estimating distances by the eye, and we fear that the deceptive influences of lights, particularly moonlight, tend to collisions at sea.

We cannot conclude these remarks more fitly than by quoting the following

observations by the *Times* on this important subject:—"The requirements laid down by Dr. Jeffries will at first sight appear very stringent; but a careful perusal of the facts brought together in his pages will be sufficient to convince the most sceptical that they are not really in excess of the precautions which would be dictated by an enlightened regard for the public safety. He gives a list of forty-six German, Austrian, and Hungarian railways upon which colour-testing is regularly employed, and he shows how much reason there is to believe that the calamitous loss of the *Ville du Havre* steamer was due to the colour-blindness of a look-out man. We believe that a few English railways have instituted colour-testing of an imperfect kind; but we are not aware that any action upon the subject, either as regards railroads or ships, has been taken by the Board of Trade, to which, in the present state of knowledge, the supervision of this important matter might not unfitly be committed by the Legislature."

C. K. M. A.

MAN AND THE OCEAN.

DIVERS, SPONGE, CORAL, AND PEARL FISHING.

WHAT wealth has been swamped in the ocean since man first trusted himself on its bosom in a structure of his own creation, no human mind can conceive; and yet, assisted by science, man has been enabled to explore the bottom of the sea for the purpose of gathering up its treasures and exploring its mysteries; but the art of unassisted diving under the water is, of course, limited to our natural constitution. Yet travellers tell us this physical effort can be much facilitated by practice from the earliest age. Those of this class that can and do stop longest under water are the native divers of Ceylon, who dive and obtain the pearl oyster. Accustomed from their childhood to sport among the waves, it is not to be wondered at that they can remain under water longer than an ordinary man. But the labour is very painful to them, and frequently they have to return to the surface with blood oozing from nose, ears, and mouth.

There is no work, however painful or homicidal it may be, for which we shall not find the men. Thousands consent to bury themselves alive in the dark, hot, stifling galleries of mines sunk hundreds of fathoms deep, to explore the veins of coal or the metalliferous strata; others make no difficulty of descending beneath the waves for the purpose of collecting, on rock or sand, the sponge, the fantastic coral-line spar, the mother-of-pearl shells. The incessant repetition of a violent and unwholesome exercise, terrible dangers, maladies which they contract almost infallibly, and which to a greater or less extent abridge their days, such are the sacrifices, the martyrdom, by which these poor wretches earn their scanty pay. This they call "gaining a livelihood," and the majority of

them voluntarily adopt this amphibious existence so antagonistic at bottom to the physical organisation of man. It should be remarked, nevertheless, that the diver's profession is not of those which the first-comer consents to embrace. It has long remained the appanage of certain populations, among whom it is generally hereditary, and who are gradually inured to it by the force of habit, by the difficulty of finding any other employment for their strength and faculties, and by the modifications which an abnormal kind of life slowly effects in the temperament and physiological functions. It is thus that the sponge-fishery is exclusively practised by the Greeks and Syrians, that of coral by the Genoese and Neapolitans, that of pearls and mother-of-pearl in Asia by the Cingalese and Malays, in America by the Indians and negroes.

Sponges were formerly caught in the Red Sea and along a great part of the north coast of Africa. At present the fishery is principally pursued by the Greeks and Syrians, who make its products the staple of a regular commerce with the West. Operations ordinarily begin early in June and terminate in October, but the least favourable months are those of July and August. The craft sail from Tripoli and other ports in the Grecian Archipelago. Each vessel carries from four to six men. The sponges are found at a distance of a thousand to two thousand yards out at sea. The finest specimens lie at a depth of twelve to twenty fathoms. Those collected in shallower waters are of inferior quality.

At the opening of the fishery the Greeks and Syrians arrive at Smyrna, Beyrout, and Rhodes in large lateen boats, which they dismantle in order to equip the small craft suitable for their operations, and then disperse along the coast. The fishery is conducted in two ways. For the common kinds they employ three-toothed harpoons, by means of which they catch hold of the sponges. But this implement would injure the finer species; and in quest of these skilful divers descend to the bottom of the sea, and carefully detach them with a strong blade. Hence the enormous difference of price between the divers' sponges and the harpooned sponges.

The Greek divers are, as a rule, bolder and more skilful than the Syrians. While they can remain in the water longer than the Syrians, their fishing is generally more abundant. They dive to a depth of twenty-five fathoms, while their rivals, for the most part, cannot descend beyond fifteen or twenty fathoms at the utmost. The product of the sponge-fishery varies, moreover, according to the weather and the circumstances. In 1827 it was valued at an average of 2 pounds 6 ounces avoirdupois for a boat manned by five or six divers, and this calculation is confirmed by the most recent documents. The proportions of the different qualities in this total are valued approximately at one-third of the superfine, and two-thirds for the medium and rough; between the two varieties the proportion varies according to locality. The Greeks devote themselves more particularly to the fishing of the large sponges

called *Venetian*, although they sell them by weight four or five times cheaper than the fine sponges; but the inferiority in price is balanced by the much greater facility of the fishing.

We English have introduced into European commerce, within the last few years, a species of sponge collected on the shores of different islands in the Caribbean Sea, which is known as the Bahama sponge. It is of a peculiarly attractive appearance, thanks to its fine close tissue; but it is hard, strong, and without solidity.

The coral-fishery, as an industry, is of entirely French origin. From the middle of the fifteenth century, France possessed at Calle an establishment founded and maintained on purpose for this fishery, which was then wrought by a company who had obtained the privilege on condition of employing only Provençal sailors. In 1791 the company lost its monopoly, and the fishery was thrown open to all Frenchmen trading with Barbary and the Levant. But it was soon engrossed by the Italians, who, having become masters of the ancient establishment of the company, entered into the service of the State, on certain definite terms of payment.

In 1796, a decree of the Directory created for the coral-fishery a new society, which was forbidden to enroll any but French or naturalised sailors, or to equip its vessels in any but French ports. This regulation, however, was not very strictly observed. In 1802, Calle was captured by the English, who held it until 1816, and during their occupancy of it carried on the coral-fishery on a very extensive scale, employing no less than four hundred boats.

Since 1830, the coral-fishery of Calle has been re-organized by the French administration. The Italians who conduct it are subject, as of old, to a tax, from which the French sailors are exempt, but, in spite of this bit of "protection," the number of French boats engaged is inferior to that of the foreign. Coral is also fished for in the waters of Messina, on the coasts of Sardinia, and those of France in the Gulf of Lyons.

I have now to describe the manner in which the coral-fishery is usually conducted. Eight men man a felucca, a small boat which when thus employed, takes the name of *coraline*. These men are always excellent divers. They take with them a cross, whose arms are of equal length, and very strong; to each arm is attached a net, shaped like a grappling. A stout rope is fastened to the centre of the cross, and the whole is then lowered to the bottom of the sea, with sufficient weight to keep it steady. The diver next descends to manœuvre the apparatus, whose arms or branches he moves rapidly round, so as to scrape the rocks to which the coral adheres, and entangle the latter in the nets. After about thirty seconds of this work, the men on board the felucca haul at the rope, and pull up cross, diver, coral, and all to the surface.

The greatest part of the coral thus collected is conveyed to Leghorn.

where a certain quantity is sold in the rough state for exportation, the remainder is given over to the lapidaries.

At Leghorn there exists four great establishments for working the coral, besides second and third class factories; each of the great houses employ from two hundred to three hundred hands, so that this industry furnishes support to at least a thousand females.

The fishery which furnishes us with pearls and mother-of-pearl is the most dangerous, but also the most productive of the submarine fisheries. The enormous difference in their value is to be explained, in the first place, by the fact that the so-called mother-of-pearl, being found as a constituent principle in several species of testaceous molluscs, is comparatively abundant; while the globulose excretions which constitute pearls are only accidental, even in the species in which they most frequently occur; and it is sometimes needful to examine twenty to thirty shells before a pearl can be found of a regular form and of a certain size.

In the second place, the order in which the layers of the nacreous substance are arranged in the pearl communicate really to the latter certain beautiful opaline lights; in a word, that peculiar aspect which the jewellers call "orient," and which they have vainly sought to imitate by fashioning and carefully polishing little balls of nacre.

The formation of the pearl is always due to the presence between the valves of the oyster of a foreign body—a grain of sand or atom of shell, around which accumulates the nacreous substance secreted by the hood or mantle of the mollusc; its form and size depend on the position in which the nucleus has accidentally been placed, either at the place where the valves are widest apart, or near the hinges, or among the fleshy folds of the mollusc. The pearl oyster is of much larger dimensions than the common oyster, being often more than seven inches in diameter, and from eight to ten inches thick. They are principally caught in the Strait of Manaar, between the Island of Ceylon and the extremity of the Deccan; but they also inhabit, in the Old World, the coast of Japan, the Persian Gulf, and the Red Sea; and in the New World the Gulf of Mexico, and the coasts of Columbia, Ecuador, Chili, Peru, and Guiana.

The fisheries in the Strait of Manaar originally belonged to the Dutch. The English seized upon them in 1795, and remain their proprietors in virtue of the Treaty of Amiens, which definitively ceded to them the Island of Ceylon.

The oyster beds of Manaar comprehend several banks, one of which occupies a length of twenty miles. Not to exhaust this bank by working its whole extent at one time, the system of regulated sections has been adopted for many years; the bank has been divided into seven allotments, one of which is thrown open to the fishers in succession every year; so that by the time the

seventh is wrought, the shellfish of the first have had time to reproduce and to develop themselves.

The fishery commences in the month of February and terminates in that of May. As soon as daylight appears the divers begin their labours. They are divided into two sections, which alternately dive and rest. They dive either standing upright or crouching, but never head foremost, as is supposed. They pinch the nostril, and stop their ears with cotton soaked in oil. When at the bottom they rapidly pick off all the oysters within their reach, and at a given signal are drawn up again by their companions.

The greatest depth at which the diver can work does not exceed eight or nine fathoms, nor can he remain under water longer than half a minute. Those tales which represent certain divers as spending a minute or even several minutes under an enormous mass of water, whose pressure is more than two-fold that of the atmosphere, are mere fiction; there does not exist, there never existed, any man capable of so extraordinary a feat. When the weather is favourable a robust diver will accomplish as many as fifteen or twenty descents in one morning, separated by intervals of from ten to fifteen minutes; under adverse circumstances he will not dive more than four or five times. Many of these unfortunate people contract at an early age of their career a frightful disease, their sight grows weak, their eyes become ulcerated, all their body is covered with sores. Others are sometimes stricken with apoplexy on emerging from the water, or die of suffocation at the bottom of the sea. I say nothing of those who fall victims to the sharks. The shark is the terror of the pearl-fisher; the presence of one of those voracious fish, indicated rightly or wrongly on the fishing ground, suffices to scatter an entire fleet of boats without even ascertaining if there be any real cause for alarm. Were science to come to the assistance of these submarine labourers with such dresses as are worn by the European diver, much torture might be spared these hardy sons of the ocean, and many useful lives prolonged.

A. C. J.

NOTES ON ORKNEY.

If an excuse were needed for presenting these Notes on Orkney to the readers of this maritime magazine, it might be urged that those interested in our seafaring people could hardly fail to be interested in a brief sketch of the comparatively little known Orcadian Archipelago, for here no part of the country is remote from the coasts, and to a large extent the population are a seafaring people, having their occupations either directly connected with maritime pursuits, or otherwise greatly dependent on them. We do not, however, propose so much to deal with the people of Orkney as the country they inhabit, and if we persuade some to visit their country, they will soon discover for themselves, as we have often done, the sterling good qualities they possess,

and probably experience some of that hearty kindness and genial hospitality for which they, and the inhabitants of the more Northern Islands, are so conspicuous.

The traveller endowed with "sea legs," and therefore able to enter into all the pleasures of a sea passage, should not fail to take advantage of the admirable steamers leaving Granton, Leith, and Aberdeen twice a week, and if coming from London can do no better than take the whole trip by water, the accommodation by the London and Aberdeen steamers being of a high class. On arrival at the Granite City, he will be able to continue his journey by the excellent steamers of the Orkney and Shetland Company, in which not only will every comfort be found, but also a bountifully supplied table, genial captains who are thorough sailors, and not the less pleasant companions on that account. Those not proof against the rough usage of Neptune and the bugbear of sea-sickness, may reach the Orkneys almost all the way by land, crossing the Pentland Firth in three or four hours between Scrabster and Stromness. But what can be imagined more bracing to the relaxed nerves, and restorative to the general health, than a sea voyage to these northern latitudes, and a few weeks spent among the breezy hills and on the wave-beat shores of these islands? The busy, overwrought lawyer; the London clergyman, from his duties in the crowded courts and alleys of the poor; the doctor, wearied by long night duties and the fetid atmosphere of the hospital; the anxious merchant and his hardworked clerks, all languishing for want of fresh air;—to these and such as these how invigorating and health-giving are the breezes of ocean, bracing the nerves, renewing the strength, and laying in a fresh stock of health and vigour to do battle again with the duties and troubles of the every-day life to which they must return. The *Lancet* some time since pointed out the benefits to be derived by invalids, especially those of a consumptive tendency, by a visit to the Orkney and Shetland Isles. "The weather, so trying in the South," it remarks at the end of a wet summer, "has been continuously fine in the Orcadian Archipelago, where a blue and serene sky bends over fields rich in root crops, heathery moorland teeming with grouse and golden plover, and abounding in snipe and woodcock." "To all who wish to combine the restorative conditions of keen and generally dry air with admirable facilities for the enterprise of the sportsman or the naturalist, Orkney, or better still Shetland, in the closing summer and early autumn particularly, is well worth a visit." The time is not far distant when the claims here set forth will be more generally acknowledged, and even now signs are not wanting that the English tourist has found in the Orkneys "fresh fields and pastures new" whereon to plant his ubiquitous footstep.

The best time for a visit to the Orkneys are the months of July and August, for then the grey mists of winter have passed away, the weather becomes settled, and the islands are seen at their best, with bold headland and rocky

crag disputing the sway of the mighty ocean, or the smooth shores covered with brilliant herbage sloping down to the ever-changing sea; its waves, now grey and broken, urge themselves forward with sullen roar, and break in great fountains of spray against the jagged rocks and frowning headlands; and anon, smiling with all the placidity of an inland lake, with hues now opaline and now serenest blue, reflecting in their bosom the radiance of the summer sky, scarce make more than a thin white line, as they break with a dreamy cadence on the sandy shore. The air is full of sea-birds, who with rapid and graceful flight give animation to the scene, and their constant cries



VIEW OF KIRKWALL.

harmonise well with the other sights and sounds of animated nature; multitudes of porpoises gambolling unwieldily, flounder hither and thither, and occasionally a shoal of finners or whales come to the surface and blow.

Kirkwall, the principal town of the Orkney Islands, is built close to the sea, viewed from which it has a most pleasing effect. A long row of houses is seen facing the harbour and thickly clustered towards the centre of the town, and the grey tower of the old cathedral church of St. Magnus, prominent above the surrounding houses, stands like some giant Viking exacting homage from his inferiors. On nearer approach the streets are found to be very narrow, only just permitting the passage of vehicles, and, except in places, it is impossible for two to pass one another.

The cathedral, which was founded in 1137, was not completed till three hundred years later, and to the archæologist will be found of great interest. Within its venerable walls repose the remains of King Haco (1263), and in 1290 Queen Margaret (the Maid of Norway) was buried there. The Bishop's



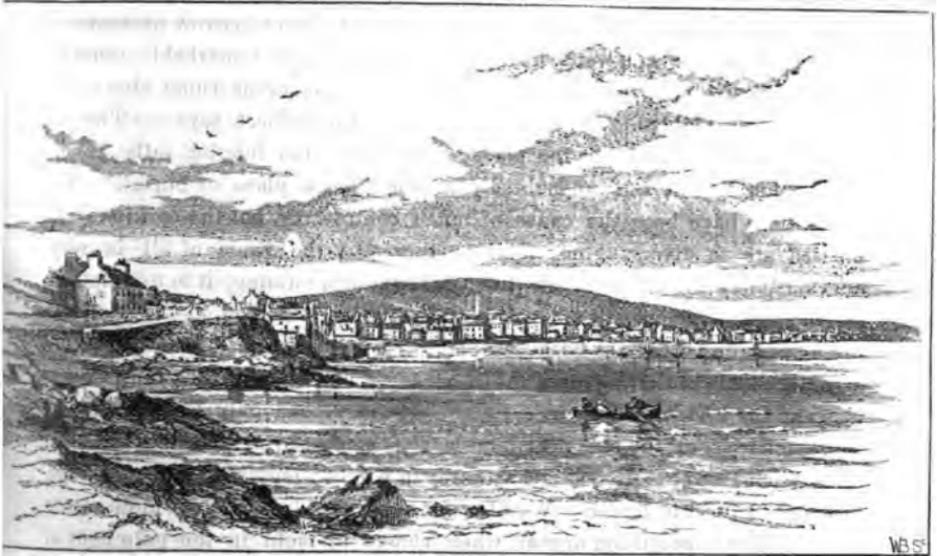
ST. MAGNUS CATHEDRAL.

Palace and the Earl's Palace, both in ruins, are hard by the cathedral, and will amply repay the time and trouble of a visit. Kirkwall has a fine harbour at the head of a land-locked bay, and a pier of considerable length for the accommodation of shipping.

At Kirkwall is the principal Orcadian agency of the Shipwrecked Fishermen and Mariners' Society, administered by Captain Robertson, than whom, without disparagement of the other 1,100 gentlemen who act as honorary agents, it is only justice to say the Society possesses no more earnest and efficient helper. It is not that this is by any means one of the largest or most important agencies, but when the field of operation is compared with results they seem the more surprising. At Stromness is another agency, in the hands of Mr. Garriock, in one branch of which, namely, the enrolling of members, he is very successful. The Society also has agencies at St. Margaret's Hope, where Mr. Wallace acts as honorary agent, and at Holm (pronounced Ham) and Westray.

The returns, as is frequently the case where the seafaring population is large, indicate that considerably more is disbursed by the Society than received through other channels in the same place; at Kirkwall only has the agency

been self-supporting, and to the energy of Captain Robertson in conducting it is due this satisfactory state of things.



VIEW OF STROMNESS.

The visitor to Orkney, though his stay be brief, will be almost sure to visit the Mound of Maeshowe and the standing stones of Stenness. The Mound,



MAESHOWE.

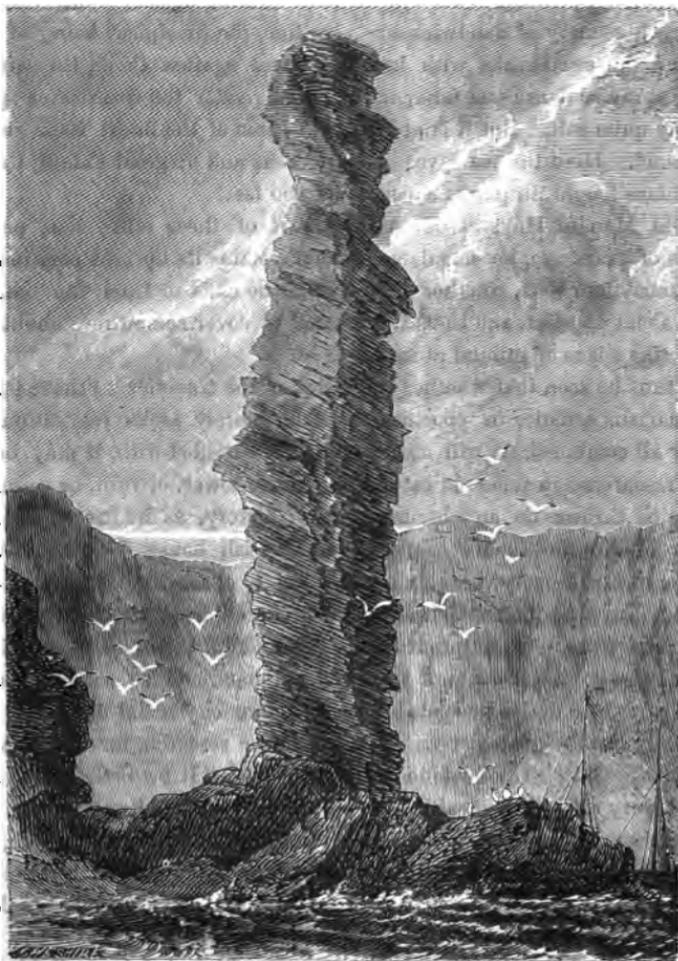
though evidently of remote antiquity, has never been satisfactorily accounted for. It is a tumulus surrounded by a trench, probably formed by removal of

the earth thrown upon the mound. The interior is reached by a low narrow passage between 2 feet and 3 feet high and broad. After traversing this passage for a distance of 54 feet a chamber some 15 feet square and 18 feet high is reached, with curious cells of small dimensions led into by very narrow passages on three of its sides. The walls, floors, and ceiling of this remarkable tomb or habitation are each formed of a single stone, and numerous runic characters are inscribed on them. Mr. Farrar, writing on the subject, says: "The low and narrow cells, as well as the passage leading to the interior, fully justify the opinion that it was undoubtedly at one time a place of burial." The inscriptions have been the cause of much controversy, but the opinions expressed are so divergent one from another that the value of all is very questionable. There are nearly 1,000 inscriptions, forming, it is understood, one of the most important antiquarian collections of the kind.

The Standing Stones of Stenness, placed on the verge of a beautiful sheet of water divided into two parts, called Stenness and Harray, by a long causeway and the bridge of Brogar, are considered as second only to Stonehenge. The semicircle on the side near Maeshowe is composed of immense blocks of stone, from 12 feet to 15 feet and upwards in height: one lying on the ground measures 18 feet in length. Weird and "uncanny" do these huge monuments of an extinct superstition appear when viewed at night in the pale light of the moon, standing like the petrified outposts of some army of giants; or what is more to the purpose, recall to mind the time when the worshippers of Odin and Thor gathered around these their temples and invoked the aid of their gods in some plundering expedition or bloody enterprise, sealing the compact with fearful rite and hideous sacrifice; for here was found the sacrificial altar, recognised by a hole cut through it, to which the victim was fastened. In later times the rural lovers gave their troth by clasping hands through this stone. In the Transactions of the Scottish Society of Antiquaries is given an account of Norse marriages taking place at this stone. The couple are described as attending at the Temple of the Moon "where the woman in presence of the man fell down on her knees and prayed the god Odin (for such was the name of the god whom they addressed on this occasion) that he would enable her to perform all the promises and obligations she had made and was to make to the young man present; after which they both went to the Temple of the Sun, where the man prayed in like manner before the woman. Then they went to the stone of Odin, and the man being on the one side and the woman on the other, they took hold of each other's right hand through the hole in it, and there swore to be constant and faithful to each other." Sir Walter Scott does not regard these stones as Druidical, and uses their existence as furnishing an irresistible refutation of the opinion of such antiquaries as hold that the circles usually called Druidical were peculiar to that race of priests. The custom, he says, was as prevalent in Scandinavia as in Gaul or Britain

and as common to the mythology of Odin as to Druidical superstition, and proves his contention by the statement that the Druids were never in Orkney.

It must not be supposed that to the antiquary only the Orkneys are a field of interest and enjoyment. To the lover of nature in all her changing moods, what can be more delightful than to attain to the summit of some great eleva-



THE OLD MAN OF HOY.

tion, such as Wideford Hill, and in one direction take the varied view of undulating purple hills and cultivated lands, the dotted houses, and the monuments of antiquity at Stehness and Maeshowe, or in another direction the boundless expanse of the broad Atlantic, whose restless swell comes rolling in among the unyielding rocks? Northwards we see an endless profusion of dotted

islands, skerries, and holms. Here lying as in shade, dark with their heathery covering, are the islands of Westray, Eday, and North Ronaldsay; and interspersed, green and varied, are the islands of Egilsay, Shapinsay, Stronsay, and Sanday. Numerous points of equal interest will be found by the enterprising visitor, which we must leave to be discovered, only contenting ourselves with a cursory view, and pointing to a few of the most striking objects of interest. The cliff and rock scenery of Sandwick are very fine, the precipices being of great height, and the sea breaks with immense force against them, throwing up clouds of spray so dense and far-reaching as to render the freshwater springs miles away quite salt. But it is at Hoy that some of the finest rock scenery will be found. Here the sea caves are numerous and of great extent, the cliff of stupendous height, in places exceeding 1,100 feet.

The Old Man of Hoy, at one time a part of these cliffs, has, perhaps thousands of years ago, become detached, but retains its upright position, and is a most striking object, whether viewed from the cliffs or from the sea. Its height is about 450 feet, and to us it appeared to cover somewhere about one-fourth of this space of ground at its base.

It will thus be seen that whether the tastes of the traveller to these islands be antiquarian, artistic, or sporting, or if he merely seeks relaxation and health, or all combined, he will come away fully satisfied with, it may be, the fruits of researches in some old cathedral, palace, tower, or ruin, or some new light may be thrown on an obscure page of history, as he investigates the remnants of the Norseman's castle or the Pictish house. The artist and lover of nature will everywhere find something to charm and attract, and the invalid inhaling the sweet soft breezes, and cut off from the hurly-burly of busier scenes, will enjoy and profit by the rest and quiet, and all, it is believed, will gain by so great a change of scene and climate, and so complete a rest from the cares and duties inseparable from modern city social life.

Especially has the geologist an endless field for research, for Hugh Miller writing of the Old Red Sandstone in Orkney says: "It furnishes more fossil fish than every other geological system in England, Scotland, and Wales, from the coal measures to the chalk inclusive. It is in short the land of fish, and could supply with ichthyolites by the ton and by the ship-load the museums of the world." It was from the same fossil bed that Hugh Miller took the famous "Asterolepis of Stromness," by means of which he upset the Darwinian theory of development. The sportsman will find fish of all kinds to repay his skill, and the ornithologist will discover an endless variety of the feathered tribe in caves and rocks, on sea and land.

The pleasing duty remains of returning thanks to Mr. Peace, the publisher of a most complete Handbook to the Orkneys, from which we have refreshed our memory in stringing together these notes, and also for his courtesy in assisting with the views with which they are illustrated. LONDON SAUNDERS.

THE OLD SEA-CAPTAINS—THEIR COURAGE AND THEIR FEAR.

THEY were a noble race, those grand sea-captains who, in the days of Queen Elizabeth, plunged, as it were, blindfold, into unknown seas, there to grope for the new countries which were to be at a later time the fair homes of their descendants.

But they were rough men too, rougher even than their times—as adventurous spirits too often are—and rough, indeed, that era was. Yet, as we look back at them from our own more thoughtful age, we shall find that the roughness was often only an over-grown courage and hardihood, the almost natural outcome of a period when it was considered as innocent to possess slaves as to be the owners of land and gold, or goods of any other kind.

The very virtues of such days could not but be deeply stained;—for if it was right to own the slaves, who were hardly treated as well as we use our cattle,—it could scarcely be wrong, in their eyes, to trade in human flesh and blood, with its soul and its affections. The very laws between nation and nation were of the loosest kind, and the readiest redress for wrong or insult was often not the use of an organised army, but the unchecked and unguided use of force, for revenge, self-preservation, or plunder, viz. the adventurer, the buccaneer, and the freebooter. To them, the exercise of their career was as lawful in the eyes of God and man, as in our day we regard the brave struggles of our soldiers in the wars of their country.

We hardly wonder that these rough sea-captains, with their rougher crews, were what they were, but we do discover with surprise how much that is better and greater was added to a self-forgetting courage that we can never cease to admire; for they had courage of more kinds than one—a courage that, alas! is too much wanting now—that grand moral courage which never suffered them to be ashamed of their principles, or of letting their true colours float freely whether in storm or calm.

Whence came this double courage, which is one of the rarest things to be found on land or sea? It grew from these fine old sailors' fears! *They feared God, and were not ashamed to say so.* And fearing Him they dared death in battles and in tempest with a thoughtful trust that was a counterpoise to the recklessness of fight; and that gave, when tossed by greedy waves, the serenity of mind that made Master Gilbert say, when his last storm came, "We are as near God on sea as on the land."*

* I find that this saying has also been attributed to some of the Genoese and other navigators: it is therefore more than probable that it had become the ordinary words by which they strengthened their own courage, and that of their crew in times of danger.

Ay, they not only feared God, but felt His presence. They had, indeed, much to learn of His holiness and purity which we know better than they—but there was, too, many a pure and truly noble life among these rough seamen, as well as the religious fear and trust that could always own and feel Him near.

Let us tell of one of Drake's escapes. The 'Golden Hind,' which was in a crazy condition, had been repaired as best he could on the Island of Celebes, and for some weeks following he had to make his way among shoals and islets, which there were then no charts to show, till at last (Jan. 9th, 1580) they sailed pleasantly along, believing that they were safe in deep water: when, running before a fair wind under full sail, she struck upon a rock, where she remained immovable. It was the first watch. Notwithstanding the force of the shock, the 'Hind' had sprung no leak. Boats were lowered to sound and try if she could be so anchored as to draw her off into deep water, but the rock was so abrupt that, at even a few yards' distance, no bottom was to be found.

In this helpless condition they had to await the dawn. With the first gleam of light a fresh effort was made to find an anchorage. It was fruitless as that attempted in the darkness. No help was within reach; but they did not abandon hope. There was still no leak in the ship; the ebb tide had left the heavily laden craft in six feet of water, and she could not float in less than thirteen; but there was still cause for hope. The strong gale blew in a direction which prevented her falling over with the ebb. There was no apathy, no recklessness, no despair. Drake and his crew were calm, cool, and resolute, as only a seaman can be at such an hour.

Every possible effort must be made. The ship must be lightened. But another important duty was to be performed first. *Drake summoned his crew to prayers.*

Like Saint Paul when he assured the ship's company of the safety of all on board, they now felt assured of deliverance. The brave men, who knew no fear but that of God, had now faith to trust to His care. Calmly they set to work. A quantity of meal, eight guns and three tons of cloves were thrown overboard; but the 'Hind' was as deep in the water as before. Let us hear what one of her crew has said:—

"We stuck fast from eight o'clock of the night till four o'clock of the next afternoon, being, indeed, out of all hope to escape the danger, but our general, as he had always hitherto showed himself courageous and of good confidence in the mercy and protection of God, so now he continued in the same, and lest he should seem to perish wilfully, both he and we did our best endeavour to save ourselves, which it pleased God so to bless that, in the end, we cleared ourselves most happily out of the danger."

Their own efforts were made effective by an event over which they had no control. The wind fell with the tide, and before the flood set in, veered half

round the compass; suddenly the ship heeled to the other side, and, loosed by the shock, plunged into deep water, which set her free from danger.

Such were some, nay, many of "the mariners of old." What do we hear of some of those of to-day?

We need say nothing of the courage of the British Navy, but we are often told that now in no class of men is there so little crime, and, generally speaking, so few instances of misconduct. We hear of captain after captain, each of whom fears God as truly as did Francis Drake, and who muster their men for prayers as well as he. There were so-called "good old times," when sailors had everything against them, religiously and morally, and little or nothing done to help. Let us thank God that this state of things is passing away, and that in our merchant navy, its ship-owners and captains are following in the steps of the Admiralty and Her Majesty's officers, and much is done to help our merchant seamen to escape the traps set for them, and give them something better in their place.

And of one thing let our sailors never doubt. No other class of men has so large a share of our love and admiration as that which all Englishmen bestow upon first-class British seamen; and those who have never set foot upon a quarter-deck, who have no personal interest in ships or trade, are still often among the readiest, though unobtrusive, to express their regard and sympathy by giving all possible help (and often at the cost of a self-denial that God only sees) to those who are in the front of the battle which is being waged for Jack, against the enemies whom he is too kindly and unsuspecting to fight himself.

E. J. KELLY.*

THE MOTION OF STORMS; OR, SCIENCE FOR SAILORS.

Since we last wrote on this subject in the July number of the *SHIPWRECKED MARINER*, i. e. on "The Tracks of Seven Storms," our readers have had many illustrations of the motion of storms from the West; our Transatlantic kink-men have again and again warned us of approaching bad weather, and not a few popular skits have been made on the weather prophets, and indeed the farmer as well as the sailor have said that the Americans are welcome to keep the cyclones for home consumption.

Certainly people have looked with downcast expressions when they have read so often in the daily papers that another storm was coming across the

* Author of "Lays and Rhymes for Hours at Sea," "Tattered Banners," "Light on the Lee Bow," &c.

† It must be understood that the warnings come from the *New York Herald*, and not from the United States authorities: they are not objectionable on that account but we ought to be informed as to the data upon which the prognostics are founded.

Atlantic in this summer of 1879, and while the farmer has apprehended the worst consequences to his growing crops, and has actually seen them swept away by the rain-flood, our sailors' wives and children and parents have had reason to entertain not less serious and watchful apprehensions.

Yet while all these had cause to repine, they would remember that no human effort could stay the storms in their course.

For centuries past storms have traversed the same tracks, and man had no means of warning his neighbours of their approach; and we cannot tell how much worse matters might have been, how many more disasters might have occurred, if we had not known of these storms till they reached our shores.

The fact is, we have no means of estimating negative results (so called). This holds good in a moral sense, too, for we take precautions against possible evils, but cannot tell thereby how many evils have been prevented.

Our readers will, we hope, realise in some measure that a great work in the cause of humanity is going on, and that the electric telegraph is of the highest value in this good cause.

The telegraph has revolutionised the methods of meteorology and weather study. It has united all the great observers, and enabled them, so far as fortelling weather is concerned, to work for one great purpose.

Marine meteorology is making great strides, and has done since Maury wrote his book on the "Meteorology of the Sea," and the United States of America are certainly foremost in this work, and a report from the United States Signal Office recently published states: "The time cannot be far distant when vessels leaving any Atlantic port may be informed whether any notable disturbance exists at sea, and where it is likely to threaten the voyage."

Now we may as well say, as we have intimated before, that in the present state of our knowledge there are obstacles in the way of laying down "precise rules" as to the exact course a storm may take. If we could have warning stations in Mid-Atlantic the difficulty of estimating where a storm would strike the European coasts would be immensely reduced, and in sailing to and from America the seamen might then be enabled to take a course outside the storms.

We cannot, however, attempt any hasty measures, the true study of this science is only commencing, and we have yet to wait, but work while we wait, for those reliable rules which will enable the seamen to find "a fair wind and a favourable current."

But seamen themselves can help to this desirable result, and we hope they may be assisted by the use of the "New Barometer Manual," which we expect will shortly be issued by the Meteorological Office, London. We anticipate the editor will as far as possible show how the sailor may study the indications of coming storms. We desire above all things in this matter that the sailor should be enabled to ascertain his position at sea in relation to the progress of

storms, to know whether he is actually sailing into a storm track or not. At present he is warned when in port or in a roadstead, but he has very little means of knowing what atmospheric disturbances are brewing around his ship at sea.

The United States Report, referred to above, further says : " A ship at sea becomes one of the best of stations for a simultaneous system (that is, for charting observations). The value of the record is enhanced by the change of the ship's location occurring within each period of twenty-four hours. There is no sea-going vessel but which carries human life, and each ought to carry, by compulsion, if need be, meteorological instruments. The smallest craft in caring for its own safety, may use them enough to add to the value of the most extensive record. The work cannot, from its nature, be for the selfish good of any section."

We are inclined to believe that the United States Office has shown as great, if not greater, practical results, than that of any other country, since the Conference on Maritime Meteorology held in London in 1874. Seamen especially should read the report of that Conference, published in 1875.

The States Signal Office commenced the publication of a daily bulletin, exhibiting international simultaneous reports on 1st of July, 1875. The daily issue of a chart or weather map embracing the area of the whole northern hemisphere commenced in July, 1878. " It exhibits the co-operation for a single purpose of the civilized powers of the world north of the equator." This is a very bold and noble undertaking, and does credit to our kin across the ocean.

We wish to point out that the instrumental observations advocated by the report quoted are not all that are required for the safety of a ship at sea ! they help to build up the future edifice, but our sailors want to understand more of cloud indications.

It is to be hoped the forthcoming New Barometer Manual will contain some useful and practical instruction to sailors on clouds.

In the meantime we quote from Admiral Fitzroy's Manual, published in 1860 : " 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 cloud, 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."

S. H. M.

CAPTAIN. COOK.

II.—FIRST VOYAGE—FROM THE CIRCUMNAVIGATION OF NEW ZEALAND.

Our navigator had made his passage round the northern island early in February, 1770, and he then sailed eastward through the straits (Cook's Straits), and directed his course southward along the eastern coast of what proved to be another island, and sailed round to the western entrance of the straits. Boisterous weather prevented any landing, and this passage occupied five weeks.

The north island was called Eaheinomanwe, and the south Tovy Poenammo.

Cook learnt little about the inhabitants, except those of the north, and these were almost unapproachable. They had no cattle, and feed on fish or the flesh of dogs; neither had they any fruit "except a berry which has neither sweetness nor flavour." These people were warlike and lived in "perpetual danger," every village being fortified; and they eat their enemies killed in battle. (We imagine that New Zealand has improved under English rule.)

In concluding the account of this part of his labours, Cook remarks: "Thus far our navigation has certainly been unfavourable to the notion of a southern continent."

He set sail on 31st March and steered westward. On the 18th the appearance of certain birds indicated that he was nearing some land, and on the next day saw land (Point Hicks). He took a northerly course along the east coast of New Holland, giving names to the capes and hills, and recording their bearings, &c. as he proceeded; and towards the end of April the ship entered a bay called Botany Bay (to which place our convicts were sent eighteen years after). The place was called Botany Bay from the quantity of plants which Mr. Banks and Dr. Solander found there.

Cook could not induce the natives—he called all the people in those parts "Indians"—to accept his offers of friendship; and though he placed in their huts gifts which were attractive to most South-Sea islanders, they were found days after, untouched.

On one occasion two valiant natives opposed Cook's landing, and threw lances. Tupia's language was not understood by these New Hollanders, and no friendly impression could be made upon them. Cook says of these two brave defenders of their country, "I could not but admire their courage."

On the 8th of May the 'Endeavour' sailed, steering N.N.E., along the shore, and Cook continued his survey. Parties of the naked natives were occasionally seen. Landings were effected to obtain food and water, but with very little success.

Cook had reached lat. 16° 20' S. when he found a bay he called Trinity Bay, it being discovered on Trinity Sunday. He had navigated a dangerous coast to the extent of 1,300 miles without any aid of chart or sailing directions.

The names given to the bays, capes, or hills were not memorials of distress of any kind; but now he approached a point which he called Cape Tribulation (in lat. $16^{\circ} 6' S.$ and long. $214^{\circ} 39' W.$) This name was suggested by the misfortunes which befell the voyagers.

It was on the 10th June the vessel was steered along the shore N. by W.; at three or four leagues' distance two islands were observed in lat. $16^{\circ} S.$ As night came on the sail was shortened, and the ship hauled off shore E.N.E. and N.E., close upon the wind, in order to avoid the rocks that appeared to the N. by W. The water deepened from fourteen to twenty-one fathoms, but it suddenly shallowed to eight fathoms. Everybody was ordered to his post. The water again deepened, and the shoals were supposed to have been passed. It was a treacherous ground. All except "the watch" retired; but suddenly, at 10 o'clock, the ship struck. "In a few moments everybody was upon deck with countenances which sufficiently expressed the horrors of the situation." All sails were taken in, and the boats hoisted out. The ship had been lifted over the ledge of a coral reef, and placed in a hollow with three or four fathoms of water. She beat with great violence on the rock, and the men could scarcely keep upon their legs. The moonlight showed that the sheathing boards from the bottom of the ship were floating away, the false keel, too, was broken off. Pumps were set to work; guns, ballast, and other heavy material to the extent of 50 tons' weight were thrown overboard, every man exerted himself to the utmost, and was seriously impressed with the danger of the situation. Not an oath was heard among them; the habit of profaneness, however strong, being instantly subdued by the dread of incurring guilt when death seemed to be so near."

It would be well if all men could be impressed with a sense of the awful iniquity of profane swearing at all seasons, and not alone when death stares them in the face.

Day broke upon the scene, when the voyagers realised more clearly the danger of the situation, for land was eight leagues off! There was one favouring circumstance—the wind died away to a calm. But the ship leaked, and three pumps were at work; a fourth one proved useless. It was feared, however, that the vessel would sink in deep water when she was drawn out of this rocky basin, while the boats were not capable of carrying all the crew.

Cook remarks: "To those only who have waited in a state of such suspense, death has approached in all his terrors; and as the dreadful moment that was to determine our fate came on, everyone saw his own sensations pictured in the countenance of his companions."

[We would ask the reader to reflect a moment on this scene, and try to realise what that terror must be. It is just that condition of things, as here portrayed by Cook, that makes shipwreck so terrible. hale men, full of bodily vigour and health, not struck instantaneously as by a weapon and unsensed,

but in full consciousness of peril and in such despair, watching, as the moments pass, for the last plunge which must carry them into a watery grave !]

The tide flowed, exertions of hauling off the ship were redoubled in spite of the terrible doubt which haunted the crew, but it was found that the leak did not gain on the pumps, and this inspired new confidence.

We cannot trace all the details of the means used for getting the ship into a place of safety, and it must suffice to say that another night was passed with the ship afloat, and making only fifteen inches of water per hour. The next morning Cook set sail and stood for the land, and at nine passed Hope Islands, and soon after found a harbour—a place of refuge in which the ship was placed, and our great navigator says : “ It is remarkable that in the whole course of our voyage we had seen no place which, in our present circumstances, could have afforded us the same relief ” This place was named “ Endeavour River.” Here the ship was refitted. It was found that a piece of rock was broken off and remained in the hole it had made, and so prevented the ingress of the water to a large extent.

While the ship was under repair, the naturalists made good use of their time. The kangaroo was then first discovered. Turtle and fish were plentiful, and afforded valuable refreshment to the voyagers, and speaking of the former, Cook says : “ What we caught, as well as the fish, was always equally divided among us all by weight, the meanest person on board having the same share as myself.”

The ship left her refuge on 5th August, but did not reach the open sea till the 10th. Considerable difficulties of navigation presented themselves, as we trace in the names given to points and channels, as Cape Flattery, Point Look-out, among the rocks and shoals ; and Provident Channel, which afforded a second delivery to the ship.

Cook threaded his way among many islands on the N.E. of New Holland, amid many hair-breadth escapes, and on 23rd August left Booby Island and steered W.N.W. towards New Guinea, which he proved to be separate from New Holland. A landing was attempted, but the islanders showed great determination to resist it, and our navigator prevented a conflict, remarking, “ I should have regretted the necessity of such a measure, if I had been in want of the necessaries of life.”

He made no further delay but sailed westward, on September 3rd, till he touched an island called Savu, then subject to the Dutch, and procured, though with difficulty, some provisions. Buffaloes were bought for a musket a-piece. Sheep, fowls, eggs, limes, and palm-syrup were also purchased.

On September 21st the ship was got under sail and steered away to the westward, and at 4 a.m. on October 2nd she fetched the coast of Java. Poor Tupia was very ill, and required fruit, and the buffaloes wanted grass. A boat was sent ashore. The Indians of Java proved friendly, and supplied

four cocoa-nuts and a bunch of plantains for a shilling, and helped to cut grass for the cattle. The country is described as "one continued wood with a very pleasant appearance." Cook then proceeded to Batavia, where he found English and Dutch ships.

The 'Endeavour' had so many defects that it was determined to repair her at this port, or rather on an island called Onrust.

The voyagers soon felt the ill-effects of the climate. Tupia's health failed rapidly, and his boy Tayeto was seized with inflammation of the lungs, of which he died. Mr. Banks and Dr. Solander were attacked by fever, in fact, almost all the voyagers were sick. What was attributed to climate was no doubt due to the accumulation of dirt and the malaria of swamps. There was some suspicion about bad water, to which, no doubt, some of the sickness was attributable. Does not much disease in the present day arise from impure water? It is not air alone that is at fault.

The vessel's bottom was in a worse condition than was expected, some of the planks being no thicker than the sole of a shoe, and yet she had sailed for hundreds of miles along a most dangerous coast. On December 8th, the 'Endeavour' was completely refitted, and anchored in Batavia Roads. On the 28th the voyagers again set sail with forty sick on board. The surgeon, Tupia, his boy, and four others, had died at Java. Cook proceeded towards the Cape of Good Hope. He touched at Prince's Island on January 5th, 1771. Here he procured a fresh supply of food and water. After leaving this island sickness became more fatal—"almost every night a dead body was committed to the sea." Mr. Green, the astronomer, fell a victim; twenty-three persons died on this passage. The Cape was reached on March 15th, and the Governor gave every assistance in his power, and the sick were landed and lodged in a comfortable house. The 'Houghton,' Indiaman, was at the Cape, and reported having lost in India thirty or forty men by sickness, and many were then in a helpless condition on board.

On April 13th the 'Endeavour' was got ready for sea again, but the sick had not all recovered. Cook says: "We proceeded in our voyage homeward without any remarkable incident; and on the morning of the 29th we crossed our first meridian, having circumnavigated the globe in the direction from east to west, and consequently lost a day, for which we made an allowance at Batavia. At daybreak, on May 1st, we saw the island of St. Helena; and at noon we anchored in the road before James's Fort."

On May 4th Cook weighed anchor, and went to sea in company with the 'Portland,' man-of-war, and twelve sail of Indiamen. These ships outsailed the 'Endeavour' and were lost sight of on the 23rd. Cooke continued his course homeward, and the boy Nicholas Young, who had first descried New Zealand, was the first to see, on June 10th, Old England once more; he saw the Lizard Point. The 'Endeavour' ran up Channel, and Cook landed at Deal at 3 p.m. on June 12th

S. H. M.

NORWAY.

Of all the lands situated near or within the Arctic circle, none enjoys a more temperate climate than the Norwegian coast. Here, and nowhere else throughout the northern world, the birch and the fir-tree climb the mountain slopes to a height of 700 or 800 feet above the level of the sea, as far as the 70th degree of latitude; here we find still a flourishing agriculture in the interior of the Malanger Fjord in 69°. On the opposite side of the Polar Ocean extends the inaccessible ice belt of East Greenland; Spitzbergen and Nova Zembla are not 400 miles distant from Talvig and Hammerfest, and yet these ports are never blocked with ice, and even in the depth of winter remain constantly open to navigation. What are the causes which in this favoured region banish the usual rigours of the Arctic zone? How comes it that the winter even at the North Cape (mean temperature + 22°) is much less severe than at Quebec (mean temperature + 14°), which is situated 25° of latitude nearer to the equator?

The high mountain chains which separate Norway from Sweden and Finland, and keep off the eastern gales issuing from the Siberian wastes, while its coasts lie open to the mild south-westerly winds of the Atlantic, no doubt account in some measure for the comparative mildness of its climate; but the main cause of this phenomenon must no doubt be sought for in the sea. The beneficent and mysterious Gulf Stream sends a considerable portion of its waters through the wide portal between Iceland and Great Britain, towards the coasts of Norway. Of course its warmth diminishes as it advances to the north, but this is imparted to the winds that sweep over it, and thus it not merely brings the seeds of tropical plants from Equatorial America to the coasts of Norway, but also the far more important advantages of a milder temperature.

The soil of Norway is generally rocky and sterile, but the sea makes up for the deficiencies of the land, and with the produce of their fisheries, of their forests, and their mines, the inhabitants are able to purchase the few foreign articles which they require. The Norwegian peasant is a free man on the scanty bit of ground which he has inherited from his fathers, and he has all the virtues of a freeman. His religious feelings are deep and sincere, and the Bible is found in every hut. His courage and his patriotism are abundantly proved by a history of a thousand years. Public education is admirably cared for, and every town has its public library.

It is difficult to imagine a more secluded solitary life than that of the "bonders," or peasant proprietors, along the northern coast of Norway. The farms, confined to small patches of more fruitful ground scattered along the fjords, at the foot or on the sides of the naked mountains, are frequently many miles distant from their neighbours, and the stormy winter cuts off all com-

munication between them. Thus every family, reduced to its own resources, forms as it were a small commonwealth, which has but little to do with the external world, and is obliged to rely for its happiness on internal harmony and a moderate competency. Strangers seldom invade their solitude, for they are far from the ordinary tracks of the tourist, and yet a journey from Drontheim to Hammerfest and the North Cape affords many objects of interest. The only mode of communication is by sea, for the land is everywhere intersected by deep fjords, bounded by one continuous chain of precipitous cliffs and rocks, varying from one to four thousand feet in height. A steamer leaves the port of Drontheim every week, and conveys the traveller in five or six days to the remote northern terminus of his journey.

Innumerable isles of every size, from a few yards in diameter to as many miles, stud the line of coast, and between these and the mainland the steamer ploughs her way. Sometimes the channel is as narrow as the bed of a river, at others it expands into a mighty lake, and the ever-varying forms of the isles, of the fjords, and of the mountains, constantly open new and magnificent prospects to the view. One grand colossal picture follows upon another, but, unfortunately, few or none show the presence of man. From time to time only some fishing-boat makes its appearance on the sea, or some wooden farmhouse rises on the solitary beach.

With the sole exception of Archangel, Drontheim is the most populous and important town situated in so high a latitude as $63^{\circ} 24'$. Although the cradle of ancient Scandinavian history, and the residence of a long line of kings, it looks as if it had been built but yesterday, as its wooden houses have frequently been destroyed by fire.

The choir of its magnificent cathedral, built in the eleventh century, and once the resort of innumerable pilgrims who came flocking to the shrine of St. Olave from all Scandinavia, is the only remaining memorial of the old Tronyem of the Norse annalists.

The mostly uninhabited isles along the coast are called Holme, when rising like steep rocks out of the water, and Väre when flat and but little elevated above the level of the sea. The latter are the breeding-places of numberless sea-fowl, whose eggs yield a welcome harvest to the inhabitants of the neighbouring mainland or of the larger islands. A well-stocked egg-vär is a valuable addition to a farm, and descends from father to son, along with the pasture-grounds and the herds of the paternal land. When the proprietor comes to plunder the nests the birds remain quiet, for they know by experience that only the superfluous eggs are to be removed. But not unfrequently strangers land, and leave not a single egg behind; then all the birds, several thousands at once, rise from their nests and fill the air with their doleful cries. If such disasters occur repeatedly they lose courage, and, abandoning the scenes of their misfortunes, retire to another vär. Most of the birds are sea-

gulls, their eggs are large, and of a not disagreeable taste. The island of Lovnunen is the favourite breeding-place of the puffin, which is highly esteemed on account of its feathers. This silly bird is very easily caught: the fowler lets down an iron hook, or sends a dog, trained on purpose, into the narrow clefts or holes of the rock where the puffins sit together. The first bird being pulled out, the next one bites and lays hold of his tail, and thus in succession, till the whole family, clinging together, is dragged to light.

This rocky coast is also much frequented by the sea-eagle, who is very much feared over the whole province, as he not only carries away lambs and other small animals, but even assails and not seldom overpowers the Norwegian oxen. His mode of attack is very singular: the eagle darts down into the waves, and then rolls about with his wet plumage on the beach until his wings are quite covered with sand; then he once more rises into the air, and hovers over his intended victim. Swooping down close to him, he claps his wings, flings the sand into the eyes of the unfortunate brute, and thoroughly scares it by repeated blows of its pinions. The blinded ox rushes away to avoid the eagle's attacks, until he is completely exhausted, or tumbles down some precipitous cliff.

At the northern extremity of the province of Nordland, between 68° and 69° N. latitude, are situated the Lofoten Islands, or Vesteraalen Oerne, which are separated from the mainland by the Vestfjord. This broad arm of the sea is remarkable both for its violent currents and whirlpools, among which the maelstrom has attained a world-wide celebrity, and also from its being the most northerly limit where the oyster has been found. But it is chiefly as the resort of the cod that the Vestfjord is of the highest importance, not only to Nordland, but to the whole of Norway. No less than 6,000 boats from all parts of the coast, manned probably by more than half of the whole adult male population of Nordland, annually assemble at Vaage. The banks of Newfoundland hardly occupy more hands than the fishing-grounds of the Vestfjord, which, after the lapse of a thousand years, continue as prolific as ever, nor is there an instance known of its having ever disappointed the fisherman's hopes.

Hammerfest, the capital of Finmark, is the most northern town in the world. Half a century since it had but 44 inhabitants; at present its population amounts to 1,200. It may well be supposed that no stranger has ever sojourned in this interesting spot, the farthest outpost of civilisation towards the Pole, without visiting, or at least attempting to visit, the far-famed North Cape, situated about sixty miles from Hammerfest, on the island of Magerö, where a few Norwegians live in earthen huts, and still manage to rear a few heads of cattle. The voyage to this magnificent headland, which fronts the sea with a steep rock-wall nearly a thousand feet high, is frequently difficult and precarious, nor can it be scaled without considerable fatigue; but the

view from the summit amply rewards the trouble, and it is no small satisfaction to stand on the brink of the most northern promontory of Europe.

"It is impossible," says Mr. W. Hurton, "adequately to describe the emotion experienced by me as I stepped up to this dizzy verge. I only know that I devoutly returned thanks to the Almighty for thus permitting me to realise one darling dream of my boyhood. Despite the wind, which here blew violently and bitterly cold, I sat down, and wrapping my cloak around me, long contemplated the spectacle of Nature in one of her sublimest aspects. I was truly alone. Not a living object was in sight; beneath my feet was the boundless expanse of ocean, with a sail or two on its bosom at an immense distance; above me was the canopy of heaven, flecked with fleecy cloudlets; the sun was luridly gleaming over a broad belt of blood-red mist; the only sounds were the whistling of the wandering winds, and the occasional plaintive scream of the hovering sea-fowl. The only living creature which came near me was a bee, which hummed merrily by. What did the busy insect seek there? Not a blade of grass grew, and the only vegetable matter on this point was a cluster of withered moss at the very edge of the awful precipice, and this I gathered, at considerable risk, as a memorial of the visit."

THE NEW EDDYSTONE LIGHTHOUSE.

IN No. 96 of this Journal we gave a short history of the Eddystone, from the founding of Winstanley's Lighthouse in 1696 to the erection of the Pharos designed by John Smeaton in 1759, which, after a lapse of 120 years, still exists, a standing monument of the genius, the perseverance, and the ability of this great architect.

Henry Winstanley laboured for four years in the construction of his work, and so confident was he of the strength of his structure, he expressed a wish to be there during a violent thunderstorm, so as to test its durability. The memorable hurricane of 26th November, 1703, arose, in which twelve men-of-war, with all their crews, numbering 2,000 souls, were lost within sight of the English coast, and Winstanley and his lighthouse disappeared for ever.

Rudyard's building, commenced in 1706 was completed in 1709; it was built of wood, and after sustaining the attacks of the sea for forty-six years, was totally destroyed by fire.

John Smeaton, a native of Yorkshire, now undertook the task of erecting a pharos on this celebrated reef, and commenced operations on the 5th August, 1756. Like a true engineer, he devoted much time in experimenting on cements as well as on the quality and properties of the rock, and herein may be traced the secret of his success. The structure was completed on the 24th August, 1759.

Mr. Smeaton observed the peculiar oscillation, now so apparent, when the sea broke over the building as well as over the adjacent rocks. It was owing to this sensible motion continuing to increase that the engineer of the Trinity Board, Mr. Isaac Douglass, directed his attention to the foundations, and it was found, while the building itself was intact, the gneiss rock, on which the lighthouse was built, had been seriously undermined and weakened by the sea. It was accordingly determined by the Trinity Board to erect a new



lighthouse on another portion of the ridge, and thus take Time by the screw-lock, lest Smeaton's structure may suddenly disappear, and no beacon remain to mark this dangerous spot.

On the 21st June the Duke of Edinburgh, as Master of the Trinity House Corporation, who have the management of lighthouses, accompanied by the Prince of Wales, proceeded to Plymouth for the purpose of laying the foundation of the new lighthouse, but the state of the weather compelled them to

postpone the operation. The preparatory labours had been gone through by Mr. Douglass, the designer of the new lighthouse, with Mr. Edmond, the engineer in charge of the works, and a staff of workmen, including the crew of the twin-screw steamer 'Hercules,' who were employed in putting the stones on the rock and pumping out the water from the work. A circle of brickwork has been built as a shelter, and inside this the rock is quarried out and grooved to receive the stones, all of which are dowelled and fitted skin to skin. This operation is not unattended with difficulty, as the sea constantly breaks over the rock with much violence.



The ceremony of laying the foundation-stone was performed on 19th August by the two Princes, who were now favoured by better weather. They arrived in Plymouth on the previous day in the Royal yacht 'Osborne,' from Portsmouth. The Trinity yacht 'Galatea' took on board the two Princes at 10 a.m., with Mr. W. H. Smith, First Lord of the Admiralty, Admiral the Hon. Sir Henry Keppel, Admiral Sir Astley Cooper Key, the Deputy-Master and Brethern of the Trinity House, the Earl of Mount-Edgcumbe, and other personages. Their Royal Highnesses, who were in naval uniform, were conveyed out to the Eddystone and landed on the rock. The stone, which was a block of Wadebridge granite, weighing three tons and a half, was duly laid

in the northern coffer-dam about three feet below the level of the sea at low water. The proceedings were opened with prayer by the Rev. Dr. Wilkinson Vicar of St. Andrews, Plymouth. The trowel was presented to the Duke of Edinburgh by Mr. Isaac Douglass, engineer to the Trinity Corporation. The handle was shaped into a Turk's-head knot, and rope's-end of polished gneiss taken from the core of the Eddystone south rock, and the silver blade is engraved on the obverse with the arms of the Worshipful Corporation of Trinity House, beneath which are delineated Winstanley's, Rudyerd's, and Smeaton's Lighthouses, as also the new structure which is being built; lower down is a plan of the reef, and round the edge is the following inscription: "Except the Lord build the house, they labour in vain that build it." On the reverse of the trowel is the Royal Coat of Arms, surmounting a commemorative inscription. The trowel is enclosed in a box composed of polished oak, bearing a plate with the following inscription: "This box: mad from a portion of the original internal fittings of Smeaton's Lighthouse on the Eddystone, 1757-1879." A white glass bottle, containing a parchment inscribed with the date and the circumstances of the ceremony, and the names of the Master, Deputy-Master, and Engineer, was deposited in the cavity under the stone. The two Princes, assisted by Mr. Douglass and Mr. Thomas Edmond, tempered the cement; the block was slowly lowered, and the Duke of Edinburgh, having tried it with the plumb, pronounced the stone "well and truly laid," amidst a round of cheers, re-echoed by those on board the steamboats and distant ships.

The new lighthouse will be finished in four years; its height will be nearly double that of its predecessor, namely, 132 feet, and it will be furnished with the electric light instead of oil. The sea and the wind are as powerful today as they were in the days of Winstanley, of Rudyerd, or of Smeaton, and, notwithstanding the wonderful strides that have taken place in science and scientific appliances, it is a mistake to suppose that the engineers have an easy task before them. They will have many an anxious day and sleepless night in coping with the tremendous forces of Nature, and we only hope the names of Isaac Douglass and his coadjutors may yet be handed down to posterity with that of John Smeaton.

We hail with pleasure the introduction of the electric light on the Eddystone; though still in its infancy, it has been a success elsewhere, and we hope to see the day when every creek and cove will be distinguishable by its means. As it is, there is no more perfect provision for the safety of life and shipping than that adopted by the Trinity Board. When further investigation leads to the conclusion that sound travels more surely along the path of an electric ray than through the ordinary atmosphere, we shall have improvements in fog signals and telephonic communication.

JOHN SMEATON.*

JOHN SMEATON was born at Austhorpe Lodge, near Leeds, 8th June, 1724 ; his father was a respectable attorney. Young Smeaton, not much given to boyish sports, was never so happy as when put in possession of any cutting tool, by which he could make imitations of houses, pumps, and windmills. On one occasion he was seen fixing something like a windmill on the top of his father's barn. At a proper age he was sent to the free grammar-school at Leeds, where he made decided progress, but he was incessantly busy at home amongst his tools and model machines, when he had a spare moment. He actually constructed a miniature pumping engine, and tried its powers upon one of the fish-ponds in front of the house at Austhorpe, which he succeeded in pumping dry, and so killed all the fish, to the surprise and annoyance of his father. By the time he attained his fifteenth year he succeeded in making a turning lathe, and at the age of eighteen he could handle his tools with the expertness of any smith or joiner.

Smeaton's father designed him for his own profession—the law ; but his heart was in his workshop : he learned the trade of a mathematical instrument maker, and commenced business in Furnival's Inn Court. In 1751 we find him engaged on a boat in the Serpentine, performing experiments for the purpose of measuring the way of a ship at sea, and he afterwards made a cruise beyond the Nore, for the purpose of testing his nautical instruments. In 1759 he received the gold medal of the Royal Society for his admirable paper, entitled : “An Experimental Inquiry concerning the Natural Powers of Water and Wind to turn Mills and other Machines depending on a Circular Motion.”

He now turned his attention to engineering, and travelled through Holland and Belgium, examining the great sea sluices and other important works.

Speaking of the Eddystone Lighthouse, Smeaton says : “In contemplating the use and benefit of such a structure as this, my ideas of what its duration and continued existence ought to be, were not confined within the boundary of one age or two, but extended themselves to look through a possible perpetuity.” Among the engineering works undertaken by Smeaton were the repairs to the dams and docks in the river Calder in Yorkshire, as well as the improvement of the Aire navigation from Leeds to its junction with the Ouse. An old windmill still exists at Knottingley—one of his first attempts. He erected bridges in Perth, Coldstream, and Banff, as well as the bridge over the Tay ; but the most important work with which he was connected in Scotland was the designing and construction of the Forth and Clyde canal, which runs parallel with the Roman wall of Antoninus. He designed the harbour of St.

* Lives of the Engineers. By Samuel Smiles. John Murray, Albemarle Street.

Ives, and improved that of Aberdeen. The harbours of Eyemouth and Portpatrick were constructed after his plans.

Of lighthouses, he erected two on Spurn Point. His advice was sought on all matters connected with engineering. He made models of everything he designed, and invented all manner of tools. It is said that so much "rubbish," as it was termed, was found after his death, that a fire was kindled in the yard, and a vast quantity of papers, letters, books, plans, tools &c., were remorselessly burnt.

To give an idea of the mighty force of the Ocean beating against the Eddystone Lighthouse, it is related that when occasionally struck by a strong



wave the sea shoots up and leaps quite over the lantern. At other times a tremendous wave hurls itself upon the lighthouse, as if to force it from its foundation. The report of the shock to one within is like that of a cannon: the windows rattle, the doors slam, and the building vibrates and trembles to its very base. And yet this great man in raising a structure to resist the

immense forces of nature, as its existence to this day testifies, in the plenitude of his power and excusable pride, would appear to have contemned small things, for the bridge which he erected on the Tyne, at Hexham, was swept away by a flood shortly after its construction. This circumstance grieved him to the heart.

The character of Smeaton may be understood from the maxim which he adopted: "The abilities of the individual were a debt due to the common stock of public well-being." His tastes were simple, and in his home he was loved and revered.

John Smeaton died 28th October, 1792, aged 68. His remains were interred in the old parish church of Whitkirk, where a monument is erected to his memory.

In addition to the extracts from this work, we are indebted to the courtesy of Mr. Smiles and Mr. Murray for the accompanying illustrations.

C. K. M. A.



MISCELLANEOUS.

Few people can have forgotten the woe-begotten tars who had never been to sea, who used a few years ago to perambulate the kingdom begging the alms of the charitable. They used invariably to travel in detachments of three, and were always short of three or four arms and legs among them—the whole army of “shipwrecked mariners” in the kingdom being apparently assorted into lots so as to produce the most striking variety possible in the manner in which they were shorn of their limbs. They bawled scraps of naval ballads and respectfully touched their forelocks for halfpence, but retorted in language more forcible than polite the metaphorical kicks which unbelievers bestowed. Nor can be wholly unremembered the meek-eyed widow who was wont to call at promising-looking houses early in the morning, timidly presenting an impudently forged subscription book, and falteringly soliciting aid on behalf of her family of six young ones who had never existed, and whose father had been recently shipwrecked on the distant shores of Senegambia. And still can be remembered the commiseration which these tales of the sea would raise in the hearts of those kindly-disposed persons who were ever ready to listen to tales of woe, and were only impressed the more when the sad recitals came from the battered sailor who had lost his arms in battle, or the widow of one of the sons of the waves who had gone to the bottom with his ship. Some of these tales may have been true. It is certain many of them were pure fabrications. Anxious to assist the deserving, charitable people were daily rewarding impudent assurance with corn and oil, and lying misrepresentations with loaves and fishes, while the really honest objects of charity were quite as frequently ill-treated and scorned. All this scandal on our system of relieving the poor—especially distressed seamen and their families—has

been abolished, and the most influential agency in the abolition has been THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY, of which the QUEEN, is patron, and which is supported by voluntary contributions. This excellent society has, since 1839, effected a vast amount of good, both in the way of relieving the afflicted, and preventing the fleecing of the charitable. Last year, for example, there were 11,032 shipwrecked persons, widows and orphans relieved at a cost of £21,484. Every week shipwrecked mariners, whether members or not, are being conveyed from the scenes of disaster round our coast to their homes at the expense of this society, and it is impossible for any wrecked seaman cast ashore to remain destitute far from his own home, as was once but too often the case.

LIFE-SAVING APPARATUS.—On the 23rd August a trial of a cleverly-constructed life-belt, invented by Mr. C. O. Weeks, Board of Trade Surveyor at Southampton, was made in the Southampton Docks in the presence of a large number of gentlemen connected with the shipping interests. The belt consists of small air-tight copper vessels, which are so influenced by a concealed brass spring as to cause it to encircle the body, and by an ingenious and simple contrivance it becomes attached firmly, yet comfortably, to the person. There are no straps or tapes required, and its application is instantaneous. It possesses a buoyancy of 40lb., and its design allows of its stowage in a great variety of ways and places on board any vessel, so that it can be always accessible. The handiness, comfort, buoyancy, moderate cost, and general efficiency of the belt gave great satisfaction to all present.

How “Jack afloat” behaves himself is shadowed forth in a Parliamentary return which has lately been issued from

the Admiralty Office. It furnishes us with the criminal statistics of the Navy for the past year; and upon the whole the story it tells is far from unsatisfactory. Considering the number of men in service, we are at the outset struck by the fact that so few of them get led into evil ways. Indeed, Her Majesty's Navy as a school of morality will compare favourably with any institution in the country. Nobody in the service, last year, for example, seems to have been held guilty of that offence against discipline known as "using profane language;" a fact which must shake the popular faith in the traditional belief that, if "Jack afloat" be not "bearded like the pard," his mouth is at all events usually filled with "strange oaths." Murder, manslaughter, and perjury were alike unknown in the Navy; and as for drunkenness, only twenty-two cases figure in the return. Nor is the British tar a vain-glorious, ill-tempered bully given to strife, for it seems that only one man was tried last year for "quarrelling and fighting." There were no cases of mutiny, and none of that veiled desertion entitled "absence without leave" to engage the attention of the naval courts during 1877-78. It will be asked, then, what offences could contaminate a Navy thus demonstrably virtuous? The only crime, in the legal acceptance of the word, to which "the mariners of England" are gravely addicted is, we are sorry to say, stealing; for no fewer than fifty-nine cases of "theft and embezzlement" among petty officers, seamen, and boys, are registered in this return. Then, of crimes that are not common-law but disciplinary offences, that of which the seaman seems most frequently guilty is attacking his officers. For misconduct of this kind, of various degrees—for either assaulting or insulting officers—the large number of one hundred and twenty-two men were brought to trial, and to that total we might add ninety-five who are said to have been court-martialled for "wilful disobedience." For improperly leaving

the post of duty, forty-three men were tried; but of desertion only forty-one cases came before the authorities. In so far as it bears on the question of punishment the return is interesting, because it proves that there is almost no such thing in the Navy now as corporal punishment. The cat pure and simple was awarded and inflicted during 1877-78 in only one case. It was, combined with imprisonment, awarded in two cases, in one of which, however, it was remitted. At the same time it must be owned that two hundred and seventy-three cases are recorded in which boys were doomed to be flogged with the birch or cane. The only form of punishment that bulks largely in the list is imprisonment with hard labour, of which one hundred and fifty-five cases are entered. The penalties of death and "dismissal with disgrace" were not inflicted once during the period which the return covers; but we find entered fifty cases of "imprisonment and dismissal, with or without disgrace."

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BRAVERY.—A gallant act on the part of a Frenchman named Edouard Voisard, formerly a captain in the mercantile marine and belonging to Havre, has just been investigated by the committee of the Royal Humane Society. The case was recommended to the Society by the Prince of Wales, to whom the facts in connection with it were known, and who has taken much interest in it. On the 7th of last month, while the International yacht race was in progress at Havre, a man named Douglas Yates, of the celebrated yacht 'Hildegarde,' was washed overboard from the bowsprit while engaged bending the jibtopsail. Voisard was at the time on board the 'Hermoine,' a small screw steamer, and on witnessing the occurrence, without the slightest hesitation, jumped overboard to the rescue. This was a task of no small difficulty; for in the first place Yates could not swim, and, indeed, was so much injured in the fall that he was rapidly drowning; and, in the second place, there was

a chopping sea, caused by cloudy and equally weather, which necessitated considerable exertion to reach the man. At length, however, he was successful, and the poor fellow was got on board, but died shortly afterwards from congestion of the brain. Voisard has been unanimously voted the silver medallion. The same reward has been conferred on James Warburton for being instrumental in saving the lives of nine persons under circumstances of great gallantry. On the 18th of last month, while the steamer 'Albert Victor,' which plies regularly on Sundays during the summer season between Lincoln and Pyewipe, was on her usual passage, she foundered. There were upwards of 100 persons on board, many of whom were thrown into the water, but managed to reach the shore. Warburton was a witness of the occurrence, and, noticing that probably many persons would be drowned, jumped in with his clothes on, again and again, diving each time to the bottom, and in this way rescued Mrs. Wolstencroft and her daughter, Mrs. Matthews, Thomas Rudge, Alice Rudge, Anna Maria Kelly, John Ashton, and Mrs. Ashton. This was not the only rescue effected by Warburton last month, for a few days later (on the 27th of July) he saved Thomas Sergeant and his son, who accidentally fell into 16 ft. of water at Bracebridge, for which the society has, in addition to the silver medal, awarded him a handsome testimonial, inscribed on vellum.

LOSS OF LIFE AT SEA.—Out of the 4,181 seamen in the British merchant service whose deaths on the high seas or abroad were reported to the Board of Trade during 1877, only about one-fourth, viz., 1,088 men died of disease. Almost as many men as died by disease were drowned by accident other than wreck, viz., 1,077 men, whilst nearly one-half more than died by disease were drowned by shipwreck, viz., 1,461 men. These, with the other fatal accidents, make up a total of 2,878 so-called "ac-

cidental" deaths, as to which, in the absence of the bodies, no coroner inquires, according to the law of Edward III. "what killed them and unto whom the ships did belong." There were also 18 murders and homicides, 36 suicides, and 161 deaths from unknown causes. Out of 3,680 men whose ages are given, no less than 3,209 died under 40 years of age, and only 23 deaths occurred of men over 60 years old. The men thus drowned or killed were, therefore in their prime. The Parliamentary return from whence these figures are derived does not refer to masters or passengers, nor to those seamen who died in the United Kingdom, and is not the result of any medical or legal inquiry into the cause of death. It is prepared by the Registrar-General of Seamen from statements relative to the property and wages of deceased men, made by masters of merchant ships to the collectors of customs or the superintendents of the mercantile marine. Whilst nearly three-fourths of the deaths in the merchant navy are by violence, the deaths in the Royal Navy from the same causes, even adding those from gun accidents and the contingencies of war, bear a very small proportion to the whole. The absence of legal inquiry into sudden deaths at sea is not likely to be favourable to longevity, and it is difficult to suppose that the return for 1877 gives the proportions between deaths by disease and by violence which might obtain if a modified form of coroner's inquest were held when the ships re-enter British ports.

NEW LIGHTHOUSE.—A lighthouse is about to be constructed at Anvil Point, off the Dorset coast, at Swanage. The contract for the work has been taken by Mr. Clarke, of Bournemouth. The dangers of the coast have often been pointed out, the lifeboat crew stationed at Swanage having been frequently called out during gales. The work has been recommended by the National Lifeboat Institution.

Mr. JOHN DANIEL, master of the screw steamer 'California,' just arrived in the Mersey, reports that at 2 p.m. on the 12th inst., while on his way from Baltimore to Liverpool, and during a strong gale of wind from west-north-west, with a high breaking sea, he sighted the barque 'Ida,' of Londonderry, about two miles distant, lying to. The captain of the 'Ida' signalled, "I must abandon the vessel," to which Captain Daniel responded, "I will wait until you can abandon." To this the 'Ida's' master replied, "I cannot; no boat fit for the purpose. Send a boat." Consequent on the dangerous sea and violent pitching and labouring of the steamer, Captain Daniel found it impossible to launch a boat till the weather moderated. At 4.30, when the sea was not so dangerous, he consulted with the chief officer, and decided that an attempt must be made to take off the crew before night. Eight men promptly volunteered to man a boat. These were John O'Neill (boatswain), John Joice (boatswain's mate), Edmund Edge and John Peers (quarter-masters), Peter Lawler, George Brown, and Michael Mahony (able seamen), and John O'Connor (steward). Each of the three mates desired to take charge of the boat, but it was decided to send the third officer (Mr. Jones). The 'California' then steamed round the 'Ida's' stern, and the port lifeboat was launched with the crew named and sent to the 'Ida.' The steamer was then run to leeward and hove to, so that the boat on leaving the 'Ida' ran down before wind and sea and got round safely under the steamer's lee. On the first trip the boat brought seven men. The 'California' then steamed slowly to windward obliquely across the 'Ida's' stern, with the lifeboat towing at the lee side with a long scope of line, the steamer's head being kept sufficiently from the wind to shelter the boats from the crests of the waves. "This manœuvre," remarks the captain, "caused me intense anxiety, with so much sea up, and the steamer

almost unmanageable at the slow speed necessary for the safety of the boat in towing. In more favourable circumstances I should have hoisted her up, but with the existing state of wind and sea I did not expect to get the boat safely on board again. It was necessary, therefore, to complete the rescue of the crew before attempting to lift her out of the water." The manœuvre was successful, the boat bringing safely away the rest of the 'Ida's' crew, six men; and ultimately the boat was got up and replaced in the chocks. The 'Ida' was thirty-four days out, bound for St. John, New Brunswick, from Londonderry. Her captain (Mr. George Rawlston) stated that in the long-continued bad weather the 'Ida' had become so strained and leaky that she was in a sinking state. There was six feet of water in the hold, and it was evident she could not live through the night.

RESCUE AT SEA.—The following is the statement of Captain R. W. Ker, of the British India Steam Navigation Company's steamer 'Sindhana,' to the agents at Bombay, reporting the picking up at sea, of the 6th of August, during a heavy gale, of three European pilots and ten natives, the crew of a capsized pilot vessel:—"I have the honour to report to you that at 1.45 a.m. of this date I sighted Kenery Light, bearing N. 28 E., 3.45 a.m.; sighted Prong Light, bearing N. 34 E., 4.30. Most furious squall, with blinding rain, 5.30. Squall clearing a little, sighted pilot-schooner on star-board bow; stopped and received Mr. Piper, pilot; ship rolling with fearful violence. Spoke the lightskip, which reported that the pilot-boat had been seen to sink bearing W.S.W. Hauled ship to that course in the hope of saving life. Tremendous sea running and blowing with terrific violence in the squalls, with torrents of rain. 7.30.—Going dead slow; hands aloft looking out. 7.45.—Observed some dark objects in the water on the weather bow.

Hauled up in that direction and saw several men in the water. Went to windward of them with great difficulty; lowered port cutter, in charge of Mr. Brown, fourth officer, the pilot also going in the boat. After a short time the boat returned with six natives, part of the crew of the pilot-boat. They reported that three pilots were in the water to windward, and that all had life belts on. 8.20.—Clearing a little again. Caught sight of the men; steamed to windward and cast off cutter, which returned in a short time with two pilots, Mr. Pead and Mr. Avant, with four natives. 9.20.—Saw a man on the port bow; steamed up and cast off cutter, which soon returned, having rescued Mr. Canovan, pilot, who was in the last stage of exhaustion. On Mr. Canovan recovering a little, he said he had seen two dead bodies floating close to him. As this accounts for the whole of the crew, at 10.40 gave over charge to the pilot and stood in for the harbour, and anchored off Mazagon at 11.45."

UNRELIABLE SHIPS.—It appears, from a return issued recently, that the total number of ships reported as defective since the commencement of the Merchant Shipping Act of 1876 till the end of June last was 331, of which five were found safe, 319 unsafe, five improperly detained, and in the case of two the survey was still pending. The number of iron steamships reported as defective was 32, and they were all found unsafe. Two wooden steamships and three iron sailing ships were reported and found unsafe. Of the 294 wooden sailing vessels reported as defective, five were found safe, 282 unsafe, five improperly detained, and in two cases the survey was pending. The total number of ships reported as overladen in the same period was 96, of which 77 were iron steamships, one an iron sailing ship, and 18 wooden sailing ships, and they were all found unsafe. Of the complaints as to the defects in vessels, 283 were made by Government officers, 39

by the crews, and nine by other persons. The reports as to overlading were made by the Government officers, except in one case, when the crew complained.

THE DROWNING SAILOR.—At the close of a Sabbath day's service in a village on the coast of Wales, during a terrific storm, a large ship was seen driving toward the rocky shore, where inevitable destruction awaited her and her only occupant. Pastor and people were assembled on the beach. Helpless hands were wrung with sorrow, and fervent prayers were offered for the doomed mariner. "Could we not send him a message?" cries someone. A trumpet was brought and put into the pastor's hand. What could he say to one who was just sinking into eternity? "Look to Jesus!" he cries. "Can you hear?" "Ay, ay, sir!" was heard in reply, more distinctly than could have been expected. Hark, he is singing, and they catch here and there the words of his dying song—

"Jesus, Lover of my soul,

Let me to Thy bosom fly,
While the nearer waters roll,
While the tempest still is high!
Hide me, oh, my Saviour, hide,
Till the storm of life is past;
Safe into the haven guide;
Oh, receive my soul at last!"

The voice ceases; the singer has dropped into the sea! His prayer has been granted, and he has joined the company of the redeemed before the throne.—*Old Jonathan*, Sept., 1879.

SUFFERINGS AT SEA.—By the Cape Mail boat 'German,' which arrived in Plymouth Sound early on the 26th Aug., there arrived two French seamen, part of the crew of the bark 'Jean d'Arc,' of Nantes, which foundered at sea on June 30th, in lat. 40 S., long. 18 E. She was of 600 tons burden, with a general cargo from Marseilles for Bourbon. Having struck on a sunken reef, she sank in three hours. Captain La Caste and crew made every effort to

keep the vessel afloat, but all was un-availing. The crew left the ship in two boats during a strong gale and high sea, taking only a few biscuits and a couple of beakers of water. Eight of the crew were in the long-boat and five in a smaller boat. To row in the heavy sea they lashed oars together, and made a "drogue" to help the boats to ride to the seas more easily. The weather was bitterly cold, and it was with the greatest difficulty the boats could be kept afloat by constant baling. After two days the small boat capsize; fortunately, the long-boat was to leeward, and by great exertions the five men were picked up, only, however, to make the long-boat deeper in the water and more difficult to keep afloat, as she now was constantly shipping water. Two days after the "drogue line" broke and the boat was left to the mercy of the waves, but the winds and sea abating, the

danger was not so great. A sail was soon afterwards improvised out of the captain's blanket, and the boat's head turned north in the hope of falling in with passing vessels. The daily allowance was now two biscuits and a pannikin of water, and what with exposure to wet, cold, and want of food, several men were frost-bitten. After thirteen days of such suffering the barque 'Corsica,' of Glasgow, Captain Michel, from Rangoon for Rotterdam, with rice, overhauled them and took all on board. Ten of the less frost-bitten men recovered. Three were so ill as to have to be landed at Ascension, where one man had both feet amputated. The others went on to Rotterdam in the barque. The two men landed at Plymouth were so far recovered that they were able to take passage from Ascension in the 'German.'

COLLECTIONS, LEGACIES, MEETINGS, SERMONS, &c.

For the Shipwrecked Mariners' Society.

BLYTE.—Collection at the Central Hall, by Mr. F. V. Pearson	3 0 3
COLDSTREAM.—Cong. Collection in Parish Church, after special service by the Rev. A. Nesbitt	3 0 0
LONDON.—Collected on Board the 'Warwick Castle'....	£1 0 0
Collected in box at the Mercantile Marine Office, Tower-hill	0 17 9
J. Holt Skinner, Esq., in lieu of Legacy	250 0 0
Corporation of the City of London	210 0 0
Wm. Dent, Esq.	50 0 0
The Misses Hewitt	100 0 0
Trustees of the late Miss Jane Robertson	50 0 0
Trustees of the Clyde Navigation.....	50 0 0

The following legacies have been announced:—

Miss Mary Emma Green (duty free).....	200 0 0
Charles Thomas, Esq.....	25 0 0
Mrs. Mary Garbutt	10 0 0
Mrs. Dinah Suggit	19 19 0
Miss Jane Rowe, one-fourth of residue of her estate.	

Legacies received:—

Executors of late H. J. Radcliffe, Esq.	520 14 5
Mrs. Mary Beckwith	700 0 0
SHAHAM.—Collection in Parish Church, per Rev. James Colling	3 7 4
SMEATON.—Collection in Parish Church, by the Rev. J. B. Brodrick	2 10 3
SOUTHEND.—Collected in box, per Mrs. Dicken	0 12 0
WELLS, NORFOLK.—Collection in Wesleyan Chapel, by Messrs. Gales & Masey ...	2 8 8

	£	s.	d.		£	s.	d.
1 F.....	2	7	6	Grimsby.	3	4	0
4 M, 2 W, 2 O...	27	15	0	Guernsey.	2	W, 2 O	30 16
2 W, 4 O	45	11	3	Hartlepool.	2	M, 1 W	11 17
1 M.....	1	10	0	Harrington.	1	W.....	3 15
2 W, 6 O	29	11	3	Harwich.	1	MM.....	3 7
2 PB	7	2	6	Hastings.	2	F, 1 W.....	12 15
1 F.....	1	17	6	Hillswick.	1	F, 1 W, 4 O...	27 0
1 PB.....	1	12	6	Hoylake.	1	W, 6 O	12 10
1 M, 3 W, 1 O	64	1	5	Hull.	1	M, 1 MM.....	6 17
2 W.....	8	5	0	Inverness.	1	F, 1 W, 1 O	9 18
1 W, 3 O	23	5	0	Ipswich.	3	PB	11 0
7 M.....	3	17	6	Kirkcaldy.	1	W, 4 O	18 0
2 M, 3 W, 9 O...	35	13	9	Leith.	1	W, 2 O	16 17
1 M, 4 F, 3 W, 2 O, 3 AP ...	53	10	0	Lerwick.	1	PB	1 11
4 M, 2 W	17	10	0	Liverpool.	2	M.....	5 2
1 MM, 10 PB, 1 W, 1 O	19	0	2	Llanelli.	1	W.....	7 15
1 W.....	4	0	0	Lossiemouth.	5	M, 2 PB, 12 W, 18 O	194 2
2 W, 1 O, 4 AP	27	19	6	Lowestoft.	2	W, 7 O	29 7
1 W	10	10	0	Lydd.	3	M, 1 W, 1 O...	12 15
1 M, 1 F, 1 W, 3 O, 1 AP ...	32	10	0	Lynn.	1	M.....	2 17
2 F.....	6	2	6	Lytham.	8	M, 11 W, 12 O, 3 AP	153 12
1 MM	2	2	6	Mevagissey.	8	M, 1 MM, 1 W, 4 O	18 15
1 W	4	5	0	Middlesboro'.	1	M, 1 W	13 7
1 MM, 1 F.....	8	15	0	Milford.	1	M.....	2 0
1 F.....	1	10	0	Millbrook.	4	F.....	7 0
3 M, 5 W, 10 O	82	6	3	Montross.	1	W.....	9 5
1 F.....	3	0	0	Mossbank.	3	M, 2 MM, 1 F, 1 W, 2 O, 1 AP	40 2
1 M, 1 F.....	1	15	0	Newbiggin.	1	MM, 1 AP...	8 17
1 M.....	4	0	0	Newburgh, Fife	1	M, 1 MM, 1 W, 3 O	21 7
2 W, 4 O	24	5	0	Newcastle.	2	W.....	29 15
2 W, 4 O	18	5	0	Newport (M).	1	W.....	9 5
1 W, 1 O, 3 AP	15	5	0	Newport (P).	1	W, 4 O.....	19 0
1 MM	1	17	6	New Quay (C)	1	MM, 2 W, 3 O	13 2
2 MM	5	0	0	New Quay (W)			
6 M, 1 MM, 3 PB, 13 W, 23 O, 2 AP	166	17	9	N. Shields.			

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 2,642; Orphans, 1,998 Aged Parents, 23; Master Mariners, 29; Mariners and Apprentices, 98; Fishermen, 63; Pilots and Boatmen, 38; Shipwrecked persons—Subscribers, 171 and Non-Subscribers, 209; in all, 5,265 persons relieved, at an expense, inclusive of that in the succeeding tables, of £6,805 lls. 11d!

RELIEF TO SHIPWRECKED CREWS.

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

The Crews of the following Vessels, wrecked on various parts of the Coast or foundered at sea, have been boarded, lodged, clothed, and forwarded to their homes by the Secretary at the Central Office and Honorary Agents of the "Shipwrecked Mariners' Society," between the 1st June, 1879, and 31st August, 1879.

Vessel's Name.	Port.	Amount of relief.	Vessel's Name.	Port.	Amount of relief.
		£ s. d.			£ s. d.
Ann and Elizabeth ...	Runcorn	1 5 0	Hannah Louisa	Chepstow	11 11 6
Albert	PrinceEdward	0 10 0	Harrowby	London	1 3 0
	Island		Heer Keckr	Gothenberg	0 8 0
*Arab	Dungarvon	3 3 0	Irene	Swansea	0 15 0
Alcayar	Liverpool	7 16 6	Jane Rennie	Arbroath	0 14 6
Anna	Yarmouth	10 15 6	J. E. Fisher	Barrow	0 18 0
Amy	Liverpool	0 5 0	Jessie	Swansea	0 13 0
Boyne	Whitehaven	5 0 0	Lotus	Quebec	4 5 0
Belfaste	Liverpool	0 12 6	Louisa	Padstow	3 9 0
Blonde	Swansea	1 18 6	Louisa	Ramsgate	1 1 0
Boat	Byde	0 17 0	Lunan	Shanghai	2 5 0
Burgos	Hull	1 9 0	Marina	Cowes	2 6 0
Celia	Montrose	0 12 6	Maria	Aberystwith	3 3 0
Concord	Goole	4 1 0	Moxham	Hartlepool	6 5 0
Cordova	Sunderland	13 10 0	Maisser	Liverpool	11 1 0
Camperdown	Liverpool	6 16 0	Malvina	Hartlepool	3 13 0
Clyde	London	1 15 0	North British	Ardrossan	3 0 0
Darlington	Dundee	2 2 6	Perseverance	Liverpool	0 14 6
Empress Eugenie	—	0 6 6	Peace	Whitby	12 1 6
Ellen	Arbroath	4 5 0	Rachabite	Yarmouth	1 13 0
Emma	Bude	0 10 0	Elver Lune	Liverpool	23 16 0
Fawn	Grimaby	2 15 0	Syracuse	Sunderland	3 12 0
†Foam	Plymouth	3 0 0	Seaforth	Nova Scotia	8 0 0
Flying Dutchman	—	0 10 0	Scud	—	1 1 0
Hope	Hartlepool	5 7 6	†St. Bernard	Nova Scotia	0 11 0

* The Honorary Agent at Waterford reports, the 29th July, that this schooner was wrecked in Croyd Bay, 31st July, and that the Captain, who was owner of the vessel, was drowned, and also his son.

† The Honorary Agent at Falmouth reports, the 9th July, that on Tuesday morning last, near Falmouth, the brigantine 'Foam,' of Plymouth, on a voyage from that port, which she had left the previous evening for Marseilles, went ashore on rocks outside St. Anthony's lighthouse and became a total wreck. It appears that owing to very thick weather the vessel had approached nearer the coast than was calculated, and on the danger being discovered it was attempted to wear her, but she struck on a rock before this was effected and heeled over seawards. Two of the crew swam to the rock, and the others jumped for it from the vessel's bilge; six, including the captain and mate, were thus saved, but one seaman and an apprentice lost their lives. After being exposed on the rock for some hours, the survivors were seen by men on the cliffs, who, by the aid of ropes, got them safely on land; they were afterwards brought to the Sailors' Home, Falmouth, from whence four of them were sent by me on to Plymouth, where they belonged, by

rail, one of them, who was a member of this excellent society, being first supplied with shoes and clothing.

‡ The Hon. Agent at Padstow reports, the 9th of August, that "on the night of the 4th the ketch 'Hannah Louisa,' of Chepstow, while being towed from Ferran beach (where she had been stranded), to this port foundered suddenly, when about four miles N.W. of Trevose, leaving eight men struggling in the water; six of these were saved, and two lost. These six men were landed here wet, almost naked, and without means; and I took charge of them in the absence of my son R. S. Langford (who is on a trip in America), and clothed, lodged, fed, and sent them home, paying or becoming responsible for the bills."

§ The *Standard* of the 29th July reports that, "yesterday afternoon eleven of the crew of the large British ship 'St. Bernards' arrived at Liverpool from Rotterdam, and reported the loss of their vessel, by which disaster the captain, his son, and five other men were drowned. It appeared that the 'St. Bernards' left New York with a cargo of grain for Antwerp on the 27th ult., and when about nineteen days out they arrived in the English Channel, where they took on board a pilot, and sailed for

Vessel's Name.	Port.	Amount of relief.	Vessel's Name.	Port.	Amount of relief.
S. A. Hawthorne	Rochester	£ s. d. 0 15 6	Warrior	Liverpool	£ s. d. 0 13 0
Vooruit	Belfast	1 0 0	Zurich	N. Shields	13 3 0
Wilhelmine	Holland	1 0 0			

Flushing. Very thick weather was encountered, and on Sunday week a Belgian pilot was engaged at Beachy Head. The vessel continued on her course, and about five o'clock the following morning she struck on some rocks not far from Flushing. A thick fog was still prevailing, and the land, though not far distant, could not be seen. The vessel struck the rocks heavily several times, and began to break up. The crew, together with the two pilots, numbering in all twenty-one souls, left the vessel in two boats and pulled for the shore, guided by the Belgian pilot. The boat containing the captain, his son, the two pilots, the second officer, and five seamen, was the first to get away, closely followed by the second boat. Both boats kept within sight of each other for some time after leaving. The wind was very heavy at the time, with a strong current running, and several times the captain's boat was observed to be considerably tossed about. Suddenly she disappeared, and about half an hour afterwards the second boat came upon

the other craft upside down, with three men on the bottom. They were found to be the Channel pilot and two of the seamen, and they report that the boat had been capsized by the waves, and that the remainder of the crew had been drowned. Two of those who were saved found themselves beneath the upturned boat, and had a great struggle to free themselves. The captain was seen to rise near and attempt to swim after the boat, but a wave carried him away, and he disappeared. His son never rose to the surface. Two men clutched at the Channel pilot as he was swimming for the capsized boat, and he was compelled to shake them off or he would have been carried beneath the water himself. The other boat, after being tossed considerably about, landed on the beach near Flushing, to which place they were afterwards taken by a Dutch farmer. The 'St. Bernards' was a vessel of 1,664 tons register, and owned in Yarmouth, N.S., by Mr. W. D. Lovett. The captain, who lost his life, was named Burns."

LOWESTOFT BEACH.

THE waves are all tired and gone fast asleep,
And taking his rest is that giant the Deep ;
To soothe him to slumber the zephyrs contrive ;
There's hardly a ripple to show he's alive.

The ships, too, look idle, and, like children's
toys,
Just float on the water without any noise ;
They stand there like phantoms, rigged out
ashy pale, (sail,
Though there's scarcely a breeze to puff out a

Whist Ocean is dreaming, I'll lie and dream
too, [Bright blue,
Stretched out on the sand beneath heaven's
And gaze afar off where the skies interlace,
And join with the sea in an endless embrace.

My dreams are disturbed !—for the steamer
that runs
To rescue old Neptune's unfortunate sons,
Now comes into view, rushing under my eyes,
Dispelling all dreams with a sudden surprise.

She cuts the sea through—tears it up as she
goes
Though the wound is healed quick by the tide
as it flows,
And only a long line of white marks the place
Where the gash went across that calm, lovely
face.

"A ship on the sands!" her whistle seems crying,
As swiftly she speeds, her black curls all flying ;
How gladly she hastens to cries of distress !
Her mission seems always to soothe and caress.

She's reached the tall ship, thrown her arms
round her neck ;
There's rejoicing all round from cabin to deck ;
She's dragged her safe off from the dangerous
sand,
And bids her "God speed!" with a wave of the
hand.

Then I picked up my hat and homewards
returned,
Reflecting on all from the steam-tug I'd learned ;
How buoyant it makes us, how easy we go,
If only good feelings to others we show.

O'er Life's highest waves we are carried with
ease
When each one endeavours his neighbour to
please ;
And, propelled by the fire of heavenly zeal,
How swiftly we run others' sorrows to heal.

Regardless of weather, of wind, or of tide,
Let us hasten to trouble and keep by its side ;
Forgetting ourselves, think much of each
other,
Run hundreds of risks to rescue our brother.

Kind actions, kind words, are the ropes to
throw out
To all on life's main who are cruising about ;
Should any get wrong, let us guide them aright,
Safe into the harbour before it is night.

With the Pilot on board, what need we to fear
Who bids us push on, and to "be of good
cheer."
Thus, calmed by His presence and ruled by His
will,
We are nerved for the work He would have us
fulfil.

Not idle but busy to life's very close,
Striving only to lessen earth's evils and woes ;
When one loving act is accomplished, why
then—
Like the steamer, take breath and start off again.

Life's voyage thus ended, its perils all o'er,
We may sit down at ease and rest on that shore
Where happiness bright and unclouded will be,
Without tempest, or wreck, or any more Sea.

FANNY CLUBBER.

ANNUAL GRANTS TO WIDOWS AND ORPHANS.

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

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

Widows.	Orphans.	Agency.	Amount.	Widows.	Orphans.	Agency.	Amount.
Forty-nine	Seventy-four	London	£189 9 2	Two	None	Cullen	3 11 8
Twenty-five	Fifty-eight	Aberdeen	92 9 7	Two	Five	Callercrooks	3 7 11
One	Two	Amlwch	2 0 0	Seven	Fourteen	Deal	18 1 8
Twenty-five	Forty	Appledore	64 12 1	Two	Four	Devoran	3 16 8
One	Two	Arbroath	3 17 6	Twelve	Nine	Dinas Cross	29 17 1
Two	Three	Ballasound	4 6 8	Two	Three	Donaghadee	5 0 10
One	Four	Bangor (Wales)	4 6 8	One	One	Dover	3 12 11
One	None	Barlochan	1 3 4	Nine	Seventeen	Dundee	29 2 6
Three	Two	Barrs	5 0 10	One	Four	Dunnet	4 2 4
One	One	Berwick	3 17 1	Two	None	Esket	4 11 8
Two	None	Bidford	4 16 8	Fourteen	None	Ermonth	39 15 10
Thirteen	Nine	Blakeney	84 8 9	Four	Six	Kalmouth	15 14 7
Twenty-one	Forty-three	Blyth	71 2 11	One	None	Kayvassham	2 8 4
One	Three	Braunton	4 4 7	One	One	Fedar	3 19 0
One	Two	Bridgwater	3 10 0	One	Seven	Fleay	15 19 5
Three	Six	Brighton	18 4 2	Six	One	Finsguard	19 15 10
Three	Eight	Brightingsea	8 10 10	Five	Two	Fint	14 15 0
Six	Twelve	Bristol	17 10 0	One	Three	Folkstone	3 18 9
Twenty-one	Seventeen	Brixham	52 17 6	Three	Seven	Framilode	6 16 3
Fifteen	Twenty-four	Buckie	86 14 7	One	Three	Fraserburgh	4 7 6
Two	Four	Bude	7 16 3	One	None	Garmouth	3 0 0
One	Two	Burdigh Salkerton	3 15 0	Five	One	Gerran	14 3 9
One	One	Burhead	1 15 5	One	Three	Girvan	3 12 11
Seven	Five	Burraive	19 0 5	Twelve	None	Glasgow	34 18 9
One	Two	Cardif	4 15 0	Two	One	Goole	5 17 1
Fourteen	Twenty	Cardigan	39 9 7	Eight	Twelve	Gravesend	30 8 9
One	One	Cardarthen	1 9 2	One	None	Greenock	1 16 8
One	Two	Cardarvon	4 2 6	Eight	None	Greenwich	23 11 3
One	Two	Charleston	2 12 0	Fifteen	Twenty-two	Grimaby	43 5 5
Eleven	Ten	Cherlsey	23 15 0	Three	Six	Guernsey	7 10 5
One	None	Chichester	2 1 8	Thirty-eight	Thirty-six	Hillside	107 9 2
One	Two	Colchester	2 10 9	Two	Five	Hillwick	7 7 6
One	One	Colchester	2 14 2	Two	Five	Holy Island	5 14 2
One	Five	Cove Bay	2 8 9	Forty-two	Fifty-six	Hull	125 11 8

Six	Utrecombe	23	7	6	Fortinliash	1	15	0
One	Invrekeithing	43	10	0	Fortmouth	19	3	4
Fourteen	Ipwich	2	18	8	Forty	11	8	4
One	Irving	25	5	5	Fortknot	12	18	4
Eight	Jenny	16	0	10	Frithell	10	8	2
Six	John O'Grada's	4	7	6	Queensdown	4	14	2
One	Kerwick	19	16	8	Kamsgate	17	18	9
Eight	Kincardine	6	7	6	Keawick	22	5	5
Two	Kirkwall	9	2	11	Robin Hood's Bay	7	2	6
Six	Knottingley	53	15	0	Rochester	2	6	8
Three	Leith	93	7	6	Rye	5	1	3
Thirty-two	Lerwick	23	3	9	St. Margaret's Hope	3	0	4
Fifty	Limelkins	5	18	4	Salcombe	30	0	0
Thirteen	Littlehampton	46	2	1	Scarborough	60	17	1
None	Liverpool	1	15	0	Scilly	15	5	10
Two	Llandover	10	2	6	Seabass	16	6	7
Nineteen	Llanely	11	12	6	Shoreham	11	8	4
One	Loe	56	5	10	Silgo	4	13	4
Three	Lowestoft	8	3	4	Solra	10	12	11
Eighteen	Lynn	9	10	0	Southampton	22	19	2
Four	Maryport	25	6	3	South Shields	32	13	9
Four	Mevagissey	10	10	10	Southwold	4	1	3
Seven	Middleborough	23	4	7	Stathes	29	4	4
Four	Milford	5	16	3	Stiffey	18	14	7
Two	Mistley	8	10	10	Stockton	9	4	2
Three	Monrose	18	5	0	Stranraer	2	9	7
Eight	Mosebank	7	2	6	Stronness	43	9	7
Two	Moushole	5	9	2	Sunderland	448	11	3
One	Nairn	1	6	8	Swansea	16	4	2
One	Newburgh (Fife)	4	2	6	Teignmouth	9	4	2
Two	Newcastle	38	15	0	Thurso	4	4	7
Eleven	Newhaven	2	10	0	Topsham	9	12	6
One	Newlyn	2	8	4	Topsham	7	14	7
One	Newmarket	8	15	0	Topsham	19	14	7
One	Newport	15	8	4	Voeg	9	11	11
Four	Newport (Mon.)	17	17	1	Wachet	3	11	3
Six	Newport (W.)	2	2	6	Wexford	1	13	6
One	New Quay (C.)	31	15	10	Weymouth	3	18	9
Two	New Quay (W.)	295	2	6	Whitby	78	9	7
Fourteen	North Shields	2	0	10	Whitehaven	6	13	4
One hundred and four	North Uist	1	7	1	Whithorn	7	0	0
One	Nottingham	4	10	5	Whitstable	4	13	4
One	Pentance	11	1	8	Wivenhoe	38	10	0
Four	Perth	11	6	8	Woodbridge	7	6	3
Three	Plymouth	37	13	4	Worthing	5	17	6
Twenty-one	Plymouth	28	0	0	Yarmouth	73	0	10
Nine	Pool				Youghal	3	5	10

NOTE.—One thousand one hundred and ninety-four Widows, a list of whom appeared in our 102nd number, page 110, Vol. XXVI., were also relieved in January, making, with the above, a total of two thousand five hundred and four Widows, and three thousand four hundred and sixty-one Orphans of Fishermen or Mariners, who are thus receiving *Annual Grants* to the amount of £7,391 10s. 10d. yearly, to help to pay the rents of their cottages; the interest of the funded property of the Shipwrecked Mariners' Society (though not sufficient by nearly £,5000) being set apart in aid of this benevolent purpose.

Portfolio.

"COMFORT IN THE DARK HOUR."

"THERE never was such affliction as mine," said a poor sufferer, restlessly tossing in her bed in one of the wards of a City hospital; "I don't think there ever was such a racking pain."

"Once," was faintly uttered from the next bed.

The first speaker paused for a moment, and then, in a still more impatient tone, resumed her complaint.

"Nobody knows what I pass through; nobody ever suffered more pain."

"One," was again whispered from the same direction.

"I take it you mean yourself, poor soul! but"—

"Oh, not myself, not me!" exclaimed the other; and her pale face flushed up to the very temples, as if some wrong had been offered, not to herself, but to another. She spoke with such earnestness that her restless companion lay still for several seconds, and gazed intently on her face. The cheeks were now wan and sunken, and the parched lips were drawn back from the mouth as if by pain; yet there dwelt an extraordinary sweetness in the clear grey eyes, and a refinement on the placid brow, such as can only be imparted by a heart acquaintance with Him who is "full of grace and truth."

"Oh, not myself, not me!" she repeated.

There was a short pause, and then the following words, uttered in the same low tone, slowly and solemnly, broke the midnight silence of the place:—

"And when they had platted a crown of thorns they put it upon His head, and a reed in His right hand: and they bowed the knee before Him, and mocked Him, saying, 'Hail, King of the Jews'; and they spit upon Him and took the reed and smote Him on the head . . . and when they were come unto a place called Golgotha . . . they gave Him vinegar to drink mingled with gall . . . and they crucified Him . . . and they that passed by reviled Him, wagging their heads . . . and about the ninth hour Jesus cried with a loud voice, saying . . . My God, My God, why hast Thou forsaken Me?"

The voice ceased, and for several minutes not a syllable was spoken. The night nurse rose from her chair by the fire, and mechanically handed a cup of barley water, flavoured with lemon-juice and sugar, to the lips of both sufferers.

"Thank you, nurse," said the last speaker; "They gave Him gall for His meat, and in His thirst they gave Him vinegar to drink."

"She is talking about Jesus Christ," said the other woman, already beginning to toss restlessly from side to side; "but," added she, "talking about His sufferings can't mend ours—at least, not mine."

"But it lightens hers," said the nurse.

"I wonder how?"

"Hush!" and the gentle voice again took up the strain.

"Surely He hath borne our griefs and carried our sorrows . . . He was wounded for our transgressions; He was bruised for our iniquities; the chastisement of our peace was upon Him, and with His stripes we are healed."

The following day as some ladies visiting the hospital passed by the cots, they handed to each a few fragrant flowers.

The gentle voice was again heard, "'If God so clothe the grass of the field, which to-day is and to-morrow is cast into the oven, shall He not much more clothe you, oh ye of little faith.'"

A few days passed slowly away, when on a bright Lord's day morning as the sun was rising, the nurse noticed the lips of the sufferer moving, and leaning over her she heard these words "Going home. 'I have fought the good fight, I have finished my course, I have kept the faith; henceforth there is laid up for me a crown of life, which the Lord, the righteous Judge, shall give me at that day . . .'" Her eyes closed, and the nurse knew that the hand of death was grasping the cords of life. A moment more and all was over, the soul had gone to dwell in that City where "There shall be no more death, neither sorrow, nor crying, neither shall there be any more pain."

E. C.

THE SHIPWRECKED MARINER.

A Quarterly Maritime Magazine.

VOL. XXVII., 1880.



"From the Deep, then, I call'd upon God—and He heard me.
In the dread of my need, He vouchsafed to mine eye
A Rock jutting out from the Grave that interr'd me;
I sprung there, I clung there, and Death passed me by!"—SCHILLER.

London :

GEORGE MORRISH, 20, PATERNOSTER SQUARE, E.C.,

AND AT THE

OFFICE OF THE SHIPWRECKED MARINERS' SOCIETY,
HIBERNIA CHAMBERS, LONDON BRIDGE, S.E.

1880.

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EDITORIAL NOTICE.

THE Editorship of this Magazine has, prior to the issue of the last Quarterly Number of the Year, that for October, 1880, passed into fresh hands.

As announced under the New Heading of "THE EDITOR'S CORNER," which will be found appended to the Number for October, at the end of this Annual Volume, several changes and improvements are being introduced into the Publication, all of which will be more fully carried out with the commencement of the coming year.

In accordance with this thorough revision of the Magazine, and its Contents, it may be here repeated that, while the "old lines" will be duly preserved as to *outward* form and appearance, various very material alterations will be effected *within* :—

Firstly.—The TYPE will be considerably enlarged, and the number of pages proportionately increased.

Secondly.—The MATTER will be so selected, and so classified under the respective new "Headings," as to constitute the Magazine, in its general scope and literary character, a really interesting and trustworthy compendium, for future reference, as well as for present recreation and instruction.

Thirdly.—The TABLES OF RELIEF, &c., will be greatly condensed and entirely recast, so as to place before every reader, at home and abroad, a more succinct and more generally appreciable statement of the Society's varied work and usefulness.

It is earnestly hoped that the efforts being thus made may truly avail to render the Magazine more and more a power for good in the Great World, as well as a faithful exponent of all the different Proceedings and Operations of the SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY, under whose auspices it has been so long issued.

W. R. B., *Ed.*

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JANUARY, 1880.

Vol. XXVII.

THE ROYAL NAVY—ANCIENT AND MODERN.

(Continued from Vol. XXVI. page 177.)

BY the retirement of the Duke of York from office, the command of the combined fleets, amounting to about ninety sail, devolved on Prince Rupert; and with a force so formidable it was confidently supposed he would sweep the Dutch from the face of the ocean. Six companies of the Coldstream Guards were distributed on board the fleet, besides strong detachments from other regiments. Sir Edward Spragge and the Earl of Ossory commanded under Rupert, whose actions during the Civil War and his ocean wanderings during the Protectorate had won him the sobriquets of "The Invincible Mad Cavalier" and the "Royal Corsair." The Earl was on board the 'St. Michael' with the rank of Rear-Admiral of the Blue. The French squadron joined them again, under the Count d'Estrées and Admiral Martel.

On the 19th of May it was determined in a council of war, at which the King and Duke of York were present, that if the Dutch fleet could not be provoked to quit their own shores, it should be attacked upon them; and in consequence of this resolution the combined fleets put to sea. Prince Rupert's squadron carried the Red flag, D'Estrées was Admiral of the White, and Spragge Admiral of the Blue.

De Ruyter, who had been first at sea, had been informed that the English

* From "British Battles on Land and Sea," by James Grant; Cassell & Co., and other sources.

fleet would not be ready so soon, and on the 2nd of May had been off the mouth of the Thames, but finding a strong force there had retired to await the rest of his fleet at Schonwelt in Zealand, between the Rand and the Stony Bank. There his ships were descried by Prince Rupert, riding in apparent security and in good order, behind the sandbanks, on the 22nd of May. The shoals and shelves so protected the anchorage that Rupert feared to attack him; but having taken advantage of a mist to send in boats to take the soundings about the shore, it was resolved at a council of war to risk all and fight the enemy. But the wind died away, then came a storm, and nothing could be done till the 28th of the month.

The Dutch fleet consisted of nearly a hundred sail of all kinds, commanded by De Ruyter, Cornelius Van Tromp, and Adrian Bankhart.

D'Estrées, we have said, was Admiral of the White, but to prevent his ships from acting as they had done at Southwold Bay, they were, whatever their secret orders might be, checkered in line with the English. Having the advantage of the wind, the Count began the engagement with Van Tromp, which soon became general, and was continued with great obstinacy. Sohran, vice-admiral of Van Tromp's squadron, was killed; then fell Rear-Admiral Vlag, of Bankhart's squadron, with several of his captains. Sir Edward Spragge assailed Van Tromp with such weight and ardour, that during the conflict of seven hours he compelled him to shift his flag in succession from the 'Golden Lion,' in which more than one hundred men were killed and wounded, to the 'Prince on Horseback,' and thence to the 'Amsterdam' and 'Comet,' as each ship became riddled, wrecked, and sinking, and in the end he would certainly have been killed or taken but for the timely intervention of De Ruyter. Sir Edward had also twice to change his ship. The 'Deventer,' one of their best ships, was so disabled that she was towed out of the line and scuttled near the Wielings, a number of little islands covered with seaweed. Captain Legg, of Prince Rupert's squadron, boarded and took a Dutch ship named 'Jupiter,' but she was recaptured by the Dutch, who gained possession of her deck while the boarders were below pillaging and searching her. By that time the energy of Spragge had driven the enemy among the shoals, and that circumstance, with the darkness coming on, ended the first engagement, in which he lost four captains and had two ships of war entirely disabled, while the Count D'Estrées lost seven ships in all. The Dutch had eight flag-officers killed, and lost one ship.

On the 4th of June the fleets engaged again, when De Ruyter, having

refitted and increased the fleet, stood boldly out to sea, and attacked Prince Rupert off Flushing. The cannonade lasted four hours, but the irregularity and impetuosity with which the Dutch made their attack soon threw them into confusion, and they bore away to the south-east.

In this battle, brief though it was, Sir Edward Spragge, specially singling out Van Tromp, forced him twice again to change his ship; and the risk he ran of being taken so provoked him against his Vice-Admiral Sweers, that he reported that officer to the States General. But he knew not the sturdy Sir Edward Spragge, when he took leave of Charles II., prior to joining the fleet, had promised that he would bring Van Tromp alive or dead, or lose his own life in the attempt. These admirals seem indeed to have had a particular desire to emulate and overcome each other, for they constantly fought in every battle from the time that Sir Edward Spragge succeeded the Earl of Sandwich, and Van Tromp gained the command in the Dutch fleet.

The third, and last, encounter between Rupert and De Ruyter took place on the 11th of August, off the mouth of the Texel. Rupert had, previous to this, stood over to the coast of England, where he landed all his wounded, and had the ships entirely refitted for a last grand trial of strength, and four thousand troops were placed on board under the eye of King Charles, who came down the river to see the Prince's armament. The English now mustered 60 men of war, and the French 80, but the Dutch were not more than 70. By what was then deemed a masterpiece of seamanship, De Ruyter, having taken his whole fleet close on shore during the night, was discovered to windward of the allies when day dawned. The French, in consequence of their good behaviour in the last engagement, were again, as at Southwold Bay, formed in one squadron, but they ill-requited this confidence on the part of the noble Rupert, for on being attacked by Admiral Bankhart, after a little distant work with their guns, they bore away to the eastward out of range, and remained idle spectators of the desperate and sanguinary battle that was now inspired by long years of hate, rancour, and rivalry. One French officer alone bore a share in this action, Rear-Admiral Martel, for which a severe reckoning awaited him in France, when on his return he was thrown into the Bastille for having exceeded his orders. While d'Estreés with his squadron was sheering off, the fight between Prince Rupert and De Ruyter was very hot, and Bankhart perceiving that the French no longer resisted, bore down with his squadron to reinforce his leader; upon which, the

Prince, finding himself overpowered by numbers, made a retreating fight of it by steering westward. Van Tromp and Sir Edward Spragge had, in the meantime, been, as usual, hotly engaged from nine in the morning. The latter had promised to abide by Prince Rupert, but as he could not resist attacking Van Tromp, he laid his foretopsail aback to stay for him, and having attacked his squadron continued fighting for several hours, apart from all the Fleet. Sir Edward was at first on board the 'Royal Prince,' and 'Van Tromp in the 'Golden Lion,' but after three hours of an artillery fight, in which the Dutch Admiral avoided coming to close quarters, Sir Edward was forced, by sheer dint of cannon shot, to leave his disabled ship for the 'St. George,' as Van Tromp at the same time had to do for the 'Comet.' Then with a fury all the greater for the brief pause, the fight began again, and was continued till the 'St. George' was so battered that Sir Edward was compelled to leave her, and endeavour to carry his flag on board the 'Royal Charles,' but before his barge had been rowed ten times its own length from the ship, a well-directed cannon shot passed through it, after passing through the 'St. George.' Shattered and swamped as the barge was, the crew endeavoured to regain the 'St. George,' but before that could be achieved the gallant old Admiral was drowned; his hands, according to his memoir, taking so dead a hold of the side of the boat, that when it came to float, he was found with his head and shoulders above water.

The writers of his age are profuse in their praises of the valour of Sir Edward Spragge, and also of that of Van Tromp. "For these men," says Bishop Parker, in his history of his own times, "having mutually agreed to attack each other, not out of hatred but a thirst for glory, they engaged with all the rage, or as it were with all the sport, of war; they came so close to one another that, like an army afoot, they fought at once with their guns and swords. Almost at every turn both their ships, though not sunk were yet bored through with common gun shot, neither did one ball fall into the sea, but each pierced the other as if they had fought with spears." During these events, Prince Rupert had been maintaining a retreating combat before the united squadrons of De Ruyter and Bankhart, but the latter, considering Van Tromp in danger, altered his course and bore up to his assistance, while the Prince did the same to succour the Blue Squadron. This made the engagement once more general. The Prince sent two fire-ships, under the steering of Capt. Legg, among the enemy, and the appearance of these perilous craft put them to such confusion that, had the Count d'Estrées

once again come from the windward, where he lay idle, the Dutch must have been defeated. The battle continued, however, till nightfall, when, amid the darkness and the smoke it ceased, Prince Rupert bore away to the mouth of the Thames, as the Dutch did for their own coast. In this undecided battle, the English lost the 'Henrietta' yacht, which was sunk, Captains Richard New, John Rice, and Merryweather, together with a very great number of men, in consequence of the ships being filled with troops, while the Dutch had two Vice-Admirals, three captains, and about 1,000 men of all ranks slain. This was the last battle fought by sea, in this most useless war. Eight years later saw the fall of the gallant Michael Adrian de Ruyter in battle with the French, after fifty years' sea service; and now he lies under an elaborately sculptured tomb of marble in the Nieuwe Kirk of Amsterdam, so called, though built in 1408, and he is styled in his somewhat boastful epitaph, "Imensi Tremor Oceani."

THE MOTION OF STORMS ; OR, SCIENCE FOR SAILORS.*

I.—CLOUDS ; CLOUD WARNINGS.

"Dost thou know the balancings of the clouds, the wondrous works of Him which is perfect in knowledge?"—Job xxxvii. 16.

IN all ages of the world clouds have been regarded with special interest by mankind—sometimes beheld with admiration, at other times watched with terror. Clouds present to the eye an ever-changing variety of form, colour, and motion, and by these qualities excite admiration. The cloudscape often adds beauty to the landscape, appearing to be built up at the termination of the latter and to surmount the horizon with mountain peaks, coloured with various hues, or far-off brilliant aerial cities, reflecting golden rays, and seeming as fit abodes of some giant spirits. In this aspect they are presented to us in the Scriptures as the emblems of power, majesty, and grandeur, thus—"Ascribe ye strength unto God ; His excellency is over Israel, and His strength is in the clouds" (Ps. lxxviii. 34) ; "The Lord rideth upon a swift cloud" (Isaiah xix. 1) ; and again, "Behold He cometh with clouds, and every eye shall see Him" (Rev. i. 7).

Perhaps it is the people of the plains who are the most observant of the phenomena of which we now speak, for they have the more uninterrupted view

* I retain this title, although parts of some of the articles may not appear in accordance with its strict limitation. The chapters taken as a whole will not, I hope, be irrelevant to its logical sense.

of the cloud-formation, and hence have a more lively appreciation of the charm of the changeful variety of clouds. The pastoral people of eastern climes—people who lived a quiet and contemplative life—were greatly impressed by aerial aspects and changes, and they read the signs of coming weather. The indications were somewhat precise, as we find in such passages as Matt. xvi. 2 and 3: "He answered and said unto them, When it is evening, ye say, It will be fair weather; for the sky is red. And in the morning, It will be foul weather to-day, for the sky is red and lowering." This seems to have been an old-established sign, as the rebuke which follows affirms, "Ye can discern the face of the sky." (The Pharisees and Sadducees were not rebuked for *knowing* these signs, but because they were hypocrites. See also Luke xii. 54.)

In the Scriptures we find references to the morning clouds (which will shortly be described under the head of *stratus*), as in Hosea xiii. 3, "For your goodness is as a morning cloud, and as the early dew it goeth away," and in xiii. 3, "Therefore they shall be as the morning cloud, and as the early dew that passeth away." These passages show how precise the observations were, how the morning cloud which is dispersed by the rising sun is clearly distinguished from that which creates awe, as we read in 2 Sam. xxii. 12, "And he made darkness pavilions round about him, dark waters, and thick clouds of the skies;" and Psalm xcvii. 2, "Clouds and darkness are round about Him"; also in Deut. iv. 11, "And the mountain burned with fire unto the midst of heaven, with darkness, clouds, and thick darkness."

The words of the sacred writers are not merely figurative, but they are scientifically correct. It is said in Amos v. 8, "He calleth for the waters of the sea, and poureth them out upon the face of the earth;" and here we have, in brief, a definition of the process of evaporation from the waters of the ocean, and the turning of the vapour into clouds which shed rain upon the earth.

The same operations are more fully described in Job xxxvi. 27-30: "He maketh small the drops of water: they pour down rain according to the vapour thereof: which the clouds do drop and distil upon man abundantly. Also can any understand the spreadings of the clouds, or the noise of His tabernacle?"

In evaporation, the drops (if they may be so called) are so small as to be invisible to the human eye. The vapour, which is composed of these small drops, is produced by the marvellous ever-active energy of heat, and this vapour of water is almost the lightest body known, consequently it rises and rises into the higher regions of the air till it becomes cooled; it is said to be condensed, and then the vapour becomes visible and forms the clouds. Under certain conditions the vapour drops are frozen, and, becoming visible, constitute the clouds of greater elevation; these will be described further on. It is these wondrous processes of the formation of visible vapour that Job refers to when he says, "Can any understand the spreadings of the clouds?"

In order to avoid a confusion of ideas, I must remark that *perfect vapour of*

water is always invisible, and that what is called *visible vapour* is in a state of partial condensation, that is, in the condition of becoming water again.

Now it is found that vapour rises not only from the ocean, lakes, rivers, or other bodies of water, but from the soil, from the leaves of trees and plants, nay, from every blade of grass in the meadows. But it is not all this invisible vapour that rises to the higher regions to form clouds—all the air around us contains vapour—more or less according to its temperature; the warmer the air is the more vapour it can hold suspended in it, and scientific men have the means of ascertaining at any time how much water in the state of vapour the air does contain;* when it can retain no more the air is said to be *saturated*.

The motion of storms was noted at a very early period by the sacred writers, and, as we shall see, by other ancient writers. Job (xxxvii. 9) said, "Out of the south cometh the whirlwind; and cold out of the north." But we read in 1 Kings xviii. 41-45, that Elijah directed his servant to watch from the top of Carmel for a storm coming from the west, and "he said, Behold, there ariseth a little cloud out of the sea, like a man's hand." And it came to pass . . . that the heaven was black with clouds and wind, and there was a great rain."

Again, in Luke xii. 54, we have it recorded that "He said also to the people, When ye see a cloud rise out of the west, straightway ye say, There cometh a shower; and so it is."

These sacred records are conclusive evidence as to the direction of storms in northern latitudes during former years.†

But in those early times the clouds, as vehicles of storms, were looked at more in regard to their influence upon the husbandman than the sailor. The storms were watched coming from the ocean in the west, an ocean—

"Calm or convulsed, in breeze, or gale, or storm,
Icing the pole, or in the torrid clime
Dark heaving."

* Mix together a cubic foot of saturated air at 92°, and another at 32°, they would have a mean temperature of 62°, but the vapour tenable at 92° is 15·7 grains (that is 15½), at 32° is 2·1 (2 1-10 grains); therefore our 2 cubic feet would contain 17·8 grains, or an average of 8·9, but at the temperature of the mixture the air can contain only 6·2 grains, therefore the excess of 2·7 grains must fall as rain."—*Modern Meteorology*, p. 137, Stanford: 1878.

† It may interest some of our readers—and not the least sailors who may read this Magazine on board ship—to refer to the following texts in which clouds are mentioned.—Exodus, xvi. 10; xxiv. 16. Judges v. 4. 2 Sam. xxiii. 4. Job iii. 5 xx. 6; xxii. 14; xxvi. 8; xxx. 15; xxxviii. 9; xxxviii. 37. Psalm lxxvii. 17; lxxviii. 23; civ. 3. Prov. iii. 20; xvi. 15. Eccl. xii. 2. Isa. v. 6; xlv. 22; lx. 8. Jer. iv. 13; Ezek. i. 4, 28; xxxii. 7. xxxviii. 9. Nahum i. 3. Zech. x. 1. Matt. xxiv. 30. 2 Peter ii. 17. Jude, verse 12.

Being little traversed, the great deep was not at that period the great high road for the intercourse between nations.

In these modern times, however, we have to study atmospheric phenomena in the interest of those who "go down to the sea in ships, that do business in great waters." The Psalmist gives a graphic description of a stormy sea in the verses following: "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. For He commandeth, and raiseth the stormy wind, which lifteth up the waves thereof. They mount up to the heaven, they go down again to the depths: their soul is melted because of trouble. They reel to and fro, and stagger like a drunken man, and are at their wit's end. Then they cry unto the Lord in their trouble, and He bringeth them out of their distresses. He maketh the storm a calm, so that the waves thereof are still. Then are they glad because they be quiet; so He bringeth them unto their desired haven." (Psalm cvii. 23-29).

In further illustration of what is already written, we may quote Virgil (*Georgics*, Bk. l. v. 370, &c.) from which it appears that there were prognostics of storms in his day; he is thus freely rendered—

—"A tempestuous air,
Swift from the southern deep, comes fraught with ill,
The corn and fruits to waste, the flocks to chill."

And then he mentions the cranes taking refuge in the valleys. Aristotle, treating of the foresight of cranes which fly very high, said, if they see the approach of clouds and storms, they descend to the ground.

It appears, further, that the storms were watched for coming from the west, and Virgil gives a graphic picture of a storm in harvest time, thus (*Georgics* i. 322, &c.):—

"So while far off at sea the storm-cloud lours,
And on the darkened wave its fury pours,
'Mid crops unreap'd the hapless peasants stand,
And, shuddering, view its rapid course to land."

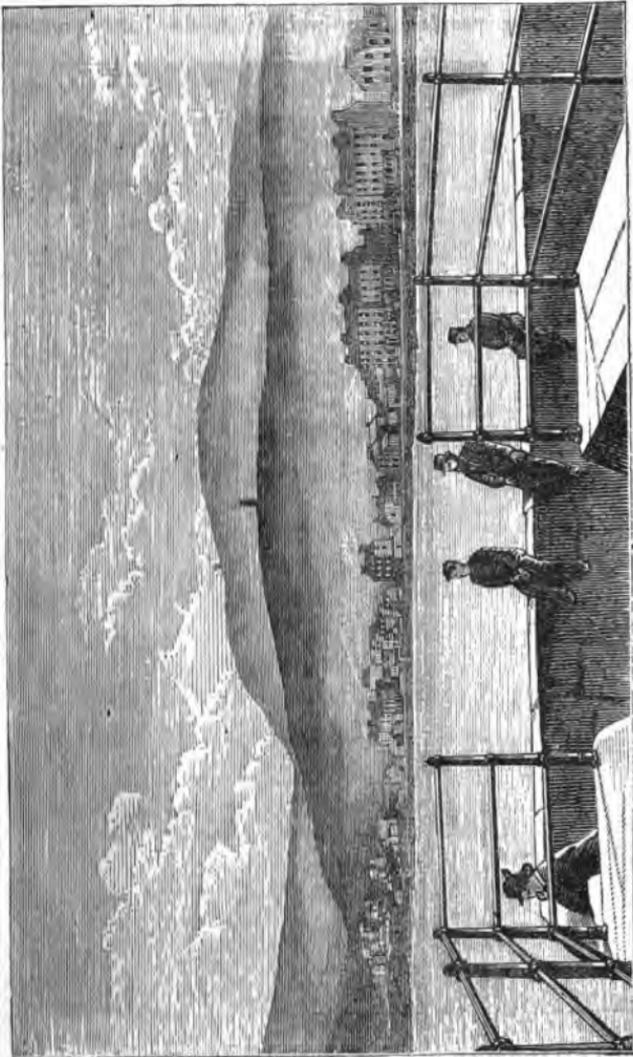
S. H. M.

THE ISLE OF MAN.*

NOTWITHSTANDING the universal depression in trade, the Isle of Man appears to be increasing in prosperity and rising in general favour. Those who have seen Douglas, even five years ago, would scarcely recognise it to-day. New buildings are springing up everywhere, and the Loch Esplanade—executed under the auspices of the Governor, from whom it takes its name—is now assuming a noble appearance, as the several fine hotels, public buildings, and

* For the illustrations accompanying this notice we are indebted to Mr. J. A. Browne, proprietor of the *Isle of Man Times* and *Guide to the Isle of Man*.

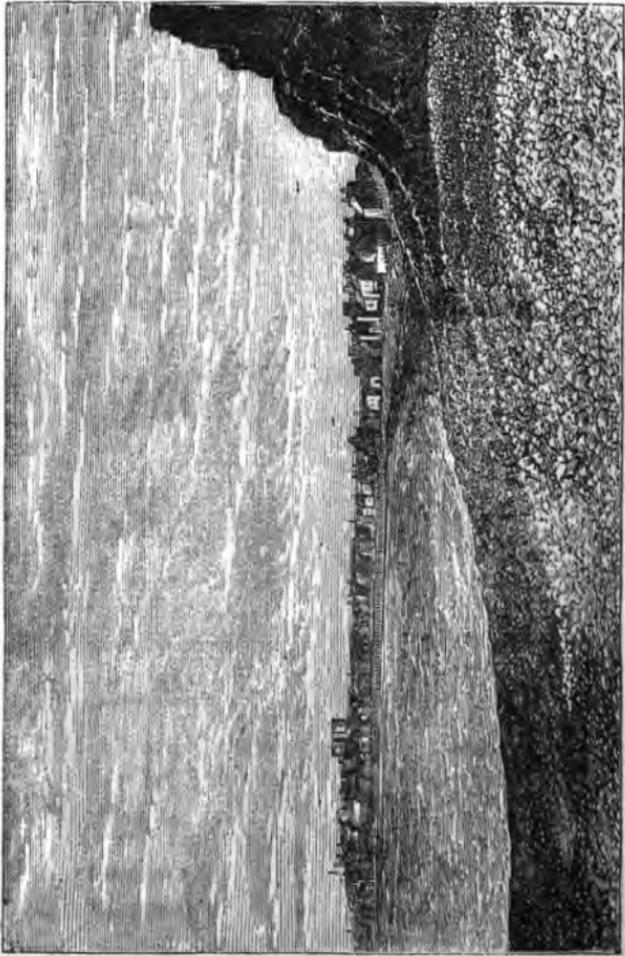
stately dwelling-houses, lately built and in course of erection are presented to view. The shops in the new Victoria Street can vie with similar establishments in large towns, and it is a marvel how the numerous hotels and



RAMSEY.

restaurants are to find customers. But the denizens of Douglas, calculating from the past, anticipate an increased influx of visitors in succeeding years, and have wisely prepared accommodation beforehand. The visit of the Prince of Wales next year is looked forward to as the precursor of larger invasions

from the "neighbouring Island" and when Douglas prospers every town in the Island benefits accordingly. It is well for the Manx people that they have a Governor who carries out the public works with wisdom and spirit. The daily mail between Douglas and Liverpool is a great boon to the public, particularly business people. The harbour works have progressed satis-



CASTLETOWN, FROM MOUNT STRANGE.

factorily, and the Governor has just concluded the purchase of the Bank of Mona buildings, which are to be fitted up for the Government offices, at a figure which will effect a considerable saving, if, as had been intended, a site had been purchased for their erection. The late Bank of Mona was a branch of the now memorable City of Glasgow Bank. It occupies a prominent position in the centre of the town, and will be very conveniently situated for the

chambers of the Executive. When the new façade to the Custom House is erected, that interesting building and its surroundings will considerably improve the appearance of the quay. Several street improvements have been proposed by his Excellency, as well as extended market accommodation.

At Ramsey the much to be desired low-water landing is likely to be erected.



PORT ST. MARY.

The scheme of the Governor, to construct a tramway from the railway station, along the quay and promenade, and thence to Port Lewaigue, where he suggests the low-water landing pier should be erected, is likely to meet with general support. Port Lewaigue has good anchorage, and there would be at all times sufficient depth of water for vessels of 18 or 20 feet draught to land.

goods and passengers. The railway system is now complete between Douglas and Ramsey, and will prove a source of attraction to summer visitors, if not overdone by an invasion of trippers. Another scheme which is also favourably supported is the extension of the present south pier to deep water.

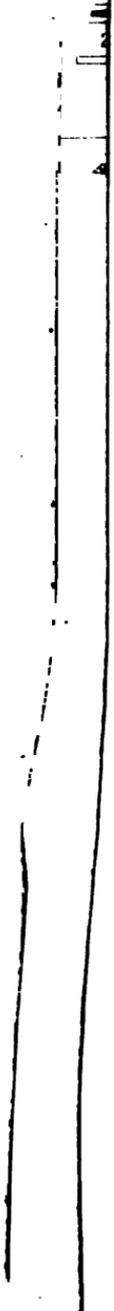
At Peel it is proposed to enlarge the harbour, which at present is entirely inadequate to protect the fine fleet of fishing boats which lay up there for the winter. Among other improvements proposed to the Insular Legislature is the restoration of the ancient Cathedral of St. German, the ruins of which, with the Castle, are situated on the rocky islet of St. Patrick, close to the town of Peel and reached by a causeway or by passing over a foot bridge at the top of the harbour. The Cathedral was built in the fourth century, and we are told that "St. Patrick appointed Germanus, a Canon of Lateran, one of his disciples, to rule over the infant Church in Man; and he placed the episcopal seat on a certain promontory, which is to this day called St. Patrick's Isle."

The Manx fishing during the late season has been remarkably unsuccessful. Quoting from the *Isle of Man Times*, we learn that "the return of the boats from Howth is but the precursor of hard times for the fishing population; the great majority of those who have returned state as their experience that the Irish herring fishery of this year has been exceptionally bad. Many of the boats are unable to pay for the food consumed on board. Add to this the very indifferent Kinsale season and the home fishing of this year, as well as the entire failure of the potato crop, which is generally a staple article of diet, and the cup of care and anxiety seems full. Were some public work started that would employ a great deal of labour, it would tend to lessen the distress. The great Irish famine illustrates this."

We learn, notwithstanding, that when Captain Ivey, Visiting Secretary for Sailors, visited Kinsale at the commencement of the fishing season, several of the Manx fishermen took out tickets and medals, not, of course, anticipating the disastrous results of their labours.

At Port St. Mary it is proposed to build a breakwater, which will be a great boon to that ancient and historical locality. Indeed, it may be said that the Governor and the Insular Legislature are alive to the importance of every port on the island having its capabilities thoroughly developed; for his Excellency has issued the following minute, and a Committee of the Tynwald Court have the matter in hand:—"That a Committee of the Court should be appointed to visit the various harbours and take evidence on the spot, with reference to the works which it may be desirable to carry out." The Isle of Man possesses the finest fleet of fishing boats in the Kingdom. There are about 400 first-class boats, which cost complete with fishing gear about £700 each, as well as a great number of smaller craft, manned by 5,600 men. Peel and Port St. Mary are the principal rendezvous for the fleet which fish on the coast of the Island. The fishin fleet consists of above 150 English 150 Irish.

by H²



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THE Indian Fleet consists of above 150 English 150

and from 50 to 100 Scotch, with about 400 Manx boats. This is an industry which the Insular Legislature feels much inclined to encourage, as we have seen by the minutes of the Governor and the discussions in the House of Keys. If the contemplated harbour improvements are carried out, it will confer a great boon, not only to the Island, but to the great manufacturing towns of England, for the Isle of Man Steam Packet Company contemplate running a night boat, so that the fish may be in the English markets about eighteen to twenty hours after being caught.

C. K. M. A.

THE WRECK REGISTER FOR 1877-78.

From the Abstract of the Wreck Register presented by the Board of Trade, before the close of the last Session, to Parliament, it appears that the number of shipwrecks, casualties, and collisions on and near the coasts of the United Kingdom, during the twelve months from the 1st July, 1877, to the 30th June, 1878, was 3,641, which number is happily less than that of the previous year by 528. It should, however, be clearly understood, that the wrecks and casualties treated of in the various tables contained in the Register do not mean total losses only, but include accidents and damage of all kinds to ships at sea, of which only a small proportion are attended with loss of life. Thus of the 3,641 wrecks, casualties, and collisions on the coasts of the United Kingdom, only 422 cases involved total loss, and there was loss of life from only 126, or about 1 in 29, of the vessels thus lost or damaged.

After deducting 422 from the casualties of the year, we find that the remainder is made up of 936 serious casualties and 2,283 minor disasters.

Thus the Wreck Register for the period under consideration is full of information concerning the fearful storms which raged on our coasts, the shipwrecks which occurred, the immense destruction of valuable property, and, above all, the loss of hundreds of precious lives.

When, however, we remember the great and increasing shipping interests of the United Kingdom, and the certainty and violence of the storms which visit every year our seas and coasts, every one must be impressed that shipwrecks, casualties, and collisions are inevitable.

We may here repeat the important fact, that the number of British vessels alone entering inwards and clearing outwards to and from ports of the United Kingdom in one year averages 600,000—representing a tonnage probably of 102,000,000.

Since 1852 the National Lifeboat Institution has, through its *Journal*, periodically called attention to the annual record of shipwrecks on our coasts. The following is a list of them from 1854 to 1877-78, as detailed in the Wreck Register:—1854 (last six months), 458; 1855, 1,141; 1856, 1,153; 1857, 1,143;

1858, 1,170; 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,488; 1863, 1,664; 1864, 1,390; 1865, 1656; 1866, 1,860; 1867, 2,090; 1868, 1,747; 1869, 2,114; 1870, 1,502; 1871, 1,575; 1872, 1,958; 1873, (first six months) 967; 1873-4, 1803; 1874-5, 3,590; 1875-6, 3,757; 1876-7, 4,164; and 1877-8, 3,641; making a total number of wrecks in twenty-four years of 46,320; and, what is still more lamentable, the actual loss of 17,829 lives from these very shipwrecks.

The loss of life during this period would undoubtedly have been increased by thousands in the absence of the noble and determined services of the life-boats of the National Life-Boat Institution, which are ever ready, in the midst often of storms that are enough to appal the stoutest hearts, to succour the shipwrecked sailor.

It appears that the 3,641 wrecks, casualties, and collisions reported as having occurred on and near the coasts of the United Kingdom during the year 1877-78 comprised 4,436 vessels. The number of ships in that period is fortunately less than the total of the previous year by 581. The number of ships is in excess of the casualties reported, because in cases of collision two or more ships are involved in one casualty. Thus 795 were collisions, and 2,846 were wrecks and casualties other than collisions. On subdividing these latter casualties we find that 363 were wrecks, &c., resulting in total loss, 698 were casualties resulting in serious damage, and 1,785 were minor accidents. During the year 1876-77 the wrecks and casualties other than collisions on and near our coasts numbered 3,817, or 471 more than the number reported during the twelve months now under discussion.

The localities of the wrecks, still excluding collisions, are thus given:—East coasts of England and Scotland, 1,007; south coast, 604; west coasts of England and Scotland, and coast of Ireland, 944; north coast of Scotland, 106; and other parts, 185. Total, 2,846.

The greatest destruction of human life happened on the south coast of England, on account of the 318 lives lost by the foundering of H.M.S. 'Eurydice' off the Isle of Wight, on the 24th March, 1878.

The accompanying Wreck Chart is for the past year. It will be observed that on it is delineated with great accuracy the site of each of these 3,641 shipwrecks. There is also before us a similar chart, which we have had specially prepared, for the past two years. This represents the sites of nearly 8,000 shipping casualties. The appearance of this latter chart is certainly most striking, and, we are compelled to add, very discouraging, from the fact that, while the life-boats and the rocket apparatus save every life from shipwreck that it is practicable to save, the number of shipwrecks on our coasts every year is overwhelming, and baffles all means, not only for their prevention, but all efforts for their appreciable diminution.

But we must proceed with our analysis of the past year's Wreck Register. Excluding collisions, we observe that out of the 2,846 casualties, 2,446

disasters occurred to vessels belonging to this country and its dependencies, and that 400 disasters happened to ships which belonged to foreign nations. Of these 2,446 British vessels, 1,557 were employed in our own coasting trade, 728 in the (oversea) foreign and home trade, and 161 as fishing vessels. There were 12 casualties to ships belonging to foreign countries and states employed in the British coasting trade, and 323 to foreign vessels bound to or from British ports, although not actually engaged in our coasting trade; while there were 65 casualties to foreign ships which were not trading to or from the United Kingdom.

Again, we find that between 1861 and 1878 the number of British and foreign ships that came to grief on our coasts, and from which life was lost, was 2,910 resulting in the loss of 13,990 lives.

It is a lamentable fact to observe that the total number of English ships excluding collision cases, which appear to have foundered or to have been otherwise totally lost on and near the coasts of the United Kingdom from defects in the ships or their equipments during the year, is 34; while 69 happened through the errors, &c., of masters, officers, crews, or pilots, 138 through stress of weather, and 53 from other or unknown causes.

The number of casualties arising from the same causes during the year, and resulting in serious damage, is as follows:—Through defects, 33; errors, 138; stress of weather, 289; other causes, 127; and the cases of minor damage were, through defects, 134; errors, 198; stress of weather, 1,002; and other causes, 231.

The ages of the vessels wrecked during the period under consideration are also thus given in the Register. Excluding foreign ships and collision cases, 220 wrecks and casualties happened to nearly new ships, and 325 to ships from 3 to 7 years of age. Then there are wrecks and casualties to 508 ships from 7 to 14 years old, and to 811 from 15 to 30 years old. Then follow 418 old ships from 30 to 50 years old. Having passed the service of half a century, we come to the very old ships, viz. 54 between 50 and 60 years old, 26 from 60 to 70, 17 from 70 to 80, 7 from 80 to 90, 1 from 90 to 100, and 2 upwards of 100 years old, while the ages of 57 of the wrecks are unknown.

Excluding collisions, 448 steamships and 2,308 sailing vessels were lost on our coasts last year. Of the 2,446 British ships meeting with disaster in the year, 1,264 did not exceed 100 tons burden, 777 were from 100 to 300 tons, 174 were from 300 to 500 tons, and 231 were above 500 tons burden. Of the 294 British vessels totally lost, irrespective of collisions, 28 are known to have been built of iron; and of this number, 27 were steamships, and 1 was a sailing vessel.

With reference to the force and direction of the wind, this Wreck Register only gives the winds in 1,352 out of the 3,641 cases of the year. Dealing with these 1,352 cases only, we find that the winds that have been most fatal to

shipping on and near the coasts of the United Kingdom during the year were as follows:—N. to E. inclusive, 286; E. by S. to S. inclusive, 188; S. by W. to W. inclusive, 600; and W. by N. to N. by W. inclusive, 278. Total, 1,352

On distinguishing these last-named casualties near the coasts of the United Kingdom according to the force of the wind at the time at which the disaster occurred, 553 happened with the wind at forces 7 and 8, or a moderate to fresh gale, when a ship, if properly found, manned, and navigated, ought to be able to keep the sea with safety; while 799 disasters happened when the force of the wind was 9 and upwards, that is to say, from a strong gale to a hurricane.

The casualties to ships in our rivers and harbours continue to be still very numerous; the number during the year having been 1,072, of which 29 were total losses, 291 were serious casualties, and 752 minor casualties.

Of these casualties, collisions numbered 759, founderings 16, strandings 189, and miscellaneous 108.

These 1,072 casualties caused the loss or damage to 1,918 vessels, of which 1,099 were British sailing vessels, 623 British steam-vessels, 150 foreign sailing vessels, and 47 foreign steam-vessels. The lives lost in these casualties were 13.

With reference to the collisions on and near our coasts during the year, 38 of the 795 collisions were between two steamships both under way. The importance of this fact cannot be overrated, for it is hardly possible to conceive a casualty more awful in its ultimate consequences than a collision between two ships; and we sincerely trust that the new Rule of the Road at Sea just issued by the Board of Trade will help materially to diminish every year in our seas and rivers these fearful catastrophes.

As regards the loss of life, the Wreck Abstract shows that the number was 892, from the various shipwrecks enumerated during the twelve months.

Of the lives lost, 377 were lost in vessels that foundered, 181 through vessels in collision, 154 in vessels stranded or cast ashore, and 155 in missing vessels. The remaining 25 lives were lost from various causes, such as through being washed overboard in heavy seas, explosions, missing vessels, &c.

Of the 126 ships from which the 892 lives were lost, 105 were British, involving the loss of 816 lives, and 21 were foreign, causing the loss of 76 lives.

While sincerely lamenting the loss of so many hundreds of lives during the past year, it is nevertheless satisfactory to know that the unceasing and successful efforts to save life from shipwreck which are now being made on the coasts of the United Kingdom by the National Lifeboat Institution and the Board of Trade, are attended by most encouraging results. Thus the Wreck Register for the past year reveals the important fact that by their combined means, in conjunction with the successful efforts used on board the distressed vessels themselves, &c., as many as 4,070 lives were saved from the various wrecks which took place in that period in our seas and on our coasts.

The saving of life from shipwreck on our coast has clearly, after years of ceaseless toil and experiments, become an art, which is mercifully every year robbing the sea of its direst havoc.

Resting firmly now, as of yore, on the blessing of God, the National Life-Boat Institution appeals with renewed confidence to the British public for sympathy and increasing support.—*Lifeboat Journal*.

CAPTAIN COOK.

III.—SECOND VOYAGE. EXPLORATION OF THE SOUTHERN OCEAN TO SECOND ARRIVAL AT NEW ZEALAND.

Cook's first voyage ended in June, 1771, and he had not long to wait for another commission, for he was appointed to the command of the 'Resolution' in the following November. This fact shows that a century ago our maritime affairs were conducted with remarkable promptitude.

The primary object of the first voyage was to observe the transit of Venus, and then to utilise the expedition in making discoveries in the Southern Hemisphere, where an unknown continent was supposed to exist. But as New Zealand and New Holland were found to be islands, some men thought that Cook had not fully solved the problem of a *terra Australis incognita*, and it was soon resolved to fit out another expedition to explore the Southern Ocean.*

The experience gained on the first voyage showed the authorities that the risks to a single ship were very great, and they therefore determined to equip two ships. The Navy Board was directed to purchase two, similar in construction to the 'Endeavour.' Lord Sandwich, at that time at the head of the Admiralty, concurred in this matter, and the 'Resolution,' 462 tons, and 'Adventure,' 336 tons, were purchased of Captain W. Hammond, of Hull. The vessels were built at Whitby by the same person who built the 'Endeavour,' and, like her, intended for the coal trade.

The best attention was given to the outfit of the ships, and "Lord Sandwich paid an extraordinary attention to this equipment, by visiting the ships from time to time."

In Cook's account of the preparation we have full details of the *extra* provisions designed to aid in preserving the crews' health.

Captain Tobias Furneaux was appointed to the 'Adventure.' The 'Resolution' carried 112 officers and men and the 'Adventure' 81, and Cook remarked: "I had all the reason in the world to be perfectly satisfied with the choice of

* In 1841 Sir James Ross discovered, in latitude 70°41' S., land which he named "Victoria," and he describes mountain peaks of some thousands of feet in height, and a volcano, Mount Erebus; but we reserve further details of recent discovery for a future article on the Geography of the Antarctic Circle.

the officers. The second and third Lieutenants (Charles Clarke and Richard Pickersgill), the Lieutenant of Marines (John Edgcumbe), two of the warrant officers, and several of the petty officers, had been with me during the former voyage."

Mr. W. Hodges was appointed artist; Mr. John R. Forster and his son, naturalists; Messrs. W. Wales and W. Bayley, as astronomers.

The Board of Longitude supplied the best instruments of the time, and four "watch machines:" in those days the navigators had not the advantage of the use of chronometers for finding longitude.

The second voyage commenced on the 9th April, 1772, when Cook sailed from Deptford. There was some delay from various circumstances, and the voyagers took their departure from Plymouth Sound, at 6 a.m., on 13th July. They sailed for the Cape of Good Hope, and on 29th arrived in Funchiale Roads in Madeira. Here water, wine, and other refreshments were procured, and the ships sailed again 1st August; touching at the Cape Verde islands, they sighted the Cape on 29th October. They could not get into Table Bay, and so "stood off and on" all the night. Cook records the remarkable appearance of the sea that night: "The whole sea within the compass of our sight, became at once, as it were, illuminated; or, what the seamen call, all on fire."* Cook had a pleasant reception at the Cape; fresh provisions were procured; the scientific men made good use of their time; and a Swedish gentleman named Sharman embarked with the voyagers on November 22nd. Cook directed his course towards a southern land, reported to have been discovered by a Frenchman, Lozier Bouvet, in 1739, and which he named Cape Circumcision; but the search proved fruitless, and Cook concluded that the supposed land which Bouvet saw in latitude 54° S. and longitude 11° E. "was nothing more than a large ice-island."

The voyagers soon encountered rough weather, and the live stock taken on board at the Cape was lost. The storms were so violent that the ships could carry no sails, and were driven to the eastward of the intended course. The cold, too, was such that warm clothing was needed, and the commander had "the fearnought jacket and trousers" served to each man.

When latitude 54° was reached, the ships were stopped by immense fields of ice; some ice was taken on board and yielded fresh water. There were symptoms of scurvy among the crews, and the men affected were supplied daily

* Cook discusses the cause of this illumination; but the subject is too long for a note to this sketch. Our readers who live inland have occasionally seen this on a visit to the sea-shore, and can understand that it affords light when all above is darkness. "How gloomy is night at sea when this phosphoric lustre is invisible. How vast, how formidable are its shadows! The vast ocean-night—it is a black infinity. Nothing, everywhere, nothing! A myriad dangers are possible, but unknown."—"The Sea," by Jules Michelet.

with sweet wort made from malt, which had been provided for the ships on starting. In latitude 55° the thermometer continued below 32° .

On 25th December Cook had reached $57^{\circ} 50'$ S., that is, as far south as Aberdeen is north of the equator; and his record runs thus: "The air sharp and cold, attended with a hard frost. And although this was the middle of summer with us, I much question if the day was colder in any part of England." Whatever course our navigator took, fields of ice obstructed it. There were no signs of an approach to land—no bottom at 220 fathoms. What an inhospitable region: nothing but an eternal sea scattered with ice-floes, and now and then an albatross or a stormy petrel to be seen!* When Cook found himself only eighty leagues east of the supposed position of a "Cape Circumcision," he determined to run for that point. It was the 28th December. In the afternoon the ships brought to under the lee of an ice island on which penguins were observed, and this circumstance gave some gleam of hope that land was near, for Cook observes: "It is a received opinion that penguins never go far from land, and that the sight of them is a sure indication of its vicinity. This opinion may hold good when there are no ice islands." The westward course was continued. The thermometer rose to 36° . A white petrel was shot, and a penguin weighing $11\frac{1}{2}$ lbs. The end of 1772 had arrived; the ships were among ice; and a heavy gale sprang up, which made their position dangerous.

On January 1st, 1773, the weather moderated, but was still wintry. The journal says: "In the afternoon we were favoured with a sight of the moon, whose face we had seen but once since we left the Cape of Good Hope. By this a judgment may be formed of the sort of weather we had had since we left that place." The ships were now in the longitude assigned to Cape Circumcision, but were ninety-five leagues south of the latitude it was said to lie in; consequently if Bouvet had really seen land, it could not have extended 300 miles to the south, for the voyagers could see fourteen or fifteen leagues to the north, as the weather was then clear. The fair weather was of short duration, and was followed by "thick fog, sleet, and snow."

As there was no land to touch at in that far-off region, no water could be obtained except from ice, which, though it was often obstructive and dangerous, afforded a good supply of fresh water. "The salt water which adhered to the ice was so trifling as not to be tasted, and after it had lain on deck a short time, entirely drained off, and the water which the ice yielded was perfectly sweet and well-tasted."

Cook still pressed southward, and on the 13th January was in latitude 63°

* Cook wrote the word "peterel," which would appear to indicate the meaning more nearly than the modern form. It signifies "little Peter," because the bird appears to walk on the water. However, the Italian for little Peter is "Petrello."

57' S. The weather being fair, he was enabled to find his longitude by observation; he obtained several distances between the sun and moon. It is remarkable how accurately he did this work. Like a truly scientific man, he was not satisfied with the meagre result of one or two observations, but he made a number of them, and so obtained a mean which might be relied on. Cook speaks very highly of the instruments supplied to him, and mentions especially Mr. Kendal's watch. On the 15th January the mean of six observations made by Cook and the astronomers and officers gave the longitude $89^{\circ} 42' 12''$, while by Mr. Kendal's watch it was $88^{\circ} 41' 30''$. This was nearly the same as the result of two days previous. Of course, if the difference was constant due allowance could be made, and the watch could be relied on when observation was impossible,

But Cook must have another test; and as we wish him to be understood as a thoroughly scientific navigator, we quote what he says: "But Mr. Wales and I took each of us six distances of the sun and moon with the telescopes fixed to our sextants, which brought out the longitude nearly the same as the watch. The results were as follows: by Mr. Wales $88^{\circ} 35' 50''$, and by me $88^{\circ} 36' 45''$."

A few fine days enabled the voyagers to attend to matters of health. "The people were enabled to wash and dry their clothes and linen; a care that can never be enough attended to in all long voyages."

The southern summer was fast passing away, and therefore Cook made another attempt to find the land reported to have been discovered by the French, before proceeding northward. At the beginning of February the ships were in latitude 49° S., but there were no signs of land. On the 8th the ships parted during a thick fog. Cook fired a gun every hour till noon without any reply from the 'Adventure,' but had to give up the search, and then stood S.E. On the 16th, at 8 a.m., lights were seen in the heavens like the northern lights of our own hemisphere. Cook called them the "Aurora Australis."

By the 23rd February the 'Resolution' had reached 62° S. and 95° E., and here the voyagers encountered mountains of ice, and they stood once more to the north. Then our navigator continued a course to the S.E. or E.S.E., and on 17th March found himself in longitude 146° E., and latitude 59° S. There is little worth note, except gales of wind and the encounters with dangerous ice-islands, till the 25th March, when the land of New Zealand was seen from the mast-head at 10 a.m., and the 'Resolution' was anchored in Dusky Bay at noon on 26th March, after having been at sea 117 days and sailed over 3,660 leagues.

S. H. M.

VISIT TO THE INTERNATIONAL CONGRESS,

HELD IN PARIS, SEPT. 16 TO SEPT. 22, 1879.

THIS Congress was held for the purpose of bringing together those interested in saving life and other humane causes, with a view to exchanging ideas on the subject, and examining any new appliances, or improvements on old ones, which might tend to this object, and was well attended, and of a very interesting nature, many valuable suggestions being made which will, no doubt, be of great future service. The President, M. Edmond Turquet, Under-Secretary of State for the Ministers of Fine Arts, &c., having invited a representative from the SHIPWRECKED MARINERS' SOCIETY to be present, it was thought advisable by the Committee, with the approval of His Grace the Duke of Marlborough, President of the Society, to accept the invitation, not only as a good means of making the Society more widely known, but in order to encourage the formation of similar societies in France and elsewhere. The Secretary, Mr. Edward C. Lean, was accordingly instructed to attend on behalf of the Society. He was most warmly received, and being the only English representative present, was at the preliminary meeting, unanimously elected Vice-President of the Congress, which was held in one of the rooms of the Great Exhibition. The sittings were daily from 10 to 12, and 2 to 4, different subjects being taken up at each sitting, according to a carefully prepared programme, all of which was thoroughly gone through, but would take too much space to enter into in these pages. A full account will be published by the French Society for saving life. In due course, Mr. Lean was called upon by the President to explain the objects of the Society he represented, and which already was much appreciated by many present, which he did in the following speech, kindly read for him in French, by M. Hussenot, General Secretary of the Congress:—

“MR. PRESIDENT AND GENTLEMEN,—I have been deputed by our President, His Grace the Duke of Marlborough, Captain the Hon. Francis Maude, R.N., Chairman, and the General Committee, to attend this International Congress, for which you were kind enough to send an invitation, in order to make known more widely the great work carried on in Great Britain for the relief of fishermen and mariners in distress, and the widows and orphans of those who perish. I regret very much that I am not able to address you in French, but I have with me circulars in French fully explaining the objects of our Society, which I shall be glad to place in the hands of all who wish for them. In the first place, I beg to thank you for the great honour you have done the SHIPWRECKED MARINERS' SOCIETY by electing me to such an honourable place at your Board, and only regret that somebody more worthy was not here to fill it. With your permission I will now draw your attention briefly to the principal points, and leave

the prospectus to explain them more fully. In the first place, the Society, by means of Honorary Agents stationed on every part of the coast of the United Kingdom, relieves at once all shipwrecked persons, by clothing, feeding, and giving them medical attendance if necessary, and forwarding them to their homes if natives, and if foreigners to the nearest Consul of their nation, so that the Society is quite cosmopolitan. Secondly, we assist all sailors who subscribe the small sum of 3s. annually to replace their clothes or boats when lost by storm, &c., and here I would mention the great good this Society has done in encouraging provident habits amongst seamen, as there are now upwards of 50,000 subscribing their 3s. a year. We also assist the widows and orphans of those who subscribe by giving them amounts varying from £3 to £25 (according to scale) at the death of their husbands, and a small sum annually whilst the children are young, and assist old and necessitous members by small gratuities, and lastly we give gold and silver medals and other honorary and pecuniary rewards for saving life on the high seas and abroad. By virtue of our Act of Parliament we established a Home for aged and disabled merchant seamen, gave them £5,000 to commence with, and thus launched them as a separate institution. We have also an Insurance Fund, guaranteed by the Society, by which men can, by payments calculated on the most liberal scale, as it is worked by us free from expense, ensure pensions from £9 to £45 per annum for themselves after attaining the age of sixty, and for their widows from £1 upwards. We give annually in relief to between 11,000 and 12,000 shipwrecked men and their widows and orphans about £22,000; and as we provide for shipwrecked men of all nations, the Committee consider they have a claim on the support of the benevolent of all nations, and would strongly recommend the institution of similar societies to every country that values its sailors. This Society prevents imposition by those who pretend to have been shipwrecked, as all genuine cases are relieved. I am only here to represent the SHIPWRECKED MARINERS' SOCIETY, but would refer in conclusion to the Royal Humane Society and the Royal National Lifeboat Institution, which both largely conduce to saving human life. Again thanking you in the name of the Committee for the great honour you have done us, I would refer you to our prospectus, and shall be happy to give every information to any gentleman who wishes for further particulars as to our mode of working."

The details were listened to with great interest by all present, and many pledged themselves to support a similar Society, should it be established in France, which the Committee are happy to hear is already contemplated, and the Secretary has been applied to for copies of forms, &c., with that object. A large number of circulars in French were distributed, and accounts appeared in many French papers, so the Committee trust the double object has been accomplished, and they specially hope soon to hear of a French Shipwrecked Mariners' Society, and that it may not end there, but be taken up by other

nations who have the interest of their sailors at heart. The Congress was brought to a close by a handsome banquet, at which the Secretary, by the direction of the Committee, presented the President with the gold, and M. M. Silvestre, Richel, Hussenot, Renard, De la Narde, Janse, and Goelzer, with the silver medals of the Society in commemoration of the event; and they in their turn presented him with medals of the first Congress, for the President His Grace the Duke of Marlborough, the Chairman, Capt. the Hon. Francis Maude, R.N., and himself; and in addition, M. Janse, President of the Society "des Sauveteurs du Loiret," presented him with the medal of that Society.

OPENING OF A SAILORS' HOME AT GRAVESEND.

RECENTLY, an institution which is calculated to be of great service to the sailors who either embark or disembark at Gravesend, was opened in Harmer-street, being a branch of the "Sailors' Home," in Dook-street and Well-street, London Docks. The premises, which have been thoroughly cleansed and painted, have been most admirably adapted for their purpose, and will at present accommodate about twenty men. Should the experiment succeed, and the Home be taken advantage of by the class for which it is specially designed, it will be enlarged. It will be conducted on the same principles as the Home in London, and be under the management of Mr. Thomas Balding, the highly-respected manager and secretary of the parent Home, whose *locum tenens* will be Mr. Smith. The cost of board and lodging to a seaman is 15s. per week, which includes a meat or fish breakfast, a dinner of three or four courses, with ale and porter, a tea, with meat or fish, and supper, with ale or porter, so that Jack won't feed badly for 2s. 3d. per day. At the Home there will be a bank, where sailors can deposit their money in safety, and from which remittances can be made to their friends in any part of the kingdom, whilst the staff of the Home are forbidden to receive any gratuities. The rooms are well-furnished, and many good oil-paintings, principally of nautical subjects, adorn the walls.

The opening ceremony, which was of a very quiet character, was preceded by a luncheon in the reading-room, at which Capt. the Hon. Francis Maude, R.N., Chairman of the Directors of the London Home, presided, being supported by the Mayor of Gravesend (F. B. Nettleingham, Esq.), Admiral Sir Claudé H. M. Buckle, K.C.B., Capt. H. H. Beamish, R.N., C.B., the Rev. F. A. Marsh (Christ Church), Rev. J. Scarth (Holy Trinity Church), the Rev. W. Guest (Milton Congregational Church), the Rev. H. Seeley (St. James's Church), the Rev. Auton Tien (Thames Church Mission), Capt. C. J. Rowley, R.N., the Rev. Dan Greatorex (Hon. Chaplain to the Home in London), J. Elkin, Esq., A. D. Chapman, Esq., J. Hudson, Esq. (Surveyor to the Direc-

tors), Mr. H. Spain, Mr. Thomas Balding, and Mr. J. T. Chapman (Missionary to the British and Foreign Sailors' Society). After luncheon, several sailors, both officers and men, entered the room.

The CHAIRMAN said they were there that afternoon for one object, and their business would be short. He did not intend to make a speech; but as Chairman of the Board in London, he wished to say a few words. Their object in opening this Institution was that seamen could have a place in which to board and lodge, on their way to and from ship. Nearly forty-five years ago he had united with a dear, departed friend, Capt. R. Elliott, in opening the Sailors' Home in London. That child of his had greatly prospered and grown, and if that dear departed spirit could look down, he would be delighted. In the London Home they had accommodation for upwards of 500 men, each of whom could have a private cabin. For this accommodation sailors paid, as it was intended for men who would otherwise go to clubs or boarding-houses. For 15s. per week men were boarded and lodged, and the Institution paid. (Hear, hear.) For that offshoot they did not ask for any money, as it was their intention that it should be self-supporting. (Hear, hear.) One thing, however, they would be glad of, and that was for the gift of periodicals after they had been used by ladies and gentlemen, as these would be glanced at by Jack in his hours of recreation, or whilst he was taking his meals. That Home was intended as a place of rest, or a kind of perch for the sailor, on his way home, or whilst looking out for a ship. He believed that many shipowners would be glad to know that there was such a haven for the men. Whilst he was speaking, he could not help drawing a contrast between the present state of things, and those existing half a century before. In the year 1815, when they were just about to convey to India the news of the battle of Waterloo, he was one of the officers in charge of a press-gang sent ashore at Gosport to impress sailors for the Royal Navy. In those days, and for years after, merchant seamen looked with horror on the pennant of a man-of-war; whilst now they had 10,000 volunteers in the merchant service. (Hear, hear.) They were now working hand in hand with each other, and many of the Directors of the Sailors' Home were, like himself, men-of-war's men. When they needed money, they went to the houses of the merchants, who gave it to them. He hoped the Mayor of Gravesend would find that that establishment did the town good. They were not total abstainers, but they were moderate men. They did not encourage the drinking of spirits, but supplied good wholesome beer, and even a glass of wine if it were needed. They believed in Christian toleration and sobriety; and he hoped that Institution, by the manner in which it was conducted, would be an example to others in that respect. (Applause.)

The MAYOR, after thanking the Chairman for his kind allusions to him as head of the town, said he looked forward to that Institution to be a great advantage to those for whom its benefits were designed; and that it would be

well conducted they had every guarantee in the gentlemen who had come to open it, and who were connected with the parent Home. From the information he had received from their chaplain as to the London Home, he had been greatly interested, and should take the earliest opportunity of visiting it. (Applause.)

The Rev. J. SCARTH said they welcomed most heartily the institution of that Home for the benefit of sailors. The Mayor could speak highly of the sailors who visited that town, very few of whom were brought before the magistrates for breaking the law. Speaking from his (Mr. Scarth's) fifteen years' experience in the town, he could see that there had been a gradual improvement amongst sailors, as Government had materially assisted in putting down crimps. (Hear, hear). Last year £25,000 had been remitted to their homes by sailors arriving in the river, which showed that they appreciated the many efforts made on their behalf.

The CHAIRMAN said a very pleasing thing had come to his notice that day. As they all knew, they cashed sailors' advance notes, and by doing this they had lost £20, £30, and even £40 per month. Formerly they charged 10 per cent. for this. Then they reduced it to 5 per cent., advanced to 7½ per cent., and then reduced to 2½ per cent. Now they charged nothing at all, and they had not had a single bad note during the month—(applause)—which showed that the morality of the sailors was improving daily. (Applause.)

Sir C. BUCKLE said they were much obliged to the Mayor, the clergy, and other gentlemen present. He hoped the Institution would be a benefit to the town, and especially so to sailors who might be adrift in the town when waiting for a ship, as they could stay there, and go on board steadily and soberly. He had great pleasure in being present, as had also his brother directors and officers; and he had no doubt that the Mayor and the other gentlemen would give them their assistance. (Hear, hear.)

On the motion of the MAYOR, seconded by Mr. ELKIN, a hearty vote of thanks was passed to the CHAIRMAN, who briefly responded, observing that it was not generally known that there were now 50,000 members of the SHIPWRECKED MARINERS' SOCIETY, who were providing against an evil day, and who paid from £7,000 to £8,000 per year.

Mr. COLE, a sailor, here asked permission to say a few words. He said he and the other sailors were grateful for the kind manner in which the gentlemen had put forth efforts for their good, and he hoped God would reward them. He thanked them for the Homes they had provided, and the means given them for both moral and spiritual improvement. (Applause.)

Mr. WATERS, another sailor, said those efforts were more highly appreciated than many people thought. Jack did not talk much; but he was like a parrot, he thought a good deal. (Laughter.) All over the world Sailors' Homes were spoken of with great affection. In San Francisco, Melbourne, Sydney, and

other places, the London Home was spoken of in the highest terms, and sailors said that but for it Homes in other parts of the world would never have been founded. On the part of himself and brother sailors he thanked the directors and gentlemen for all the efforts made on their behalf, and trusted they had not been made in vain. (Applause.)

The CHAIRMAN expressed his great gratification at hearing the two last speakers, as it showed that their efforts were appreciated.

THE BRASSEY PRIZE OF £25.

THE Missions to Seamen Society is anxious to help the officers of the Mercantile Marine to take an active personal interest in the spiritual welfare of their shipmates. It wishes to furnish them with a Manual of Suggestions, founded upon the experiences of lay work in the Merchant Navy. The Manual should explain the arrangements applicable for promoting spiritual, moral, and educational interests, and suitable for officers engaging in such duties on board various classes of ships engaged in different trades, whether at sea or in harbour. For this purpose, Mr. THOMAS BRASSEY, M.P., most liberally offers, through the Missions to Seamen, a prize of £25 for the best Essay on—

1. Arrangements for holding Divine Service, and for the devout observance of the Lord's Day on board various classes of ships—(a) in home ports, (b) at sea, and (c) in foreign and colonial ports.
2. How to promote the attendance of the officers and crews at Divine Worship on shore—(a) in home ports, and (b) in foreign and colonial ports.
3. Arrangements for week-day services, Bible classes, and adult schools, &c., on board, under a similar variety of conditions.
4. How to encourage individual prayer and reading of the Holy Scriptures in the fore-castle.
5. The visitation of sick, on board and in hospitals abroad.
6. How best to keep up a supply of books, and to manage a lending library on board; and to provide the crew with Bibles, prayer-books, and hymn-books.
7. The enrolling of members for the Church of England Temperance Society, and for the SHIPWRECKED MARINERS' SOCIETY.

The adjudicators will be—The Right Hon. the Earl of Aberdeen, President, Missions to Seamen; the Right Rev. the Bishop of Dover, Vice-President; Captain Henry Toynbee, F.R.A.S., F.R.G.S., Committee; the Rev. R. B. Boyer, B.A., Superintendent of Missions.

N.B.—Writers might gather hints from the "*Missions to Seamen Helpers*," price 2d., and other publications of the Missions to Seamen; from "*Bible Classes in the Navy*," price 6d., by the Royal Naval Scripture Readers' Society, 4, Trafalgar Square, London, W.C.; or from "*Hints to Lay Missioners*," price 1d., W. Wells Gardner, London, E.C.

The Essays to be written on only one side of the paper, and not to exceed in length about fifty pages of the Missions to Seamen Report.

Neither the adjudicators nor the Missions to Seamen are to be considered as necessarily approving of the opinions or statements of "The Brassey Prize Essay."

The successful Essay will be the property of the Missions to Seamen; but the Prize will not be awarded unless the adjudicators are satisfied that the best Essay is well calculated to promote the object in view.

Writers to distinguish their Essays by a motto, which should be written outside sealed envelopes, containing their names and addresses, to be sent with the Essays before the 1st June, 1880, to the SECRETARY, Missions to Seamen, 11, Buckingham Street, Strand, London, W.C.

MISSIONS TO SEAMEN IN FOREIGN PORTS.

THE Convocation of Canterbury has just issued a well-digested report on the spiritual provision made for British seamen in foreign ports. It says: "There is indeed great reason to report on the present condition of our British seamen in foreign ports; for, from our inquiries, we are assured that the spiritual provision made for the shipping in many ports is either altogether wanting or very inadequate. This is the more lamentable because the opportunities of influencing the crews are greater when in home ports, excepting, perhaps, coaling ports, in which vessels remain only a short time. The crews of English ships commonly live on board when in foreign ports, and are very willing to receive, in a strange land, visits from their own countrymen. In the ports of the United States, however, and in some few other harbours where the crews change their ships and in the interval live on shore, they are subjected to the severest temptations to evil from the moment they leave their ships. Sometimes they are robbed, and imprisoned for violence, through drink, or sent back from hospitals in a diseased condition, the result of their misconduct; whilst the managing owners and captains of vessels must be held responsible for the present increased amount of the desecration of the Lord's Day in foreign ports, through coaling steamers and transhipping their cargoes on that day, when there is no necessity for it, whence the general observance of the first day of the week as the Christian Sabbath, not only in harbour, but at sea, is not so general as it used to be before the introduction of steam. Much then, doubtless, is required on behalf of our seamen in foreign ports, for the sake of others as well as their own, so that it is our duty, on the part of the Church of England, to set forth not only what should be done but by whom, lest a great evil should continue to exist all over the world, through the irreligious lives of our seamen, instead of great good. In the Royal Navy

shortened morning prayer is said daily on board every ship, and full service every Sunday, although only about one-fourth of the vessels carry chaplains. So likewise in times past the same rule obtained on board British merchant vessels bound on long voyages; but now it is sad to think that of the 21,000 merchant vessels, Divine worship on Sundays is held on board only a very few, and daily prayers are said on far fewer vessels still; also that when in port on Sundays, captains of ships who neglect to assemble their crews for worship very often will not let their men go ashore to attend Divine service because the dinner-hour would be interfered with, or from a not ill-grounded fear lest they should fail to return in due time, or do so in a drunken state. On week days the crews of ships when in port, according to usual custom, for two or three days are often so engaged with the work of unloading cargoes, painting and cleaning, that the evening and meal hours are the best times for listening to spiritual counsel. The reformation that is so much needed should be begun on shipboard by a wise and charitable action on the part of those who take a real interest in the spiritual welfare of the men, providing that prayers be read on board on Sundays at least, the ministrations of religion welcomed in port, and lading or unlading on Sundays, except in cases of very urgent necessity, forbidden. The Missions to Seamen Society chiefly works in behalf of home ports, but is at present paying stipends to chaplains stationed severally at Lisbon, Malta, and Singapore, amounting to £374 a year. It also supplies ships going to sea with Bibles, testaments, prayer-books, &c., of which it sent out a quarter of a million in 1877 to Alexandria, Bombay, Falkland Isles, Jamaica, Lisbon, Singapore, and other places, besides promoting the sale of Bibles, &c., abroad as well as at home."

BRITISH AND FOREIGN SAILORS' SOCIETY, SHADWELL.

THE Lord Mayor and the Lady Mayoress paid a State visit to the East-end on the 8th December, to open a bazaar at the Sailors' Institute, Shadwell. His Lordship was accompanied by Mr. Sheriff Bayley and several officers of the Corporation, all of whom wore their official robes. The route taken by the Lord Mayor and his party was through Aldgate, down Leman-street, by the Sailors' Home, and through "the Highway." The inhabitants along the route seemed well pleased to see among them the chief magistrate of the great City, particularly the Lady Mayoress, whose appearance at the institute—which was tastefully decorated—was the signal for general acclamation. When the Lord Mayor entered the institute the boys from the 'Shaftesbury' gave a salute with band and bugle, and afterwards sang the "Star of Peace." Prayer having been said, Mr. Samuda, M.P., and Bishop Claughton presented addresses of welcome. Mr. A. Scrutton followed with a statement as to the

bazaar. The proceeds would be devoted to the carrying on more energetically the magazine of the institute—the *Chart and Compass Sailors' Magazine*. The Rev. E. W. Mathews, secretary, in an address which seemed to stir up every one, presented the Lady Mayoress with a handsomely-bound copy of the *Chart and Compass*, a capital sailor's magazine, of which Mr. Mathews is the indefatigable editor, and which was the present of the missionaries of the British and Foreign Sailors' Society. The Queen had already received a number of the magazine, referring to the lamented Princess Alice. The Lord Mayor, in declaring, on behalf of the Lady Mayoress, the opening of the bazaar, expressed the pleasure it gave her ladyship and himself at being present at such an interesting ceremony. He was glad to know that a good practical interest had been evinced by his predecessor in office, and by the London Corporation generally, in the operations of the British and Foreign Sailors' Society. He ventured to think that what the Corporation of London had done in the past could be done still, and would be continued in the future. The necessity of such an organisation as that society was obvious enough from the fact that some 4,000,000 sailors came annually to the Port of London. There was, therefore, a large field for the operations of the society, and it was only natural, he considered, that the Corporation of the City should take interest in such a movement. What struck him most in listening to the report was not the amount of work done, but that so much could be accomplished with such limited means as those at the disposal of the society. He hoped, therefore, that the bazaar would be eminently successful, and that the very excellent objects of the society would be materially served thereby. The great thing for them to aim at was to carry on their operations without touching on their funded money, and to endeavour to get every year, in the way of subscriptions, sufficient for all their most pressing needs. By doing so they would not only place the institution in a safe position, but might induce philanthropists elsewhere to raise up similar establishments. So far as he was individually concerned, he should be glad to be allowed to give a donation of ten guineas. Although London was the centre of the operations of this society, it struck him that London had not displayed sufficient interest in carrying on the very useful mission in which they were engaged. He hoped that in future this would not be the case. That the Corporation of the City took much interest in everything affecting the social welfare of the inhabitants had been, however, recently shown, in several ways, especially in the case of Epping Forest. Mr. Sheriff Bayley, who also spoke, contributed five guineas. On the motion of Mr. Ritchie, M.P., seconded by Mr. Scrutton (one of the members of the London School Board), the thanks of all present were presented to the Lord Mayor and Lady Mayoress and party for their visit. The bazaar was afterwards gone through by the civic party, and several purchases were made.

OCEAN TO OCEAN.*

"TRAVEL a thousand miles up a great river; more than another thousand along great lakes, and a succession of smaller lakes; a thousand miles across rolling prairies; and another thousand through woods and over three great ranges of mountains, and you have travelled from Ocean to Ocean through Canada. All this country is a single Colony of the British Empire; and this Colony is dreaming magnificent dreams of a future, when it shall be the Greater Britain, and the highway across which the fabrics and products of Asia shall be carried, to the Eastern as well as to the Western sides of the Atlantic. Mountains were once thought to be effectual barriers against railways, but that day has gone by; and, now that trains run between San Francisco and New York, over summits of eight thousand two hundred feet, it is not strange that they should be expected soon to run between Victoria and Halifax, over a height of three thousand seven hundred feet."

This great work has been undertaken by the Dominion, and this book consists of notes made in connection with the survey. Referring to the enormous difficulties encountered by the building of the New York and San Francisco line, our author asks: "How was it that nothing was attempted farther north in British America, where a 'fertile belt' stretches west to the base of the Rocky Mountains, and where the mountains themselves are pierced by river-passes that seem to offer natural highways through to the Ocean? The North-American Colonies were isolated from each other; the North-west was kept under lock and key by the Hudson Bay Company; and though some ambitious speeches were made, some spirited pamphlets written, and Bulwer Lytton, in introducing the Bill for the formation of British Columbia, as a Province, saw in a vision a line of loyal Provinces, from the Atlantic to the Pacific, the time had not come for 'a consummation so devoutly to be wished.' Had the old political state of things continued in British America, nothing would have been done to this day. But, in 1867, the separate Colonies of Canada, New Brunswick, and Nova Scotia became the Dominion of Canada; in 1869 the Hudson Bay Company's rights to the North-west were bought up; and, in 1871, British Columbia united itself to the new Dominion; and thus the whole mainland of British America became one political State, under the ægis of the Empire. One of the terms on which British Columbia joined the Dominion, was that a railway should be constructed within ten years."

On the same day that British Columbia entered the Dominion, surveying parties left Victoria for various points of the Rocky Mountains, and from the

* Being a Diary kept during a Journey from *The Atlantic to the Pacific*, with the Expedition of the Engineer-in-Chief. By the Rev. G. M. Grant, of Halifax, N.S. Sampson Low & Co., London.

Upper Ottawa westward, and all along the line surveys were commenced. Their reports were laid before the Canadian House of Commons in April, 1872. In the summer of the same year, Sandford Fleming, the Engineer-in-Chief, considered it necessary to travel overland, to see the main features of the country with his own eyes, and the writer of the book accompanied him as secretary. It is a goodly volume of 370 pages, and will richly repay perusal. "It is a diary," says our author, "written as we journeyed. It is a round unvarnished tale, and we hope that its truthfulness may compensate for its defects." The illustrations are mainly from photographs, and on this account may be considered of special interest.

On account of our limited space we are unable to give many incidents of this important survey; we can only glance at chapter xii., where we find our explorers on the far Pacific shore:—

October 6th.—Before any of us came on deck this morning the good 'Sir James Douglas' had steamed out of Buzzard's Inlet, and past the lofty mountains that enclose the deep fiords of Horne Sound and Jervis Inlet, into the middle of the Straits of Georgia. Our first sight was of the Island of Texada on our right, and the bold outline of Vancouver's Island further away on our left. After breakfast, divine service was held in the cabin. On those inland waters of the Pacific that, folding themselves round rocky mountain and wooded island, looked to us so lovely, we, who had come four thousand miles from the Atlantic, united our voices in common prayer with fellow-subjects who call these shores of the vaster ocean of the West their home. Again, all found that prostration before Him, who is our Father, and also King of Nations, not only evokes the deepest feelings of the human heart, but also purifies them. The tie of a common nationality, especially if the nation has a great history, is holy. The aim of our work was to bind our country more firmly together, and this thought elevated the work; while worshipping together made us feel more powerfully than any amount of feasting and toasting the flag, that inhabitants of the same Dominion, subjects of the same Sovereign, and heirs of the same destinies, must ever be brothers. Towards mid-day our course took us out of the Straits of Georgia, into Bute Inlet, another of those wonderful fiords of unknown depth that seam this part of the Pacific coast. The chart makes it forty fathoms deep, with a mark over the figures signifying that the naval surveyors had sounded to that depth without finding bottom. There was not one of us who had ever seen anything like the inlet we steamed up this afternoon. The inlets which cut deep into this coast, from the Straits of Fucha northward for twelve degrees of latitude, probably resemble the fiords of Norway, but none of our party could speak of those from personal observation.

It is a singular fact that, while there is not a single opening in the coast for seven hundred miles north of San Francisco, except the bad harbour of

Astoria at the mouth of the Columbia river, the next seven or eight hundred miles should be broken by innumerable inlets. The case is paralleled on the Atlantic side of North America. From Florida to Maine there are very few good ports, while north of Maine, embracing the coast of New Brunswick and Nova Scotia, they are not unlike those on the Pacific side, except that on the Atlantic the indentations do not cut so deep into the land, and the shores are low.

Up into the very heart of the cascade range through a natural passage, which could not have been formed by the ocean, for the coast is protected here from its erosions by Vancouver's Island, we sailed to-day for forty miles, over water almost as deep under our keel as the snow-capped mountains that hemmed the passage were high above our heads. The inlet varies in breadth from one to two and a half miles, and so deep is it in every part that a ship may sail up and down close enough to the shore, in most places, for a man to jump from the rocks. A mist, followed by a drizzling rain, came on early in the afternoon, and hid the summits of the mountains, but the gleam of scores of white cataracts could be seen; and, like furrows amid the dark spruce, the clean sides of the rocks in long straight lines showed where avalanches had swept everything before them into the deep waters below.

October 7th.—A magnificent view awaited those early on deck this morning. Nearly two hours were spent in weighing anchor, and then the steamer went round the harbour to enable us to see it on all sides. Rain had fallen steadily through the night, and now that it had ceased, mist clouds hung about the great masses of rock that on all sides rose perpendicularly into the region of eternal snow. Here and there, rifts in the mist, as it was broken by projecting peaks, revealed mountain sides curtained with glaciers. The only sound which broke the awful stillness was the muffled thunder of cataracts, multiplied by last night's rain, gleaming far up among the scanty pines, washing down the slippery rocks in broad white bands, or leaping from bluff to bluff an hundred feet at a time, for more than a thousand feet down to the sea. We were at the head of Bute Inlet. The salt sea water could cut no deeper into the range that guards the western side of our continent. The mountains stood firm, except where the Homathco cuts its way through, in a deep gorge, sentinelled on each side by snow-clad warders.

Thirty-one miles from the head of the inlet the scenery is described as follows: "The scene here is awfully sublime. The towering rocks, thousands of feet high; ar above these again the snow-clad peaks, connected by huge glaciers; and in a deep gorge beneath, a mountain torrent whirling, boiling, roaring, and huge boulders always in motion—muttering, groaning like troubled spirits, and ever and anon striking on the rocks, making a report like the booming of distant artillery. But with all this wildness, there is a fresh beauty of vegetation. Wherever there is a crevice in the rocks, large

enough to hold a few inches of soil, trees are growing and wild flowers blooming."

The forenoon was spent by us in coasting down the northerly side of the inlet until we came to camp 10. After inspecting their work we proceeded on our way down, Mr. Gamsby, the engineer in charge of party 10, accompanying us. He pointed out a stream, running into the inlet on the east side, at the mouth of which, on a recent visit, he had seen hundreds of thousands of dead salmon strewn along the shore; while thousands of crows, kites, vultures, and eagles filled the air. In similar places, such sights must have been common when white men first came to the country. These Pacific waters swarm with fish that struggle up brawling streamlets to spawn, in spite of rapids, cascades, rocks, and shallows. No wonder that people, who have only eaten salmon caught inland, say that the Pacific varieties are inferior. They were good when they entered the river's mouth; but, when caught a few hundred miles up the Fraser, often the head is bruised by rocks and falls, and the scales, fins, and even the tail rubbed or worked off. No wonder that half of them perish by the way, and that none return to the sea. It is asserted as a fact, that everywhere in British Columbia, that none of the salmon entering the Fraser river, and even the smaller streams, ever return to the sea.

We were struck with the beauty of Gamsby's canoe, and indeed of all the Indian canoes on the coast. Each is a model of architectural grace, although the lines reminded us of Chinese or Japanese rather than of British models. The canoes are generally made out of a single large log. After scooping out the log, they steam it in the following primitive manner. Filling it with water, they throw in heated stones, to make the water boil, and at the same time build a bark-fire round the outside. The wood "gives" several inches, until the central part of the canoe is made broader at the top, and the requisite curvature given to its sides. The proper shape is secured by putting in stretchers like a boat's thwarts; outside and inside are then painted; an ornamental figure-head set on, and the canoe is complete.

October 8th.—Our programme for the day was to reach Nanaimo Coal Mines as soon as possible, for the steamer's bunkers needed replenishing, and we all wished to see something of the mines, which promise to be of more benefit to British Columbia than all the gold-fields. When we appeared on deck about seven o'clock, the steamer was running down the Straits of Georgia, over a rippling, sun-lit sea. The lofty Beaufort range, on our right, rose grandly in the clear air, every snow peak distinct from its neighbour, and the blue sky high above the highest Victoria, and the twin peaks Albert Edward and Alexandra, ranging from 6,000 to 7,000 feet in height, were the most prominent; but it was the noble serrated range as a whole, more than separate peaks, that caught the eye. The smaller islands

to the left were hidden by a fog-bank, that gradually lifted. Then stood out, not only islet after islet in all their varied outline, but also the long line of the cascade range behind. A soft warm breeze fanned us, and every mile disclosed new features of scenery, to which snow-clad mountain ranges, wooded plains, and a summer sea enfolding countless promontories and islands, contributed their different forms of beauty.

By noon we had left the Beaufort range behind, and Mount Arrowsmith came into view; while far ahead on the mainland, and south of the forty-ninth parallel, what looked a dim white pyramid rising to the skies, or a white cloud resting upon the horizon, was pointed out to us by the captain as Mount Baker. Soon after we rounded into the northern horn of Nanaimo harbour, called Departure Bay, and drew alongside the pier, where a lately organised company is shipping coal from a new seam that has been opened, three miles back from the point of shipment. Landing here, and leaving the steamer to coal, most of us walked by a trail to Nanaimo through the woods, along a channel that connects Departure Bay with the old mines. The channel, which is an excellent roadstead, is between the mainland of Vancouver and a little island called Newcastle, on the inner side of which another excellent coal mine, within ten feet of navigable water, has just been opened. There are two seams at Newcastle, averaging three feet each, and separated by three feet of fire-clay, which, as the miners proceed, become thinner, the coal seams becoming thicker. Near this Newcastle mine is a quarry of light-coloured freestone of excellent quality, from which the mint at San Francisco has just been built, and which is sure to be of immense service and value in the near future. There is no freestone quarried on the Pacific coast, and its convenience for shipping makes it doubly valuable. The manager of the coal mine informed his visitors that they would probably ship fifty thousand tons this season, and that, next year, they would be in a position to ship a hundred thousand more. A new seam, nine feet thick, had lately been discovered, below the old one; and we went down the shaft three hundred feet to see it. The coal was of the same excellent quality as that of the old mine, which is the best for gas or steam purposes on the Pacific coast. The coal measures which these few seams now worked represent, extend over the whole eastern coast of Vancouver Island, and, like those on the east of the Rocky Mountains, are cretaceous, or of tertiary age.

On the 4th of April, 1792, the birthday of King George the Third, after whom he had named the Straits of Georgia, Captain Vancouver took formal possession of all the waters of Puget Sound, and of the coast north and south along which he had sailed for His Majesty, whose commission he carried. All the prominent capes, points, harbours, straits, mountains, bear to this day the names of his lieutenants or friends. Puget Sound, he named from his second lieutenant: Mount Baker, from his third; Cape Mudge, from the first; Mount

Rainier, from Rear-Admiral Rainier; Cape Grey and Atkinson, Burnard, Jervis, and Bute Inlets, Fort Discovery, Johnstone's Channel, and a hundred others were alike named by him.

October 10th.—Those who came early on deck had a good opportunity of seeing the Pacific breaking on the iron shores of Vancouver. Away behind us the great ocean stretches unbroken to Japan and China, sleeping peacefully, under the morning light that was shining over the mountains to the east, with no motion save a slow voluptuous roll of long billows that seemed gentle enough to be stayed by a child's hand. But to know their strength, even in a calm, turn and look where these same billows meet the headlands. Over the first they break with a heavy roar; and then, as if amazed to be resisted, they gather up their forces and rush with a long wild leap like white-maned war-horses charging, among the inner breakers, to meet the fate that a gallant ship would meet if it mistook the entrance to the sound. When a gale is blowing from the west the surf must be tremendous, for there is nothing to break the roll of the Pacific for two thousand miles; but the entrances into the sound are wide, and one or two lighthouses would obviate all risk.

Our author glances at the near future in the following hopeful words: "In a few years we shall have a railway with but one break from the Pacific coast to the extreme easterly side of Newfoundland, and from thence daily steamers will cross the Atlantic in a hundred hours. Canada will be as near London then as Scotland and Ireland were forty years ago. It will then be easier to make the journey from Victoria to London than it was to make it from the north of Scotland at the beginning of the century. But it would be unworthy of our past to think only of material progress and national consolidation and security. loftier have been the aims of our forefathers. A nation to be great must have great thoughts; must be inspired with lofty ideals; must have men and women willing to work, and wait, and war 'for an idea.' To be a light to the dark places of the earth; to rule inferior races mercifully and justly; to infuse into them a higher life; to give them the good news that makes men blessed and free, believing that as the race is one, reason one, and conscience one, there is one Gospel for and unto all. Nothing less than this was the thought, deeply felt if sometimes inarticulately expressed, of our great ancestors in the brave days of old and it is ours also. By the possession of British Columbia and Vancouver's Island we look across into the very eyes of four hundred millions of heathen, a people eager to learn, acute to investigate, and whom the struggle for existence in thronged centres has made tolerant, patient, and hardy."

GIGANTIC CEPHALOPODS, OR DEVIL FISH.

NEWFOUNDLAND of late years has become celebrated on account of the enormous specimens of these monsters of the deep which have been found near its shores. The first perfect specimen of the giant cuttle ever obtained was captured in 1873, in a herring net, in Logie Bay, three miles from St. John's. The body was 7 feet in length, and 5 feet 6 inches in circumference. The long arms or tentacles were 24 feet, the eight shorter 6 feet. Since 1873 several other specimens have been cast ashore, but all were destroyed by the fishermen, who of course did not know that they were of any importance. In September, 1877, a fine specimen was taken at Catalina, Trinity Bay, and brought in a perfect condition to St. John's, where it was exhibited for several days, and then purchased for the New York Aquarium, where it attracted thousands of visitors. The body of this specimen was 10 feet in length, the tentacles 30 feet, and the shorter arms 11 feet. The ten arms had on them not less than 2,000 suckers.

This specimen is now eclipsed by two which have been captured near the head of Notre Dame Bay; but unfortunately both have been cut up and destroyed by the fishermen who took them. On the 2nd of November, 1878, a fisherman named Stephen Sherring was in a boat with two other men at a place called Thimble Tickle. They observed, not far from the shore, a shapeless mass which appeared to be in motion. On approaching nearer, they saw it was an extraordinary fish of some kind, which had been left aground by the ebbing tide, and was struggling hard to escape. In its frantic efforts, it flung its huge arms about, lashing the water into foam, and from a funnel behind the head it spouted streams of water, which was occasionally darkened by being intermixed with an inky fluid. Great glassy eyes struck terror into the hearts of the fishermen, and for a time they looked on in silent horror at the contortions of the huge monster. It was a devil fish, which had been driven by a heavy gale of wind into the shallower water, and the tide having receded, it was powerless to escape. The spouts of water were from the syphon, which is its chief organ of locomotion. It draws in the water, then ejects it through this tube with immense force, and the reaction of the surrounding medium drives it backward with great rapidity. Through the same tube it ejects an inky fluid, when attacked or alarmed, and darkens the water all around. The fishermen at length plucked up courage as they saw it getting exhausted, and approached near enough to throw the small grapnel of their boat, whose flukes having barbed points, sunk into its soft flesh. A stout rope had been attached to the grapnel, which they now carried ashore and fastened to the trunk of a tree. The powerful devil fish was thus made a prisoner; and when the tide receded

completely he was left dry on the strand, and soon expired. Had the poor men known what an interest now attaches to these marine monsters, they could have preserved it in brine and brought it to St. John's, where they could have sold it for £60 or £80. But they only knew of it as "a big squid," and cut it up for dog's meat. The body was 20 feet in length, and the long arms 35 feet. Its body was thus exactly double the size of the specimen now in New York; so that it is considerably the largest devil fish yet captured.

A second devil fish was taken at the south arm of Green Bay, Notre Dame Bay, on the 2nd of last December, 1878, by a fisherman named William Budgell, resident in Three Arms, at no great distance from the scene of the former occurrence. He found it on shore quite dead, and no doubt it had been forced in on the shore, on a high tide, by a storm, and so stranded. As in the former case, it was cut up and salted as food for dogs, or for bait. But by putting the pieces together it was found that the body from the beak to the extremity of the tail was 16 feet in length, and 12 feet in circumference at the thickest part. Only one of the shorter arms was found perfect, and this measured 16 feet, and was "thicker than a man's thigh." The longer tentacles were cut up, but these are usually three times the length of the shorter arms, and so must have been over 45 feet. Had the tentacles, therefore, been stretched out, the monster would have measured 65 feet from the extremity of the tentacles to the tip of the tail, the body being 20 feet in length. The beak and portions of the head and skin have been preserved in salt by Budgell.

The loss of these splendid specimens is greatly to be regretted. The above particulars may be regarded as thoroughly reliable, as they are from a most intelligent and trustworthy person who was on the spot soon after the occurrence, but unfortunately not in time to save the fish from destruction.

The structure of the devil fish, and their mode of action when in pursuit of their prey, is thus described: "The long tentacles are thin, but tough as leather, and so pliable that the creature can work them with as great ease and rapidity as a cat works her paws. Their broadened extremities are covered with powerful suckers, the largest being an inch and a half in diameter. The margins of these suckers are horny, and have sharp teeth. In the centre is a piston or fleshy plug, which the animal can retract at will with great rapidity, thus creating a vacuum, and the denticulated edges sink into the flesh of the victim with a grip which no force could release from. Each of the eight shorter and more powerful arms has one side covered with these suckers. Judging by the size of the Thimble Tickle specimen, compared with the proportions of the one in New York, which had 2,000 suckers, great and small, it is inferred that the former must have had 2,500 or 3,000 suckers, and a very powerful horny beak, in shape like that of a parrot, proportionately larger than that of the latter. A hug in those huge clammy arms, with their thousands of suckers acting like

cupping glasses, and sinking into the flesh, to say nothing of the powerful beak rending the victim, would produce a very uncomfortable sensation. When it is considered that a body twenty feet in length, and perhaps fourteen in circumference, works these great arms, it is easy to see that the tales told in ancient times about these devil fish, and their ferocity and power, were not without some foundation in fact.

VISIT TO PITCAIRN ISLAND.

CAPTAIN F. C. B. ROBINSON, of Her Majesty's ship 'Opal,' wrote to Rear-Admiral de Horsey, under date Valparaiso, August 15, 1879, giving an account of a visit he had paid to Pitcairn Island. We make the following extracts from the report:—"In compliance with your order to call at Pitcairn Island on my way to Valparaiso in Her Majesty's ship under my command, to convey an organ, a present from Her Majesty the Queen to the Pitcairn Islanders, I have the honour to report that I left San Francisco on the 27th of May last, and anchored off Bounty Bay, Pitcairn Island, on the 2nd of July, and delivered to Mr. M'Coy, the magistrate and chief ruler, the organ, which was safely landed the same evening. It was placed in the islanders' boat alongside the 'Opal,' and although only weighing about 500 lb, its height (nearly six feet in the case), made it an awkward and difficult thing to secure in a light gig in so heavy a sea. Mr. M'Coy, with a picked crew, took it on shore, and it was most interesting to watch the skill with which the boat was brought through the heavy surf; repeatedly, after starting from behind the rollers to come in, she had to back out again clear of the surf till the exact moment had arrived when, in obedience to a signal from Thursday October Christian, perched high on a rock directing those in the boat, she dashed in during a quieter moment between the rollers, and was quickly hauled up high and dry on the scrap of beach behind the few rocks which form the slight protection to the landing, and without as much as even a spray reaching the present, the safe landing of which all were watching with the greatest anxiety. To Thursday October Christian, the oldest man on the island, is assigned the responsible duty of piloting their boat over the surf when it is dangerous, but the right moment for coming in appeared to be known to all, for simultaneously with Christian's signal those around involuntarily cried out, 'Now bring her in,' and I observed that they appeared to watch out at sea for the right time more than the rollers off the beach. But familiar as these nearly amphibious people are with their landing-place, and notwithstanding their courage and wonderful skill, serious accidents sometimes happen. Not long before our arrival their boat was upset in the surf, and all the thwarts torn out of her, the crew being carried by the undertow far out from the land. The place abounds with sharks, but they do not fear them, and call them 'good sharks,' as they say they some-

times swim side by side with them, yet they have never touched an islander. Their present boat is a light gig left by the 'Cornwallis,' an English vessel wrecked there in January last year, to replace their whale boat, which was damaged beyond repair while saving the lives of the crew of that ship; the gig appeared a nice boat, well adapted to their wants, but they said she was neither so good or so safe as a whale boat. Owing to the heavy rain, the narrow path up the cliffs to Adamstown was so slippery, that we found even climbing up it difficult; the sturdy inhabitants, however, thought little of it, for they shouldered the organ and walked it up to the top and to the church-house without once pausing—no light feat, considering the state of the path and that their village is 210 feet over the sea. The night had closed in before they had got it up, but the full moon which had just risen made the little village almost as light as day. It is difficult to describe the gratitude of the islanders to Her Majesty for the present, or their pleasure with the form in which you placed the gift. The whole community assembled to see the organ unpacked and placed in the church-house, and when there their first impulse and act was the spontaneous bursting forth of 'God save the Queen,' and as their sweet voices sang verse after verse of our anthem, their earnestness and depth of feeling spoke more than words can convey their gratitude and loving loyalty to the Queen. This natural expression of the fulness of their simple hearts was eloquence they were unaware of, and touchingly conveyed thanks which they have tried so often and so hard to put into words. They appear to have feared that in leaving Norfolk Island they might have been thought ungrateful for that gift, and that having done so they incurred displeasure, and had forfeited their right to be considered belonging to England. A present so unexpected from the Queen removed this fear, and intensified a delight too real to be called extravagant. Little change has taken place in this small community since your visit in September last year. They all appeared in excellent health; at present their number is ninety-three, three children have been born since then; one man, an American named Butler, who had lived among them about two years, left the island in October last year, leaving a wife and twin babies behind; although she appears still to hope he may return, others do not consider this probable, particularly as two of the native islanders who left by the same vessel (trading to the Samoan Islands) have come back. The islanders appear to dislike, but to be doubtful of their power to prevent, strangers, particularly foreigners, taking up their abode among them; they say that foreigners do not care to submit to the laws of the island (professing not to consider them English laws), an exemption from control which brings ridicule and reproach on the simple rules which they find sufficient for themselves and cheerfully submit to. Their uneasiness about this, and anxiety to know the status of foreigners who might come, and the authority of the magistrate over them, was very marked. Mr. M'Coy put the case in a very apposite manner in saying,

'If a stranger who may be on the island wishes to marry one of our women, and she also desires it, let them do so; but surely the man should take his wife away to his own home, and not expect to settle in his wife's, and fill to overflowing this island, none too large for its own people.' On the 3rd of July I asked the islanders to visit the 'Opal,' and with the exception of three women, who remained to take care of the very youngest babies, I think every soul came. Your recent visit makes it unnecessary for me to do more than allude to the simple piety and moral excellence of these charming islanders, whose guilelessness and affectionate hospitality must win on the hearts of all who come in contact with them; it did so with us, and I should be sorry to lose this opportunity of mentioning opinions so much in accord with those of previous visitors. They were in great distress at having nothing they could think worthy to offer for Her Majesty's acceptance, and they brought off a model of one of their canoes, which they ventured to hope the Queen would deign to receive from them. I have caused it to be securely packed, and beg you will give me directions as to its disposal."

MISCELLANEOUS.

It has been suggested by "A poor old widow of a sailor who has been a subscriber since 1866, and has always done so," that if our friends would pay for the postage of the Magazine when sending their subscription, the amount thus saved to the Society would clothe several shipwrecked men. We leave this suggestion with our readers.

BRAVERY.—At a meeting of the Royal Humane Society, held at the offices, Trafalgar-square, on the 19th Nov., the treasurer, Mr. W. Hawes presiding, several remarkable cases of gallantry and determination in saving life at home and abroad were brought under the notice of the committee, and rewards of various descriptions conferred. On the recommendation of the Field-Marshal Commanding-in-Chief, the society's silver medallion was unanimously recommended to be voted to Quartermaster-Sergeant J. Falconer, Royal Engineers, who had previously received the bronze medal for saving life, for the following gallant conduct:—On the 6th of September last a boy named Edwin

Ruber, while playing on the dock wall on Gillingham Pier, fell into the River Medway. The accident was witnessed by several people, and there were immediately shouts for help. Falconer, who was attached to the torpedo ship 'Hood,' fortunately happened to be in the boathouse alongside the pier, and, hearing the cries, at once rushed out, and, without staying to divest himself of any of his clothing, jumped into the river, a height of 14 ft. or 15 ft. from the pier, just as the boy sank. Both Falconer and the boy were under the water some time, but when Falconer rose to the surface he had the boy in his arms. The tide was running very strong at the time and Falconer was much exhausted, having only just previously returned from boating; but after a good deal of difficulty he reached the shore and placed the lad in safety. It was incidentally mentioned during the investigation that Ruber's was the ninth life Falconer had saved during the last few years. On the recommendation of the Colonial Secretary the silver medallion was also recommended

by the committee to be voted to Mr. J. Richard J. Duggan, barrister-at-law, Hamilton, Ontario, for the following act of gallantry:—On the 25th August a man named Jarvis was knocked off the deck of a yacht that was endeavouring to get to Hamilton in a gale of wind; the night was very dark, and the water in Bridlington Bay, where the accident occurred, thick with seaweed, thus rendering it very difficult to swim in. Hearing cries for assistance, Mr. Duggan jumped from his yacht, which was at moorings, and swam to the aid of the drowning man, being guided only by the shouts for help. After some time he succeeded in reaching Jarvis, and swam with him a distance of 100 yards to the nearest wharf, where he landed him. Mr. Duggan then heard that another man had fallen into the water, and, without losing a moment's time, again went to the rescue, but unfortunately without success, as he could not reach him in time to save his life. On the recommendation of the Lords of the Admiralty, the silver medallion was also recommended to be voted to Frederick C. Knight, a lad, of Her Majesty's ship 'Ready,' for the following act:—On the night of the 17th of August last Thomas Davis, a stoker, fell overboard while in a state of helpless intoxication at Jask, on the East India station, a place which is infested by sharks. Knight was on deck and witnessed the accident, and, although but an indifferent swimmer, at once jumped overboard to the rescue. With very great difficulty he reached him and supported him until assistance came. There was no boat down, the night was very dark, with considerable wind and tide, and Davis would certainly have been drowned or devoured in the condition he was in but for the immediate assistance rendered by Knight. The medallion was also voted to Thomas D'Alton for saving Alexander Campbell, who while fishing off the West Pier at Howth Harbour, county Dublin, fell into two fathoms of water

on the 5th of September, the sea being rough and the weather bitterly cold; to Augustine Salmon, chief mate of the 'Medina,' for saving a man who was capsized from a boat into 18 ft. of water in Waterford Harbour on the 18th of August last; to William Bioletti for saving a man named Milton who fell from the pier at Brighton while in a state of intoxication and was carried 250 yards from the pier by a strong tide, the sea being very rough; to Lieutenant Charles S. Greenwood, of the 10th Hussars, for saving G. Goddard, a private in the same regiment, who was in imminent peril on the 31st of March last in the Cabul River, near Jellalabad, Afghanistan, when it will be remembered one squadron, in crossing the river, was washed off the ford into the rapids and an officer and 46 troopers were drowned; to George W. Endell, a boy of 14, for saving W. N. Smith, who fell into 9 ft. of water at Stratford-on-Avon, on the 15th ult.; and to Robert Shaw, for saving Bridget Cosgreave, who fell into the water at Passage, Cork Harbour, on the night of the 9th ult.

DISASTERS AT SEA.—The details of the loss of the Spanish steamer, with forty lives, have been received by the last American mail. Captain Voss, of the English steamer 'Louise H.', which arrived in New Orleans on the 23rd of October for Algiers, reported that on the evening of the 18th, while passing through Bahama Channel, he heard a hail coming up apparently from the sea. He stopped the engines, lowered a boat, and picked up five men clinging to a frail raft, survivors of the crew and passengers of the Spanish steamer 'Pajara del Oceano,' which had been burnt at sea. The 'Louise H.' cruised in the vicinity until far in the forenoon of the 19th, and succeeded in picking up in all seventeen men. It seems the 'Pajaro del Oceano' left Havannah on October 16th for Nuevitas with a general cargo, including provisions and ammunition for the Spanish army. On Satur-

day morning, October 18th, when the vessel was in Bahama Straits, between Paredon and Loda lights, an alarm of fire was sounded. The captain, passengers, and crew rushed from their beds to find that the vessel had taken fire amidships and was then in a sheet of flames. General confusion ensued, some of the passengers and crew running aft and jumping overboard in their night clothes with whatever small objects they could lay their hands on to serve as life-buoys, while others tried to lower boats. The vessel burned to the water's edge, and sunk in less than four hours. There were forty-two men in the crew and some seventeen or twenty passengers, including about six officers and soldiers of the Spanish army. The captain, two mates, and one soldier were among those picked up by the 'Louise H.' The captain and five or six of the crew were badly burned and otherwise injured. When picked up they had been floating for eighteen hours on pieces of plank. Five of the crew took to a small boat, and are supposed to have been picked up. One boat was lowered, and some twenty persons, passengers and crew, took to it, but are supposed to have been lost. The 'Pajaro del Oceano' was owned by R. Herrera, of Havannah. She was formerly an American vessel, known as the 'Niagara,' and ran between New York and Havannah. The smack 'Exhibition,' of Jersey, left the Regnier last Friday for Weymouth, laden with potatoes. On Saturday, at 10.30 p.m., when thirty miles north-west of Guernsey, she was hove-to for changing jibs, when a gale sprung up and struck her, and she filled and sank. As she went down, a boat floated off her towards the crew, who got into it. Next morning they were rescued by the French brig 'Jacques Cartier,' and on Sunday night were transferred to a Havre pilot boat, which landed them at Falmouth yesterday.

THE WRECK OF THE 'STATE OF VIRGINIA.'—The *New York Times* of the

18th inst. publishes details of the wreck of this vessel, from which we take the following:—"Halifax, Nova Scotia, July 17.—The news of the disaster to the steamship 'State of Virginia,' which went ashore on the east end of Sable Island during a dense fog on Saturday night, was brought to this city this evening. James W. Robeson, the purser; John D. Jack, the third officer, and nine members of the crew arrived here from Port Pinkerton, a small place on the Atlantic coast, by way of Sherbrooke and New Glasgow. Their story of the wreck, which was attended by the loss of nine lives, is as follows:—"The 'State of Virginia' left New York on July 10, with 54 passengers, a crew of 72 men, 102 cattle, and a general cargo, in charge of Captain Moodie, bound for Glasgow. Everything went well until Friday, July 11, when a dense fog set in, which continued until Saturday night, when, at 8 p.m., the ship grounded on a sand-bar off the eastern end of Sable Island. The sea was comparatively calm, but all efforts to get the vessel off failed, and on Sunday morning we commenced to throw over cargo to lighten the ship. This was unavoidable, and we fired minute guns, which very soon brought Mr. M'Donald, the Governor of the island, with a party to our rescue. They sent off a surf boat and took off eleven women and children, the purser, fourth officer, and doctor. These all landed safely, although there was a heavy surf. The boat then returned and took off eighteen more persons, passengers and crew. When about 50ft. from the shore this boat capsized, and all its occupants were thrown into the water. A terrible scene occurred, women and children shrieking for help which it was impossible to render. It was four minutes before the boat was righted, and those who had clung tenaciously to it for life got in again; but already nine had been drowned. Their names were Marie G. Moutin, Alice Willson, Mrs. Mary Peden and two children, John

Widestrand, Mrs. M'Golne, Miss Coleman, and Mrs. Walker. The bodies of Miss Coleman and Mrs. Walker were afterwards recovered and buried, but none of the others had been found when we left the island. No further attempt was made to land until two o'clock in the afternoon, when the ship's boats were launched and two were filled with passengers; but the surf was too strong to get ashore with safety, and the people in the boats were taken on board again, where they remained Sunday night. In the meantime the ship had settled down in the sand and was quite easy. There were $3\frac{1}{2}$ fathoms of water on the port side, and $4\frac{1}{2}$ fathoms on the starboard. By six o'clock on Monday morning, the surf having considerably subsided, we determined to land. Boats were lowered, and all hands got into them, the last boat leaving at 6.30 a.m., all landing in safety on the beach, opposite Governor M'Donald's house, about seven miles around from where the 'Virginia' lay. Mr. M'Donald and his assistants did everything in their power for the comfort and convenience of the large number of people thus thrust upon his care. Sleeping accommodation was provided in barns and outbuildings, after all the dwelling-houses were filled, and a supply of provisions was landed from the ship. The only thing that they are likely to suffer from is a want of water. At eight o'clock on Monday evening the purser, third officer, and nine of the crew left the island in an open boat and made for the nearest shore. We encountered a heavy sea during the night, which subsided with the coming Tuesday morning. During the afternoon we saw a barquentine, but she was too far off for us to attract her attention, and soon afterwards a heavy fog set in, which continued until night. The next morning, Wednesday, we made shore, and landed at Port Pinkerton, about twenty miles from Sherbrooke, where we took a coach for New Glasgow and rail for Halifax.' The purser and fourth officer were very reticent about

giving information, and the sailors absolutely refused to answer any questions put to them, probably acting under the purser's instructions. The purser says that the captain thought he was twenty-five miles south of Sable Island when the vessel struck. The vessel and cargo were insured. The purser and fourth officer speak in the highest terms of the coolness and bravery of Captain Moodie. The most perfect order was maintained. There was no excitement. The passengers behaved remarkably well. The sailors knew their duty and performed it manfully. Sable Island is a small island in the Atlantic Ocean, lying directly in the track of vessels sailing between the northern ports of America and Europe, ninety miles south-east of Nova Scotia. It is in latitude $43^{\circ}59'$ north, and longitude $59^{\circ}47'$ west. It is low and sandy, about twenty-five miles in length and one and a quarter in breadth, and has been the scene of many and melancholy shipwrecks. A company of men, furnished with provisions and other necessaries for the purpose of relieving shipwrecked mariners, is supported on the island by the Government at an annual expense of \$4,000. The island is covered with grass and wild pease, sustaining by its spontaneous production about 500 horses and many cattle. There are successful fisheries in its vicinity.'

A NEW MOTIVE POWER.—IMPORTANT TO STEAM SHIPBUILDERS AND SHIP-OWNERS.—A correspondent sends news that cannot fail to be interesting to steamship builders and shipowners. He states that in the company of persons connected with iron shipbuilding on the Tyne a few days ago, he heard one gentleman who has recently been at Kiel tell of a new German principle of propulsion which was being developed there. The new patent is termed a hydromotor, and from what could be gathered from the little allowed to escape as to the invention, the broad principle seems to be the expulsion of

a column of water from the stern of the vessel in place of working a screw. It was stated that the invention was recently applied to an old worn-out steamer, and in the experimental trips with it a speed of six knots an hour was obtained. This result, considering the old washing tub character of the vessel, was deemed so far satisfactory that, my correspondent says, a firm at Kiel is now building a new steamer, about 170 feet in length, especially suited for the "hydromotor," and from this "steamer" a speed of some thirteen knots an hour is anticipated. The success of this new principle will do away, it is said, with the immense engines, boilers, and furnaces of our ordinary steamships, and thus not only do away with the most expensive portion of the ship, but leave a large space available for cargo. Only a small engine power, it seems, is required to work the new invention. If this new experiment succeeds, it looks as if we were on the eve of a great revolution of our great industry of iron steamship building, and a great change is threatened in marine engineering. The idea of substituting the application of water power in the manner above indicated for screw or paddle propulsion for steamships is, I understand, no new one. Mechanical minds have been working at the "notion" for years, and somewhere about twenty persons have at one time or another lodged plans and specifications at the British Patent Office, but none of the efforts so far have been productive of success. I have heard of one gentleman in South Shields who has been at work on the idea for some years, and who so far progressed as to propel a model steamer. This gentleman, I understand, is very sanguine that the "notion" is right. The experiment now in progress at Kiel may solve the hitherto insurmountable difficulties of English mechanical geniuses, and doubtless it will be watched with considerable interest by the various classes interested.

COLOUR OF THE SEA.—How few there are who realize that the ocean is aught else than a raging mass of weltering waves lashed by storms, to be regarded only with dread, and avoided with aversion! How many gain from it but one or two one-sided impressions! To one the sea is always blue; somehow that idea early fixed itself in his mind, and he has never cared to observe further, and revise a first partial impression. To another it always looks green. Nothing more fairly indicates the exceedingly limited habits of observation of the average mind in matters out of its beat than the excessively meagre notions which many have of the sea, even after repeated familiarity with it, as in the case of those who cannot plead the excuse of sea-sickness for their ignorance. How few there are who fully appreciate the matchless suggestiveness of that Homeric passage—"The innumerable smiles of the many-voiced sea!" That line only touches on the countless aspects of ocean, and yet it is the finest definition of the sea in the whole range of literature. Take, for example, the question of colour alluded to above: the sea is like a vast kaleidoscope, representing in many combinations all the colours of the rainbow; it is not impossible to imagine that if one were at a sufficient height above the sea, and endowed with the condor's keenness of vision, the round disk of the sea might at once present all these hues to him as in a kaleidoscope; as things are, however, it is not often one sees more than two or three tints at once, except during a sunset of unusual magnificence, when the reflections are very varied. I remember a sunset during a calm preceding a storm, when the sky was festooned with the pomp and splendour of every variety of cloud; the hues and cloud-forms were nearly equally divided from zenith to horizon in four distinct types of form and colour, and the corresponding reflections on the sullen swell of the sea were awful in

their dread and varied magnificence. But if such scenes are rare, it is not at all uncommon to see half the ocean a deep purple toward one-half of the horizon, dark-*viridian* green in the opposite direction, especially toward evening or at early morning, and this regardless of reflections, at a time when the surface is so broken as to be filled with local colour. And, after all, it is the local colour more than the reflections which is meant when we speak of the colour of water, although, in an artistic sense, both have a significance. At sea the colour is not only a form of beauty conveying pleasure to the mind, but also has a use, like everything beautiful in Nature. As a rule, light green indicates shoal water, the lighter the tint the more shallow the depth. The local colour is ascertainable by looking down rather than on the surface. Dark-blue water is a sign of great depth—"off soundings," as goes the technical phrase. But, if one looks at blue water at a distance, it is then found to be a very dark green when analysed and separated from the reflections, which it is sometimes very difficult to do, especially in grey, lowering weather, when the sea is found to give the impression of a sort of leaden purple grey. But after very careful observation through a long, narrow tube, in order that no conflicting rays of light might disturb the vision, I am convinced that, even in the deepest water, the basal colour is some tint of green. In the Bahamas, and among coral-islands in general, where the bottom is a white sand and the water of little depth, it is found to be of the most brilliant, exquisite green, ranging from emerald to the lightest tints of malachite. It is impossible to overstate the vividness of the colours in those waters, and almost as impossible to try to reproduce them on canvas; for, by one who has never seen them, the artist so daring as to reproduce those colours would be considered stark mad. The red is scarcely less vivid in

West India waters, being the complementary colour of green, and, wherever a rock near the surface or a cloud-shadow obscures the green tint, red is immediately produced, and even the cloudless sky at mid-day is also a soft-rose colour. By this means the sponge fishermen and wreckers are able to navigate their sloops about through the most intricate reefs, which are indicated by purple patches as clearly as on a chart. The Bermudas present similar colours, but with less vividness.

GALLANT RESCUE.—Another case forcibly illustrating the good policy of teaching swimming occurred on the Thames near Richmond recently. Mr. Augustus Anson, while out sculling, was fouled by a boat containing some inexperienced boys, and overturned. Being in mid-river, and a poor swimmer, he was unable to approach the bank, and was fast becoming exhausted, when a youth plunged into the river, and after great exertions and considerable difficulty, through the eagerness of the drowning man in clutching his deliverer (which at one time seemed to place the lives of both in peril), contrived to keep himself and his now senseless burden afloat until a boat arrived and rescued them. The youth, who, on inquiry, proved to be Mr. A. H. Barnes, of 88, Richmond-road, Bayswater, was loudly applauded by the crowd which had assembled.

COURAGEOUS LADIES.—A very interesting presentation was recently made at Padstow, on the coast of Cornwall, to five young ladies, the Misses Pridaux Brune, and Miss Nora O'Shaughnessy, in the shape of five silver medals, and votes inscribed on vellum, which had been awarded to them by the National Lifeboat Institution, in acknowledgment of their intrepid and determined services in proceeding in their boat through a rough sea, and saving, at considerable risk of life, an exhausted sailor from a boat which had been capsized

during squally weather, off Padstow, on the 9th ultimo, two of his companions having perished before their arrival. Samuel Bate, late assistant coxswain to the Padstow lifeboat, was towing the ladies' boat astern of his fishing-smack, when, seeing the accident to the boat, they nobly requested to be cast off, and on that being done, he states that they rowed "like tigers" to the rescue, implying that they rowed with the full conviction of the danger in the heavy sea before them; and he has no doubt that the man saved would have perished like his companions but for their prompt help. The presentation to the ladies was made at a meeting of the committee of the Padstow branch of the National Lifeboat Institution, by the Rev. Richard Tyacke, the local honorary secretary. The ladies wore their boating costumes on the occasion. Their father, Mr. Prideaux Brune, returned thanks on their behalf for the honour thus conferred on them by this great and national Institution, and expressed the gratification their parents felt at seeing their daughters and friend thus decorated. He added that he and his wife accepted with grateful feelings the general vote of the National Lifeboat Institution recording the event, which, as an interesting family document, would be permanently kept in his house.

SUFFERINGS OF SHIPWRECKED SAILORS.

—The American papers received at Cork 17th November give a sad story of shipwreck and suffering. The Spanish steamer 'Enrique' landed at New Orleans on the 2nd inst. two seamen, Gustav Michel, a German, and Antonio Diaz, a Spaniard, the sole survivors of the American brigantine 'Sally,' which was capsized in the Gulf of Mexico. It appears that on the 27th of October the 'Sally' encountered a severe gale, and was thrown on her beam-ends. The crew were unable to right her, and one of the masts, which had previously gone by the board and killed the steward. The captain, mate, and three of the

crew got away in the long boat, which was subsequently swamped, the occupants being drowned. The men Diaz and Michel were left on board the wreck, all efforts to take them off in the long boat having proved unavailing. They remained on the wreck five days, the only companion to their misery being a cat. They suffered very much from hunger and thirst; and were eventually obliged to kill the cat, with whose blood they allayed their thirst for a time. On the fifth day Michel became delirious, but in the course of that evening, when the men contemplated putting an end to their misery by drowning, the 'Enrique' bore down and rescued them.

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THE French Government has awarded a gold medal to William Gould, of Her Majesty's Coastguard, for his gallantry in the rescue of the crew of the French brig 'Ponthieu,' wrecked near Penzance, last May.

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A WIDOW'S GRATITUDE.—The following incident—affecting in the simple reality of the circumstances—was related to the writer by the Society's worthy and esteemed Agent at Ramsgate, who has acted as its representative there for twenty years. At the period of one of the half-yearly awards of annual grants to widows, he was proceeding, as the bearer of the sum sent to him from London for this purpose, to distribute the respective gratuities allotted at Ramsgate. As he was making his way up a passage to the house of one of the widows, he observed her looking out of the window. Upon entering she remarked, "I saw you and I know your errand. Let us first kneel down and thank God." They did so together, and afterwards she pointed to the grate, in which a spark smouldered, the remains of a fire. "There is all the fuel I have, and I have not a crust of bread in the house. You have come just in time, and I receive it from my Father's hand, who knows and has met my need." How true it is that one fact is worth many arguments.

COLLECTIONS, LEGACIES, MEETINGS, SERMONS, &c.

For the Shipwrecked Mariners' Society.

DOVERCOURT.—Cong. Collection at Harvest Festival, after sermon by Rev. A. W. Mason, Vicar of Dedham (Life Member).....	6	7	9
DUNDEE.—Donation by Town Council	40	0	0
LIMEKILNS.—Cong. Collection at the U. P. Church after sermon by Rev. J. G. Crawford (Life Governor)	8	5	6
LONDON.—Proceeds of collecting-box on the ss. "Balmoral Castle"	4	13	10
Proceeds of collecting-box on the ss. 'Orient,' Capt. Hewison	0	3	3
Lloyd's Register of British and Foreign Shipping....	105	0	0
Admiral Whish	25	0	0
Messrs. Barclay, Bevan & Co.	25	0	0
Messrs. Combe & Co.	50	0	0
Governors and Directors of the Royal Exchange Assurance Company	50	0	0
The following legacies have been announced or received :—			
Miss Anna Nevins Nevins ..	100	0	0
Miss Hannah Bucknill	19	19	0
Charles Thomas, Esq.	25	0	0
NORTH BERWICK.—Cong. Collection after sermon by Rev. J. G. Train, Buckhaven, at the Free Church (Life Member).....	7	16	0
PATRINGTON.—Cong. Collection after sermon by Rev. F. Sheppard	4	7	9
SENNEN COVE.—Proceeds of 2 collecting boxes (Landsend Hotel, Mr. J. H. Towan) and Mrs. Grace Thomas, Landsend Point)	0	9	4
WITHERNSEA.—A musical and dramatic entertainment was given in the Board School-room, Withersea, on Wednesday evening, in aid of the funds of this great			

national charity. The chair was taken by Mr. George Akrigg, who drew attention to the great work performed daily by the SHIPWRECKED MARINERS' SOCIETY. There were 3,641 wrecks during the past year, and from the increasing trade of the world it must be expected that casualties will constantly occur. The Society, through its honorary agents, relieves, clothes, and forwards to their homes, all shipwrecked persons cast destitute on our coasts. He strongly commended the Society to the favourable consideration of the public. Humorous and dramatic recitals by Mr. Thos. Ainley, of Leeds, were the principal attraction of the evening; his rendering of the various pieces being marked by a degree of dramatic and elocutionary power rarely met with. The programme included "The Vagabond," "The Little Hero," "The Charity Dinner," and "Shamus O'Brien," and, in response to an encore, "The Charge of the Light Brigade" was given with thrilling effect. The readings were interspersed with some excellent vocal and instrumental music, rendered by local amateurs—Mr. and Mrs. Coverdale, Miss Maxon, and Mr. Twiddell—which was warmly appreciated. Mr. C. K. McAuliffe, travelling secretary to the Society, explained in detail the objects of the Society, and stated that the amount of relief disbursed in the port of Hull alone, was considerably more than the receipts from that locality. In the event of a wreck, the coastguard officers would communicate with Mr. P. B. Pugh, the honorary agent for Withersea and Patrington, owing to whose exertions they were indebted for the evening's entertainment. A vote of thanks to the lady and gentlemen amateurs and to Mr. Ainley was proposed by Mr. Pugh, and seconded by Mr. James Earle, after which the proceedings closed with the usual vote of thanks to the chairman.

REWARDS FOR SAVING LIFE AT SEA.

The following rewards have been granted by the SHIPWRECKED MARINERS' SOCIETY during the past quarter:—

November 7.—Captain the Hon. Francis Maude, R.N., Vice-President, in the chair.

A letter was read from Mr. W. F. Cannon, Hon. Agent at Shadwell, applying for a reward for Captain W. P. Birmingham, master of the ship 'Plymouth Rock,' who had, on September 21st, in lat. 40, 16 N. long. 58.05 W. rescued the captain and six of the crew of the Norwegian schooner, 'Harriet Brewster,' which was in a sinking condition, the wind blowing heavy at the time.

It was proposed by Captain Steele, and unanimously resolved, that the framed testimonial of the Society be presented to Captain W. P. Birmingham for his humane conduct on this occasion.

An application for reward for Captain

W. Ker, master, and Mr. Harry Ansell Brown, fourth officer of the ss. 'Sirdhana,' was then considered.

It appeared that on the 6th August, during a heavy gale, with blinding rain, a pilot-boat had sunk W.S.W. of the Prong Light, when Captain Ker, who had heard of the accident by speaking the lightship, lowered the port cutter in charge of Mr. Brown, fourth officer, and was successful in rescuing, under great difficulty, thirteen men belonging to the pilot-vessel, two being drowned.

After fully going into the merits of the case, it was proposed by Captain Mainland, seconded by Captain Deacon, and unanimously resolved that the framed testimonial should be presented to Captain R. W. Ker, and the silver medal to Mr. Ansell Brown, fourth officer, in recognition of their humane and gallant services in rescuing thirteen of the crew of the pilot-schooner from a watery grave.

REWARDS FOR SAVING LIFE ON THE COASTS.*

The following are the rewards granted by the Royal National Lifeboat Institution during the past six months:—

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

The Looe lifeboat was taken out on June 21, when it had been proposed to lay the foundation-stone of the Eddy-stone new lighthouse. As the weather was very stormy, it was feared that some accident might occur to vessels which might go to witness the proceedings; but the boat's services were not needed, as the ceremony had, on account of the state of the weather, to be postponed. The lifeboat, after beating about for some time, the seas constantly breaking

over her, and the gunwale being twice under water, returned to her station. The Newbiggin lifeboat had been launched in a gale of wind and very heavy sea to the assistance of six fishing cobbles, which had been overtaken by a sudden storm, and were in much peril. She remained out three hours, and eventually assisted the whole of the boats and their crews safely ashore. Thus a lifeboat is often indirectly the means, during sudden gales of wind, of saving a large number of lives, in addition to valuable property, by her presence amongst endangered fishing boats. Payments amounting to £1,940 were made on some of the 269 lifeboat establishments of the Institution.

* The Rewards for July, August, and September were accidentally omitted in our October issue.

August 7th.—Mr. Thomas Chapman, F.R.S., V.P., in the chair.

The minutes of the previous meeting having been read, rewards amounting to £118 were granted to the crews of different lifeboats for services rendered during the stormy weather experienced in the month of July. The Isle of Arran lifeboat landed the crew of two men from the Mariou pilot-boat, which had carried away her jib and gone on the Carlin Rock of Kildonan. The Montrose lifeboat rendered assistance to the Dutch fishing smack 'Novit Polmakt,' which drove on the Annat Sand Bank in a high sea, and continued to strike heavily. Fortunately the vessel soon afterwards beat over the sands, and was taken safely into harbour. The Porthdinjaen lifeboat brought ashore the master's wife and a little boy from the schooner 'Adriot,' of Aberystwith, which had hoisted a signal of distress, while at anchor in Porthdinjaen Bay, one chain having parted in a violent gale from the N.W. and a heavy sea. The Newbiggin lifeboat was launched to the assistance of seven of the fishing cobsles of that place, which had been overtaken by a sudden gale, accompanied by a heavy ground sea. The lifeboat remained outside for three hours assisting the boats as they came in one by one, until all were got safely ashore. The thanks of the Institution were granted to Captain J. Thomas, of the ss. 'Prince of Wales,' of Liverpool, and £3 to the mate and two of the crew of that vessel, for saving two men from a canoe which had sunk in Rock Channel during a strong wind from the N.W. on the 5th ult. A pecuniary reward was also granted to the crew of a shore-boat for saving life on the occasion of a boat accident at Warren Point, on the coast of Down, Ireland. Payments amounting to nearly £4,000 were likewise made on different lifeboat establishments.

September 4th.—Rewards amounting to £104 were granted to the crews of different lifeboats for services rendered

during the stormy weather experienced in the month of August. The Palling No. 2 lifeboat saved the master, his wife, and the crew of fifteen men from the barque 'Zurich,' of North Shields, which was wrecked on the Hasborough Sands during a gale of wind and rough sea. The Swansea lifeboat, in similar weather, brought safely ashore the crew of six men from the brig 'Queen of Britain,' of Carnarvon, which sunk between Neath and Swansea. The Ramsgate and North Deal lifeboats proceeded to the help of the barque 'Mia Madre E.,' of Genoa, which had gone ashore on the inner part of the Goodwin Sands. After remaining by her for forty hours and vainly endeavouring, in conjunction with some steam tugs, to save the ship from destruction, the crew and others on board, numbering altogether twenty-one men, were taken into the lifeboats and safely landed. The Fleetwood lifeboat put off in very stormy weather to the schooner 'Elizabeth Ellen Fisher,' of Fleetwood, which had stranded on Bernard's Wharf sand-bank, and saved the crew of four men. The Plymouth and Looe lifeboats were present at the ceremony of laying the foundation stone of the Eddystone new lighthouse by their Royal Highnesses the Prince of Wales and the Duke of Edinburgh on the 19th ult. A reward of £5 was granted to the crew of a Shetland fishing boat for putting off and rescuing the crew of three men from the smack 'Margaret,' of Hillswood, which was at anchor in a very dangerous position off Stenness during a S.E. gale and hazy weather on the 1st July. Other rewards were also granted to the crews of shore-boats for saving life from wrecks on our coast, and disbursements to the amount of £820 were sanctioned on different lifeboat establishments.

Oct. 2nd.—Mr. Thomas Chapman, F.R.S., V.P., in the chair.

The minutes of the previous meeting having been read, rewards amounting to £137 were granted to the crews of lifeboats, for services rendered during the

past month. The Cardigan lifeboat was launched during a strong gale from N.W., in reply to signals of distress shown by the schooner 'Ellen,' of Beaumaris, which had been partly dismasted, and was riding at one anchor in a most perilous position in Cardigan Bay. With some difficulty, on account of the very heavy sea, the crew of three men were taken into the lifeboat and safely landed. The Blyth and Newbiggin lifeboats had rendered most valuable assistance to the fishing boats on that part of the coast, which had been overtaken by a sudden and severe gale from the south, accompanied by a high sea. They guided most of the boats safely in, and the Blyth lifeboat also towed one disabled coble, with a crew of six men on board, safely into harbour, and saved the crew of four men from another boat, which had been driven on the Seaton Sea Rock. The Newbiggin lifeboat was the means of saving seven men from the schooner 'Union T.,' of Amble, which was wrecked on the Out Car Rock, to the northward of Newbiggin Point. In order to launch this lifeboat to the assistance of the distressed coble, the women of the place had to lend a hand, so many of the men being away at the time, and they waded up to the middle to get the boat wall and speedily aloft from its carriage. On the occasion of the stranding of the steamer 'Brest' near the Lizard, the Cadgwith lifeboat was launched, and was instrumental, in two trips, in saving forty persons, some of them being little children. There was some difficulty in getting the passengers into the boat on the second trip, they being overcome by fear. The silver medal of the Institution and its thanks inscribed on vellum were voted to five ladies, the Misses Pridoux Brune and Miss Laura O'Shaughnessy, in acknowledgment of their intrepid and prompt services in proceeding through a rough sea, in their rowing boat, and saving, at considerable risk of life, an exhausted sailor from a boat which had

been capsized by a squall of wind off Brayhill, Padstow harbour, on Sept. 9. The thanks of the Institution were also presented to the Hon. J. G. P. Vereker and Samuel Bate, for picking up, by means of a fishing smack, a boy who had been thrown into the sea from a capsized boat. The thanks of the Institution, inscribed on vellum, and £1 were awarded to George Reynolds, of H.M.'s coastguard at Goodwick, and £3 to three other men, for their praiseworthy conduct in saving the crew of three men from the smack 'Jane and Margaret,' of Newport, which was wrecked while making for that harbour during a gale of wind on Sept. 16. A reward of £25 was also granted to some fishermen and coastguardmen at the Lizard and Cadgwith, for their prompt and laudable services in saving, at some risk, sixty-nine persons from the wrecked steamer 'Brest.

Nov. 6th.—Thomas Chapman, Esq., F.R.S., V.P., in the chair.

The minutes of the previous meeting having been read, it was decided to invite Admiral H.R.H. the Duke of Edinburgh to become, in his new official capacity as Admiral-Superintendent of Naval Reserves, a member of the committee of management of the Institution in succession to Admiral Phillimore, who, like his predecessors, had rendered the Lifeboat Institution most important service during his tenure of office. Rewards amounting to £90 were granted to various crews of lifeboats for services rendered during the past month. The Civil Service lifeboat, stationed at Wexford, proceeded out, in reply to signals of distress, during a strong gale from the E.N.E., and through a heavy cross-sea, to the lugger 'Liberator,' of that port, which had stranded on the Dogger Bank while on her way to the shore with one of the men stationed in the lighthouse on the Tuskar Rocks, who had been taken ill. The man was at once taken into the lifeboat and landed. The lugger's crew having succeeded in getting their vessel off the sands by

means of an anchor and cable, decided to remain by her. However, she unfortunately dragged her anchor shortly afterwards, and again went on shore, but happily no lives were lost. The Queenstown lifeboat was the means of saving the yacht 'Gilded Age' and her crew of three men, which was found at anchor about a mile to the north-east of Roberts' Head in a very dangerous position. She had been dismasted and lost her rudder. The crew having been taken into the lifeboat, the anchors were slipped and the yacht, made fast to the lifeboat, was brought safely ashore. The sum of £6 was granted to a boat's crew of six men for putting off at some risk and saving six persons from the yacht 'Vesta,' of Queenstown, which had parted one of her cables and was in a dangerous position off Smerwick, county Kerry, during a gale of wind from the north-north-west on August 25. Various other rewards were also granted to the crews of shore boats for saving life from wrecks on our coasts.

Dec. 4th.—Thomas Chapman, Esq., F.R.S., V.P., in the chair.

Admiral H.R.H. the Duke of Edinburgh, in his official capacity of Admiral Superintendent of Naval Reserves, was unanimously elected a member of the committee of management of the Institution. The silver medal of the Institution, and its thanks inscribed on vellum, were voted to George Markwell, formerly coxswain of the Holy Island lifeboat, in acknowledgment of his long and gallant services in saving life from shipwreck. Rewards amounting to £176 were also granted to the crews of different lifeboats for services rendered during last month's storms. The Scarborough lifeboat put off in a heavy northerly gale and a high sea, and saved the crew of two men from the distressed schooner 'Alert,' of Scarborough. She subsequently, on the wind moderating,

assisted to save the vessel, which fortunately held by her anchors. She also helped to rescue the smack 'Hester,' of Ipswich, and her crew of three men from a position of much peril amongst the breakers. On another occasion the same lifeboat was launched to the help of eight Scotch fishing vessels, which had been overtaken by a heavy gale while on their way to the north from the Yarmouth fishing-grounds. The boats, being undecked, ran great risk, but happily, with the assistance of the lifeboat, they all reached the harbour in safety. The fishermen were so much impressed with the ready manner in which the Scarborough men manned the lifeboat and proceeded to their aid, that they voluntarily subscribed a sum of money amongst themselves and presented it to the crew of the lifeboat. The Gorleston lifeboat did good service by saving the crew of five men from the smack 'Ann Wilmot,' of Lowestoft, which drove on the Suroby Sands and became a total wreck. They had been upwards of three hours in the rigging of their sunken vessel, and were nearly exhausted when they were rescued by the lifeboat. The boat was repeatedly filled by the heavy seas; just after the last man was saved she was struck by one which carried away the cable. If that accident had happened a few minutes sooner it would probably have been fatal to the shipwrecked men's hope of rescue. On the previous day this lifeboat was also the means of saving the smack 'Violet,' of Yarmouth, and her crew, after that vessel had been in collision with a schooner. Payments amounting to £4,000 were likewise made on different lifeboat establishments, 270 being now under the management of the Institution. Admiral Phillimore was cordially thanked by the meeting for his valuable co-operation while acting as Admiral Superintendent of the Naval Reserves.

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

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

Statement of Relief afforded by the "Shipwrecked Mariners' Society" to Fishermen and Mariners, to assist to restore their Boats or Clothes, and to the Widows, Orphans and Aged Parents of the Drowned, &c. between the 1st September, and 30th November 1879.

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

	£	s.	d.			£	s.	d.	
22 M, 1 MM, 5 W	94	17	6	London.	2 M.....	2	0	0	Burghhead.
1 M, 10 PB, 2 W,					1 M.....	3	7	6	Burnham.
2 O.....	36	7	6	Aberdeen.					(Deepdale).
1 F.....	2	5	0	Aldeburgh.	1 PB, 2 W, 1 O	16	13	9	Burnham
1 M, 1 MM, 1 W	10	6	3	Amlwch.					(Somerset).
1 M, 2 W, 3 O...	26	18	9	Appledore.	1 W, 1 O.....	12	10	0	Burravoe.
1 W.....	6	0	0	Arbroath.	2 M.....	8	17	6	Cardiff.
1 F, 1 W.....	12	10	0	Banf.	1 M.....	6	5	0	Cardigan.
21 F.....	26	11	2	Barra.	1 M, 2 MM, 1 W, 2 O	19	15	0	Carnarvon.
1 F.....	1	5	0	Beer.	1 MM.....	3	5	0	Christchurch.
1 W.....	8	0	0	Belfast.	1 MM, 1 W, 3 O	14	11	3	Clovelly.
1 F.....	4	7	6	Bembridge.	1 M.....	1	17	6	Colchester.
1 F.....	4	15	0	Benbecula.	1 MM, 1 F, 1 W,				
1 F.....	1	15	0	Berwick.	1 O.....	17	12	6	Conway.
1 W, 3 O.....	16	6	3	Bideford.	2 M, 3 F.....	9	0	0	Cove Bay.
1 W.....	11	5	0	Blakeney.	6 F, 3 W, 3 O...	26	17	7	Cullen.
2 M, 1 MM, 1 A,					2 PB.....	1	5	6	Deal.
4 W, 11 O ...	69	17	6	Blyth.	1 W, 1 O.....	4	1	3	Dover.
1 W.....	6	0	0	Bognor.	1 W, 1 O.....	9	1	3	Dundalk.
1 M.....	2	0	0	Bridport.	9 M.....	26	17	6	Dundee.
1 PB, 1 W.....	11	12	7	Bridgewater.	2 F.....	4	17	6	Dunnet.
1 W.....	3	5	0	Brightlingsea.	2 F.....	5	10	0	Dunnose.
1 W.....	5	5	0	Bristol.	1 M.....	2	17	6	Eastbourne.
4 M, 1 MM, 1 W,					1 F, 1 W, 3 O...	10	17	6	Emouth.
2 O.....	32	17	6	Brisham.	1 W, 4 O.....	14	0	0	Falmouth.
1 F.....	1	10	0	Broadstairs.	1 MM.....	4	0	0	Faversham.
24 F, 1 W, 2 O	48	18	8	Buckie.	2 F.....	9	15	9	Filey.

RELIEF TO SHIPWRECKED CREWS.

"THERE IS SORROW ON THE SEA."—JEREMIAH XLIX. 28.

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 Secretary at the Central Office and Honorary Agents of the "Shipwrecked Mariners' Society," between the 1st September, and 30th November, 1879.

Vessel's Name.	Port.	Amount of relief.	Vessel's Name.	Port.	Amount of relief.
Argyll	Leith	£ s. d.	Gem	—	£ s. d.
Alphonso	Middlesbro'	5 5 0	Gemina	Lowestoft	0 15 6
Alton Tower	—	3 8 0	Guiding Star	Thurso	9 3 3
Ann Shepherd	Fleetwood	19 3 2	Harriet	—	1 2 0
Alabama	Hartlepool	1 7 0	Hampshire	Southampton	2 0 0
Albion	Wells, Norfolk	7 10 6	Hobah	Falmouth	0 8 0
Brothers	Lossiemouth	0 8 6	Hugh Streetfield	London	3 11 6
Beech	Sunderland	1 6 0	Heimdal	London	2 9 0
Clyde	London	9 2 0	Hannah and Joseph	Runcorn	1 13 6
Charles Green	—	2 12 6	Integrity	Shields	0 7 0
Camperdown	Liverpool	6 0 8	John Ernest	Carsarvon	2 4 0
Carrie Annie	Plymouth	1 4 0	Jeanie Blair	Gouroch	2 0 9
Crimea	Arbroath	3 0 0	Josephine	Hartlepool	2 0 0
Countess of Fife	Dundee	2 14 0	Kate	Llanelly	1 13 6
City of Brussels	London	0 12 0	Kalodyne	Goole	3 11 9
*Catherine McIver	Arbroath	10 8 6	Kate	Fleetwood	2 5 0
Dudbrook	—	5 3 0	Luna	London	2 12 0
Duke of Wellington	Newcastle	2 16 6	Marsala	Genoa	9 0 0
Esperance	Brixham	3 10 0	Morning Star	Sunderland	0 6 0
Ereth	London	4 4 0	Malakoff	Pensance	2 15 0
Estella	Goole	5 0 0	Manfred	Warkworth	3 14 0
†Exhibition	Jersey	1 6 6	Marl	Sunderland	1 12 6
Emerald	Faversham	0 12 0	‡Messenger	Exeter	2 18 0
Fishing Boat	Grimsby	3 0 0	Mary Hicks	Scarborough	3 10 0
Flash	Drogheda	0 2 0	Micmac	—	1 0 0
Foam	Belfast	0 15 0	Milkyway	Frazerburgh	0 19 0
Frederick William	Guernsey	1 15 6	Mable Young	—	6 14 0
Forest Belle	Liverpool	3 8 0	Mary Anne	Liverpool	1 12 6
Fitzroy	S. Shields	2 2 0	Our Queen	Dundee	3 0 0
Gleaner	Southampton	2 0 0	Perseverance	Liverpool	6 6 6
		2 5 0			0 7 6

* The Hon. Agent at Swanage reports, the 26th November that this vessel was wrecked on the Ropelake Ledge, a most dangerous reef, full two miles in distance from the land, and is without buoy or warning of any kind. There was a thick fog at the time of the wreck.

† The Falmouth Hon. Agent reports, 3rd November, that this vessel was bound from Treguier to Weymouth, with potatoes. Gust of wind took the vessel whilst shifting sail in a squall, and she filled over the side, and sunk in a few minutes, stern first. The men got on the side of the vessel, and the boat floated to them, into which they got, and were afterwards picked up by a French brig, and landed here on 3rd November.

‡ The 'Heimdal,' British steamer, from Nicolaiev for Bremerhaven (grain), foundered off Terschelling

on the 2nd December. Thirteen men, including captain, saved and landed at Hamburg by the 'Plover' (s). Two men died. Remainder of crew (thirteen) left in another boat. Further telegrams from Hamburg of the 4th December report that the missing boat, with thirteen hands, had been picked up and landed at Cuxhaven by 'The Dana,' British three-masted schooner. The two men lost are Jones, engineer steward, and Williamson, firman.

§ The St. David's Agent reports, 16th October, that this vessel struck on rock north of Ramsey Sound, about 12 o'clock noon. Three men jumped on the rock, and were taken off by the St. David's lifeboat. The vessel drifted off with the captain and two other men, and late last night information was received of their safety at St. Ann's, Milford Head.

Vessel's Name.	Port.	Amount of relief.	Vessel's Name.	Port.	Amount of Relief.
		£ s. d.			£. s. d.
Primitive.....	Penzance	7 0 0	Sea Spray	Sunderland	10 11 6
Queen Adelaide	Portsmouth	2 16 8	Shepherd.....	Lowestoft	1 15 6
Queen of Devon	Carnarvon	2 10 0	Secret	Grimsby	0 6 6
River Luns.....	Liverpool	0 15 0	Tagus	—	0 12 6
Roman Empire.....	S. Shields	3 3 0	Trenton	—	3 15 0
Rival	Jersey	2 15 3	Thomas	Montrose	0 18 0
Rival	Londonerry	4 8 6	Trio	Goole	1 5 0
Bavencraig	Kirkcaldy	4 0 0	Telegraph	Greenwich	1 10 0
Robinia	N. Shields	3 10 0	Union T	—	1 15 0
Reine Leodine	Nantes	0 12 0	Villafranca.....	London	7 12 6
Semiramide	Newcastle	0 9 0	Vision	Colchester	0 6 0
Salamander	—	1 1 9	Victoria	London	0 12 6
Sir Sydney	Beaumaris	5 12 9	Wolviston	Hartlepool	2 7 6
Sarah	Carnarvon	0 6 0	Wepre Lass	Carnarvon	1 6 0
Superb	Liverpool	0 16 8	William	Sunderland	0 6 0
Shincliffe.....	Blyth	0 18 6	William and Mary ...	Lynn	1 2 6
Strathbeg'	Fraserburgh	4 10 0	Zoar	Goole	2 2 0

LAST WORDS OF AN OLD FISHERMAN.

My day of life is going,
And the sun is setting fast
A few more strokes of rowing,
Then into port at last!

They tell me, *there*, 'tis calm,
And *there*'ll be no more sea;
There, sheltered from all harm,
In peace I'll ever be.

My limbs are very weary,
How glad I'll be to rest,
And end this day, so dreary,
Upon my Saviour's breast!

What struggles I could tell!
How rough has been the sea;
The waves so high and strong,
Had well-nigh swallowed me!

Lowestoft.

The winds about me roared,
The tempest loud and wild!
And 'neath its lashing rage,
I trembled like a child.

But, courage! all is well,
The winds begin to cease;
For Christ Himself draws near,
And whispers sweetest "Peace!"

The harbour is in sight,
I see the lights on shore;
O Saviour, guide me right,
Sustain my failing oar!

I'm nearer, nearer still,
I've left the open sea;
I'm in "the haven" now,
And angels beckon me!

FANNY CLUBBE.

Portfolio.

"NOW."

A NIGHT of danger on the sea,
Of sleeplessness and fear,
Wave after wave comes thundering
Against the strong stone pier ;
Each with a terrible recoil
And a grim and gathering might,
As blast on blast comes howling past,
Each wild gust wilder than the last,
All through that awful night.

Well for the ships in the harbour now
Which came with the morning tide,
With unstrained cable and anchor sure,
How quietly they ride !
Well for the barque that reached at eve,
Though watched with breathless fear,
It was sheltered first ere the tempest burst ;
It is safe inside the pier !

But see ! a faint and fitful light
Out on the howling sea !
'Tis a vessel that seeks the harbour mouth
As in death agony.
Though the strong stone arms are open wide,
She has missed the only way ;
'Tis all too late, for the storm drives fast,
The mighty waves have swept her past,
And against that sheltering pier shall cast
Their wrecked and shattered prey.

Nearer and nearer the barque is borne,
As over the deck they dash,
Where sailors five are clinging fast,
To the sailless stump of the broken mast,
Waiting the final crash.
Is it all too late ? is there succour yet
Those perishing men to reach ?
Life is so near on the firm-built pier,
That else must be death to each.

There are daring hearts and powerful arms,
And swift and steady feet,
And they rush as down to a yawning grave
In the strong recoil of the mightiest wave,
Treading that awful path to save,
As they trod a homeward street.
Over the boulders and foam they rush
Into the ghastly hollow ;
They fling the rope to the heaving wreck ;
The aim was sure, and it strikes the deck,
As the shouts of quick hope follow.

Reached, but not saved ; there is more to do,
A trumpet-note is heard ;
And over the rage and over the roar
Of billowy thunders on the shore,
Rings out the guiding word.
There is one chance, and only one,
All can be saved, but how ?
"The rope hold fast, but quit the mast,
At the trumpet-signal 'Now.'"

There is a moment when the sea
Has spent its furious strength ;
A shuddering pause with a sudden swirl,
Gathering force again to hurl
Billow on billow in whirl on whirl.

A moment comes at length—
With a single shout the "Now" peals out,
And the answering leap is made.
Well for the simple hearts that just,
Loosing the mast with fearless trust,
The strange command obeyed !

For the rope is good, and the stout arms pull
Ere the brief storm lull is o'er ;
It is but a swift and blinding sweep
Through the waters wild and dark and deep,
And the men are safe on shore—
Safe ! though the fiend-like blast pursue,
Safe ! though the waves dash high ;
But the ringing cheer that rises clear
Is pierced with a sudden cry.

There are but four drawn up to shore
And five were on the deck !
And the straining gaze that conquers gloom
Still traces, drifting on to doom,
One man upon the wreck.
Again they chase in sternest race
The far recoiling wave ;
The rope is thrown to the towsing mark,
But reaches not in the windy dark
The one they strive to save.

Again they rush and again they fall,
Again and yet again ;
The storm yells back defiance loud,
The breakers rear a rampart proud,
And roar "In vain, in vain !"

Then a giant wave caught up the wreck,
And bore it on its crest ;
One moment it hung quivering there
In horrible arrest,
And the lonely man on the savage sea
A lightning flash uplift.
Still clinging fast to the broken mast
That he had not dared to quit.

Then horror of great darkness fell,
While eyes flashed inward fire ;
And over all the roar and dash,
Through the great blackness came a crash,
A token sure and dire.
The wave had burst upon the pier,
The wreck was scattered wide ;
Another "Now" would never reach
The corpse that lay upon the beach
With the receding tide.

God's "Now" is sounding in your ears,
Oh, let it reach your heart !
Not only from your sinfulness
He bids you part ;
Your righteousness as filthy rags
Must all relinquish be,
And only Jesus' precious death
Must be your plea.

Now trust the one provided rope,
Now quit the broken mast,
Before the hope of safety be
For ever past.
Fear not to trust His simple word,
So sweet, so tried, so true.
And you are safe for evermore,
Yes,—even you.

FRANCIS RIDLEY HAVERGAL

THE SHIPWRECKED MARINER

No. CVI.

APRIL, 1860.

Vol. XXVII.

THE ROYAL NAVY—ANCIENT AND MODERN.*

(Continued from page 5.)

WAR was continued with France, Britain and Holland being in alliance against her, and a signal engagement and defeat, the terror of which was long remembered in London, took place at sea in 1690. About June 80th that year, great crowds of people on the Sussex coast resorted to Beachy Head, the loftiest cliff on that part of the shore. It is 578 feet high, and perforated by many caverns, the scene of many a shipwreck in stormy weather, and the resort of multitudes of sea-fowl. On that morning the French fleet, under the Count de Tourville, consisting of seventy-eight men-of-war and twenty-two fire-ships, was seen hovering off the coast, and ere long the allied English and Dutch fleets, the former consisting of thirty-four sail, and the latter of twenty-two, under the Earl of Torrington, were in sight. Much in England depended on the issue of this battle. King William was absent in Ireland; London was swarming with Jacobites, and malcontents. Louis was victorious in Flanders; his powerful fleet had long menaced the Channel coast, while not far from that of France, but a little way inland indeed, a considerable army was cantoned under the orders of a celebrated marshal, the Duc d'Humières, waiting to embark for England, and the defeat of Torrington might bring 20,000 French veterans on the sands at Deal, and at a time when the whole united forces in Britain did not exceed 10,000 men. Hence it was with no small anxiety the good folks of Sussex on that June morning

* From "British Battles on Land and Sea," by James Grant; Cassell & Co. and other sources.

assembled on the chalky crest of Beachy Head, and turned their eyes and telescopes seaward. Aware of how much depended on the issue of a battle, Admiral Torrington had been loath to risk it. He had wavered for some time, till discontent became audible in London, and at length peremptory orders were given him to fight the French at all hazards, and these orders reached him when he was drawing near Beachy Head. The Earl of Torrington was a man of undoubted bravery, whose whole life had been passed face to face with death and danger, but that he shrunk nervously from the terrible responsibility incurred by encountering a 100 sail with only fifty-six, and at that actual crisis, is undoubted. He resolved to obey the orders he had received, and yet, in doing so, not hazard all. He conceived the idea of letting a portion of his fleet skirmish with the enemy, while the main body should not, if possible, engage; thus he formed his order of battle so that the heaviest brunt of the action should fall upon the Dutch, already in disfavour in England, so much so that the destruction of their whole fleet would have caused less murmuring there than the loss of one of our smallest frigates. With these views and plans he stood towards the enemy. George Rooke was Vice-Admiral, and led the Red squadron; Admiral Russell and Sir John Ashley with Rear-Admiral Sir Cloudesley Shovel, led the Blue squadron. The French fleet was formed in three divisions. The van was led by the Count d'Estrées in 'La Grande,' 86 guns, with twenty-six sail; the centre by the Count de Tourville in the 'Royal Sun,' 100 guns, with twenty-six sail; the rear by Admiral d'Amfreville in the 'Magnificent,' 80 guns, with twenty-five sail. Their fire-ships hovered on the flanks. The original intention of the French was, if possible, to divide their fleet, of which one part was to stand up the Thames, while the Jacobites in London rose in arms, and seized the Queen and her ministry; the other portion was to join their galleys and land troops at Torbay, while a squadron in the Irish Sea cut off King William's return from Ireland. But now the approach of Torrington put all the future to the event of a battle. The French had been actually so close in on the coast that on the 21st June their boats had taken some loiterers on board. These were handled pretty roughly and then set on shore. When the signal to close in action was hoisted by the Earl of Torrington, the French were under easy sail upon a wind, with their heads lying northwards off Beachy Head, but seeing the English forming line they braced their head sails to the wind and lay-by, and at nine o'clock a few puffs of snow-white smoke upon the sea announced to the crowds upon the headland and those away by Eastbourne that the battle had begun. Promptly did the Dutch

who were in the van, under Admiral Calembourg, respond to the signal, seconded by the English Blue squadron, under Sir Cloudesley Shovel, but the Red or centre squadron, being by Torrington's intention kept somewhat apart, left a great opening, of which the French hastened to take advantage to surround Shovel and the Dutch. Père Daniel says that on this day the French had the advantage both of the wind and tide. Evertzen and his countrymen fought with the most stubborn bravery, and in spite of national prejudice, it was fully admitted by the English and French that "in none of Van Tromp's or De Ruyter's battles had the honour of the Batavian flag been more gallantly upheld." Two of their Rear-Admirals, Dick and Brackel, with many captains and seamen, were slain; a vast number of wounded, horribly mutilated by round and chain shot, encumbered all the decks and lay about the guns, and their hulls and rigging were tattered and torn to pieces in a manner they could not have been had they been properly seconded by Lord Torrington. The Dutch began the fight, records Burchett, as did some of the English, but not being seconded by the rest of the fleet, which unexpectedly stood away, several of the Dutch ships, after they had fought most gallantly, were either burnt, sunk, or disabled, and the English that engaged were very much shattered. During many hours the van with the Blue squadron, in which Capt. Sir David Mitchell in the 'Elizabeth,' 70 guns, greatly distinguished himself, maintained the unequal conquest without adequate assistance from the other part of the fleet. At length the Dutch drew off, leaving one shattered hull in the hands of the enemy, and, to save themselves from utter destruction, came to anchor. On examining the state of his fleet, the Earl of Torrington found the ships of the Blue squadron had suffered considerably, and came to the conclusion that no advantage could be won by a renewal of the action. By five in the afternoon the wind died away, and he came to anchor, while several of the French ships with their boats ahead were being towed out of range of cannon shot. In the night the English fleet weighed anchor and stood eastward. Next day Torrington called a council of war, which decided that it was most advisable to preserve the fleet by retreating and to destroy all disabled ships rather than lose time by protecting them. This was accordingly done. Many Dutch ships were scuttled and sunk, the rest were taken in tow by the English fleet, which sailed along the Kentish coast with all speed for the Thames. In this unfortunate battle their loss was two captains, Botham and Pomeroy, with two captains of marines in Torrington's own regiment, and 850 men.

The French were still pursuing, when, off Rye Bay, in sight of the ancient town, one of the famous old Cinque Ports, the people had the mortification to see an English ship, the 'Anne,' 70 guns, which was entirely dismasted, forced on shore by the enemy and set in flames. Capt. John Tyrrel, her commander, who had fought her gallantly, escaped. They next attempted to destroy a Dutch 64 gun-ship as she lay half-afground near Pevensy, but Puffendorf says her captain defended her so resolutely that they were compelled to relinquish the attempt, that three others were burnt by their own crews, and that the total loss of the Dutch was six first-rate men-of-war. But more than all did they deplore the deaths of Jan, Dick, and Brackel, admirals of the Maese and North Holland. Torrington sought refuge in the Thames, where he ordered all the buoys to be torn up, which made the navigation of the river so dangerous that he could not be followed by the Count de Tourville, who came to anchor in Torbay; but great was the terror and consternation in London. There, we are told, the shame was insupportable and peril imminent. What if the victorious enemy should do as De Ruyter had done? Nor was this all, evil tidings had just arrived from the Low Countries, that the allied forces under Prince Waldeck had been defeated by the French under the Duke de Luxembourg, after a long and fierce conflict. After menacing the coast till the 5th of August, the Count de Tourville sailed from Torbay to Brest. Admiral the Earl of Torrington was sent to the Tower and tried by a court-martial at Sheerness; and though he was fully acquitted, Burnet says King William most unjustly deprived him of his commission to satisfy the clamour of his beloved countrymen the Dutch. But such was the effect of this battle off Beachy Head that, according to Macaulay, "between the coast of Artois and the Nore, not a single ship bearing the Red Cross of St. George could venture to show herself."

Louis XIV. of France grasping gladly at the illegal dethronement of James as a just cause for war, prepared in 1692 for a mighty invasion of England. To oppose or anticipate the movements of this land and sea armament, Admiral Edward Russell collected a powerful fleet of English and Dutch ships at St. Helen's. The Red squadron, which he led in person, consisted of thirty-one sail with 2,220 guns and 13,985 men. The Blue squadron, under Admirals Sir John Ashby, Rooke, and Carter, was thirty-two sail, with 2,310 guns and 14,675 men. The Dutch squadron, under Admirals Allemande, Calembourg, and Vandergoes, amounted to thirty-six sail, with 2,614 guns and 18,051 men. The

whole fleet made a grand total of ninety-nine sail, mounted with 6,676 pieces of cannon, and manned by 41,621 seamen and marines. So great was the expedition used that one of the first-rates in the Red Squadron was equipped and went to sea in ten days after she was launched. The enemy's fleet, under the Count de Tourville, after being joined by the Rochefort squadron, consisted of sixty-three ships and 20,000 men, but, had not the Count d'Estrées, who commanded the Toulon squadron, been disabled by a storm off Gibraltar, the opposing force must have exceeded that of the Allies. Very soon the topsails of the French fleet were visible from the white cliffs of Portland, and from Dorsetshire one messenger took the tidings to London, another bore it to Admiral Russell, a gun from whose ship was the signal for sailing, and when the early sunlight was stealing over the sea on the morning of the 17th of May, the allied forces spread their canvas to the wind. The orders of the Count de Tourville from Versailles were to protect the invasion of England, but not to decline a battle if such became necessary. He tacked, however, and stood across the Channel to La Hogue, where the army he was to convey to England had already begun to embark in the transports. When the sunrise of the 19th May was reddening the bluff of Point Barfleur, a few leagues distant from his fleet, he saw the combined armament of the Allies, the largest fleet that had ever been in the Channel since the days of the Spanish Armada, stretching in a vast line across the whole blue horizon to the eastward, and he boldly steered towards them before the wind. By eight a.m., says Smollett, the line of battle was formed by the English fleet. The Dutch squadron was in the van, the Blue squadron in the rear, the Red formed the centre. Prior to the fleets closing, Admiral Russell had visited most of the English ships, and exhorted the crews to do their duty. "If any of your officers play false," he added, "overboard with him, and with myself among the first." This stern advice had direct reference to those with Jacobite sympathies, for there were, no doubt, many in the fleet who remembered with love and admiration the Duke of York, who had led them to victory in other days. He had barely returned to his own ship, the 'Britannia,' 100 guns, ere De Tourville, in the 'Rising Sun,' 104 guns, was alongside of her, and round shots, chain shot, grape and musketry were exchanged with indescribable fury. This was at eleven o'clock in the forenoon, and in a few minutes after the whole squadron, many of the Dutch ships excepted, were engaged, and the roar of the cannon and small arms could be heard

in the French and Irish camps at La Hogue, and all along the coast from Barfleur to the ancient streets of Bayeux. Admiral Richard Carter was the first who broke the French line, but he was mortally wounded by a splinter torn from one of his own spars, and fell dying on the deck, from which he would not allow himself to be borne, neither would he permit his sword to be taken from his hand. "Fight the ship as long as she will swim," said he to his captain, and soon after expired. Both fleets plied their guns with equal fury from eleven o'clock till one. During the earlier part of the conflict, the wind had been with the French, the smoke of whose artillery constantly enveloped the English. They had been opposed to the greater portion only of the allied fleet, and against that portion they had fought well and valiantly. The Count de Tourville now thought he had done enough to vindicate the honour of the silver lilies, and the fire from his ship having carried away Russell's fore-topmast, on finding the 'Rising Sun' sorely disabled, he had her towed out of the line by five of his boats, while five fresh ships by a terrible cannonade covered his retreat. She was so full of men that no attempt was made to board her, but the slaughter between her decks was fearful. It was not until after sunset that she got clear of her assailants, and crept towards the coast of Normandy, having so many in her slain, that the blood running out of her scuppers discoloured the ocean. She had suffered so much that De Tourville had to shift his flag to the 'Ambitious,' 90 guns. Some French ships were blown up, and others sent to the bottom with all their rigging standing, and with the dead and dying between decks. A fog that fell about four in the afternoon alone preserved the French fleet from instant and inevitable ruin, by concealing and scattering it far over the sea. Twenty of the smaller vessels made their escape by steering a course that was too perilous for any but those whose courage was born of despair or desperation. With all sail crowded, under the cover of a dense fog and the cloud of a moonless night, they ran through the boiling breakers, past those treacherous rocks called the Gaskets, which form the race of Alderney between that isle and Cape La Hogue, the place where Prince William, son of Henry I., perished in 1119, where the 'Victory,' with 1,000 men on board, was cast away in 1744, and countless other wrecks have occurred. Thus, says Dalrymple, did fog, calm, tides, and veering winds save France from English vengeance for one day, but one day only. The ships of the line; whose draught of water had rendered this course impossible, fled to the havens of Cotentin. The 'Soleil

Royale' and two other three-deckers, the 'Admirable' and the 'Conquerant,' reached Cherbourg in comparative safety, but there they were driven ashore and set in flames by Sir Ralph Delaval, who found them hauled up in shoal water. He, therefore, attacked them with his fire-ships and boats. The crews fled ashore, and the 'Soleil Royale,' the pride of the French navy, and her two stately consorts, were speedily sheeted with flames. Foalis, a Scotch sea captain, who was the first to board her, was driven off by her crew, and had his own ship set on fire. Inexorably bent on the total destruction of the French armament, Admiral Russell was meanwhile blocking up the bay of La Hogues, where, as at Cherbourg, the French war ships were moored in shoal water, close to the camp of that army which was destined for the invasion of England. Six sail lay anchored under a fort named Lisset, the rest were under the guns of St. Vaast, wherein King James had his quarters, and on the walls of which were displayed the white banner of Bourbon and the flags of England and Scotland. De Bellefonds had thrown up some batteries, which he flattered himself would deter any enemy from approaching either of these forts. But King James, who knew better the mettle of English seamen, recommended that troops should be put on board the ships for their protection. But "De Tourville," says Macaulay, "would not consent to put such a slur on his profession," a curious expression, when we bear in mind that Count de Tourville was a Marshal of France. The chief fortress stands on a narrow isthmus, which connects a small peninsula with the mainland, and defends the extensive roadstead that lies within the Bank du Bec, the Cape, and the isle of Yatihon. At low tide it is still surrounded by water, its only communication with the land being a narrow channel called the Sillon. The English admiral was preparing for an attack in a mode which rather surprised the French, and by the evening of the 23rd May, a flotilla, consisting of sloops, of fire-ships, and all the boats of the fleet, 200 in number, full of armed men, put off under the command of Sir George Rooke, who in after years was to add Gibraltar to the British territories. His orders were to destroy everything in the bay, and with the Union Jack floating from the stern of each boat, with loud cheers and in the highest spirits, the crew bent to their oars and the whole division swept within the Bank du Bec, and pulled straight for the three-deckers that lay in fancied security under the batteries of Fort Lisset, while the twilight of evening was darkening all the coast of Normandy. By some strange fatality, there was on this occasion a panic in

the fleet and in the camp of De Bellefonds. The latter got the French and Irish regiments under arms and marched them in all haste to the beach, when, after firing a little, they retired and drew off. The Count de Tourville ordered the seamen to man their boats and pinnaces, but his orders were issued in vain. They turned and fled, and louder than ever rang the deep hearty hurrahs of the English sailors, though the guns of Fort Lisset now opened upon them, and every shot that struck a craft so frail as a boat was death to all her crew. The boats vied with each other which should be first on board the enemy. Exposed to a dreadful but ill-directed cannonade from the forts and batteries, the English boarded the three-deckers in succession, capturing or tossing overboard all who dared to withstand them, and lashing all the vessels together they set them in flames, and, with little or no loss and with three hearty cheers, dropped out of the bay with the ebb tide, leaving La Hogue one sheet of fire. During all the night the great ships blazed, and the explosion was heard from time to time of the loaded cannon as the fire reached them, till six culminating crashes announced that the flames had reached their magazines, and then sea and sky became sheeted with burning brands. At eight o'clock the tide turned, and Sir George Rooke with his 200 boats' crews came back with it to destroy the ships that were moored under the guns of Fort St. Vaast. The guns knocked a few boats to pieces and sent their crews to flounder in the water, but the vessels were soon won. Cheering, the English came sheering alongside and drew their cutlasses, and as they came swarming up on one side the French were seen pouring out on the other, and the instant their ships were taken their guns were levelled at the batteries on the shore, and the fire from them was speedily silenced. King James, the Duke of Berwick, the Earl of Melfort, and Marshals De Bellefonds and De Tourville were looking on this terrible spectacle. Amid those flames the unhappy monarch of Great Britain saw the extinction for ever of all his hopes of restoration, yet when he beheld the irrepressible valour of the seamen, honest admiration became mingled with his regret. "Ah," he exclaimed to the Scottish earl, when he saw the French squadron in flames, "none but my brave English tars could have performed so gallant an action!" A few minutes after, Dalrymple states that a gun exploded in one of the vessels, which was nearly burned to the water-edge, and the shot killed one of the king's attendants by his side. Struck by this circumstance, James exclaimed with despair, "Heaven itself fights against me!" and then retired to his tent, and there

Fig. 1. Cirrus.



Fig. 2. Cirro-curtulus.

Fig. 5. Rolled Cumulus.



Small Cumulus.





Fig. 3. Cirro-stratus.



Fig. 7. Cumulo-stratus.



Fig. 4. Stratus.
a. Detached Stratus.



Fig. 8. Nimbus.

he heard the flotilla of Rooke, after having insulted the camp, silenced the batteries, and destroyed all the vessels, including transport and store-ships, pulling seaward to the fleet and making the sky echo with "God save the king!" In this last expedition, Puffendorf states our loss to have been only ten men, with a few that were blown up in a long boat.

Thus ended the great battle of La Hogue, in which sixteen of the noblest ships of France, ranging from the 'Soleil Royale,' 104 guns, to the 'Sanspareil' 60 guns, were destroyed, together with an incredible number of smaller craft. For five days by sea and shore had the strife continued, and England lost only one fire-ship. The result of La Hogue fell heavily on King James, who never forgot the sad impression it made upon him, and concerning it he wrote to the King of France requesting His Majesty no longer to concern himself for a prince so unfortunate, but permit him to retire to some corner of the world where he might cease to obstruct the course of his prosperity and conquest. The King of France assigned him the Palace of St. Germain's, and promised never to forsake him in his worst extremity. The double victory, for such it was, on the sea and in the bay, excited the greatest exultation in London, and the disaster at Beachy Head was forgotten.

Again England was safe, and, thanks to the valour of Russell, Rooke and Delaval, with their men, no French drums would wake the echoes of her woods and valleys. London was illuminated, bonfires were lit in the streets, and flags hung from the steeples. In her delight, Queen Mary ordered medals to be struck in honour of the victory, and £80,000 to be distributed among the seamen, and promised that at last the stately palace by the Thames, commenced by Charles II., at Greenwich, should be assigned as a home and retreat for all those who were disabled in the sea-service of the country.

(To be continued.)

THE MOTION OF STORMS; OR, SCIENCE FOR SAILORS:

II.—CLOUDS; THE VARIOUS FORMS OF CLOUDS.

"There is no employment more ennobling to man and his intellect, than to trace the evidence of design and purpose, which are visible in many parts of the creation. Hence, to the right-minded mariner, and to him who studies the physical relations of earth, sea, and air, the atmosphere is something more than a shoreless ocean, at the bottom of which he creeps along."—*Maury, on the Meteorology of the Sea.*

In the article on Clouds which appeared in the last number of this Magazine (January 1880), the reader will find some information as to how clouds are formed. Clouds are composed of vapour which rises from the surface of the

earth into the air. Now, the vapour of water is little more than half the weight of dry air, and therefore it ascends. The vapour is not visible while it is being thrown off from every moist object around us during a sunny day. Neither is the steam in the "steam chamber" of a railway engine, and we could not see it if the case of the engine were transparent. Steam, however, is intensely heated vapour, and when it issues from the funnel becomes partially condensed by the cool air, in fact, forms a cloud, and everyone must have observed how much more apparent this is, and how much longer it is visible, in winter than in summer. In winter, too, this steam condenses so as to fall like fine rain, and is often felt by persons near a railway.

We have here a partial illustration of the process carried on in Nature's laboratory. The ascent of vapour in the atmosphere is greatest during a hot day, and when a strong dry wind is blowing, the vapour is freely carried off and is mingled with the air. Sailors have some experience of the influence of wind on evaporation, however slight the air-current may be, for when the air is nearly calm they moisten a finger and hold it up, and that side which becomes coolest indicates the direction from which the feeble wind comes.

During a calm, dry day, vapour is constantly pushing its way upward—part of it may be absorbed by the air in the upward passage, but if the supply be copious and continuous, most of it will rise into a cool region and there expand and become condensed into cloud. This cloud may again descend to a warmer stratum of air, and be there absorbed; thus the process of forming and dissolving goes on.

In the upper regions of the atmosphere there are various currents of air at different elevations; that fact has been proved by Mr Glaisher and others in balloon ascents. Those upper winds blow in different directions, or they are cold, dry, warm, or moist, and these conditions determine the different forms of clouds.

We now leave all other considerations, and come to define *the different classes of clouds*.

The system of classification which is generally used is that propounded by Luke Howard in 1803.* The CLOUD PICTURES herewith presented to our readers will, we trust, enable them to understand the definitions of the "classes," and we would fain wish may help to a more extended study of clouds.† There are two divisions:—

I. *Upper Clouds*, which include CIRRUS (Fig. 1); CIRRO-CUMULUS (Fig. 2), and CIRRO-STRATUS (Fig. 3).

* "Essay on the Modifications of Clouds" (now being republished).

† We have to thank Mr. R. H. Scott, M.A., F.R.S., for his ready permission to use the "Cloud Pictures" which were specially prepared for his "Instructions in the use of Meteorological Instruments," published by direction of the Meteorological Committee, in 1875.

II. *Lower Clouds*, including STRATUS (Fig. 4); CUMULUS (Figs. 5 and 6); CUMULO-STRATUS (Fig. 7); and NIMBUS (Fig. 8).

The abbreviations put after the names on the pictures, such as cir. for cirrus, &c., are used at Observatories for daily records.

We think it best to confine ourselves mainly to the definitions of these various clouds, and leave the explanations of what they severally indicate for the next article. What we observe in the study of these various forms we shall call "Cloud Readings."

THE UPPER CLOUDS.

CIRRUS (Fig. 1). This cloud consists of light feathery or fibrous streaks, sometimes appearing to shoot off from a nucleus in all directions. Sometimes the streaks are parallel across the sky, and at other times curled. The name *cirrus*, taken in its simple meaning, very well describes this cloud, for *cirrus* is a Latin word for "a lock of hair curled;" it was also applied to the "crest of feathers" on the head of certain birds. Some very familiar terms have been applied to it, such as "Mares' Tails;" and by sailors, "Cats' Tails;" also "Cobwebs of the Sky."

It is a very lofty cloud, sometimes perhaps ten miles high, appearing to move very slowly, and generally in a different direction from the surface-wind. Travellers ascending mountains frequently see other forms of clouds below, while cirrus appears still at a considerable elevation. Small frozen particles (as previously stated) are supposed to constitute this form of cloud.

CIRRO-CUMULUS (Fig. 2) is composed of small, well-defined, roundish masses. It is well known as the "Mackerel Sky," being compared to the markings on the mackerel. Blomfield describes it, as seen in a summer's sky, to

"The beautiful semblance of a flock at rest."

It generally floats at a great elevation, and its masses are sometimes softer than those shown in Fig. 2; and when seen at lower levels it may be difficult to distinguish these clouds from the "small cumuli" shown in Fig 5 (Scott).

CIRRO-STRATUS (Fig. 3) is composed of horizontal bands of cirrus which have sunk to a lower level and become compact, so that the sun's rays have a difficulty to penetrate the cloud. We must attend more to structure than to form, in distinguishing this cloud, which is dense in the centre and then thins off towards the edges. "The form and relative position when seen in the distance frequently give the idea of shoals of fish."

Howard describes the masses of cirro-stratus as horizontal or slightly-inclined, thin towards a part or whole of their edges, sometimes separate or in groups consisting of small clouds of the same structure. And Mr. Scott remarks: "The first part of Howard's definition seems to be well represented by the upper portion of Fig. 3, in which the clouds are like sheets thinning out at their edges, while the latter part is clearly shown by the small light-coloured clouds at the bottom of the figure."

THE LOWER CLOUDS.

STRATUS (Fig. 4). "A widely-extended continuous horizontal sheet, increasing from below upwards" (Howard.) (Stratus is the participle of the Latin word *sterno*, and means "laid along flat.")

This cloud is the lowest of all, and is formed by the subsidence of vapour; it is sometimes called the "cloud of night." Herschel said "it may be considered intermediate between cloud and fog." Howard speaks of it as "ground fog," as it spreads over low grounds in the evening; it generally disappears soon after sunrise.

CUMULUS (Figs. 5 and 6). This consists of a vast mass of vapour in a conical or rounded form, rising from a horizontal base, and is well portrayed in Fig. 6. It is the "cloud of day;" it is formed of warm currents which rise from the heated ground. The steam from the railway-engine (before referred to) is seen in the form of *cumulus*, a name which implies a pile or heap.

"This class of clouds comprises all those of the lower stratum, which have a globular or rounded form, from the small white cloud represented in Fig. 5, to the heavy mass represented in Fig. 6. The *cumulus* sometimes takes a cylindrical shape, forming itself into long horizontal rolls, between which gleams of light are seen, but which are often so closely packed as to hide the blue sky. These are called by us *roll-cumulus*."

Mr. Scott observes (respecting roll-cumulus, Fig. 5): "It has been inserted owing to the frequency of this appearance at sea."

CUMULO-STRATUS (Fig. 7) is formed by *cirro-stratus* blending with the *cumulus*; it appears with the heaps of *cumulus* intermixed with the *cirro-stratus*, the latter either appearing among the "piles" of *cumulus*, or spreading beneath it like a wide horizontal base. This structure is clearly depicted in Fig. 7.

NIMBUS (Fig. 8). "The rain-cloud. A cloud or system of clouds from which rain is falling. It is a horizontal sheet, above which the 'cirrus' spreads while the 'cumulus' enters it laterally and from beneath" (Howard).

Howard called this also *cumulo cirro-stratus*, which name suggests the formation of the cloud.

"At a considerable height a sheet of *cirro-stratus* cloud is spread out, under which *cumulus* clouds drift from windward; these rapidly increasing unite at all points, forming one continuous grey mass, from which rain falls" (Buchan).

Fig. 8 represents a *nimbus* before it has overspread the sky; there are also smaller clouds of the same kind, which only produce a passing shower (Scott).

The word "soud" is applied by sailors to detached portions or fragments

of clouds in rapid motion. Scud may be either *cirro-stratus* or *cirro-cumulus*, if at a high level, or *stratus* if at a low level.

We hope the "Cloud Pictures" accompanying this description may be preserved for future use, either to aid the understanding of what we purpose to write on "Cloud Readings," or in the general study of cloud phenomena.

For some years the present writer has found the pictures of great service in his daily records of cloud observations. S. H. M.

[NOTE. — If our readers desire more details on "The Classification of Clouds," they will find them in "Handy-Book of Meteorology," by Alex. Buchan, M.A. (Blackwood); in a Lecture on "Clouds and Weather Signs," by Rev. W. Clement Ley, M.A. (Modern Meteorology, Sandford); or "Comment on observe les Nauges pour prévoir le Temps." Par André Poëy. (Paris, Gruthier-Villars, 1879). In the two latter we have some discussion on the naming of clouds, but seeing that no radical change has obtained at present, we prefer to keep mainly to Howard's method.—S. H. M.]

FROM ORKNEY TO SHETLAND.

ON Kirkwall Pier, standing about in groups of two or three, were a number of seafaring men discussing the signs of a change in the weather. The sun, which had been shining brilliantly early in the morning, was now obscured by clouds, and in an incredibly short space of time the wind rose, first to a breeze, and almost whilst its force was being discussed, grew into a gale; great masses of stormy cloud flew athwart the sky, the water was lashed into fury, the waves came tumbling against the pier-head and broke in clouds of mist and foam; the sturdy seamen, discussing the duration and strength of the storm, were heard to opine that, blowing at that rate, it couldn't last long, and having thus disposed of the matter to their satisfaction, they were soon busy in watching for the first distant signs of the steamer expected from the South. Within half an hour of her time, she came in sight, bravely breasting the swell, eagerly awaited by an increasing crowd of townfolk. After a brief delay she was off again, and we with her, for Shetland. The captain, anxious for his passengers' comfort and enjoyment, determined to run through the north islands of Orkney, to the west of Fair Isle, and thence by the "Roost of Sumburgh" to Lerwick, for by pursuing this course we were to some extent sheltered by the land, and also had the opportunity of seeing some of the small islands to the north of Orkney, and of catching a glimpse in the "gloaming" or "dim" of the Fair Isle. Though we—

"Roll'd to starboard, roll'd to larboard,
When the surge was seething free,"

it was possible to the few passengers who remained on deck to enjoy pleasant views of island scenery: they had to vary this passive occupation, however,

by frantic and ineffectual efforts to keep their footing, and were forced to make sudden and involuntary rushes to starboard or port as the steamer rolled in the swell, and occasionally pitched very considerably, the boilers thereat giving a defiant snort, and the passengers more firmly grasping the nearest supports. A sudden blow as of some mighty steam hammer on the bows of the vessel by a wave whose power we had met in full force, and the drenching shower of salt spray by which it was succeeded, soon sent below another detachment of passengers, who were no more seen until we steamed into the smooth waters of Bressay Sound.

After the steamer left the harbour at Kirkwall and as it neared the west side of Shapinsay, an excellent view of the town could be obtained by looking back on the receding shores, till at length the distance lent its enchantment and nothing but the dim outline of houses could be seen, clustering round St. Magnus' ancient cathedral tower, with their background of hills, and between us and them the broad expanse of waters. Then we had a passing view of Thieves' Holm; the green slopes and varied and undulating pastures surrounding Balfour Castle, Wideford Hill, and the Bay of Firth were duly



SHEEP CRAIG, FAIR ISLE.

commented on and admired,' and the village of Fintown descried. Eday, Sandy, Stronsay, and the north islands of Orkney were passed in rapid succession, and before long we were abreast of Fair Isle, midway between Orkney and Shetland.

The precipitous cliffs and rocky shores of this island rise rugged and forbidding on all sides, and only two points give access to the shore, and these only in perfectly calm weather. Thus the two or three hundred people who inhabit the island are at times completely isolated, all intercourse with the rest of the world being impossible in stormy weather. The island does not produce sufficient grain even for its scanty population, and supplies have to be landed from Orkney or Shetland from time to time. In the event of a shipwrecked crew being cast on the island, both islanders and crew are occasionally driven to great straits, as what was a bare subsistence for the few becomes a starvation dole when shared with a number of unexpected and, we suspect, unwelcome guests. Thus it happened when one of the ships of the

Spanish Armada was wrecked upon the island (1588), and 200 men landed, to the consternation of the unfortunate islanders. According to Sir Robert Sibbald's account, the Spaniards fared but badly, for the islanders, after a time, fearing a famine, refused to sell their food, though the Spaniards were willing to buy it at exorbitant prices. Many are said to have died of starvation, and many more were so weakened by hunger and exposure, that they were easily disposed of by the not over-scrupulous islanders, who assisted in thinning their ranks by pushing some of them over the cliffs into the sea. The island is famed for the beauty of its hand-knitted hosiery worked in complicated patterns of various colours, an accomplishment said to have been acquired from the shipwrecked Spanish crew.

It has not been our good fortune to pay a visit to the island, but as some account of it may be interesting, we extract the following graphic picture of scenes which are here too frequent, from Mr. Peace's book on Shetland:—
 "From the height of its hills the Fair Isle is in clear weather seen from a



SHETLAND KNITTER.

great distance, and thus serves as a beacon by which mariners may direct their course; but when a gale lashes the sea into fury—when the rain-mist, after having shrouded the summit of the Ward Hill, gradually settles down, first into the inland valleys, but there only for a time—when, bidding defiance to the gale, and asserting its supremacy, it covers the whole in fleecy clouds—it is then that the island proves terribly fatal. Driving before the gale, many a noble bark rushes swiftly to destruction against the rugged precipices by which the island is on every side engirdled.

"During the summer of 1868, a German emigrant vessel, from Bremen to New York, was wrecked at one of the cliffs of the island. A thick fog had for some days prevented the officers from taking an observation; but the wind blowing fair, and supposing themselves many miles beyond the island, every stitch of canvas was set to 'woo the favouring gale.' The 'Lessing' was sailing bravely before the wind, her living freight not yet at early morn

awoke from slumber, when, with a sudden and terrible crash, she struck the fatal rock. Instantly hundreds of human beings rushed on deck, to find themselves literally wedged up between precipices. On either side arose the almost perpendicular cliffs, whose tops were lost to view in the fog, while around the



WRECK OF THE 'LESSING.'

sea-swell swept with a swift and steady roll. A boat was lowered, but only to be dashed to pieces among the breakers, which threatened to engulf the noble ship and all on board. There seemed no hope, no chance of escape. Seamen went aloft, expecting to measure the height of the crags by which

they were surrounded, but even then the tops of the precipices remained shrouded in mist. Hope forsook every heart, despair was pictured on every countenance, and the loud wail of agony for the moment drowned the noise of the sea; but, piercing the thick fog by which they were enveloped, this shout was wafted to the ears of the islanders, who were thus guided to the scene of



SHELDIE CAVE, FAIR ISLE.

disaster, and successfully landed the whole of the passengers and crew through one of the remarkable subterranean galleries—known as the Sheldie Cave—which permeate, in many cases, hundreds of feet through the rocks. The operation of bringing the people to land being safely accomplished, the whole

shipwrecked party was, without any serious accident, brought to the summit of the lofty precipices which guard the coast."

Eighteen miles west from the mainland of Shetland, rising with almost perpendicular cliffs out of the sea, the Island of Foula is seen; it is only three miles long and two miles wide, but the stupendous nature of the precipices



INTERIOR OF A FOULA COTTAGE.

which fall sheer into the sea on all its sides, renders it visible at a great distance. What life on this remote island must be, cut off from the comforts and luxuries of civilization, perhaps even from a knowledge of the things enjoyed by the rest of the world, it is only possible to conjecture, and seldom can any communication take place, or the wants of its inhabitants be made

known to their nearest neighbours across the sea. The engraving which, as well as the others in this paper, by the kindness of Mr. Peace, of Kirkwall, we here present of the interior of a Foula cottage, does not perhaps convey an idea of great discomfort, though the arrangements are of the humblest description, yet the life led by the hardy islanders needs to be seen, we suspect, to be rightly understood. Probably, however, those things which naturally enough the stranger looks on with aversion, are dear to the islanders' hearts, and the dangers and toils they endure they regard either with indifference or view with actual pleasure, as affording the excitement that bold adventure and daring exploits are known to inspire. Of such, it is only natural to suppose, is the occupation in which they employ themselves at certain seasons in snaring the birds and robbing their nests of the eggs, on which the islanders largely subsist. The scenes of this occupation are described as of the sublimest description. The spectator looks down a perpendicular height of 1,100 or 1,200 feet, and sees the wide Atlantic roll its tide. Dense columns of birds hover through the air, consisting of maws, kittiwakes, lyres, sea-parrots, and guillemots. The cormorants occupy the lowest portion of the cliffs; the kittiwakes whiten the ledges of one distant cliff; gulls are found on another; and lyres on a third. The welkin is darkened with their flight, nor is the sea less covered with them as they search the waters in quest of food. But when the winter appears, the colony has fled, and the rude harmony produced by their various screams is succeeded by a desert stillness. From the brink of this awful precipice the adventurous fowler is, by means of a rope tied round his body, let down many fathoms; he then lands on the ledges where the various sea-birds nestle, being still as regardless as his ancestors of the destruction that awaits the falling of some loose stones from a crag or the untwisting of a cord. It was formerly said of the Foula man, "His *gutoher* (grandfather) gaed before, his father gaed before, and he must expect to go over the Sneug too."

Shortly after passing the Fair Isle the bold promontory of Sumburgh Head comes well into view, and we are fairly in the "Roost," where the waters of the Atlantic and German Oceans mingle in violent currents, occasioning a race of conflicting tides some twenty miles in breadth. On the west is Fitful Head, rendered famous by Scott as the dwelling-place of Norna in "The Pirate." Against these two great headlands the mighty forces of the combined oceans are hurled, and it has never been our lot to see their waters at even comparative rest, though we and many more could speak of the times when even the power of steam is daunted, and the storm-tossed mariner is fain to seek refuge in Bressay Sound from this, at times, impassable sea. After steaming up the Sound we come in view of the wave-washed walls of Lerwick, and, by means of boats, effect a landing.

LINDON SAUNDERS.

CAPTAIN COOK.

IV.—SECOND VOYAGE. FROM HIS SECOND VISIT TO NEW ZEALAND TO THE FINAL SEPARATION OF THE 'RESOLUTION' AND 'ADVENTURE.'

In all long voyages there is one great necessity of life and health which sailors cannot obtain, and that is fresh vegetable food. Landsmen can scarcely conceive what this deprivation is. It is true that in these times preserved meats and fruits supply the want to some extent, but whatever may be the luxuries thus secured to the occasional voyagers to the Antipodes, the sailor on a long voyage of exploration still suffers from the need of fresh vegetables, and touching at some far-off island he could hardly discover anything more precious for his health's sake than a good cabbage-garden. The evidences of this are found not only in the records of Captain Cook's voyages, but in the experience of the last Arctic expedition under Captain Nares.

Our great explorer fully appreciated the fact, and on his second visit to New Zealand, as he could not obtain fresh vegetables, he found the means of supplying the want to some extent, and so he set up a brewery. Our readers may smile at the idea of the great Captain Cook turning brewer, but he shall tell his own tale of his brewery in Dusky Bay. He says (after having described his tents erected for the sailmakers and coopers): "We also began to brew beer from the branches or leaves of a tree which much resembles the American black spruce. From the knowledge I had of this tree, and the similarity it bore to the spruce, I judged that, with the addition of inspissated juice of wort* and molasses, it would make a wholesome beer, and supply the want of vegetables, which this place did not afford; and the event proved that I was not mistaken."

If a pleasant and wholesome beverage could be prepared, generally, at the present day, we think there could be no prejudice against it as an intoxicant, for Cook, speaking of the preparation of a drink from this juice of malt, says: "The juice diluted in warm water, in the proportion of twelve parts water to one part juice, makes a very good and well-tasted beer." We may judge how important such a provision was for the men when we learn from Cook that the two or three sheep which he kept alive up to this time were unable to eat tender leaves of plants because the teeth of these animals were loose from sea-scurvy.

April, 1778, had arrived, but the 'Adventure' had not yet been seen. Search was made for wild fowl, and a fair quantity of ducks was shot in "Duck Cove," and Cook records that one evening, returning from a shooting expedition, "we

* The vessels were supplied at their outfit with thirty-one half-barrels of this juice, prepared under the direction of Mr. Pelham, then Secretary to the Commissioners of the Victualling Office. This juice of malt, as wort, was inspissated by evaporation.

had a short interview with three of the natives, one man and two women." Great timidity was evidently felt by these people. Presents were accepted by the man, and then the women drew nearer. A chit-chat was held, each side little understanding what the other uttered. The younger woman was, however, very chatty. The fair readers of this will no doubt pardon the waggish remark of one of the sailors who said, "That women did not want tongue in any part of the world." How should poor sailors keep up their spirits if they were devoid of this harmless, if truthful, drollery? Confidence was being established, and the natives now approached the voyagers without reluctance; they did not refuse the presents offered, and at last ventured to go on board the 'Resolution.' This was the first time New Zealanders stepped on board an English ship.

Cook gives a very detailed account of Dusky Bay, remarking, "We can by no means tell what use future ages may make of the discoveries made in the present." He sailed hence on the 11th May, and directed his course to Queen Charlotte's Sound, expecting to find the 'Adventure,' where he arrived on the 18th May, and there found the sister-ship, which had lain in this Sound for six weeks. There were greetings between Cook and Furneaux, who had been separated since 7th February, and the latter narrated his adventures during the separation.

The reader will remember that the ships parted in thick foggy weather (a condition of the air which produces so many fatal disasters at sea in our days). After some days' search, Captain Furneaux gave up all hope of finding the 'Resolution,' and so bore away to his winter quarters, some fourteen hundred leagues off, and through an unknown sea. Water became scarce, and the men were reduced to one quart per day each. But he reached Van Dieman's Land early in March, and obtained wood and water. He seems to have cleared up the point as to Van Dieman's Land joining New Holland, and Captain Cook did not think it necessary to return thither.

The next morning after the 'Resolution' arrived at Charlotte's Sound, Captain Cook went on shore in search of "scurvy-grass," celery, and other vegetables, and obtained a boat-load of them. These were boiled with wheat and portable broth, and served out for breakfast every morning. Captain Furneaux had several gardens laid out on the shore and sowed them with various seeds, taken out for that purpose, and these were intended to be left for the benefit of the inhabitants.

The first voyage had made a favourable impression upon the natives, who did not forget Tupia, and upon learning that he was dead they expressed some concern. Cook says, on May 23, "We were visited by some of the natives, who dined with us, and it was not a little they devoured." One man allowed himself to be instructed in the management of the gardens, which were planted with potatoes, carrots, turnips, and parsnips.

It is well to note these things, as a proof that our countrymen have done something for the material good of the countries they have thus visited.

The ships were prepared for sea again by the beginning of June, and on the 7th they left Queen Charlotte's Sound, and sailed eastward through the straits, with the design of going to Otaheite. After leaving the Straits, Cook steered S.E., and on 2nd July reached lat. 43° S., and long. 156° W.

Before the end of the month the 'Adventure's' crew were in a sickly state; the cook died, and 20 men were down with scurvy, while in Cook's ship only three men were on the sick list. Cook attributed this difference in the crews to the want of vegetable food on board the 'Adventure' while she lay in Charlotte Sound waiting for the 'Resolution.'

On 1st August the ships were nearly in the same latitude and longitude as Captain Cartaret had assigned to Pitcairn's Island. Cook supposed that he had now passed some leagues to the west of it, but he made no search, being anxious to get to Otaheite to obtain fresh provisions for the 'Adventure's' crew; and he remarks; "As we had now got to the northward of Captain Cartaret's tracks, all hopes of discovering a continent vanished. Islands were all that we could expect to find, until we returned again to the South." Our navigator judged from the large billows which he encountered from every direction as the gales varied, that there was no continent except in a very high latitude.

On the 11th August the ships neared some low islands, which proved to be "Dangerous Archipelago," so named by their discoverer, M. de Bougainville, and on 15th arrived at the S.E. point of Otaheite; refreshments were presently obtained, canoes put off with some fish, cocoa-nuts and fruits, but on going round to the west Cook nearly suffered shipwreck in a calm.

Most people would look upon gales as almost the sole cause of wrecks, yet it is now being understood that fogs give rise to many disasters, and again we learn that there are dangers in a calm.

Cook's ships were near a reef; he tried to put them into an opening of that reef; he found there was not sufficient water. The tide was carrying the ships; no bottom could be found for the anchors; the ships drifted with an impetuous current, and Cook remarked in his journal, "The horrors of shipwreck now stared us in the face."

However, the tide eased; a land breeze sprung up, and the ships were again clear of danger, with the assistance of the boats, "Thus we were once more safe at sea, after narrowly escaping being wrecked on the very island we, but a few days before, so ardently wished to be at."

The ships arrived in Matavai Bay, Cook's old station, on 24th August. Then followed the greetings of old friends, for before the ships were fairly at anchor, "the decks were crowded with the natives." Otoo, the king, was on the shore waiting to receive the voyagers. Presents were made to the king;

they were given for *tiyo*. (friendship), not for what might be offered in return. Tents were pitched on the spot where the transit of Venus was observed in 1769, and twenty of the sick lodged therein.

Otoo, the king, was a timorous man, and expressed great fear "of the big guns," but at length was persuaded to go on board the 'Resolution,' sending first a large quantity of cloth, fruits, a hog and two fish, as if to secure thereby a safe conduct.

By 1st September, the crew had well recovered, repairs had been made and water supplied. Cook determined to put to sea again (a young man, Poreo, desired to go with the voyagers, as Tupia had done before), and to touch at Huahine, another island of the group, and was there received with great cordiality by the natives, and by great tokens of affection by the old chief Oreo. The narrative says, "During our short stay at the small but fertile isle of Huahine, we procured to both ships not less than three hundred hogs, beside fowls and fruits. . . . Before we quitted this island, Captain Furneaux agreed to receive on board his ship a young man named Omai, a native of Ulietea."* Omai appears to have been a refugee, having been dispossessed of his property by the people of Bolabola.

The ships, however, sailed to Ulietea, and Cook had no reason to complain of his reception; provisions were abundantly supplied in exchange for nails and beads; Oreo, the chief, exchanged visits with the captains, and the former showed every possible amenity. Oedidee, a relative of the chief of Bolabola, left this island with Cook.

On 17th September, the voyagers set sail and steered to the west for the Friendly Islands, and on the passage discovered an island, which Cook named Herve's Island, and on 1st October made the Island of Middleburgh, where they came to anchor. Cook was favourably impressed with the islanders, who approached the ship without hesitation, and the chief Tioony went on board the 'Resolution.' When Cook embarked with a party in two boats, and Tioony with them, he found the shores crowded with people, and he reports, "Here we found an immense crowd of people, who welcomed us on shore with loud acclamations."

We have not space to relate the interesting events which occurred here and at Amsterdam, where Cook found a high state of cultivation, and he remarks: "Nature, assisted by a little art, nowhere appears in more splendour than at this isle." Tasman discovered these isles, which he named Amsterdam and Middleburgh, in 1642-8.

* This young man came to England with Captain Furneaux. He proved to be a person of "good understanding, quick parts, and honest principles." He was introduced to the King at Kew by the Earl of Sandwich, and met with a most gracious reception, which impressed him "with the greatest duty of gratitude to our great and amiable prince." He returned with Cook on the third voyage.

The time had come when our navigator must again set out on the great purpose of his voyage, the exploration of the Southern Ocean, for the southern summer was approaching.

It was early in October, 1773, the ships started for Queen Charlotte's Sound, there to take in wood and water before proceeding on further discoveries to the south-east; on 21st they made the land of New Zealand. Cook was desirous of establishing a friendly intercourse with the natives as far north as possible, thinking that here he should find them more civilized than those around Queen Charlotte's Sound. Some Zealanders went off in a canoe, and were prevailed upon to go on board. Cook gave them pigs, fowls, seeds, and roots. "As soon as they were gone, we stretched off to the southward, the wind having now veered to the W.S.W." Then a gale sprang up: stormy weather, in fact, was encountered for several days. On the 25th a furious gale began, and Cook had to take in all sail; it was described as "a terrible gale and a mountainous sea to encounter." After midnight on the 29th, Cook saw no more of the 'Adventure.'

It was with difficulty that the 'Resolution' was navigated through the Straits to Charlotte's Sound. On 3rd November she anchored in Ship Cove, but the 'Adventure' was not there.

S. H. M.

SHIPWRECKED SEAMEN AT THE LIVERPOOL SAILORS' HOMES.

At the annual meeting of the Governors of the Sailors' Homes, held on 2nd February, Mr. THOMAS HANMER, the Secretary, read the Report, which stated that no less than 737 shipwrecked and 74 distressed seamen (the latter sent to this country by Her Majesty's Consuls at foreign ports) were received into the Homes, being more than double the number received last year, and greatly exceeding the number in any previous year, the nearest approach being 502 in 1878.

These poor men have been disposed of as follows:—The larger portion have been sent by the SHIPWRECKED MARINERS' SOCIETY, free of cost, to their relatives in various parts of the United Kingdom, having first of all received board and lodgings at the joint cost of the Homes and the above-named Society, and those of them who were members of the said Society received assistance in clothes and money according to scale, while those not members were kindly assisted to needful clothing by the Shipwreck and Humane Society. The remaining portion were provided for until they shipped, and these taxed considerably the funds of the Homes, the more so as their stay was prolonged through the scarcity of employment. It has been and is a difficult matter to bring home to seamen the advantage, and, in fact, duty, of enrolling themselves members of the SHIPWRECKED MARINERS' SOCIETY. Your officers regularly

urge men to join, the payment being three shillings per annum only, and this small sum at once ensures, at any rate, their comparative independence of eleemosynary aid, and this is, or ought to be, much to them, and indeed to all, who desire more self-reliance and self-respect manifested among sailors. Further, this small amount paid annually secures at death to their widows and children very welcome and, as a rule, unfortunately, badly needed aid at once, and each year afterwards a small sum, according to disposable funds.

The CHAIRMAN (Mr. C. J. Bushell) in moving the adoption of the Report, said one part of the Report was decidedly gloomy, and that was that the number of shipwrecked and distressed seamen had been almost double that of the previous year. This emergency, however, had proved the value of the three societies which existed in connection with the Home for the aid of distressed seamen.

Not a day passes but the seamen and fishermen of the United Kingdom receive, in one way or another, aid from the SHIPWRECKED MARINERS' SOCIETY. No less than 11,863 shipwrecked men and their widows and orphans have been relieved during the past year, being 831 in excess of the year 1878. In the month of January last £3,682 was awarded in small *Annual Grants* to 1,281 widows and 1,887 orphans of sailors, a similar amount being given in July of each year.

The Society places within the reach of every man the means of obtaining his ticket and medal, for there is an Honorary Agent, at every port and creek in the Kingdom. At Liverpool, Mr. Thomas Hamner, Secretary of the Sailors' Home, represents the Society; and, as will be seen above, he and his officers use every means to urge the men to join. We would ask our seafaring friends to bear in mind that the relief to widows, orphans, and aged parents is only given to the families of subscribing members. It is true there has been an increase in the number of subscribers, but not to the extent that ought to be, considering the small amount of the subscription, *three shillings*, and the large amount of relief afforded.

We put it to the men themselves, is it fair or honest to use the Sailors' Home, and suffer themselves to be sent to their destination at the expense of the SHIPWRECKED MARINERS' SOCIETY, without repaying any portion of the expense? Such conduct tends to cripple the exertions of the Society by curtailing its means of extending relief, and it deprives some poor widows and orphans of the increased relief they would have received, if the men had subscribed regularly. Further, it cannot be expected that the general public will contribute or evince any sympathy for sailors if they neglect to help themselves.

To show how anxious the Committee of the SHIPWRECKED MARINERS' SOCIETY are to induce the men to habits of providence, they have instituted the Supplemental Fund, by which, on payment of a second subscription of

three shillings, the member will be entitled to £2 for loss of clothes, and in case of death the widow will receive £6 in addition to the usual scale. For instance, a man subscribing ten years, dies, leaving a widow and four young children; she will be entitled to £10 10s. by the usual scale, and if her husband has been a subscriber to the Supplement Fund (or if the shipowner pays it for him, which is done in many cases), she will receive a lump sum of £6, making in all £16 10s., in addition to the *Annual Grant* which she will be entitled to as the widow of a subscribing member.

We earnestly urge upon all sailors the necessity of losing no time in becoming members of this Society, which has been before the public for upwards of forty years with increasing popularity. They have only to apply to the Honorary Agent at any port, and on payment of the small sum of three shillings, or six shillings including the Supplemental Fund, will be supplied with a ticket and medal.

THE ANDEAN CORDILLERAS.

LYING twice as high as the loftiest summits of Great Britain, and higher by half than the topmost peaks in North America east of the Rocky Mountains, is a series of valleys and table-lands which form a marked feature in the tropical world. The valley of Quito, with a breadth of thirty miles, is two hundred miles in length from north to south, the equator running upon its northern border. It is in reality a great table-land occupying the summit of the Cordilleras, only overtopped and surrounded by a series of peaks the most picturesque and, after the highest peaks of the Himalayas, among the loftiest on the globe. The valley is 10,000 feet above the level of the sea, which, by the rule of allowing 300 feet in elevation to be equivalent to a degree of latitude, would give a climate approximating to that of Florida and Georgia; but this is much modified by other circumstances, especially by the snow-capped peaks which surround it, and by the more abundant rainfall.

This lofty valley is approached by the great Inca road, leading across the crest of the Cordilleras. But for generations probably no man has ever thus reached it. Some day it will be visited from the east by steaming up the Amazon to the foot of the Andes, and ascending the mountains. At present it is approached from Guayaquil on the Pacific. We will accompany Mr. Orton, an American traveller who, in 1867-8, at the head of a scientific expedition, made the journey thither, and thence descending the Amazon, crossed the entire continent almost on the line of the equator. Landing at Guayaquil, the seaport of Ecuador, we embark on a little steamer, which carries us seventy miles up the turbid river Guayas. The river runs first through an almost impenetrable jungle; then come vast plantations of cocoa and coffee; then follow groves of oranges, lemons, plantains, and mango. Leaving the boat, we

hire mules with which to make the ascent of the Andean Cordilleras. We plunge at once by a narrow path into a dense forest. Superb bananas, with glossy leaves eight feet long, slender bamboos, and lofty palms overarch the way. Soon we begin to climb the mountain sides. The path—the present royal road to Quito—grows steeper, running sometimes through a gully so narrow that the traveller must throw up his legs to save them from being crushed. Before night we have reached an altitude where the air is sensibly cold. We stop near a rude hut; but there is room for only a part of us within; the others sleep outside on the ground, upon beds which we have brought with us. But we have reached a comparatively passable road.

As the sun goes down we have a view which amply repays us for our weary travel. We are on the summit of a sierra 8,000 feet high. Still above us is wild chaos of mountains, their sides broken into ravines. Looking westward; the mountains tumble down to verdurous hills, which in the distance melt into plains, dipping into the great Pacific. Upward rise the lofty peaks, over all of which towers Chimborazo, its pure white dome piercing the unclouded azure. The road now slopes gently down the side of the sierra, climbs again still higher, and brings us at evening to the sleepy little town of Guaranda. The people seem to have nothing to do but to eat potato-soup and keep themselves warm by wrapping themselves in their ponchos and basking in the sun. The place is of note in one respect, for it is the capital of the region which produces the chinchona, whence comes quinine. The trees grow at elevations of from 2,000 to 9,000 feet, the richest species occupying moist situations in the highest altitudes. Still ascending, we find ourselves in a wilderness of crags and treeless mountains, clothed with long coarse grass. The summit of the pass known as the "arenal" is a sandy plain of a league in length, at an elevation of more than 14,000 feet. In the afternoon it is swept by cold winds, and often by violent snow-storms. It is said that some of the Spanish soldiers were frozen to death here. Then again we begin to descend along a grey, barren waste. Not a tree or a human habitation is in sight. Icy rivulets and mule trains are the only moving objects. We pass the night in a dirty mud-hovel, the halting-place of all the caravans between the capital and its seaport. For food we have the invariable potato-soup, to which have been added cheese and eggs. It is well that the potatoes are small, for water boils at this altitude before it is fairly hot. Descending in all 6,000 feet from the summit of the pass, we come to Ambato, a town of 15,000 inhabitants, beautifully situated in a deep ravine. Once more upward, through vast deposits of rocks and pumice-dust, thrown out by the volcano of Cotopaxi, and we gain the last summit which we are to surmount. Fifteen hundred feet below us, and seemingly at our very feet, lies Quito, nestled in its lovely valley, sentinelled on each side by the lofty peaks of Pinchincha and Antisana, while behind us tower Chimborazo and Tunzuragua. Pinchincha, the lowest of these four peaks, is 7,000 feet

above the plain; Chimborazo, the highest, is 12,000; and it is almost 10,000 feet more before the level of the sea is reached.

The climate of the valley of Quito is the most absolutely perfect of any on earth; the thermometer never rises above 70° or sinks below 45° ; its mean is 60° . There is no cold winter and no hot summer; it is always spring and autumn; but each day furnishes a change just sufficient to give a pleasing variety. The coldest hour is at sunrise; the warmest, two or three hours after noon. Nobody talks about the weather, for it is always pleasant; conversation begins with a blessing and ends with a benediction. In healthfulness it is unequalled; consumption is unknown. In Quito, with 40,000 inhabitants there are but three drug stores. Still, owing to indolence, filth, and bad diet comparatively few natives attain old age. With proper habits of living, there is probably no spot on earth where the death rate would be so low. The atmosphere is of unsurpassed transparency. Humboldt, with the naked eye saw the poncho of a horseman at a distance of eight miles. The sky is of a deep blue, and the stars shine with great brilliancy; the dark openings between them have been compared by Humboldt to "tubes through which we look into the remotest depths of space." An adequate observatory at Quito would, perhaps, make more additions to astronomical science than anywhere else on the globe; for, in addition to the constant purity of the atmosphere, it is situated on the very line of the equator, so that the constellations of both hemispheres are visible; low in the north the "pointers" of the Great Bear are visible, while low in the south the Southern Cross can be discerned.

Contrary to what one would expect, the valley of Quito is almost destitute of trees. There is not such a thing as a forest from one end to the other; the trees stand singly or in small clumps. The variety of fruits and garden vegetables is good. The favourite fruit is the chirimoya, which grows on a tree fifteen feet high, the ripe fruit sometimes weighing sixteen pounds. The potato is indigenous here, but is inferior to ours, which have improved by transplanting. The Spaniards carried the potato to Spain from Quito three quarters of a century before Raleigh introduced it into England from Virginia. Flowers are numerous and in great variety. Animal life presents few species, and few individuals in each; there are, strictly, no beasts of prey; the condor and the humming-bird, the extremes in size of the feathered tribes, are the most noticeable among the mountains; serpents are so unfrequent that in three months only a single snake was seen; and there are not frogs enough in the valley to furnish a respectable chorus of *trek-ke-kek-koax*. There is in all the valley only a single species of fish, small and of a black colour. Multitudes of these have been thrown up during volcanic eruptions from the bowels of the earth.

Of the population of the entire valley, Indians constitute a great majority. The whites constitute the governing class; they have fair natural capacity but

lack education, industry, and energy. They are, however, courteous and refined in manners and deportment. Their courtesy, even in the most common intercourse is carried to a point which we can hardly appreciate. Mr. Hassaurek, the late American Minister to Ecuador, gives the following as a specimen of a message sent by one fair Quitoian to another: "Go," she says to her servant, "to the Senorita So-and-So, and tell her that she is in my heart, and the dear little friend of my soul; tell her that I am dying for not having seen her, and ask her why she does not come to see me; tell her that I have been waiting for her more than a week, and that I send her my best respects and considerations, and ask her how she is, and how her husband is, and how her children are, and whether they are all well in the family. And tell her that she is my little love, and ask her whether she will be kind enough to send me that pattern which she promised me the other day."

Before bidding adieu to the lofty tropical valley, let us take one glance at the grand scenery which environ it. There are fifty-one volcanic peaks in the Andean chain, twenty of which girdle the valley of Quito, three being active, five dormant, and twelve extinct. Looking toward the eastern Cordillera, the first mountain to the north is Imbabura, 18,000 feet high. At its foot stood the city of Otavalo, destroyed in the great earthquake of August, 1868; here alone, out of 10,000 inhabitants, 8,000 perished. The first shock, which came with hardly a premonitory sign, lasted but one minute; at the end of that minute not a house or a wall a yard high remained standing. Next, exactly on the equator, comes square-topped Cayamba, 19,500 feet high, and in full view from the plaza of Quito. Ten miles south is the bare Guamani range, over which, at a height of 15,000 feet, the traveller must pass before he begins to descend into the valley of the Amazon. Its culminating peak Sara-Urcu, threw out ashes as late as 1858. Then comes Antisana, 19,000 feet high, clothed in snow for 3,000 feet; it is now dormant, but the lava streams down its side show how tremendous was its former activity. One of these streams is ten miles long and five hundred feet deep. Its last eruption occurred in 1590; but smoke issued from it in 1802. Next comes ragged Sincholagua, 16,500 feet high; and then Cotopaxi, "the shining" more than 2,000 feet higher, the loftiest of active volcanoes, though its great eruptions occur only at intervals of a century; but deep rumblings, and a constant cloud of smoke issuing from its crater, down which no man has looked, show that it is only sleeping. Its last great eruption occurred in 1809. Far down its south side lies a huge porphyritic rock, called the Inca's Head. Sixty miles further south rises the perfect cone of Tunguragua, 16,500 feet high. A cataract on it springs from the very edge of the perpetual snow, coming down 1,500 feet in three leaps. Its last eruption, which lasted seven years, began in 1778. Close by, 17,500 feet high, rises Altar, "the chief." They say that it once overtopped Chimborazo; but that, after an eruption which lasted eight

years, the lofty walls of its crater fell in. Twenty miles further is Sangai, 17,000 feet high; the most active volcano on the globe. Without a moment's intermission it has for three hundred years poured forth a stream of fire, water, mud, and ashes. Its ashes are almost always falling at Guayaquil, a hundred miles distant; and its explosions, generally occurring every hour or two; are often heard in that city. It sometimes rouses itself to unwonted activity. In 1849 Wisse counted 267 explosions in an hour, more than two in every three seconds.

We now turn to the western Cordillera range.* First and foremost, but not the "sole monarch of the vale," comes Chimborazo, the "Snowy Mountain," 21,470 feet high. Ages ago its now silent summit glowed with volcanic fires. Its sides are seamed with huge rents and dark chasms, in some of which Vesuvius could be hidden away out of sight. Next, and separated from it only by a narrow valley, is Curaguarizo, 19,000 feet high, called by the Indians "the wife of Chimborazo." A century and three-quarters ago the top of this mountain fell in, and torrents of mud containing multitudes of little fishes poured out. Journeying onward, we reach Pinchincha, "the Boiling Mountain," 16,000 feet high, whose smoking crater lies only five miles distant from Quito. It is the only Ecuadorean volcano which has not a cone-shaped crater. Such an one it doubtless once had; but some convulsion of nature, far beyond the reach of history or tradition, has hollowed out from its now flattened summit an enormous fannel-shaped basin 2,500 feet deep, three-quarters of a mile in diameter at the top, and 1,500 feet at the bottom. It is the deepest crater on the globe.

The brink of this crater was first reached by the French Academicians in 1742. Sixty years later Humboldt reached the edge, but pronounced its bottom "inaccessible on account of its great depth and precipitous descent." It was first entered in 1844 by Morena, now President of Ecuador, and Wisse, a French engineer. Mr. Orton and his associates succeeded in accomplishing the perilous descent in October, 1867. Scrambling down the steep sides, sometimes of rocks covered with snow, sometimes a mass of loose, treacherous sand; now leaping a chasm, now letting themselves down from cliff to cliff, threatened by huge rocks which perpetually loosed themselves and went bounding past them, in two and a half hours they reached the bottom of the crater. It was found to consist of a deeply-furrowed plain, strewn with ragged rocks, with here and there a patch of vegetation, and half a dozen species of flowers. In the centre was an irregular heap of stones 260 feet high and 800 in diameter. In its top and sides were seventy rents, sending forth steam, smoke, and sulphurous gas. The central rent gives forth a noise like that of

* Cordillera, literally a long ridge, is usually applied to a longitudinal subdivision of the Andes, as the east and west Cordilleras, enclosing the valley of Quito.

a bubbling cauldron. There have been five eruptions of this mountain since the Spanish conquest, the last being in 1660. That of 1566 covered Quite three feet deep with ashes and stones, while boiling water and bitumen poured forth in torrents.

MR. JOHN HUNTER GRAY.

"THE last of the Mohicans" of Tyneside, as far as the Mercantile Marine is concerned, has disappeared in the person of Captain Gray. For years and years he battled for his shipmates who had paid the compulsory sixpence to the support of Greenwich Hospital without deriving any benefit therefrom. A man of superior education and address, he was enabled to express his ideas in terse and forcible language, and the greater the obstacles that lay in his way the more firm and undaunted was his determination to succeed. For 139 years from the founding of Greenwich Hospital the seamen of the Merchant Service were compelled to contribute sixpence each per month, in the hope that they would derive benefit therefrom; but so long as the men of the Royal Navy absorbed the resources of the Hospital those of the Mercantile Marine were excluded. At length it was determined to raise a fund and establish a hospital for merchant seamen only. To this end, the sum of two shillings per month was extracted from masters, and one shilling from the men; sixpence of which was to go to Greenwich Hospital as heretofore, and the remainder to the Merchant Seamen's Fund, as it was termed. The proposed hospital never was built; the fund was managed, or rather mismanaged, by a board of irresponsible trustees in every port, till at length it became bankrupt, and was finally wound up in the year 1851, allowing existing subscribers to continue their contributions voluntarily, if they thought fit.

No steps had been taken to establish a Home for the merchant sailor when worn out and disabled till the SHIPWRECKED MARINERS' SOCIETY took the initiative, and deposited £5,000 as the nucleus of a fund, getting a *quid pro quo* in the nomination of its oldest and most necessitous members, when the mansion of the late Sir Culling Eardley, at Belvedere, was purchased, and on the 1st of January, 1867, the Royal Alfred Aged Merchant Seamen's Institution became an established fact.

No portion of the kingdom has benefited more by the Royal Alfred Institution than the seafaring inhabitants of Tyneside, and it is to be regretted that it has not that support which it deserves. From its first establishment Mr. Gray took a deep interest in the Institution, and at every election worked hard for the most deserving of the Tyneside candidates, as also in canvassing for subscriptions. From his slender resources Mr. Gray became a contributor, and was an annual subscriber to the time of his death. Few men have gone to the grave more deservedly respected by all classes than Captain John Hunter Gray.

We take the following from the *Newcastle Daily Chronicle* of 1st March:—
 "One of the ablest of the old school of Tyne shipmasters was removed by death last week. Mr. J. H. Gray, of the Master Mariners' Asylum, North Shields, who had been connected with seafaring life considerably over fifty years, died somewhat suddenly at an advanced age, and after a long illness. Mr. Gray belonged to one of the oldest shipping families on the Tyne. He was a master mariner in the employ of Mr. John Taylor in the first half of this century, Mr. Hugh Taylor, the well-known coalowner, when he followed sea life, served his time with Mr. Gray. Mr. Gray was a man of considerable public intelligence. He was well known to a number of distinguished naval authorities. He fought hard for the old tars of the Tyne, securing a better position for them in relation to the muster-roll money and other privileges. He also was the means of winning for the old tars of Great Britain, too, some compensation for the Greenwich sixpence. Mr. Gray had a large knowledge of shipping matters. He gave yeoman's service to old master mariners in securing them comfortable quarters in the last stage of their lives in the London Trinity House Asylum, or in the Royal Alfred Home at Belvedere-on-Thames. He also was the means of a number of the orphan children of seamen being sent to schools established for their benefit. John Gray was a perfectly unselfish man all the days of his life. He thought more of other people than of himself. His moderate wants were provided for. The best of his life, in the latter stage of his career, he gave for the benefit of old men less fortunate than himself. Few men will go to the grave more respected and few, judged by the highest test of unselfishness and self-sacrifice, deserved better of their fellow-men. He was a grand type of the old Tyneside shipmaster, a race of men who are rapidly becoming extinct. We will ne'er see their like again. Mr. Gray was an old Witton-le-Wear scholar, and was a man of superior education."

ON THE HEROISM OF MR. GEORGE OATLEY,
 OF THE COASTGUARD, PETERHEAD,

*In Rescuing the Crew of Five from the Wreck of the Swedish Schooner
 'Augusta,' at Bodham, 16th February, 1880.*

BY DR. LONGMUIR, ABERDEEN.

"We ought to lay down our lives for the brethren."—1 John iii. 16.

WE dreamed the storms and floods
 Of Winter far had fled,
 And cheering Spring's unfolding buds
 Would soon their blossoms spread,
 But off the short'ning dark
 Deceives our ardent hope,
 And lures the bold, impatient bark
 To loose her mooring-rope.

Where gleams the flashing Light
 That crowns the Buchanness,
 The guard reports a ship in sight,
 With signals of distress;
 Through stormy sea and fog,
 With sails and rudder lost,
 She tumbles like unwieldy log,
 Towards that rocky coast.

Slowly the tempest brings
 Her bare and rolling mast,
 Until she headlong strikes, and swings
 Her broadside to the blast.
 The Coastguard from the height
 Pay out the rocket's cord,
 Till o'er the wreck it curves its flight,
 And lays the line on board.

But seas the crew benumb ;
 They fail to haul and lash ;
 With help so near, must they succumb
 Beneath the breakers' dash ?
 Nay ! One confronts the storm,
 Whose haste the helpless urge ;
 And Terror marks his daring form
 Like petrel mount the surge !

While friends forbear to hope,
 He breasts the furious tide,
 Until he grasps a flying rope,
 And scales the vessel's side ;
 The tackle bowsed on board,
 The cradle quick is passed,
 Till one by one the crew are lowered,
 And OATLEY comes the last !

OATLEY, the kind and brave !
 We praise the Lord of Hosts,
 Who nerved thy heart and hand to
 These strangers on our coast. [save
 No medal, purse, or pen
 Can pay thy noble deed ;
 The joy of saving sinking men
 Will prove a richer meed.

Oh ! can we fail to see
 Man's emblem in that bark,
 Crashing upon a rocky lee,
 Amid the hopeless dark,
 When came from glory's plain
 The Loving and the Pure,
 Who sunk in death, but rose again
 Our safety to procure ?

But when the ocean's Lord
 Forbids to be afraid,
 We fail to grasp the threefold cord,
 Unless His presence aid :
 Then, holy Dove of Peace,
 On troublous waters move,
 That wars of men and waves may cease,
 And all be joy and love !

HOW MARINERS MAY PROVIDE FOR OLD AGE OR INCAPACITY, AND FOR THEIR WIDOWS.

At a time when strenuous efforts are being put forth to rescue, and maintain in comfort, those who have fallen upon hard times, and, in old age, are drifting helplessly towards a pauper's grave, it is well that a word of exhortation should be given to the younger mariners to keep a good look-out and endeavour to make a better land-fall.

The opportunities and facilities afforded for securing a provision for old age, or before that period if disabled in their profession, or for their widows, are now so well considered and attractive, that few can be found excusable who do not avail themselves of one of them. There is no reason why numbers of our young sailors should not devote the greater proportion of the wages of the first long voyage to the purchase of a pension for themselves, should they need it, and, when married, to secure an annuity for their widows in the event of their death.

It may not be sufficiently known—and we desire now to draw special attention to the fact—that the SHIPWRECKED MARINERS' SOCIETY a few years ago founded and guaranteed a “Mariners' National Mutual Pension and Widows' Fund,” by which an opportunity is given to mariners of all ranks to secure a sum of from £9 to £45 per annum, to commence at sixty years of age, or *when permanently disabled from following their calling*, provided five years' payments have been made.

Thus a young sailor of twenty-four, by paying down a lump sum of £78 1s. 3d., can secure a pension of £45 on his reaching sixty, or to commence when he is permanently disabled; or he may make the same provision by the annual payment of £8 16s. 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.

To enable those who prefer annual payments to anticipate a long voyage, the Committee of the SHIPWRECKED MARINERS' SOCIETY will receive a number of years' payments in advance, and we know of a recent instance where a young sailor paid six years in advance out of a sum coming to him at the end of a long voyage.

Likewise, to provide for widows, other facilities are equally great. Thus a man, aged thirty-four, can insure for his wife, aged twenty-nine, a pension of £1 a year, if she becomes a widow, by paying the sum of 6s. 9d. annually, which sum he can multiply to any extent according to the number of pounds he would have his widow receive every year she remains a widow. The members, on joining the Fund, will observe the Committee have constituted it “MUTUAL,” with a view to dividing any profits that may accrue by the way of bonuses, after deducting the expenses of management.

We heartily commend this well-tryed scheme to the attention of masters, officers, and men, and will gladly aid any inquiries in obtaining further information upon their applying at these Rooms.—*Mercantile Marine Service Association Reporter*, 66, Tower Buildings, Water-street, Liverpool.

MISCELLANEOUS.

THE approximate value of the vessels of all nationalities, with their cargoes, lost during the year 1879 was no less than £25,500,000, including British property £19,230,000. The grand total number of wrecks reported was 1,686, which, compared with the total at the end of 1878, shows an increase of 94. British-owned ships numbered 833, and

those of all flags wrecked on the coasts of the British Isles were 425. The registered tonnage aggregated upwards of 850,000 tons, inclusive of 170 steam vessels mostly owned in the United Kingdom. About 5,000 lives were lost, about 150 vessels were lost through collision, and about 40 through fire.

A TERRIBLE NIGHT AT SEA.—A private letter to Oswego describes the loss of the schooner 'Dan Kelly' and four of her crew. The writer, a survivor, was exposed for twenty hours on the wreck, with the sea washing over him all the time, he seeing his comrades swept off one by one. He says:—"Just before Captain Kelly went down he shook hands with us all, as we huddled together on a small portion of the wreck, and bade us good-bye. He said, 'Boys, if I go down first pray for me, and if you are first to die I will pray for you.' He seemed to feel terribly, and said that if his men could only get ashore he would not care so much. You can see how death stared us in the face. We were all standing together well forward until we should be swept off by the seas, and then we started to get something to hold on to. As we started, the cook, Frank Golden, and Dutchman (Bonness) were in front of George Kelly and myself. They were suddenly swept away, and that is the last we saw of them. They were first to go. The rest of us climbed over to the other side of the vessel. The next to go was the captain. The poor man was completely wet through and chilled to the marrow. He was sitting on the deck in front of us all when the deck under him was torn up by a sea and he went down. Hourigan caught him just as he was going, but had to let go. Hourigan shouted to George Kelly and myself to catch the captain, and we reached for him, when he said, 'Let go, boys; you can't save me, I am perishing.' These were the brave man's last words. He had taken off his boots, hat, and coat before this, and was so chilled that he had no heart for anything but death. After the death of the captain George Kelly lost heart. George and Robbie Dowe jumped upon a piece of the deck, and were going for the forward rigging, but they stayed on deck awhile. George fell off, and Dowe caught him; but George said, 'Let me go.' Dowe held on to him as long as he could, but was compelled to release his hold, when

George sank to the bottom. The last man to meet death was Robbie Dowe. He died on the piece of deck that he jumped upon. Robbie crawled out on one of the spars to a small piece of deck, expecting he would get the piece of deck clear of the wreck and drift ashore. We were not at this time, I think, 60 yards from the shore. Hourigan and myself thought he would get ashore all right, and at one time had a notion of going upon the piece of deck that Dowe died on, but before we had made up our minds it was washed away. The piece of deck got foul of the wreck, and Dowe could not get it clear. We kept shouting to him to keep up courage, but he was completely exhausted, and was frozen to death to the deck where he lay. His body lay in sight of us all night and the next day, and is the only one that has so far been recovered."—*Toronto Globe*.

BRITISH SEAMEN IN SPAIN.—The Bishop of Gibraltar, speaking (in his pastoral letter) of the first Protestant Church built in Spain, says: "A new chaplaincy has been established at Bilbao for British miners and sailors, under the auspices of the Colonial and Continental Church Society. A little church has just been built by the kind liberality of Sir John Brown, on ground given by the directors of the Bilbao Iron Ore Company. A grant has been made to this chaplaincy from the Diocesan Fund. 'The Society for Missions to Seamen' has also made a grant, on the condition that the chaplain visits the ships, holds services afloat, and sends a monthly report of the work. The committee of the Society for Missions to Seamen lays great stress upon the monthly numerical return of the ships visited, being anxious to prevent work on shore being substituted for work on board ship. It is no doubt desirable that British sailors should be brought to church, and be taught to take pleasure in the service conducted in the church; but as the captains very often refuse to allow the men to go on shore, it is of great import-

ance that they should be regularly visited on board ship. These visits are appreciated, though at the time when they are paid the chaplain may not always receive a very cordial welcome. The sailors see from these visits that an interest is taken in their welfare, they moreover get to know the chaplains by face; they take note in the places where the visits are paid, that they have a friend whom they may consult when they are in sorrow or trouble of any kind, and who would be glad to lend them a helping hand in the trials of their hard and dangerous lives; they find that when they leave the shores of England they are not forgotten, but that the Church of England follows them into foreign lands, and has representatives to continue the work begun at home."

SWEDISH LIGHTHOUSES.—The number of lighthouses on the Swedish coast is 86, apportioned thus:—On the Bothnian coast, 22; on the Baltic, 39; on the Sound, 6; on the Kattegat, 17; on Lake Vener, 1; on Lake Vetter, 1. There are also 14 lightships. At the commencement of this century there were but 12 lights, of which nine were lighted with coal fires and three with oil. The two lighthouses of Paternoster, on the west coast outside Marstrand, and of Härads-skär, on the east coast between Norrköping and Vestervik, are of the first class, the tower of the former being 110ft. high. In consequence of the dangerous nature of the coast, the Swedish wreck chart is usually a heavy one, as shown by the following table:—

	Sailing		Total.	Total	lost.
	Vessels.	Steamers.			
1870	... 90	... 15	... 105	...	22
1871	... 174	... 24	... 198	...	74
1872	... 193	... 17	... 210	...	114
1873	... 136	... 30	... 166	...	39
1874	... 142	... 34	... 176	...	49
1875	... 120	... 40	... 160	...	46
1876	.. 149	... 40	... 189	...	39

CURRIE HARBOUR LIGHT.—The light at Currie Harbour, on the west coast of

King Island, will be completed and exhibited from and after March 1, 1880. The tower is of iron, 70ft. high, supported by six cast-iron columns, the lower ends terminating in screw piles. It has a wrought-iron light-room and central tube for a staircase. It stands on an eminence about 70ft. high on the south side of Currie Harbour, in lat. 39 deg. 56 min. 45 sec. S., long. 143 deg. 51 min. E. The light is of the first order, dioptic, holophotal, revolving, with flashes, every 12 seconds—viz., five flashes and eclipses alternately in a minute, and will illuminate an arc for 180—viz., from New Year's Islands on the north to Point Cataraque on the south. The light is 150ft. above the sea level, and will be seen in ordinary weather at a distance of 17 or 18 miles. Mariners approaching King Island are cautioned to note the distinction between Currie Harbour light and that on Cape Otway on the Victorian coast. Currie Harbour light shows five bright flashes every minute, and Cape Otway light shows one bright flash every minute.—*Melbourne Argus.*

On the 7th March the Italian barque 'Lucedio,' from New York for Rotterdam, put into Plymouth Sound, having on board the crew, fourteen in number, of the barque 'John Abbot,' 484 tons, Captain G. Crane, from Duboy, South America, for London with pitch pine. The 'John Abbot,' which was owned by Mr. Abbot, of Maryport, Cumberland, left Duboy on the 30th of December. From that date down to the 18th of January all went well. The wind then commenced to blow from the southwest, and subsequently, shifting to the opposite point of the compass, increased from a moderate breeze to a furious gale, accompanied by heavy cross seas, which frequently deluged the deck. The gale continued down to the 13th of February, when its fury increased to a hurricane, and a tremendous cross sea was experienced. On the morning of the 14th of February the hurricane seems to have

reached its climax, and about 1.30 a.m. a heavy sea struck the ship, breaking the rudder, causing her to leak, and leaving her unmanageable. The gale continued to blow with great force for several days. The ship laboured very hard and the decks were full of water. On the 19th the storm decreased in violence and continued moderating until the 20th, when a sail was descried. It proved to be the 'Lucedio,' which bore down to the assistance of the 'John Abbot.' When the men were taken from their perilous position the vessel was in lat. 42 33 N., long. 22 17 W.

A SHIPWRECKED CREW LANDED AT PLYMOUTH.—On the 31st December nine of the crew of the ship 'Kurrachee,' 694 tons, Captain McMillan, owned by Messrs. John Kerr and Co., of Greenock, were landed at Plymouth from the Royal mail steamer 'Moselle,' which arrived from the West Indies. They were forwarded in the evening to their homes in Greenock, by Mr. T. W. Hoppins, hon. agent of the SHIPWRECKED MARINERS' SOCIETY. The 'Kurrachee' left New York on November 15th, with a cargo of paraffin oil, for Java. Almost directly after leaving port heavy weather set in. Early on the morning of the 19th she encountered a hurricane, which threw her on her beam ends. The crew, however, cut away the masts, and she instantly righted. Shortly afterwards it was discovered that the ship had sprung a leak. The pumps were promptly rigged, and the crew worked night and day, doing their utmost to keep the water under, but of no avail, however, for it gradually gained on them, and on the 23rd there was no less than 8½ feet of water in the hold. To their great joy a ship hove in sight during that day (23rd), and being signalled, bore down on the unfortunate vessel and took them off. She was the American ship 'Seminole,' bound to San Francisco. On Dec. 8th they were transferred to the Norwegian ship 'Nordens Dronning,' which

landed them at one of the West Indian ports.

With pleasure we give place to the following record of a gallant rescue, by a portion of that invaluable naval force, the coastguard:—On the 16th February the schooner 'Augusta,' from Moeralla to Bo'ness, was driven ashore on the rocks, three miles from Peterhead. The coastguard were quickly on the spot, and sent a line on board, but the crew could not be made to understand how to use it, and nearly half-an-hour was spent in trying to make them do so. One brave fellow named George Oatley, drill instructor of the coastguard, then divested himself of his clothes, and swam through the surf to the vessel, and, acting under his instructions, the lines were put in working order, and the crew of four men and a boy were brought ashore. Oatley was the last man to leave the vessel, and from the exposure and bruises he had received he reached the shore in a very exhausted state.

THE ALBERT MEDAL.—The Queen has been graciously pleased to confer the Albert Medal of the Second Class on Mr. Henry Wesley, Agent at Addah for Messrs. Miller Brothers, of Glasgow. The following is the account of the services in respect of which this decoration has been conferred:—On the 3rd of August, 1879, the brigantine 'Harriet,' of London, while on a voyage from Cape Coast Castle to Jellah Coffee, was wrecked on the bar of the river Volta, about five miles east of Addah. Owing to the heavy surf, the crew were unable to launch any of their small boats, as they would have been swamped, and the men once in the water would have been devoured by sharks, with which the river abounds. The perilous position of the crew was noticed from the shore, and a surf boat was launched to their assistance, but soon after starting it was capsized and had to return. The boat then put off out again, being in charge of Mr. Henry Wesley, and manned by

thirteen Krooboys, but, owing to the roughness of the surf, she had to go round the vessel six times before the distressed crew could be rescued. They were at length all saved by jumping into the boat as she came under the bulwarks. The risk being so great, Mr. Wesley had great difficulty in persuading the Krooboys to man the boat.

THE STORMS IN THE ATLANTIC.—Like other Atlantic steamers, the Guion steamship 'Wyoming' experienced terrible weather on her last voyage out. The account of the hurricane given by the officers of the vessel is that the ship started in fair weather, which continued until February 1. During the afternoon of that day a stiff breeze began to blow, and as night set in it freshened to a storm. Suddenly the ocean was beaten with a white froth by the fury of the winds, and all hands were summoned on deck. Before the order could be obeyed a huge mass of water descended on the 'Wyoming,' sweeping her decks completely. When the sailors came rushing up from below they found their eight comrades who formed the watch lying around on the deck bleeding and insensible. George Butler, one of the sailors, had both his legs broken, and another, James Richards, suffered from a broken leg and dislocated thigh. Richards' ear from torn from his head by some unknown means. All the other men sustained slight bruises. During the night the steamer was tossed about like a cork at the mercy of the waves. The engines seemed almost powerless, so great was the pressure of sea and wind, and it was not until morning that the vessel could be fully controlled.

DISASTERS AT SEA.—Captain Davis, of the ship 'Trimountain,' abandoned while on a voyage from New York to Bremen, makes the following deposition: "On the afternoon of February 12, lat. 43 deg., long. 37 deg. 10 min., the ship encountering a hurricane from the westward, sprang a leak. The crew

tried hard by pumping to save the ship, but the water gained on them too rapidly. The sea was too high for the ship's boats to be of any use, and signals of distress were made. These attracted the attention of Captain Mitchell, of the 'Othello,' and caused him to bear down towards the sinking ship. At the risk of losing the lives of his own crew, he manned a boat, and all the crew of the 'Trimountain,' eighteen in number, were rescued." The 'Trimountain' was an American vessel of 1,301 tons register, and was laden with a cargo of 8,000 barrels of petroleum oil. She was thirty years old, but a good ship.

THE Direction of the Bureau Veritas has just published the following statistics of maritime disasters reported during the month of January, 1880, concerning all flags:—Sailing vessels reported lost:—61 English, 17 American, 10 French, 8 German, 6 Danish, 6 Norwegian, 5 Italian, 3 Greek, 3 Dutch, 2 Austrian, 2 Spanish, 2 Portuguese, 1 Nicaraguan, 1 Russian, 1 Siamese, 1 Swedish, 9 of which the nationality is unknown—total, 128. In this number are included 8 vessels reported missing. Steamers reported lost:—5 English, 1 French—6. In this number is included one steamer reported missing.

SEAMEN'S GRIEVANCES.—DEPUTATION TO LORD SANDON.—Recently, a deputation consisting of seamen and others interested in shipping waited upon Lord Sandon, President of the Board of Trade, at the Town Hall, Liverpool, for the purpose of laying before him certain grievances. There were present Mr. James Samuelson, President of the Amalgamated Seamen's Protection Society (Liverpool Branch); Mr. George Fairchild, chairman of the Executive Committee; Mr. Dawes, secretary; Mr. Tait, treasurer; Messrs. Neile (secretary, Mersey Shipwrights' Association), Grey and Woods (firemen), Farricker (boarding-house keeper), Webinjer, Olsen, and several other seamen. The

deputation was introduced by Mr. Samuelson, who stated that he regretted exceedingly that the shortness of the notice had prevented them calling together such representatives of the shipping trades as they would have desired to do; and more especially he regretted the absence of Mr. Rathbone, who was to have accompanied the deputation, and who took a great interest in anything connected with the seamen of the port. The speaker went on to say that Lord Sandon having written to the Seamen's Union that it was his intention to bring in a Merchant Shipping Bill last session, and as he was willing to hear the views of the seamen of Liverpool on the subject, they wished to press the following points upon his attention. They desired that able-bodied seamen, boatswains, firemen, shipwrights, stewards, and cooks should receive certificates of competency from the Board of Trade, the chief object of requiring this safeguard being to draw a proper line of distinction between inferior and foreign sailors and competent British seamen. They also wished that licenses should be granted to boarding-house keepers so as to afford better protection to seamen from crimps, &c. Mr. Samuelson further drew his lordship's attention to the laxity with which, he said, accounts were kept between captains and seamen, and handed him examples for guidance. He stated also that great extortion was often practised abroad in paying money to seamen in the matter of exchange. The last subject he referred to was the question of a supply of pure water on long voyages, it being the wish of seamen, he said, that it should be a *sine qua non* that water condensers should be carried on vessels on long voyages. Mr. Charles Neile expressed the views of the shipwrights as to certificating the men belonging to that body; and Mr. Fairchild urged upon his lordship the desirability of granting certificates to sailors in the interests of respectable seamen, and offered to attend upon him in London and

give him details in regard to the matters under consideration. — Mr. Fargher stated that he believed great advantages would accrue to sailors if licenses were granted to boarding-house keepers; and Mr. George Grey, fireman, laid some facts before his lordship concerning the loss of the 'Borussia,' and pressed for the licensing of firemen, as did also Mr. Woods, another fireman. — Lord Sandon, in replying to the deputation, said that the Bill which it was his intention to bring forward last session was not brought forward in consequence of the obstruction which had been offered to business in certain quarters, but he hoped to have an opportunity of bringing in such a measure this session. He expressed great anxiety to fall in with the wishes of the seamen present so far as was consistent and practicable; and in the course of a brief address, which assumed a conversational character, his lordship dealt with each subject which had been brought before him. He said the question of granting certificates, although it was a difficult one, met with his hearty sympathy, for he could see that the object of the seamen was that good seamen might not be leagued together with inferior ones, as they were by the present system, and that they might not thus receive lower wages than they were entitled to. He asked the deputation to send him a scheme of the mode in which they wished certificates to be earned from the Board of Trade. The same request he put in regard to the licenses to be granted to boarding-house keepers, where he saw considerably more difficulty, as it would be giving a monopoly to certain men. As to the questions of keeping of accounts between captains and men, and the supplying of pure water on board ship, he said that they should have his serious consideration. The deputation then retired, having first thanked his lordship for the cordial and business-like manner in which he received and discussed their grievances. — *Liverpool Post*, Feb. 9.

MERCHANT SEAMEN.—Two international conventions have recently been entered into by the English Government of interest and importance to sailors. The first is an agreement between England and France for the mutual relief of distressed seamen, and by this undertaking it is agreed that if a seaman of one of the contracting parties, after serving on board a ship of the other party, remains behind in a third State or in its colonies, or in the colonies of that State whose flag the ship carries, and he is in an helpless condition in consequence of shipwreck or from other causes, then the Government of that State whose flag the ship carries shall be bound to support him until he enters ship service again or finds other employment, or until he arrives in his native State or its colonies, or dies. This aid, however, is on condition that the seaman so situated shall avail himself of the first opportunity that offers to prove his necessitous condition, and the causes thereof, to the proper officials of the State whose support is required, and that the destitution is shown to be the natural consequence of the termination of his service on board the ship; otherwise the liability of the State to afford relief lapses, and the liability also ceases if the seaman has deserted, or has been turned out of his ship for any criminal act, or has left it in consequence of disability for service through illness or wounding resulting from his own fault. The relief provided for includes maintenance, clothing, medical attendance, medicine, and travelling expenses are to be paid. This agreement came into operation on the 1st of January this year. The second convention is between England and Germany, and its object is for the benefit of the commerce of the two countries, to facilitate the discovery, apprehension, and surrender of seamen who desert from merchant vessels of either country. On the basis of a full and entire reciprocity it was mutually agreed that if any seamen or apprentices, not being slaves,

should desert from any ship belonging to a subject of either of the contracting parties, within any port in the territories or in the possessions or colonies of the other, the authorities of such port shall be bound to give every assistance in their power for the apprehension and delivery on board of such deserters on application to that effect being made to them by the consul of the country to which the ship of the deserter may belong, or by the deputy representative of the consul. These stipulations will not apply to subjects of the country where the desertion takes place, and the convention may be terminated by either contracting party on giving a year's notice.—*Liverpool Post*, February, 9.

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THE ACCIDENT TO THE 'ELDORADO.'—The following letter has been addressed to the editor of the *Times*:—Sir,—Will you kindly insert the following particulars, which may otherwise pass unnoticed, on behalf of myself and fellow passengers, who sailed from London on Monday, December 1, in the British India Steam Navigation Company's steamship 'Eldorado,' for India? On Wednesday, the 3rd, crossing the Bay of Biscay, we encountered a terrific hurricane and very high sea, which increased each moment, the ship behaving remarkably well. Shortly after midnight a sea swept the upper deck, flooding the saloon through skylights and deadlights. About four on Thursday morning another sea carried away the iron cover over the boilers, putting out the fires and shipping a large amount of water. The men passengers were then called to bucket water from the boiler and engine rooms. The engines' stopping left the ship helpless, nearly every sea breaking over her, amid the most fearful confusion. On responding to the call for volunteers we found the crew helpless as far as regards pumping or clearing the water. I believe I am correct in stating that the crew consisted of four quartermasters, officers, and about sixty Lascars, these

latter deserting and absolutely refusing to assist, being only by threats, and in some cases more severe measures, induced to pass even empty buckets, throwing nearly the whole work on the passengers. The points I wish to bring into notice are these:—We had nearly 100 persons on board, exclusive of the crew. I have it on the authority of an officer of the ship that she had about a dozen lifebuoys; these proved a great consolation to many in our peril. Boats were taken great care of, being well secured inboard. Pumps, I presume, should be in such condition that they could be worked by hand in the absence of steam-power. Eight of us found it impossible to work the 'Downton' longer than three-minute spells, consequently this had to be deserted, partly, perhaps, owing to bad weather, but chiefly owing to its great height and the poor results of manual efforts. The second hand-pump threw such small quantities that it was abandoned, leaving us no resource but buckets. The men passengers, with few exceptions, worked, baling, from early on Wednesday until midnight on Friday, many without a break or rest. By Friday morning the water in the engine-room was lowered sufficiently to allow a boiler to start the donkey pump, and in a few hours, the gale having moderated, we started for Plymouth, arriving about 2 p.m. on Saturday. I would ask,—Should the deadlights in the saloon allow the water to pour in in torrents, or require the efforts of five men to close them? I saw this number of waiters vainly trying to close a saloon deadlight. Does any Act of Parliament stipulate that passenger ships shall only carry sufficient buoys for 10 or 12 per cent. of their passengers? Is it necessary to carry tarpaulin covers (extra or otherwise) for all dangerous points, such as skylights, &c.? Is it customary for a crew composed of Lascars to retire to their berths in bad weather? If so, what insurance is charged on ships em-

ploying such crews? Would a sail of any dimensions be of use to a steamer disabled in a gale? In conclusion, I would ask—Is there any provision made to repay passengers for losses, of clothing or otherwise, sustained in doing the work of incompetent crews?—which in this case will amount to several pounds to many of us. I may add that the officers did all that was possible.—Your obedient servant, A PASSENGER.—London, Dec. 8.

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THE MOON'S SUPPOSED INFLUENCE ON THE WEATHER.—There is some excuse for people who forget that the world is wider than the horizon which bounds their vision. If the weather happen to change within that horizon, when the moon becomes full, they assert, by the most natural of human sophisms, that the full moon is the cause of the change. They make no inquiry whether the weather has changed elsewhere, within the circuit of other people's horizons. They are not aware that, often, the weather changes with them, while a couple of hundred leagues away not the slightest change has taken place. If cognisant of the fact, they ought to remember that the moon must shine alike for all, and that she could not, by the same action exerted on the same day, bring unclouded skies and sunshine here, and rain, hail, or snow within easy telegraph distance. An infallible mode of disproving the supposed connection between the phases of the moon and the changes of the weather is to keep a register of both. If such a physical connection really exists, the discrepancies, purely accidental, will be few in number; and the wider the range of cases recorded, the smaller will be the proportion of disagreements compared with the total number of cases. In fact, the thing has been already done by serious meteorologists, who have undertaken the ungrateful task of submitting popular dicta to the test of facts. From Serafini's observations at Vigevano, comprising thirty-

eight years, it was inferred, "In every case we may conclude, in opposition to the vulgar opinion, that it is vain to expect from the quarters of the moon any presage of the weather's variation." What the moon evidently wants in order to be able to affect the weather is heat. Scientists have long tried to make the moon's heat-radiation sensible, but in vain. Now the illumination produced by the full moon is only one eight hundred-thousandth part of the solar illumination; if we take the heat-radiation to be in the same proportion, the moon gives us only an imperceptible fraction of warmth. Double the amount, multiply it ten times, a hundred times, and you do not get beyond an imperceptible degree of heat. How, then, should the moon's heat dissipate the clouds when the sun himself cannot always manage it?—*London Society.*

THE LOSS OF THE 'BORUSSIA.'—The Italian barque 'Giacomino,' Captain Bonifazio, from Aberdeen, which arrived at Baltimore on the 3rd of January, landed there five passengers and six of the crew of the British steamer 'Borussia,' abandoned at sea on the 2nd of Dec. They give a more vivid account of the abandonment of the steamer than that which has already been published. The experience of those on board, as described by the survivors, was of the most thrilling nature. The first intimation received that anything was wrong was on the morning of December 1, when a large leak was discovered in the engine-room, which rapidly increased, and the water in the hold of the vessel soon began to accumulate with alarming rapidity. The whole of the crew were put to the pumps, and were urged on in their work by the officers, who appreciated the danger. The water gradually gained on them and soon flooded the engine-room, extinguishing the fires and stopping the engines. The situation of the steamer by this time was critical in the extreme. The heavy weather which

had been prevailing during the day gradually increased to a hurricane, and by night the sea swept over the decks. M. Rosandro Gonzalez, one of the passengers, who says that he was on deck the whole time, describes the scene as appalling. The steamship was repeatedly swept from stem to stern by the sea. She would rise on the crest of a wave, and as their position was revealed to them by a vivid flash of lightning, her bow could be seen to suddenly drop and the hull to plunge into the waves. An accident which caused a thrill of horror occurred at midnight. The officers of the vessel had insisted on the lady passengers remaining below decks, which they had apparently quietly submitted to. At the time named a group of male passengers and seamen, who were clinging in a half-drowned condition to the bulwark aft, were horrified to see one of the lady passengers appear at the head of the stairway leading from the cabin, carrying in her arms a child, apparently about five years old. The vessel was pitching and rolling at a tremendous rate, rendering the woman's position extremely perilous. Four or five seamen and several passengers, about 15 men in all, started to her assistance. When within a few feet of her the bow of the steamship again sank, a great volume of water bore down on the woman and her rescuers, all of whom were borne towards the side of the vessel. The next instant the shrieks from the entire group rose above the roar of the waters as they were swept away in the darkness. A desperate effort was made by those on board to rescue them, but it only resulted in two more seamen being swept overboard. This was only one of the many heart-rending scenes which occurred during the night. When daybreak appeared, the condition of the 'Borussia' was found to be such that arrangements were made for abandoning her. By nightfall the small boats that had not been destroyed were got ready and the crew and passengers embarked, leaving the

vessel to its fate. Mr. Sutherland, second engineer, says that the party was in the metallic lifeboat No. 3. They got into the boat about 5 on the evening of December 2. Lorsen, the quartermaster, and Garrity, boatswain's mate, took charge alternately in steering and managing the boat, which was well provided with crackers, canned meats, and water. After leaving, the gale increased, and during the night, which was pitch dark, the sea ran very high, and the boat drifted at the mercy of the wind and waves. On the following day, December 3, the gale continued. At about 3 o'clock in the afternoon a barque was seen about seven or eight miles distant, crossing the bow of the boat, and blankets were raised on oars and other signals made to attract attention, but she passed on without discovering the signals. No other sail was seen on that day. When night came on it was still blowing fresh from the west with a high sea, but at midnight the wind ceased and the sea calmed down. At this time they supposed the boat had made about 120 miles to the eastward, and they were steering for Fayal. From midnight until daybreak of the morning of the 4th the sea continued to calm and the temperature to moderate. During the entire day, the 4th, it was very calm and the sea smooth. No sail was seen. The party took off their clothes and dried them in the sun. A number of sharks followed and kept near the boat, and one made a rush and struck her violently, and they did not leave until one was pierced by a boat-hook. The night of the 4th closed in with clouds, fog, and a heavy mist, and at about midnight a fresh breeze sprang up and continued until daybreak. For the past 24 hours they supposed that about 80 miles had been made. On the morning of the 5th the wind blew very hard from the east. Their course was changed and the boat ran before the wind to the westward, and so continued until four o'clock in the afternoon, when a sail was discovered about eight miles off, bearing directly

towards their boat. The blankets used for sails were lowered, and a signal, made of four pocket-handkerchiefs, was hoisted on an oar, and the boat pulled for the barque. At about 5 o'clock the boat was seen by the look-out on the barque, which proved to be the 'Giacomino,' and they were taken on board. As the captain of the barque did not have room for the lifeboat, in which they were saved, it was cast adrift. All the rescued men speak in the highest praise of the kindness of Captain Bonifazio, who supplied every one with clothing and other necessaries.

A SUNDERLAND BARQUE PLUNDERED BY PIRATES.—The following advices have been received at Lloyd's from Hong Kong, dated 12th April:—"Elizabeth Childs," British barque, Capt. Lindbergh, left Hong Kong 29th March with a general cargo. On the evening of the following day, when about ten miles from Mendoza Island, she was boarded from a junk by about forty, all carrying firearms, who drove the crew forward and plundered the vessel of the portable valuables they could find. The approach of a steamer alarmed the pirates, who then quitted the ship with their booty. Before the barque was boarded stinkpots were thrown on her decks from the junk, and rifles and revolvers discharged at her, but no one was seriously injured. The leader of the gang was suspected to be a European. Owing to the ship's chronometer, as well as her side lights, having been taken away, she had to abandon the voyage and put back to Hong Kong, where she arrived on 1st April. The master states that he does not know whether any or what cargo has been abstracted, but that the total value of the articles which he knows to have been taken is about 500 dollars. H.M.S. 'Moorhen' left on the 17th April in search of the pirates, but returned on the following day without success. [The Elizabeth Childs' is a barque of 391 tons register, built at

Sunderland in 1870, and is the property of Mr. George Childs, of Monkwearmouth.]—*Blyth Weekly News*, 24th May, 1879.

AN ADVENTUROUS VOYAGE.—Captain George E. Wallace, of the American ship 'Edward O'Brien,' was lately presented with a silver jug at the meeting of the Liverpool Local Marine Board in acknowledgment of his humanity to a shipwrecked crew whom he rescued while voyaging from Liverpool to Norfolk, United States. Early on the morning of the 10th October last Captain Wallace observed two rockets. He hove-to till daylight and then discovered they had been sent up by the water-logged ship 'J. P. Wheeler,' Captain James M'Cay, bound from St. John's for Londonderry with deals. The captain and crew had been obliged to take refuge in the tops. There was a gale of wind and the sea running very high. In three trips of his boat, which he towed under the lee of the 'J. P. Wheeler,' Captain Wallace rescued the crew; but one boatload was taken on board a steamer which hove in sight. The rescued men were in a destitute condition, and had been forty-eight hours in the tops. As far as possible they were provided with clothes. Eight days later Captain Wallace rescued the captain and crew (ten in all) of the American barque 'Clarence,' from New York for London, which he found in a sinking state. As Captain Wallace had his wife and family on board the ship, besides a full crew and two shipwrecked crews, fifty-two persons in all, there was much difficulty in accommodating them. To increase the inconvenience, the mate of the 'Clarence' had his leg broken and the steward was laid up with fever. Before effecting the rescue Captain Wallace had lost most of his provisions during heavy weather, so that he had to put all on board on short allowance. Captain Wallace also assisted another vessel, and supplied her with water.

SHIPWRECKED CREWS.—To the Editor of the *Yarmouth Independent*. Sir,—In your journal of last week it was reported that the crew of the smack 'Try,' wrecked on Hasbro' Sand, were forwarded here by the Rev. W. Green, hon. secretary of the Royal National Life-boat Institution. This is, I think, an error, as they, and indeed all shipwrecked seamen, including the large number recently landed here, were forwarded by that excellent Institution, the **SHIPWRECKED FISHERMEN AND MARINERS' SOCIETY**. By kindly inserting this you will oblige, Sir, your truly, G. T. WATSON, Hon. Agent, S.F.M.S.

TELEGRAMS received at Lloyd's, 1st March, state that the 'Vingorla,' steamer, had been lost through springing a leak in 'the main hold when 70 miles north of Bombay, and sank. Of the crew, the second and third officers and all the natives were saved; the others were drowned. Of the passengers, seven second class and 52 deck passengers were drowned; eight first, two second, and 39 deck passengers were saved. A later telegram reports that the captain, chief officer, clerk, three engineers, and 62 native passengers were drowned. The saloon passengers were saved. The 'Vingorla,' which was bound from Bombay to Kurrachee, was built at Greenock in 1875, and was an iron screw of 578 tons gross, classed 100 A1.

THE master of the ship 'Brodie Castle,' recently arrived at Valencia, reports a circumstance almost, if not quite, unprecedented at the time of year at which it occurred. On his voyage from San Francisco, when in the direct track of the Falkland Islands, he reports having fallen in with eight icebergs, the presence of which, in his opinion, may account for more than one ship now reported missing, as masters would not think of keeping a special "look out" for them at night until the season became more advanced.

THE HARDSHIPS OF AFRICAN TRAVEL.

—Yet we could have well parted with a large stock of tea, coffee, and sugar in order to obtain a pair of shoes apiece. Though I had kept one pair of worn-out shoes by me, my last new pair had been put on in the jungles of doleful Uregga, and now six weeks rough wear over the gritty iron and clink-stone, trap, and granite blocks along the river had ground through soles and uppers, until I began to feel anxious. As for Frank, he had been wearing sandals made out of my leather portmanteaus, and slippers out of our gutta-percha pontoon; but climbing over the rocks and rugged steeps wore them to tatters in such quick succession that it was with the utmost difficulty that I was enabled, by appealing to the pride of the white man, to induce him to persevere in the manufacture of sandals for his own use. Frequently, on suddenly arriving in camp from my wearying labours, I would discover him with naked feet, and would reprove him for shamelessly exposing his white feet to the vulgar gaze of the aborigines! In Europe this would not be considered indelicate, but in barbarous Africa the feet should be covered as much as the body; for there is a small modicum of superiority shown even in clothing the feet. Not only on moral grounds did I urge him to cover his feet, but also for his own comfort and health; for the great cataract gorge and tableland above it, besides abounding in ants, mosquitoes, and vermin, are infested with three dangerous insects, which prey on the lower limbs of man—the “jigga” from Brazil, the guinea-worm, and entozoon, which, depositing its eggs in the muscles, produces a number of short, fat worms and severe tumours. I also discovered from the examples in my camp, that the least abrasion of the skin was likely, if not covered, to result in an ulcer. My own person testified to this, for an injury to the thumb of my left hand, injured by a fall on the rocks at Gamfwe, had culminated in a painful wound, which I daily

caterisised; but though bathed, burned, plastered, and bandaged twice a day, I had been at this time a sufferer for over a month. At this period we were all extremely liable to disease, for our system was impoverished. Four of my people suffered from chronic dysentery and eight from large and painful ulcers; the itch disease was rabid—about a dozen of the men were fearful objects of its virulence, though they were not incapacitated from duty—and there were two victims of a low fever which no medicine seemed to relieve. In the absence of positive knowledge as to how long we might be toiling in the cataracts, we were all compelled to be extremely economical. Goat and pig meat were such luxuries that we declined to think of them as being possible with our means; tea, coffee, sugar, sardines, were fast receding into the memory-land of past pleasures, and chickens had reached such prices that they were rare in our camp. We possessed one ram from far Uregga, and Mirambo, the black riding-ass—the other two asses had died a few weeks before—but we should have deserved the name of cannibals had we dared to think of sacrificing the pets of the camp. Therefore by the will of the gods, contentment had to be found in boiled “daff,” or cold cassava bread, ground-nuts, or pea-nuts, yams, and green bananas. To make such strange food palatable was an art that we possessed in a higher degree than our poor comrades. They were supplied with the same materials as we ourselves, but the preparation was different. My dark followers simply dried their cassava, and then, pounding it, made the meal into porridge. Ground-nuts they threw into the ashes, and when sufficiently baked, ate them like hungry men. For me such food was too crude: besides, my stomach, called to sustain a brain and body strained to the utmost by responsibilities, required that some civility should be shown to it. Necessity roused my faculties, and a jaded stomach goaded my inventive powers (0

a high pitch. I called my faithful cook, told him to clean and wash mortar and pestle for the preparation of a "high art" dish. Frank approached also to receive instruction, so that in my absence he might remind Marzouk, the cook, of each particular. First we rinsed in clear cold brook-water from the ravines some choice cassava or manioc tops, and these were placed in the water to be bruised. Marzouk understood this part very well, and soon pounded them to a consistency of a green porridge. To this I then added fifty shelled nuts of the *Arachis hypogæa*, three small specimens of the *Dioscorea alata* boiled and sliced cold, a tablespoonful of oil extracted from the *Arachis hypogæa*; a tablespoonful of wine of the *Klais Guineensis*, a little

salt, and sufficient powdered capsicum. This imposing and admirable mixture was pounded together, fried, and brought into the tent, along with toasted cassava pudding, hot and steaming, on the only Delft plate we possessed. Within a few minutes our breakfast was spread out on the medicine-chest which served me for a table, and at once a keen appetite was inspired by the grateful smell of my artful compound. After invoking a short blessing, Frank and I rejoiced our souls and stomachs with the savoury mess, and flattered ourselves that, though British paupers and Sing-Sing convicts might fare better, perhaps thankful content crowned our hermit repast.—*Through the Dark Continent. By H. M. Stanley.*

COLLECTIONS, LEGACIES, MEETINGS, SERMONS, &c.

For the Shipwrecked Mariners' Society.

ABERDEEN. —Proceeds of Sermon in Mariners' Church by the Rev. Dr. Longmuir	£4	7	0	HOPKMAN, N.B. —Collection at Prayer Meeting, per Rev. George Cassie.....	0	1	6
ARKLOW. —Collection after Sermon in Arklow Cong. Church	2	11	10	LIVERPOOL. —Collection in U.P. Church after sermon by Rev. A. Macfarlane.....	1	1	9
BAFF. —Proceeds of Annual Soirée	1	10	0	LIVERPOOL. —Box at Simpson's Refreshment Rooms on the Prince's Landing Stage	0	12	0
BERWICK - UPON - TWEED. —Donation from Committee of the Amateur Musical and Dramatic Entertainment	2	0	0	LONDON. —Her Most Gracious Majesty the Queen (Ann.)	25	0	0
BLAKENEY. —Collection in Langham Church, after sermon by Rev. J. M. Randall	3	1	6	Worshipful Co. of Saddlers	21	0	0
BOSTON. —Collected in box at Mr. A. H. Read's Office..	1	0	0	Mrs. B. Wood	20	0	0
CHEPSTOW. —Share of Offer- tory in Caldicot Church. Rev. E. T. Williams	2	0	0	Hugh McKay, Esq.....	100	0	0
CHURCH LAFORD. —Cong. Collection after sermon by Rev. D. Wauchope	4	15	9	Alliance Marine Assurance Society	25	0	0
GOUBOX. —Proceeds of Lec- ture by Professor Wilson	5	0	0	George Sturge, Esq.	21	0	0
				Trustees of the late Wm. Thorngate, Esq., per Messrs. Churcher & Martin (Annual)	70	0	0
				Collected in box on board the 'Decapolis,' per Capt. Almond	1	4	2

Ditto 'Dunrobin Castle,' per Capt. Winchester.....	2 19 0
Ditto 'Walmer Castle,' per Capt. Young.....	0 4 3
Ditto 'Warwick Castle,' per Capt. Webster.....	1 16 3
Ditto 'Balmoral Castle,' per Capt. Jones.....	5 0 0
Ditto 'Edinburgh Castle,' per Capt. Jefferies.....	4 8 0
Ditto 'Alsatia,' per Capt. Craig.....	0 4 6
Ditto 'Chimborazo,' per Capt. Le French.....	0 12 1
Ditto 'Hankow,' per Capt. Lymington.....	1 14 6
Ditto 'Australia,' per Capt. Ward.....	0 14 0
Ditto R. M. 'Edinburgh Castle,' per Capt. Duncan	6 0 9
Ditto Mercantile Marine Office, Tower-hill.....	0 11 3
Ditto Mercantile Marine Office, Poplar.....	0 15 0
Ditto Messrs. Spence and Baker.....	0 3 0
The following Legacies have been announced or received:—	
Mrs. Sarah Ann Dillwyn..	£19 19 0
The Hon. Mrs. Henrietta Mabel Broadhurst. Pro- ceeds of Sale of Water Colour Drawings.....	
Miss Caroline Field.....	10 0 0
John Purdie, Esq.....	100 0 0

Miss Sarah Deighton, New Three per Cents. Stock..	5,400 0 0
Cecil C. Colvin, Esq.....	500 0 0
Alexander Boetefeur, Esq.	4,010 3 1
Mrs. M. M. Clubley.....	94 12 0
Miss Isabella Douglas.....	19 19 0
Miss R. H. Cornwell.....	19 19 0
NOTTINGHAM.—Box at Aqua- tic Club.....	3 7 0
Nottingham Rowing Club..	0 2 6
Mrs. Hart.....	0 2 7
Public Baths.....	0 5 3
PETERHEAD.—Share of pro- ceeds of entertainment, per Mr. Mennies.....	3 5 0
PLYMOUTH.—Proceeds of Offertory at the Children's Service, after sermon by the Rev. W. St. Aubyn, of Stoke Damerst.....	1 7 7
POBTSOY.—Proceeds of Sail- ors' Conversazione.....	3 0 0
RIPON.—Donation of Mrs. Rawson, per Lt. Fletcher, R.N., Hon. Agent.....	30 0 0
STROMNESS.—Collection in U.P. Church, after sermon by Rev. Thomas Kirkwood	4 2 0
WESTON-SUPER-MARE.—Col- lection at Trinity Church, after sermon by Rev. W. Hunt (Life Gov.).....	15 3 9
YARMOUTH.—Proceeds of ser- mon in St. Nicholas Church, by the Rev. Geo. Venables (Life Gov).....	13 14 3

REWARDS FOR SAVING LIFE AT SEA.

The following rewards have been granted by the SHIPWRECKED MARINERS' SOCIETY during the past quarter:—

March 5.—Captain the Hon. Francis Maude, R.N., Vice-President in the chair.

The Secretary drew the attention of the Committee to the gallant conduct of Captain the Hon. E. R. Fremantle, R.N., C.B., C.M.G., of the 'Invincible,' who during the recent passage of that ship from Alexandria to Aboukir Bay, and

when she was steaming along at about six knots an hour, jumped overboard as he stood—cap, coat, boots, &c., and strained every nerve in his attempt to save the life of a man who had fallen from the vessel. When he reached the spot where the man was last seen, his rescuer found him already some distance under water; having brought him to the surface, heavily weighted as he was, he felt much exhausted, and had some

difficulty in keeping the man's head above water, till Sub-Lieut. Charles H. H. Moore and Cunningham, blacksmith's mate, jumped overboard to the assistance of both, and the boats arriving, all were brought safely on board. After warmly eulogising the gallantry displayed, it was proposed from the chair, seconded by Admiral Sir Claude Buckle, K.C.B., and unanimously agreed that, subject to the approval of the Lords of the Admiralty, the gold medal of the Society should be presented to Captain Fremantle, and silver medals to Sub-Lieut. Moore and blacksmith's mate Cunningham, for their self-devotion in the cause of humanity on this occasion.

March 12.—Captain the Hon. Francis Maude, R.N., Vice-President, in the chair.

The Secretary brought before the notice of the Committee the following case of saving life :—It appeared that Captain Sargent, of the ss. 'Gertrude,' picked up in the Gulf of Aden a boat containing eight men, a seaman, and a child, all Arabs. When sighted by the 'Gertrude' their boat was in a sinking condition; and although Capt. Sargent had his lifeboat manned with all speed and pulled to the rescue, the frail craft

founded before he could reach her, the poor creatures being thrown struggling into the sea. By dint of strenuous exertions, however, they were rescued, with the exception of one man, but the nine survivors were in the most pitiable state of exhaustion; and explained that twelve days ago the vessel that they were on board of went down, and that they were the sole survivors out of thirty. For six days prior to their rescue they had been without food. The name of the lost vessel is not given. The wants of the sufferers were attended to with the utmost humanity, and they expressed the deepest gratitude for the salvation of their lives; and the account they gave of what they endured in these terrible twelve days is, Capt. Sargent writes, perfectly heartrending. The 'Gertrude' reached Bombay, whither she was bound, on the 14th ult., and there landed the unfortunate wrecked Arabs. A few years ago Capt. Sargent was rewarded by the Board of Trade for a similar rescue on the southern coast of Africa. It was proposed from the chair and carried unanimously, that the framed testimonial of the Society should be presented to Captain Sargent, for his humane conduct on this occasion.

REWARDS FOR SAVING LIFE ON THE COASTS.

THE following are the rewards granted by the Royal National Lifeboat Institution during the past three months :—

January 1.—Mr. Thomas Chapman, F.R.S., V.P., in the chair.

The minutes of the previous meeting having been read, the thanks of the Institution, inscribed on vellum, were presented to Mr. Dennis Connor, chief officer of Her Majesty's coastguard at Rosslare, Ireland, in acknowledgment of his zealous and valuable co-operation on the occasion of the Carnsore Lifeboat going out on service on the 28th ult., when he formed one of the crew of the boat. On a subsequent occasion the same lifeboat

was the means of saving the crew of 12 men and a pilot from the barque 'Cheverine,' of Havre, which had stranded on Churchtown Bay, in a strong wind and heavy sea, the rocket apparatus having previously been unable to effect a communication with the ship. The Caister Lifeboat, under perilous circumstances, saved the crew of eight men from the brig 'Rival,' of Blyth, which was wrecked on the Cross Sands in a very heavy sea. The North Deal Lifeboat also performed a gallant service in the rescue of 19 men from the ship 'Leda,' of Bremen, which had gone on the Goodwin Sands during a gale of wind

from the south-west. So heavy was the sea running on the Sands at the time, that the men had much difficulty in preventing themselves from being washed out of the boat. The silver medal of the Institution was voted to Lord Dunmore and £5 to three fishermen, who put off with him in an open boat and proceeded at one o'clock in the morning a distance of 11 miles, through a very heavy sea, to the rescue of the passengers and crew of the yacht 'Astarte,' who had taken refuge on a small island in the Sound of Harris, during a south-westerly gale on September 22. The long and valuable services of the coxswains of the lifeboats at Margate and Newbiggin (Northumberland), on their retirement from duty, were also additionally acknowledged by the Institution.

February 2.—Mr. Thomas Chapman, F.R.S., V.P., in the chair.

The minutes of the previous meeting having been read, the gold medal of the Institution was voted to Mr. William P. Cubitt, junior, in acknowledgment of his very brave conduct in plunging into the sea from the Bacton lifeboat in the midst of a heavy surf, after the upsetting of that boat, and cutting a rope which had entangled her rudder. By this means she was released from a perilous position and enabled to reach the shore in safety with those on board her. Rewards amounting to £125 were granted to the crews of different lifeboats for various services performed during the past month. The Ramsgate Harbour Lifeboat and Steamer had gone to the assistance of the brigantine 'Black Diamond,' of Guernsey, which had stranded on the Goodwin Sands. Every effort was made for upwards of 24 hours to extricate her from her perilous position, but without success, and at last, when she had 6 feet of water in her hold, the master and crew of five men had to take refuge in the lifeboat. They were safely landed, and the next morning their vessel was found to have become a total wreck on the sands. The Caister lifeboat was fortunately instru-

mental in rescuing the steamer 'Ancot,' of West Hartlepool, and her crew from a position of much peril in the midst of very heavy breakers on the Middle Cross Sand. The New Quay and Aberayron lifeboat rendered assistance to the distressed barque 'Pacific,' of Swansea, and the Redcar lifeboat rescued the crew of two men of the fishing smack 'Temperance Star,' and brought their boat safely ashore during a strong gale from the north-north-east and a rough sea. Rewards were granted to crews of shoreboats for saving life from wrecks on our coast.

March 4.—His Grace the Duke of Northumberland, President of the Institution, in the chair.

The Committee expressed their deep sorrow at the recent lamentable accident to the Ardrossan lifeboat while engaged in the rescue of the crew of the barque 'Matilda Hilliard,' of Yarmouth, N.S., which was wrecked on the rocks at the south end of Horse Island, in a severe gale of wind and heavy sea. The sum of £300 was voted in aid of the local subscription for the relief of the families of the two drowned lifeboat men. The silver medal of the Institution was presented to Mr. Robert Bickerstaffe, coxswain of the Blackpool lifeboat, and double the ordinary reward to the boat's crew, in acknowledgment of their brave and determined services in rescuing, at considerable risk of life, four of the crew of the brigantine 'Bessie Jones,' of Fleetwood, which had sunk on Salt-house Bank. Rewards amounting to £330 were also granted to the crews of other lifeboats for many noble services performed during the late tempestuous weather. A suitable testimonial was ordered to be presented to Edward Tupman, late coxswain of the Exmouth lifeboat, in acknowledgment of his long and valuable services in that capacity. A reward of £9 was voted to some fishermen at Blackrock, Ireland, for rescuing crews. Other rewards were also granted to the crews of different shoreboats for saving life from wrecks on our coasts.

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

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

Statement of Relief afforded by the "Shipwrecked Mariners' Society" to Fishermen and Mariners, to assist to restore their Boats or Clothes, and to the Widows, Orphans and Aged Parents of the Drowned, &c. between the 1st December, 1879, and 29th February, 1880.

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

	£	s.	d.		£	s.	d.
31 M, 4 MM, 6				1 M	4	7	6 Colchester.
W, 7 O, 2 AP	177	12	6 London.	1 M	2	7	6 Conway.
25 F, 10 PB, 3				1 M, 14 F, 2 W,			
W, 9 O	71	12	9 Aberdeen.	4 O	46	16	0 Cove Bay.
1 M, 1 MM	5	0	0 Aberystwith.	1 W, 6 O	15	0	0 Cowes.
1 M	8	0	0 Aldeburgh.	1 W, 5 O, 1 AP	23	3	9 Crouch River.
1 W, 2 O	4	10	0 Alcoa.	8 F, 2 W, 4 O	24	7	6 Cullen.
1 W	11	5	0 Amlwch.	1 W, 3 O	17	1	3 Dartmouth.
1 F, 1 W, 1 O	8	2	6 Anstruther.	1 M	3	12	6 Dawlish.
5 W, 2 W, 2 O	29	2	6 Arbroath.	21 PB, 1 W, 4 O	27	0	11 Deal.
1 M, 1 W	20	5	0 Appledore.	1 F, 1 AP	6	5	0 Dinas Cross.
1 MM	2	2	6 Ardrossan.	1 M, 1 MM	4	15	0 Doncaster.
1 F	4	0	0 Arklow.	2 M, 2 W	18	0	0 Dover.
1 W, 2 O, 2 AP	15	5	0 Banff.	1 M, 1 W, 2 O	24	5	0 Dundee.
1 MM, 1 A	13	17	6 Barlochan.	2 AP	4	0	0 Dunrossness.
26 F, 1 PB	39	8	6 Barra.	1 F	1	10	0 Eastbourne.
1 MM	4	10	0 Barrow.	1 W	7	5	0 Elie.
2 M, 1 W	16	10	0 Belfast.	1 W, 2 O	10	10	0 Emsworth.
1 F	4	15	0 Benbecula.	1 M, 1 W	20	7	6 Eamouth.
2 AP	4	5	0 Berwick-on-	6 F, 1 W, 6 O	20	19	0 Eyemouth.
			<i>Tweed.</i>	2 M, 1 MM, 2 F,			
1 M, 1 W, 3 O	31	3	9 Bideford.	1 W, 2 O, 2 AP	29	17	6 Falmouth.
1 MM, 1 W	12	10	0 Blakeney.	1 M	1	0	0 Faversham.
1 M 1 W	9	15	0 Blyth.	8 F, 1 W, 1 AP	36	5	0 Filey.
1 M	2	12	6 Boscastle.	1 MM, 1 AP	7	7	6 Fishguard.
2 F	3	10	0 Brae.	1 MM, 1 PB, 1 W	10	2	6 Framilode.
1 MM, 2 PB, 2				3 F, 2 W	20	17	6 Fraserburgh.
AP	13	2	6 Bridgwater.	1 W, 5 O	17	8	9 Garmouth.
1 F	3	0	0 Bridport.	1 M, 1 W	20	15	0 Garrans.
1 M	3	0	0 Brightlingsea.	3 M, 1 MM	12	17	6 Glasgow.
1 M	1	15	0 Bristol.	2 M	4	10	0 Goolie.
1 M, 1 MM, 2 F,				1 W, 2 O	11	12	6 Grangemouth.
1 W, 10, 1 AP	20	10	0 Brixham.	1 M, 1 O	8	18	9 Gravesend.
1 PB	5	0	0 Broadstairs.	1 M	3	15	0 Greenock.
1 M, 15 F, 1 W,				1 M, 1 MM, 5 F			
4 O	83	14	0 Buckie.	1 W, 5 O	21	14	9 Grimsby.
1 F	1	5	0 B. Salterton.	7 M, 1 MM, 1 F			
2 M, 1 F	10	0	0 Burraoos.	1 W, 1 AP	40	12	6 Guernsey.
6 M	16	7	6 Cardiff.	2 AP	7	0	0 Harrington.
1 MM, 1 W, 2				11 M, 7 MM,			
O, 1 AP	16	17	6 Cardigan.	1 W	83	15	0 Hartlepool.
1 MM, 1 W	11	15	0 Carnarvon.	1 F	4	0	0 Harwich.
1 A	2	15	0 Cockensie.	1 W, 2 O	11	5	0 Hastings.

	£	s.	d.		£	s.	d.		
1 M, 1 F, 1 W	20	9	0	Hillwick.	1 MM, 1 W, 2 O	9	2	6	Portmadoc.
1 F.....	2	0	0	Hoylake.	1 W	3	10	0	Portmahomack
7 M, 4 W, 10 O	85	10	0	Hull.	1 M, 1 MM, 2				
2 M, 1 MM, 1					W, 12 O.....	35	17	6	Portsmouth.
PB, 1 W, 6 O	81	2	6	Inverness.	2 M.....	5	5	0	Port William.
4 M, 2 MM, 1					2 AP	5	0	0	Pullheli.
W, 2 O	32	2	0	Ipswich.	1 O, 1 W	4	1	3	Ramsgate.
1 M, 1 W	6	7	6	Jersey.	2 M, 3 W, 8 O,				
1 O.....	4	7	6	Kirkcaldy.	4 AP	49	18	0	Reawick.
1 W, 3 O	5	13	9	Knottingley.	1 MM.....	2	15	0	Rn.Hood's Bay
2 W, 1 O	14	10	0	Leith.	1 W	10	5	0	Rochester.
12 M, 1 F, 5 W,					1 F, 1 AP	5	5	0	Rothsay.
18 O, 4 AP.....	116	10	0	Lerwick.	1 W, 2 O	5	5	0	St.Mary's Hope
11 M, 8 W, 14 O	109	3	9	Liverpool.	1 M.....	2	5	0	Sandwich.
1 MM, 1 W.....	12	0	0	Llanelly.	1 MM, 1 F, 2 W	18	15	0	Scarborough.
1 F.....	3	2	6	Lossiemouth.	12 PB.....	9	7	6	Scilly.
3 M, 2 F, 2 W, 10	36	1	6	Lowestoft.	1 M, 1 MM, 1 W	16	7	6	Seaham.
1 MM.....	4	7	6	Lynmouth.	3 W, 5 O, 2 AP	47	6	3	Shoreham.
7 M, 2 MM, 2 F,					1 F.....	1	10	0	Sidmouth.
2 W, 4 O ...	47	17	6	Lynn.	1 W	8	15	0	Solva.
2 W, 8 O	13	11	3	Lytham.	35 M, 3 MM, 16				
1 W, 2 AP.....	13	5	0	Macduff.	W, 37 O, 4 AP	315	4	3	S. Shields.
1 MM, 1 W, 3 O	20	17	6	Maryport.	2 AP	4	5	0	Southampton.
4 M, 1 MM, 1 W	29	2	6	Middlesboro'.	1 AP	3	5	0	Southwold.
1 M, 1 W, 5 O	8	5	0	Milford.	1 W	12	5	0	Staites.
1 M, 1 F	20	0	0	Minehead.	1 MM.....	4	15	0	Stfkey & Wells
2 W, 2 O	22	16	3	Mistley.	2 W	11	10	0	Stockton.
2 M, 1 MM, 4 F,					1 M.....	2	15	0	Stonehaven.
2 W, 1 O ...	24	8	9	Montrose.	2 F.....	3	15	0	Storoway.
1 F.....	2	0	0	Mossbank.	48 M, 7 MM, 14				
3 M.....	5	7	6	Newburgh (A).	W, 9 O	298	9	6	Sunderland.
1 MM.....	3	15	0	Newburgh (F).	1 M, 1 W, 2 O	10	12	6	Swansea.
2 M, 1 MM, 1 AP	14	7	6	Newcastle.	1 M, 1 W, 4 O	17	5	0	Teignmouth.
1 MM.....	4	0	0	Newport (M).	1 F.....	2	5	0	Topsham.
2 M, 2 MM, 1 W,					1 M.....	2	7	6	Torquay.
5 O.....	14	13	9	New Quay (C).	1 W	9	15	0	Truro.
1 M, 1 MM ...	3	17	6	New Quay (W)	2 M.....	6	10	0	Vos.
25 M, 2 MM, 3					1 M, 1 MM ...	4	17	6	Warkworth.
PB, 14 W.					1 MM.....	5	15	0	Watchet.
23 O	217	4	11	N. Shields.	1 MM, 1 W, 1 O	11	5	0	Weymouth.
1 M.....	3	15	0	N. Sunderland	2 F.....	4	4	0	Whalsay.
2 F, 1 PB	3	12	0	N. Uist.	1 M, 1 MM, 2 F,				
1 M, 2 AP.....	9	10	0	Orford.	4 W, 6 O ...	61	2	6	Whitby.
1 W	15	10	0	Parigate.	2 W	17	10	0	Whitehaven.
4 M, 2 MM, 1 W,					1 MM.....	2	17	6	Whitehorn.
2 O.....	25	7	6	Peterhead.	3 M, 1 W	17	15	0	Whitstable.
5 M, 1 W, 1 O	12	12	6	Plockton.	1 MM, 1 F.....	6	1	4	Wick.
6 M, 1 MM, 5 W,					2 M.....	3	5	0	Wicklow.
3 O.....	80	2	6	Plymouth.	1 F.....	4	5	0	Winterton.
1 MM.....	3	0	0	Polperro.	1 W	9	10	0	Wisbech.
1 M.....	4	12	6	Polruan.	1 MM, 1 W ...	16	10	0	Wivenhoe.
1 W, 2 O.....	6	0	0	Port Dinorwic.	2 M.....	7	0	0	Woodbridge.
2 M, 1 MM.....	10	15	0	Portinllaen.	2 M, 3 F, 2 W, 10	40	6	3	Yarmouth.

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 1,449; Orphans, 2,019; Aged Parents, 46; Master Mariners, 73; Mariners and Apprentices, 312; Fishermen, 147; Pilots and Boatmen, 53; Shipwrecked persons—Subscribers, 851 and Non-Subscribers, 485; in all, 4,935 persons relieved, at an expense, inclusive of that in the succeeding tables, of £9,660 9s. 8d.

RELIEF TO SHIPWRECKED CREWS.

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

The Crews of the following Vessels, wrecked on various parts of the Coast or foundered at sea, have been boarded, lodged, clothed, and forwarded to their homes by the Secretary at the Central Office and Honorary Agents of the "Shipwrecked Mariners' Society," between the 1st December, 1879, and 29th February, 1880.

Vessel's Name.	Port.	Amount of relief.	Vessel's Name.	Port.	Amount of Relief.
		£ s. d.			£ s. d.
Alverton	Hartlepool	3 2 0	Constance	Hartlepool	6 5 0
Albion	Wells, Norfolk	0 15 0	Devonshire	—	3 0 0
Ann	Bristol	0 10 0	E. J. Harland	—	2 16 0
Alert	Goole	1 10 0	Emblehope	Newcastle	7 12 0
Anna Morgan	Carnarvon	1 15 0	Echo	Dublin	0 3 6
Argo	Hartlepool	1 15 6	Ellen	Ipswich	2 11 0
Alex. McKenzie	Liverpool	3 5 0	Emerald	Liverpool	3 10 0
Alabama	—	0 16 0	Editha	N. Shields	5 4 0
Alcano	Belfast	8 6 0	Estalla	Goole	0 5 0
Athlon	Goole	2 10 0	Emerald	Guernsey	7 0 0
Anemone	Hartlepool	2 1 0	Elizabeth	—	0 16 0
Ann	N. Shields	6 10 0	Eskbank	Glasgow	1 12 6
Aras	London	0 12 0	Echo	Rotterdam	2 16 0
Annie Mark	Liverpool	1 7 0	Fairy Queen	Milford	4 4 6
Albion	London	7 17 6	Frederick William	Guernsey	1 0 0
Alert	Ipswich	2 8 0	Freden	Norway	0 13 0
Black Prince	St. Johns	4 13 0	Fisher	Grimsby	1 8 0
Black Diamond	Guernsey	4 15 0	Gladious	N. Shields	0 18 6
Bengore	Liverpool	2 10 6	Gazelle	Sunderland	4 4 0
Burlochan	Liverpool	5 7 6	Galetta	Nova Scotia	4 7 0
Castlewood	London	12 16 0	Helmdall	London	2 0 6
Catherine McIver	Arbroath	1 7 0	Hawk	Sunderland	3 11 6
Capilla	London	3 10 0	Hero	London	1 4 6
California	New York	0 10 0	Henry Ismay	Dublin	0 5 0
†Chowdean	Sunderland	3 0 0	Hesperus	Padstow	0 18 0
Cleanthes	Sunderland	22 6 3	Hero	Swansea	0 5 0
Cordelia	Penzance	0 12 6	Improvement	Arbroath	4 10 6
†Colonial Empire	Aberdeen	20 5 0	Isabella	Sunderland	1 14 9
Clara Louisa	Liverpool	3 7 0	Johnson	Portsmouth	0 15 0
Caroline Saints	Guernsey	7 13 0	Jane Hoad	Eye	6 14 3

* Six of the crew of the 'Bengore' (s), of Liverpool, from Penarth for Gibraltar, were landed at Dover 30th January by the 'Palmerston' (tug), their vessel having sprung a leak and foundered in the Bay of Biscay on the 23rd January. The men, after being fifteen hours in the boat, were picked up by the brig Ancient Promise, of 'Sunderland,' Brown, from Oron for Scotland, and transferred by her to the 'Palmerston.' The remainder of the crew, 13 in number, were drowned, including captain.

† This barque, from Villa Real for Sunderland (mineral), sprang a leak and foundered 29th November, off Cape Finisterre; master and one man drowned, remainder of the crew brought to Cadiz by the Russian barque 'Regina,' Haeklin, from Helsingfors, arrived at Cadiz the 7th December.

‡ The Scarfakerry Agent reports, February 3rd, 1880: This crew was picked up by the barque 'Summer Lee,' of Liverpool, from Callao for Leith, and landed here; there was only three days' provisions on board. The 'Colonial Empire' encountered a terrific gale on 23th January, when she sprang a leak, and the pumps got choked with sand, which she had for ballast. On Thursday

morning the ship went over on her beam ends, when they baled the water out of the hold with buckets, but finding the water gaining on them rapidly, Capt. Symmers ordered the boats to be lowered, and resolved to leave the ship; when shortly afterwards the barque hove in sight, and they were immediately taken on board. They were landed here on Sunday, 1st February, and it was not easy for us to get lodgings for such a crowd; however, comfortable accommodation was at last secured, and the men seemed highly pleased with their treatment. It was in the afternoon of Monday before carts could be got, as there is no other means of conveyance here, as we are fourteen miles from Thurso, the nearest railway station. We had to employ four carts at 9s. each, which is a very reasonable amount for the distance. As the most of the crew had saved a bag of clothes, we forwarded them by passport to D. and H. Sinclair, Honorary Agents at Thurso. Nine of the crew it appears are members of the Society, and the rest promised faithfully to join as soon as they got home. The last two mentioned on the form are apprentices.

Vessel's Name.	Port.	Amount of relief.	Vessel's Name.	Port.	Amount of relief.
John Wesley	Newquay (C)	£ s. d. 2 15 0	Pienore	Tenby	£ s. d. 0 10 0
Johanna	Whitty	3 2 6	Queen of Mistley	Harwich	4 12 6
Josephine	Fecamp, France	1 2 6	*Roscommon	London	3 15 0
Kurraohee	—	0 17 0	+Romola	Arbroath	2 0 0
Kate	Yarmouth	1 18 0	Rival	Blyth	4 4 0
Kate Helena	Swansea	3 10 0	Robert Drape	Fleetwood	3 0 0
Lebanon	N. Shields	2 15 0	Reliance	Goole	0 5 0
Lord Byron	N. Shields	4 10 0	Resolution	Sunderland	2 0 0
Leonie	Blyth	4 18 0	Shooting Star	London	1 10 0
Lydia	Maryport	0 15 0	Stour	Falmouth	2 10 0
Lynn Regis	Lynn	5 10 0	Shaldrake	London	5 10 0
Lufra	W. Hartlepool	4 10 0	Swallow	Aberystwith	0 10 0
Lady Ann	Sunderland	6 19 0	Shepherd	Lowestoft	0 10 0
Lord Ashburton	London	2 10 0	St. Nicholas	St. Johns	4 1 0
Lady Kilmarnock	Peterhead	0 10 0	Strela	London	9 12 6
Marie Louise	Fowey	6 6 6	Salus	Whitty	0 12 0
Maggie	Llanely	9 8 0	Star of Peace	London	3 4 6
Mary Anne	Liverpool	0 11 0	Sally	Liverpool	4 12 0
Mary	Inverness	1 0 0	Shannon	London	13 5 0
Mary Eliza	—	8 4 9	Sportman	Newcastle	3 5 0
Margaret Smith	Greenock	0 18 0	Sunbeam	Liverpool	0 15 0
Maria Dunan	Greenock	0 10 0	Tara	London	6 15 0
Mary Campel	Grimsby	1 0 0	Trident	London	3 10 6
Mary Jones	Aberystwith	1 15 0	Thorn	—	0 15 0
Maitland	Maryport	1 3 6	Thos. Graham	Dumfries	2 8 6
Marie	Bristol	3 7 0	Thos. Turnbull	Whitty	4 9 6
Mabel	Montrose	1 10 0	The Eleventh Lanca-		
Neva	Dundee	0 5 0	shire	Barrow	3 14 0
Nordstearn	Yarmouth	1 0 0	Urania	London	16 12 6
Ocean Queen	Padstow	3 0 0	Victoria	Maldon	0 5 0
Ottawa	Swansea	4 12 6	Voluna	—	1 10 0
Olivet	N. Shields	2 10 0	Viscata	Aberystwith	0 8 0
Pleades	Scarborough	0 12 0	William Dawson	Middlesbro'	0 6 0
Penguin	Leith	0 6 6	W. G. Russell	Portaferry	0 10 0
Peruvian	Liverpool	0 5 0	Warren Hastings	London	5 10 0
Prince	Plymouth	2 15 6	W. H. Atkinson	S. Shields	6 10 0
Progress	Goole	0 10 0	William Burkett	London	1 5 0
Plainmeller	Newcastle	1 0 0	Yembo	Sunderland	3 15 0

* Landed at St. Michael's on the evening of the 24th Nov. by the Norwegian barque 'Svanen,' from Savannah for Genoa, the captain and 16 men of the British screw steamer 'Roscommon,' of London, 970 tons, bound from Liverpool for Havana, laden with coals, which vessel capsized and foundered on the 20th, at 1.30 p.m., long. 24 19 W, lat. 36 40 N; crew picked up in a lifeboat on the following day at 1 p.m. Six men were drowned.

† This ship left St. Brixien in ballast Nov. 29th with a moderate wind. The pilot was not long away, when it came on to blow, and the ship was put under double-reefed canvas and had to make several tacks. The wind increasing, to prevent her getting embayed, she was run through the Bretat Race, and got into the Channel. At midnight the close-reefed mainsail blew away, and the vessel was laid to under a storm try-sail. At eight o'clock next morning it was blowing a terrific gale, with a high sea, but the vessel was making good weather of it. At one p.m. a tremendous sea struck the ship and threw her on her beam ends, shifting the ballast, and carrying away the side stanchions and bulwarks of the starboard and a good many things from the decks. The Captain immediately cut the foremast away to try to save the ship, and when it went it took the mainmast along with it, tearing up the decks considerably. He then let go an anchor and the hawser, with the sail fast to it, in order to keep

the ship's head to sea. A good deal of ballast was also trimmed over to right her. At midnight it moderated considerably, and at daylight next morning a French schooner spoke them and wanted the captain and crew to leave the 'Romola' and go on board their ship. Captain Burton asked the captain of the French vessel to tow them to English land, where they could get assistance, but he refused to do this and left them. After that it began to blow from the north-west, and there was every appearance of a gale from that quarter. The Italian barque 'Celine' afterwards came near, and the crew of the 'Romola' would not stop any longer in the ship. The captain was therefore obliged to abandon her. They got on board the Italian barque, and were landed at Havre on 9th December.

† The Hon. Agent at Deal reports, 7th February, that: This vessel had got on the Goodwin through the dense fog, and fourteen of the crew were saved by a Walmer boat, as she could only bring that number, and on her arrival, about 9 p.m., the lifeboat was sent, which succeeded in rescuing the other three and landing them at 3 o'clock in the morning. I have provided them with board and lodgings, and sent fourteen of them to London on route to South Shields. The master is dangerously ill; the pilot and steward are staying with him; I am doubtful of his recovery.

BRAVERY REWARDED.—At the Plymouth Guildhall, on 4th March, twelve men, who went out in the Plymouth lifeboat to the assistance of the steamship 'Hankow,' when she was in imminent peril off the breakwater on February 9, were each presented by the Mayor with £1. 2s. 6d., as a reward for their gallantry.

ANNUAL GRANTS TO WIDOWS AND ORPHANS.

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

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

Widows.	Orphans.	Agency.	Amount.	Widows.	Orphans.	Agency.	Amount.
Fifty-seven	Seventy-one	London	£144 5 10	One	Three	Cork	4 4 7
Five	Seven	Aberdeen	15 4 7	Two	Five	Cullen	5 10 0
One	None	Aberdovey	2 15 0	One	Two	Dartmouth	3 15 0
Two	None	Aldborough	5 1 8	Six	Thirteen	Deal	16 17 1
Three	Nine	Amulwich	12 14 2	Six	Six	Dinas Cross	17 15 5
Three	Nine	Anstruther	9 3 4	None	One	Donaghadee	2 13 4
Fourteen	Fourteen	Appledore	88 2 1	One	Eight	Dundalk	4 0 0
One	Two	Ayr	2 7 6	Twelve	Twenty-three	Dundee	41 9 7
One	Three	Balsasound	2 0 10	Two	Four	Dunnet	6 0 10
One	None	Banff	2 0 0	Ten	Fourteen	Edinburgh	29 13 4
One	One	Bangor (Ireland)	3 0 5	Six	Six	Falmouth	20 12 1
One	None	Barking	2 6 8	None	One	Faversham	3 3 9
Three	Three	Barra	5 1 3	Eleven	Five	Fife	21 19 7
One	Two	Barrow	2 0 0	Eight	Six	Flisburgh	18 10 5
One	Six	Beer	10 6 8	One	Two	Folkestone	2 13 4
One	None	Belfast	1 1 8	One	None	Framlode	3 13 9
Two	One	Bideford	4 19 2	One	Three	Fraserburgh	1 3 4
Ten	Two	Blakeney	21 5 5	One	One	Garmouth	1 13 4
Twenty-six	Thirty-eight	Blyth	84 15 10	One	Four	Gerrans	9 15 0
Five	Three	Boston	14 1 3	Eleven	Seventeen	Glasgow	41 19 2
Two	Three	Bridgewater	14 17 11	Eight	Twenty-five	Goole	28 9 2
Three	One	Bridlington	4 1 8	Five	Seven	Gravesend	9 13 4
Two	Eight	Bristol	8 18 9	Three	Five	Greenock	16 16 3
Fourteen	Sixteen	Britthan	33 2 1	Five	Eleven	Grimby	36 4 7
One	None	Broadstairs	2 16 8	Four	Twenty-six	Guernsey	11 5 6
Twenty-three	Thirty-seven	Buckie	72 17 1	Four	Six	Hartlepool	118 11 3
One	None	Burghhead	2 5 10	Thirty-nine	Forty-six	Hastings	4 5 0
Seven	Nine	Burham	31 1 3	One	Two	Hempstead	3 6 8
Five	Seven	Burrough Deepdale	15 16 8	One	None	Hillswick	8 10 9
Five	Five	Cardiff	13 5 10	Three	Five	Hull	110 2 1
Fifteen	Twenty-eight	Cardigan	37 14 2	Two	One	Hope Cove	5 1 3
Two	None	Charnarvon	8 15 5	Thirty-eight	Two	Ifracombe	2 32 6
One	None	Chapelton	8 1 8	Two	Two	Inverkeithing	2 32 6
One	None	Cherbury	8 6 5	Two	Two	Inverness	2 15 10
One	Six	Colchester	13 12 9	Two	Two		
Three	Eight	Conway	13 11 3	Two	Two		

Twenty-one	Spawich	59 19 2	One	Fortinador	2
Six	Jersey	16 0 10	Five	Fortney	12 10 0
None	O'Grants	3 17 11	Two	Twilhell	4 10 10
Two	Johnshaven	2 18 4	None	Queensdown	2 13 4
One	Kells	2 18 4	Two	Kansgate	6 3 2
Five	Kircardine	19 15 10	Nine	Robb's Bay	9 13 9
Four	Kirkcaldy	17 2 6	Two	Robb's Hood's Bay	6 13 4
One	Kirkwall	1 8 4	Three	Rochefer	7 15 0
Five	Knottingley	8 16 8	Three	St. Andrew's	9 15 0
One	Lancaster	2 13 4	One	St. Margaret's Hope	6 11 8
None	Leith	20 8 4	Four	Salcombe	5 3 4
Eight	Lerwick	37 16 5	Two	Scalloway	5 3 4
Twenty-eight	Littlehampton	20 13 4	One	Scarborough	27 6 0
Fourteen	Liverpool	81 18 9	Ten	Seaham	8 16 8
Six	Llanelli	13 10 5	Four	Selsey	2 1 8
Five	Lochee	3 7 6	One	Sharpness	5 13 9
One	Loose	3 7 6	Three	Shoreham	3 1 8
Seven	Lowestonh	15 8 9	One	Solva	13 9 2
Three	Lynn	12 17 11	Four	Southampton	23 11 3
One	Lynn	3 3 9	Eight		
One	Lynn	18 1 9	One hundred and		
Five	Lynn	3 3 9	twenty-three		
Three	Marygate	9 0 10	One		
Eight	Maryport	48 15 10	Three	South Shields	370 12 6
Twenty	Mexborough	3 4 7	Two	Southwold	3 10 0
One	Mexborough	3 4 7	Three	Staltheis	9 0 5
One	Milford	7 1 0	Six	Stekton	14 11 3
None	Milton	7 1 8	Four	Stornoway	12 9 2
Six	Montrose	20 10 5	Five	Stronness	19 17 1
Seven	Mosbank	5 4 2	Seven		
Two	Mussethale	7 8 4	One hundred and		
Five	Mussethale	7 8 4	fifty-three	Sunderland	478 4 7
Three	Mussethale	3 4 2	Four	Swansea	2 10 0
One	Newbiggen	4 13 4	One	Swansea	5 7 1
Three	Newbiggen	4 13 4	Seven	Tarbet	2 7 11
Two	Newburgh (Fife)	8 16 8	One	Teignmouth	90 2 11
Eight	Newcastle	23 1 8	Thirteen	Topsham	10 19 7
Nine	Newcastle	20 10 0	Six	Truro	3 5 0
Thirteen	Newhaven	1 17 6	Two	Truro	3 5 0
Six	Newlyn	1 17 6	Two	Voe	20 3 4
One	Newlyn	13 4 2	Twelve	Warworth	24 12 6
Four	Newport (Mon.)	32 0 0	Eleven	Watchet	3 2 6
Seven	Newport (W.)	35 5 10	Two	Weymouth	7 16 3
Sixteen	New Quay (W.)	7 2 6	Four	Whitby	80 15 0
Two	North Berwick	314 10 5	Twenty-two	Whitby	24 6 8
One hundred and five	Orford	8 10 10	Thirteen	Whitby	9 2 6
Two	Orford	17 6 8	Seven	Whitstable	3 15 0
Eight	Penzance	4 13 9	One	Wishach	38 4 2
None	Perth	5 10 0	Fourteen	Wivenhoe	5 17 6
Four	Peterhead	68 7 1	Five	Woodbridge	3 2 4
Twenty-two	Flymouth	1 16 8	One	Woolwich	4 5 0
One	Polruan	30 5 5	None	Worthing	74 15 0
None	Poolo	2 3 9	Two	Yarmouth	4 5 0
Nineteen	Port Dinorwic	2 3 9	Thirty-two	York	4 5 0
One	Portlilaen	2 16 8	Two		
Four			One		

NOTE.—One thousand three hundred and ten Widows, a list of whom appeared in our 104th number, page 223, Vol. XXVI, were also relieved in July making, with the above, a total of two thousand five hundred and eighty-one Widows, and three thousand five hundred and thirty-eight Orphans of Fisher-

men or Mariners, who are thus receiving *Annual Grants* to the amount of £7,692 8s. 1d. yearly, to help to pay the rents of their cottages; the interest of the funded property of the Shipwrecked Mariners' Society (though not sufficient by nearly £,6000) being set apart in aid of this benevolent purpose.

Portfolio.

THE DOUBLE WATCH.

WHEN out of port our ship we steer,
 And turn her bow to sea,
 We trim her sails, and guide her course,
 But trust ourselves to Thee.
 While watch we still most closely keep,
 Watch Thou, Lord, with us on the deep.
 When winds are fair, and breezes kind,
 We sail in full career,
 Though all smiles safely round us, still
 The watchman's tramp we hear :
 Great God, while watch ourselves we keep,
 Watch Thou beside us on the deep.
 When tempests rage, to fury roused,
 And skies grow dark and dread,
 And we amidst their wrath no more
 Can hear the watchman's tread,
 While watch ourselves we strictly keep,
 Watch with us, Saviour, on the deep.
 When " Land ! " they cry, and close ahead
 Our hoped-for port is nigh—
 There dangers lurk, though all looks fair,
 Be Thou, O Jesus, nigh !
 Thou Who hast watched upon the deep,
 Again Thy watch, O Jesus, keep.
 When stoutly the firm land we tread,
 And dangers *seem* no more,—
 Alas ! but seeming !—guard, oh guard,
 And shield us on the shore.
 Thou, Who hast watched upon the deep,
 A closer watch in harbour keep ;
 Saviour, Who watched while we watched, then
 Hear Thou our cry—" Lord, watch again."

E. J. KELLY.



THE SHIPWRECKED MARINER

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Vol. XXVII.

THE ROYAL NAVY—ANCIENT AND MODERN.*

(Continued from page 65.)

IN the spring of the year 1693 a great fleet laden for the Spanish, Italian, and Turkish markets had been gathered in the Thames and Texel. There were at least 400 ships, whose united cargoes were valued at several millions sterling, and the united fleet were to escort this enormous mass of wealth. It was June before this vast united fleet of war and merchant ships lost sight of the white cliffs of England, and by that time the Count de Tourville was already on the sea and steering southward, with sixty-three sail of the line, manned by 4,484 men. The combined fleet was of eighty-three sail. The Admirals Killigrew and Delavel, unfortunately, were ignorant of the motions of Tourville, and took it for granted that he was still lying in Brest. They had certainly heard a rumour that some shipping had been seen to the northward, and hence supposed that he was taking advantage of their absence to menace the coast of Devonshire. It never occurred to them that he might have stolen out of Brest, joined D'Estrees, and be quietly waiting for his prey in the Straits of Gibraltar. The Admirals therefore, on the 6th June, after having convoyed the Smyrna fleet about 200 miles beyond Ushant, announced their intention to haul up for England, and to part company with Sir George Rooke. The latter expostulated with them, but did so in vain. He was

* From "British Battles on Land and Sea," by James Grant, Cassell & Co., and other sources.

compelled to obey their orders and to proceed towards the Mediterranean with his twenty men of war, while Killigrew and Sir Ralph Delavel returned to the Channel. It was known by this time that Tourville had left Brest, and the return of the main body of the fleet caused the greatest alarm in London. "Rooke," says Bishop Burnet, "had a fair and strong gale of wind, so that no advice sent after him could overtake him, nor did he meet with any ships at sea that could give notice of the danger that lay before him."

He left, by the way, the vessels bound for Bilboa, Lisbon, and St. Ubes, under the convoy of two men-of-war, and pursued his course towards the Straits of Gibraltar with the 400 merchant ships, which, says Smollett, "belonged to England, Holland, Denmark, Sweden, Hamburg, and Flanders." On the 17th June, when sixty leagues off Cape St. Vincent, he despatched the 'Lark,' a sixth-rate, of twenty-four guns and 110 men, as being his swiftest sailer, to the vicinity of Lagos Bay to reconnoitre. She crept in shore and was becalmed. Next day his scouts discovered two of the enemy's ships, and gave them chase till noon, when the 'Chatham,' a fifty-gun ship, came up with one which was armed with seventy guns, and immediately engaged her; but a few broadsides had barely been exchanged when the enemy's whole fleet came in sight, under Cape St. Vincent. Immediately on making this discovery the captain of the 'Chatham' housed his guns and made all sail to report the circumstance to the Admiral, who immediately summoned a council of war, which was attended by the Dutch admiral, Vandergoes. Pursuant to a resolution they made, the fleet making all sail, ran along the shore all night, and compelled, in passing, many of the enemy's ships to cut their cables in Lagos Bay. When day broke next morning the town of Villa Nova was in sight; the wind died away, and ten sail of the enemy were visible in the offing with some smaller vessels, to which they set fire, and then stood off, with their boats ahead, to decoy the squadron and convoy into the heart of their fleet.

By this time the Count D'Estrees had left Toulon with a strong force, but he met with a heavy gale near Gibraltar, which so disabled and scattered his shipping that they had to seek shelter in various French ports. About noon the sea breeze sprang up from west-north-west, when Sir George Rooke bore along the coast of Algarve, and every few minutes ship after ship of the enemy came in sight, till eighty-three could be distinctly seen in the offing. He then knew that, with his small force to guard so rich and numerous a convoy, he was face to face with the Count de

Tourville. Only sixteen ships, however, bore up to him, with three flags flying, those of the Admiral, Vice-Admiral of the Blue, and Rear-Admiral of the White, for the Vice-Admiral of the White stood off to sea that he might weather our squadron and fall among the merchant ships, while the body of their fleet lay to leeward of one another as far as they could be seen. To Sir George Rooke and all his officers this predicament, which was brought about by the unwise return of Killigrew and Delavel, must have been a source of the keenest anxiety, entrusted as they were with such a vast amount of mercantile wealth. By three in the afternoon they were within four miles of the enemy. To contend against such odds would have been madness, and risking the utter destruction of everything. Yet he exerted all his skill, and now the Dutch were averse to fighting. Vice-Admiral Vandergoes suddenly brought to, and announced that they must avoid an action if possible, as he dreaded the loss of the merchant ships. To the brave Rooke it seemed that they had advanced too far to retreat without fighting; but, says Lediard, "considering the blame would lie upon him, should he expose himself to the hazard of so unequal a combat, contrary to the opinion and advice of the Dutch flag-officer, and miscarry, he brought to, and stood off under easy sail, that the Dutch and the heavy ships might work up to windward." He despatched the 'Sheerness' with orders to the smaller ships that were near the land, and probably unable to keep up with the fleet, to run in shore during the night and save themselves as best they could in Faro, Cadiz, or San Lucar. The Count de Tourville, with ten vessels under a press of canvas, followed our squadron, which made all the sail it might, and they came up with the leeward about six o'clock in the evening. There were three Dutch men-of-war whose officers resolved to sacrifice themselves to save the convoy. Two of these vessels were commanded by Captains Schryver and Vander Poel. For five hours the three Dutchmen fought first eleven and then seven French men-of-war, but were compelled at last to make sail and sheer off. The Dutch merchants now fled in shore, and as the Count steered after them our ships which were to windward and far ahead, escaped. The Admiral stood to sea all night under a press of canvas, with a fresh gale from the north-west, and on Sunday morning he had several of the men-of-war about him, but only fifty-four out of the 400 merchant ships. With his charge thus reduced he got safe to Madeira and thence bore up for Ireland. But more than 350 of the vessels which he had convoyed down the Channel were scattered far and wide over the sea. Some reached Ireland, some La

Corunna, some Cadiz, and a few Lisbon. Many were taken, and more destroyed. Seven of the largest Smyrna ships fell into the hands of M. de-Goetlogon, and four others he sunk in the Bay of Gibraltar. Others perished in the same manner under the batteries of Malaga. The gain to France was not great; but the loss to Britain, Holland, and the north of Europe was immense. The French Admirals, instead of following Rooke to Madeira, made an unsuccessful attempt upon Cadiz, and bombarded Gibraltar, where the merchants sunk their ships by boring holes in them that they might not enrich the enemy, one of whose frigates was very roughly handled by the fire of the batteries and shipping. On the return of the king from Holland, a squadron was fitted out to punish France and appease the discontents on 'Change, by bombarding St. Malo. This squadron, the command of which was assigned to the famous Commodore Benbow, consisted of twenty-five sail according to Père Daniel; of twelve ships of the line armed each with sixty guns, four bomb-galiots, ten or twelve brigantines, and some sloops, according to De Larrey. In the middle of November it was off the quaint old town of St. Malo, which is situated on a rock in the sea, that completely insulates it twice daily, and had a strong castle flanked with great towers, begirt by ditches and manned by a good garrison. St. Malo, then as now, was small, gloomy, and wealthy. With Danish colours flying to delude the Bretons, Commodore Benbow brought his squadron as close as he could venture to the town, and was permitted to anchor his ships as he pleased, unmolested, at half a mile's distance from the walls. Suddenly on every ship the union jack replaced the white cross of Denmark, the ports were triced up and a furious bombardment began with shot and shell. For four days this was continued with more fury than success, for only a few houses were destroyed and part of the town wall was beaten down. This served, however, as Campbell states, to alarm the inhabitants so much that the spirit of privateering was considerably checked at St. Malo and many other ports on the coast of France. The Commodore landed a body of seamen and destroyed a convent by fire. The night of the 19th November proving very dark and stormy, he took advantage of a fresh gale and strong tide to send in a fire-ship of very remarkable construction, with intention to burn the whole town, and to the effect of this vessel, called an "infernal," the French assert the British trusted more than to the use of their bombs. She was made after the model of those which the engineer Lambelli contrived for the destruction of the bridge which Alexander of Parma threw over the Scheldt at

the siege of Antwerp in 1585. This vessel is described as a new galiot of 300 tons. In the hold were placed over 100 barrels of gunpowder covered with pitch, tar, rosin, tow, straw, and faggots; over all these were placed 340 carcasses or mortar chests filled with grenades, cannon balls, iron chains, and firearms loaded with shot, wrapped in tarred tarpaulins. She was open in six places, like mouths, to let out the flames which no water could quench. The Commodore's intention was to have this amiable invention moored close to the town wall, where it was calculated by its explosion to blow all St. Malo to pieces. She ran in before the wind and tide, but struck upon a rock near the appointed place. The engineer fired the train, and pulled off with all speed in the boat. In the gusty wind she was soon ablaze from stem to stern and from her deck to her mastheads, and continued to burn for some time, casting a lurid glare on the sea and castled rocks of St. Malo; at last she blew up with a dreadful explosion. The whole town was shaken as if by an earthquake; part of the wall fell into the sea; more than 800 houses were unroofed in an instant; and all the glass and earthenware for nine miles around were broken or destroyed; while her capstan was shot from her flaming deck right over the ramparts, where it fell on the roof of a house, and in an instant levelled it to the ground. Smollet states that the inhabitants were overwhelmed with such consternation that a very small number of troops might have taken the place without much resistance; but Benbow had not a soldier on board his squadron. His seamen, however, landed, stormed and demolished Fort Quince, and did considerable damage to the town, after which the ships put to sea. Though the affair was executed with great spirit and considerable success, for St. Malo had long been a nest of privateers who were the scourge of English commerce, the people were still far from satisfied and could not forgive the terrible losses sustained in Lagos Bay. It was in this year that the ships of the Royal Navy were first permitted to take to sea spare topmasts and sails, to replace those that might be lost in storm or battle. Two years afterwards brass box-compasses were first invented and issued to our ships of war.

In May, 1695, a spirited little sea fight took place off the port of Poole in Dorsetshire. William Thompson, a fisherman of that place, in a small smack with only a man and a boy on board, was fired upon by a French sloop privateer armed with two guns and several small arms, and manned by sixteen hands. Thompson had on board but two small guns, probably swivels, and three muskets, yet notwithstanding this extraordinary disparity

in force, he actually maintained a two hours' combat with the privateer, killed and wounded several of her men, after which she struck and became Thompson's prize. He took her into Poole, and Schomberg records that "the Lords of the Admiralty presented him with a gold chain and a medal of the value of £50."

The same reward was also given to a Mr. Williams, who, in a fishing-smack belonging to Whitesand Bay, retook some merchant ships which had fallen into the hands of the enemy's privateers.

(To be continued.)

SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

TRANSCRIPT of shorthand writer's notes of proceedings at the Forty-first Annual Meeting, held at the Cannon-street Hotel, in the City of London, on Thursday, May 27th, 1880, Admiral Sir ALEXANDER MILNE, Bart., G.C.B., vice-president, in the chair.

Amongst those present were the following:—Admirals Fishbourne, C.B., and Boyle; Captains, R.N.: the Hon. Francis Maude, E. Littlehales, Orme Webb, Annesley, and A. Morrell; Captains Vincent Budd, J. J. Holdsworth, Thomas Porteous, R. H. Ivey, Wilson, Jamieson, and Thomas Tribe (Secretary Royal Alfred Aged Merchant Seamen's Institution); Messrs. Scott, Thomas Balding (Secretary Sailors' Home), Alfred Eames (Secretary Royal Naval School, E. J. Mather, H. Walker, Holdsworth, Lovell Pennell, Williams, Henry Newman; Rev. Cannon Scarth and Rev. J. A. Styleman Herring; and a number of Ladies.

The Rev. Canon SCARTH having opened the proceedings with prayer,

The CHAIRMAN said: Ladies and Gentlemen, in taking the chair on this the Forty-first Anniversary of the Shipwrecked Mariners' Society, I feel I have undertaken rather a difficult duty; at the same time I will admit that it is a very pleasing task, as the cause which I am about to advocate has reference to the support of this really valuable Institution. I look upon it as one of the most important, really useful, and valuable charities which exists in this or any other country. The name of the Institution itself—"Shipwrecked Mariners'"—causes a feeling in all our hearts of sympathy towards those poor men who pursue their vocation upon the ocean, especially when they are cast as shipwrecked seamen upon our shores. It may be interesting to you to know that last year there were no less than 4,436 ships wrecked upon the coasts of Great Britain and Ireland. During that time the loss of life was 892; but thanks to a sister Institution—"The Lifeboat

Institution"—their boats have been the means of saving no less than 637 lives, with 21 ships; while 218 lives were saved by other means. There was very often great loss of life in early years; and so far back as the year 1839, a few benevolent persons associated themselves together to constitute the Mariners' Society, and it is a great pleasure to me that I should find one of those benevolent persons now sitting by my side here, and who is able to look back, after forty-one years, and see the usefulness and benefit which it has been the means of conferring upon the mercantile navy. The object at that time was to grant aid to shipwrecked seamen, to clothe them, to give every possible aid to them in sickness by providing board and lodging, and when restored to health to return them to their homes. Another object was to give assistance to seafaring people who had lost their clothing, or their boats, by storms or accidents at sea; also to give pensions to a small amount, so far as the funds of the Institution would allow, to widows and orphans of the members of the Institution—and, fourthly, to grant to those brave men who risked their own lives in saving lives from shipwrecked vessels, medals and other honorary rewards for the services they had performed. These were the objects at the first establishment of a society which has been carried on until the present day, and I think there is great praise due to the members of the Committee who have from year to year carried out the wishes of the original promoters; and I am sure I need not name the Chairman, the Hon. Captain Maude, as one of them. As a member of the Institution, and as chairman, he has devoted his time and his energies, indeed, I may say, his life, to the interests of the British sailor, both in this Society and the kindred societies to which he belongs, and has rendered a great moral service to the mercantile community. And I may say to him that through the great interest he has taken, and through his communications with the men, he has done a deed which has redounded greatly to his credit, for no less than 51,000 seamen have joined the Society as subscribing members. Since the Institution was established, no less than 300,000 men have been aided and relieved, and during the last year from 11,000 to 12,000 persons received the benefit of the Society's bounty. I may say to those who are now here present, I would strongly urge upon you personally, as well as ask you to urge upon your friends, the necessity of giving more support to the Society. The reason I have for adopting this course is owing to a circular which was addressed by the Society to the public during the month of January, which fully describes the wants of the Society itself; and I think I should best fulfil my duty as chairman by reading an extract for your information. It is as follows:—"At a weekly meeting of this Society, held on the 23rd January, at its offices, Hibernia Chambers, London Bridge, S.E. (present, Captain the Hon. Francis Maude, R.N., in the chair; Captain Vincent Budd, deputy-chairman; Admiral Sir Claude Buckle, K.C.B.; Admiral Fishbourne, C.B.; John Kemp Welch, Esq.; T. A. Denny, Esq.; William Toller,

Esq. ; Captains John Steele, David Mainland, J. J. Holdsworth, and Thomas Porteus), the sum of £3,682 was awarded in small annual grants to 1,281 widows and 1,687 orphans of sailors, a similar sum being given in July of each year. This is in addition to the amount received by the widows at the death of their husbands. The Secretary, Mr. Edward C. Lean, reported that this would entirely exhaust the funds in hand, and the Committee trusted that the benevolent public would, as heretofore, help them to assist the widow and fatherless in their distress, and also the shipwrecked man in his hour of need. 11,863 shipwrecked men and their widows and orphans had been relieved during the past year, being 831 in excess of the year 1878. As a proof of the great help these small grants are to the poor widows, the Secretary also reported that one of the annuitants was looking out of the window for the Honorary Agent, who was distributing the gratuities allowed at Ramsgate, and upon his entering, she desired him to thank God with her for the help sent in her necessity, as, pointing to the grate in which a spark smouldered, she said, — ‘There is all the fuel I have, and I have not a crust of bread in the house.’ It was suggested by the Chairman that the Secretary should, as usual, send a report of their proceedings to the Press, which was unanimously agreed to, and the meeting separated.” I do think that we who live at home at ease, and who are safe from the blast of the hurricane and the raging of the sea, are bound to give our aid to our shipwrecked seamen, who in pursuing a perilous vocation are cast upon a strange shore penniless and distressed, and who can only look to the valuable agents of this Society to support them at the places where they may be wrecked. I think we have had an example put before us during the last few days, which was given by our exalted patron, Her Most Gracious Majesty the Queen, who, on her journey to Scotland, had her carriage stopped at one place to take the opportunity of putting on the breast of a coast-guard man, the Albert medal of the second class, for the distinguished service that man had rendered in saving life upon the coast. This gracious and considerate act of Her Majesty raises a warm feeling of loyalty in our hearts ; and although we cannot follow her in her exalted station, we may all unite in assisting the funds of this Institution by giving something to those funds and thus allowing the Committee to have the means of granting an extension of its assistance to the widows and orphans of the men who risk their lives in the merchant service of the nation, as well as fulfilling the other objects of the Society, by sending to their homes and giving relief and shelter to the shipwrecked seamen cast upon our shores. I will not further trespass upon your time, but allow the proceedings of the day to take place with regard to the resolutions which will be put before you.

Captain MAUDE : I won't read all the letters of apology which have been received, but I will read the names. Letters of apology have been received from the Duke of Marlborough (President), the Bishop of Rangoon, the Duke

of Buccleuch, the French Ambassador, Lord Aberdeen, Lord Pembroke, Lord Halifax, Lord Sandon, Admiral Sir J. W. Tarleton, K.C.B., Baron Henry de Worms, M.P., Admiral J. C. Prevost, the Right Hon. W. H. Smith, M.P., Thomson Hankey, Esq., Sir Massey Lopes, M.P., Edward Bates, Esq., M.P., William Grantham, Esq., M.P., Edward Whitley, Esq., M.P., Ashton W. Dilke, Esq., M.P., Mr. Alderman Cotton, M.P., Rev. Canon Baynes, the Lord Mayor, &c., the absence of all of whom we regret very considerably.

In the absence of the Secretary, who is taken suddenly ill, I have requested Captain Budd, Deputy Chairman, to read the Report.

Captain BUDD then read the Report, which was as follows:—

Your Committee are, for the forty-first time, permitted, through the blessing of God, to present to their friends and supporters, a brief summary of their labours during the past year, to which, as usual, the financial statement is affixed, and they feel assured it will be received by them with the same feeling of thankfulness to Him to whom alone the praise is due, as they have in presenting it.

In the year ending 31st December, 1879, owing to your benevolence and the realisation of several outstanding legacies, the income of your Society was largely increased, and reached the handsome amount of £31,007, which enabled your Committee to restore £2,000 of the £2,500 drawn from the funded property in the previous year; and here they would remind you that the dividends derived from the investments are set apart to giving small annual grants to the widows of members, whilst they have young children, or when they themselves are over 60 years of age, and that they are not sufficient for this purpose by upwards of £5,000, which have to be provided for out of the general income, these annual grants now amounting to upwards of £7,000, distributed last year amongst 2,504 widows. Whilst the income was so mercifully increased, the call made upon it was also increased; 3,957 shipwrecked Fishermen and Mariners were forwarded to their homes, and assisted to restore their boats or clothes lost or damaged by the storm; and 7,906 Widows and Orphans were promptly relieved, when it had pleased God to take from them the husband or father to whom they looked for support, making a total of 11,863 persons who participated in your bounty during the past year, being 831 in excess of the year 1878, and a total of 297,677 since the formation of your Society in 1839. Your Committee feel sure that it will be an additional inducement to you to help these hardy sons of the ocean, when they tell you that nearly 51,000 of them show their wish to help themselves by subscribing the small sum of 3s. annually, for which they get additional benefits. Your Committee have for some years past held out a further inducement to them to help themselves by establishing a Mariners' National Mutual Pension and Widows' Fund, which they would earnestly commend to the attention of Sailors, as the payments are calculated on the most liberal scale, being worked by your Society free of expense.

Your Committee, taking into consideration that British Sailors were provided for by your Society, and that Foreign Sailors were likewise, when

wrecked, forwarded to the nearest Consul of their nation, who provided for them, whereas no provision was made for Colonial Sailors when shipwrecked, put themselves into communication with the Secretary of State for the Colonies, who kindly caused a Circular letter to be sent to the various Governors, asking if their Governments would guarantee that the expenses should be returned if your Society agreed to forward distressed Colonial Seamen to their homes, to which they have almost unanimously consented, and thus your Society has increased its labours for the benefit of Seamen in general. Your Committee also, taking into consideration the cosmopolitan nature of your Society, accepted the invitation of the "Société Française de Sauvetage," and sent your Secretary as their representative to the International Congress at Paris, with a view not only of making your Society more widely known, but also of inducing the formation of a similiar Society in France, both of which objects, they are thankful to say, have been attained; the infant Society in Paris has been launched with the noble sum of £6,400, and your Committee most heartily wish it God speed, and desire here to acknowledge the courteous and flattering reception accorded to their delegate.

Your Committee have again great pleasure in calling your attention to the Royal Alfred Aged Merchant Seamen's Institution, and soliciting for it your sympathy and support. This Institution was established through the medium of your Society, and opened for the reception of destitute aged Merchant Seamen in 1867; there are now 90 old men enjoying its benefits as inmates, and 133 who have relatives are receiving the out-pension. For this Institution you have 15 nominations and 75 votes, which are given to your oldest and most necessitous members; and in order further to benefit your members, and in accordance with the power given by your Act of Parliament, your Committee have voted £5,000 towards the erection of a similiar Institution at Liverpool, for which you will have 10 nominations which will also be given to your aged and needy members.

During the past year two Silver Medals and £10, besides Testimonials, have been awarded for saving 34 lives on the high seas or abroad, under difficult and dangerous circumstances, making a total, since 1851, of 37 Gold and 277 Silver Medals, £2,307, and a number of Testimonials for saving 6,128 lives. *The Shipwrecked Mariner*, the quarterly organ of your Society, has a circulation of about 10,000 copies annually, and it is hoped not only benefits the charity, but is found interesting by Sailors and others who subscribe for it.

Your Committee thankfully acknowledge the following donations and subscriptions of £20 and upwards :—

HER MOST GRACIOUS MAJESTY THE QUEEN £25 (Annual).

Corporation of the City of London...	210	0	0	Lloyd's Register of British & Foreign		
Mrs. B. Wood.....	20	0	0	Shipping	105	0
Trustees of the late William Thorn-				Messrs. Barclay, Bevan & Co	25	0
gate, Esq., per Henry Compigné,				Messrs. Combe & Co.	50	0
Esq. annual	70	0	0	Governors & Directors of the Royal		
Goldsmiths' Company	50	0	0	Exchange Assurance Company ...	50	0
J. B. W.	50	0	0	Saddlers' Company	21	0
J. Holt Skinner, Esq.	260	0	0	Captain James Cocks (Hon Agent at		
Hull Trinity House	20	0	0	Pembroke)	100	0
W. Dent, Esq.	50	0	0	Mrs. Steel.....	100	0
Admiral Which	25	0	0	Dundee Harbour Trustees	21	0

Dundee Harbour Trustees	<i>sub.</i>	30	0	0	Trustees of Clyde Navigation	50	0	0
Dundee Town Council.....	<i>don.</i>	20	0	0	Messrs. Henderson Brothers, Glas-			
Ditto	<i>sub.</i>	20	0	0	gow, being collections on Steamers			
Aberdeen Harbour Board		21	0	0	of "Anchor Line"	47	2	4
Aberdeen Town Council.....		21	0	0	Dublin Port and Docks Board	25	0	0
Executors of late Miss Robertson, of					Belfast Harbour Commissioners.....	20	0	0
Elgin		50	0	0	Executors of late Wm. Payton, Esq.,			
Executors of late Alex. Anderson					of Greenock.....	40	0	0
Symmers, Esq., of Aberdeen		100	0	0				

The following legacies were received during the past year, viz: Mrs. C. H. Baker, £19 19s.; Mrs. Mary Roe, £200; Edward Jones, Esq., £203 15s. 7d.; Thomas Bradberry, Esq., £300; Captain George Blane, R.N., £200; H. J. Radcliffe, Esq., £520 14s. 5d.; Mrs. Mary Beckwith, £700; Alexander Boetefer, Esq., £4,010 8s. 1d.; James Mitchell, Esq., £506 5s.; Robert Horne, Esq., £10; Miss Alice Atkinson, £19 19s.; Mrs. Mary Garbutt, £10; Charles Thomas, Esq., £25.

Your Travelling Secretaries, Messrs. James Bancks, Lindon Saunders, C. K. McAuliffe, and S. H. Miller, are still most indefatigable in the performance of their important duties, which comprise not only the raising of money for the charity, but visiting the 1,000 Honorary Agents, reviving declining agencies, and establishing new ones when necessary, and making the Society generally known throughout the country. Your Visiting Secretary for London, Mr. Lovell Pennell, still zealously endeavours to increase the income; and Captain Ivey, whose duty is amongst the Sailors, is untiring in his efforts to induce them, for their own benefit to become members. Your Committee hereby most thankfully record their obligations to their late Treasurer, Mr. Thomson Hankey, M.P., who filled that post from the formation of the Society, and also to Mr. G. S. Herbert, Honorary Auditor, who gave his gratuitous services in that capacity for twenty-five years. Both these gentlemen have, from failing health, resigned their posts, and your Committee are glad to announce that Mr. Robert Williams, jun., of the firm of Messrs. Williams, Deacon & Co., Bankers, has accepted the office of Treasurer, and Mr. Henry Glanvill, of the Stock Exchange, that of Honorary Auditor.

Your Committee regret to have to record the loss by death of the following ladies and gentlemen, who acted as Honorary Agents:—Capt. Kennett, R.N., Windsor; Marshall Dinsdale, Esq., Darlington; Mr. W. T. Capps, Spalding; Mr. Robert Nelson, Lynn; Mr. E. B. Sargeant, Peterborough; Mr. Charles Olivier, Bradford; Mr. Alderman Weatherley, York; Captain McGregor, Douglas, Isle of Man; Alex. Campbell, Esq., Warrenpoint; Mrs. William Moffat, Dingwall; Mrs. Mathias, Pwllheli; Captain Pollard, 'Southampton' Training Ship, Hull.

Your Committee again most heartily acknowledge their obligations to the Honorary Agents and Lady and Gentlemen Collectors, without whom the objects of the Society could not be carried out; also the Clergy and Ministers of various denominations who have advocated the cause of the Charity from their pulpits, the Superintendents of the Training Ships, the various Sailors' Societies, the Scottish Board of Fisheries, whose Agents act for the Society; as well as the Officers of the Coastguard and Customs, and the Railway and Steam Packet Companies, who still continue to promote its objects by reducing the expense of forwarding shipwrecked men to their homes.

In conclusion, your Committee, whilst humbly praying that God in His grace will still continue to crown their labours with His Divine blessing, would remind their supporters and the public generally that the need is a daily and increasing one, and therefore they earnestly solicit not only continued but increased support.

(Signed on behalf of the Committee),

FRANCIS MAUDE, CAPTAIN R.N.,
Chairman.

The financial statement (as given on page 125) was also read.

Captain MAUDE: We are going to ask Sir Alexander Milne, although chairman, to move the first resolution.

The CHAIRMAN: The first resolution which is proposed to be submitted to the meeting is the following:—

“That the Report now read be adopted and entered on the minutes, and that it be printed and circulated under the direction of the Committee.”

I will only say after the reading over of that Report, of the large sums of money which are given in charity to seamen, that they do not satisfy all the wants which are now required to be met, and it no doubt would be for the benefit of the Institution if those who are here present, as well as their friends, endeavour to increase those funds for the benefit of the shipwrecked men. I shall ask Admiral Fishbourne to second the resolution.

Admiral FISHBOURNE: I have much pleasure in seconding the resolution that this Report be printed and circulated. And I have the more pleasure in doing it because of the large number of unpaid agents who are giving their services to this interesting and great national Institution. And I think that ought to be widely spread, not only in recognition of their services, but to induce others to undertake additional work, because it is ever increasing. I have the greater pleasure in doing so because sailors are not now the factors in the dissemination of drunkenness and immorality that they once were, so that our sailors were only too frequently a disgrace to the national character. There has been such a radical change in the direction of sobriety and real religion that at the present time they are factors not only valuable to the country as commercial agents, but real factors in the great evangelisation of the world. I know it as a fact, and from statistics. I know it as a fact that in foreign ports they establish prayer-meetings, and circulate tracts, and do a great deal besides what they do in their own individual ships amongst one another, and besides bringing themselves into harmony with the Divine purposes for their own salvation. I am happy to congratulate both the public and the Institution upon the fact that in its increasing age it does not get decrepid. We feel the years pass over us, and the increase of that incurable disease called “Anno Domini,” but you see the older it gets the better it gets, and the more useful, and therefore the more it commends itself to our interests

and to the interests of the world. Well, now, there is another reason why we should endeavour to increase it, which is, that sailors' lives are more valuable than they ever were. Everybody knows that a good sailor is a better man and a more useful man, but in addition he is also a more valuable man in this respect, that the dangers of the sea are infinitely greater than they ever were. We used to have ships going three, four, five, seven, or even eight knots an hour, and ten was considered very fast indeed for a merchant vessel; but now we hear of our fastest ships going sixteen, eighteen, or even twenty. The consequence, as we know, is, that they more frequently run into each other, and down both of them go, before you know where they are. And I am quite sure that just in proportion as the velocity is increased the dangers of the sea will be increased. These are all reasons for the increased necessity of such an institution as this, and commend it to our best interests. I was glad to hear that the clergy had preached for the benefit of the Institution, and, I think, if they will consider that the sailor is not now the class of man that he once was, but is really carrying out the objects they have at heart, and that they are retained for, and what their interest is, they will take a greater interest in the Institution, and in extending its usefulness and its ability to do that which is of assistance to them in this respect, seeing that the widows and orphans that would otherwise be thrown upon them are being relieved and practically taken off their hands. I have, therefore, much pleasure in seconding the resolution.

Captain MAUDE: I think, as the Chairman moved, I had better put the resolution. It has been moved and seconded "That the Report now read be adopted and entered on the minutes, and that it be printed and circulated under the direction of the Committee." Those who approve will be good enough to hold up their hands.—The contrary.

Carried unanimously.

The CHAIRMAN: Canon Scarth will be good enough to move the second resolution.

CANON SCARTH: Mr. Chairman, and Ladies and Gentlemen, the resolution I have the honour to bring before you is this:—

"That this meeting desires to express its gratitude to Almighty God for having enabled the Society, through the liberality of its supporters, to confer such great benefits during the past year on shipwrecked seamen and fishermen cast upon our shores, and the bereaved widows and orphans of the lost, and also to acknowledge the benevolent labours of the Committee, who meet weekly to dispense its funds."

The expression of our thanks to Almighty God, is one that I scarcely need ask you to put to the meeting, but as it is embodied in the resolution, it stands; but the expression of our thanks to the Committee is one that I think I may venture to say a few words upon, because the benefits that sailors derive from

the kind and benevolent acts of those who weekly take the trouble of considering the sailors' interests, especially the shipwrecked sailors' interests, deserve our most grateful thanks. I can quite support everything Admiral Fishbourne has said with reference to the old bad days of sailors, and no doubt they are a very different class of men now from what they were years ago, and I am sure Admiral Fishbourne and our worthy Chairman will express the same with reference to the sailors of the Royal Navy. In fact the sailors of the Royal Navy are setting a splendid example to the sailors of the mercantile marine. However, as the object of the resolution is the expression of our special thanks to the Committee for what they have done, I would just say a few words with reference to the reason for their labours. It may not be generally known that when a sailor is compelled to abandon his vessel in the open sea, though he may have met with an accident at the very end of his voyage, all the wages that he has earned before on that voyage are lost to him, and it is law and not a mere matter of convenience in any way that a sailor who is cast shipwrecked upon our shores, must be almost penniless. So that there is a positive necessity for a society like this, to take care of and bring the sailors to their homes. I only wish the Society was in sufficient funds to help those who have been wrecked to regain the wages which they have worked hard for, night and day, in order to bring the vessel so far. It is very rarely the sailor's fault that an accident happens by which a ship is wrecked, but it is his misfortune; while there seems to be scarcely any consideration given at all to the sufferings and trials of sailors, because the public in general seem to think that, like the celebrated eels that were accustomed to be skinned, so a sailor should be accustomed to be shipwrecked. However, there is all the more reason for us to take great care and do our best, and especially to support the Committee of this Society to do their weekly duties, when they are carrying out the management in such an excellent way as that in which this Society has been managed. I have great pleasure, then, in proposing this resolution, and I think that it will meet the approval of all. Admiral Fishbourne has said something with reference to a charity. I would ask you to get away from the idea altogether that it is merely in the sense of an eleemosynary charity that we are assisting these sailors. I look upon it in a higher sense—I look upon it as the duty and the right of every Englishman to do what he can to assist any society for the benefit of sailors, and especially shipwrecked sailors; and as we have in our fore-front the members of the Shipwrecked Mariners' Committee, I feel quite sure we shall give our hearty support to this resolution.

The CHAIRMAN: Mr. Herring will be kind enough to second the resolution.

The Rev. STYLEMAN HERRING: Mr. Chairman, Ladies, and Gentlemen,—It gives me great pleasure, indeed, to say anything on behalf of this excellent Institution, because, coming as I do, from a county where, unfortunately, there

are the greatest number of wrecks, I can the better appreciate its efforts. I have stood on the shore at Yarmouth, many and many a time, and seen vessels and crews go down and seen crews wrecked and taken care of by the agency of your Society; I have seen them placed in the Sailors' Homes, and have been in and talked to them and comforted them as well as I could, and therefore it gives me great pleasure to say a word on behalf of this Society. I am glad also to see that the benefits of the Society are so greatly understood and appreciated by sailors themselves, and that they know the great benefits to be derived from connection with it. We know, indeed, in many cases that they are well off when they first join this Society, and I think, as far as I can understand from the men themselves, they are a little more careful when they commence to join the Society itself; and I am glad to say the example is extending; indeed, I may say it is enforced in many cases in many of our larger Steam Packet Companies. I know one company, with vessels running between England and Canada, in which every man who goes on board is compelled to belong to something of this sort, for the benefit of their wives and families if anything takes place to their large vessels; and this example is permeating the whole sailor class and conferring upon them very great blessings indeed. I am so glad, too, that through the instrumentality of a kindred institution—the Lifeboat Institution—that our dear old England is better cared for now with regard to that class which is the largest of all classes, and so many of whom had formerly the prospect of a probably watery grave before them, and that now through the very great kindness and liberality of a large number of people throughout the whole of the British nation, I might almost say, the number of lifeboats to help these poor shipwrecked men is very greatly increased. I was very glad the other day when a lady consulted me as to erecting some memorial of a dear old friend of mine who was very fond of everything connected with the sea, and she asked me what I thought would be the best way of erecting a memorial of him. I said, "By all means go to the Lifeboat Institution, and there do what you can towards having a lifeboat put upon that part of the coast where many and many a time he has walked out, and many and many a time has also seen some very terrible weather." I am glad to say she took that good advice; and I had a letter from her a few days ago saying that that lifeboat had gone out and rescued a good number of these poor shipwrecked men, who otherwise on that part of the coast, I think, must have been drowned. I think this Society is doing a great deal of good by encouraging thrift amongst the sailors; it is making the sailors, many of them careless to a certain degree, more thrifty a great deal, and therefore I pray that God may bless all the efforts of this old Society. Some people think Government ought to take up matters of this kind. The Canadian Government certainly are more tender towards their 60,000 sailors than the English Government. Let us at all

events pray that the Committee may go on and be encouraged in their work of mercy amongst the sailor class.

The CHAIRMAN: I beg to read the resolution which has been moved and seconded:—

“That this meeting desires to express its gratitude to Almighty God for having enabled the Society, through the liberality of its supporters, to confer such great benefits during the past year on shipwrecked seamen and fishermen cast upon our shores, and the bereaved widows and orphans of the lost, and also to acknowledge the benevolent labours of the Committee, who meet weekly to dispense its funds.”

And I beg to submit that it be approved.

The resolution was carried unanimously.

The CHAIRMAN: The next resolution is as follows:—

“That this meeting desires to record its deep and heartfelt regret for the loss the Society has sustained by the death of the following ladies and gentlemen, who acted as Honorary Agents:—Captain Kennett, R.N., Windsor; Marshall Dinsdale, Esq., Darlington; Mr. W. T. Capps, Spalding; Mr. Robert Nelson, Lynn; Mr. E. B. Sargeant, Peterborough; Mr. Charles Olivier, Bradford; Mr. Alderman Weatherly, York; Captain McGregor Douglas, Isle of Man; Alex. Campbell, Esq., Warrenpoint; Mrs. William Moffat, Dingwall; Mrs. Mathias, Pwllheli; Captain Pollard, ‘Southampton’ Training Ship, Hull.”

I beg to call upon Mr. Williams to move this resolution.

Mr. WILLIAMS: Mr. Chairman, Ladies, and Gentlemen,—I can hardly say that it is with great pleasure that I obey your call to propose this resolution, because I would very much rather in the interests of the Society that no such resolution had to be proposed; because it is a record of our regret at the loss of old and tried friends who have in their day worked for the Society, and done what in them lay to help forward the work of the Society as its Honorary Agents, taking no reward for their labour, and who have acted as agents not only for the receipt of money but also for receiving and helping forward in every way they could those unfortunate men who have been cast by the fortunes of the storm at their doors. I say, sir, I would rather that such a resolution had not to be proposed at all; but, as in the course of nature some must pass away, and it has pleased God to remove from their work those who are named in this resolution, I cannot but on the other hand feel glad that I have some share in proposing to you that the Society should record the regret, which I am sure must be deep and heartfelt. It must be no mere words, but an expression of real regret that those who have been labouring for us, and doing the work which perhaps some of us ought to be doing for ourselves, should be removed and their places left vacant; and I do propose that the resolution be adopted. At the same time the resolution is,

one must feel, a call to those who are left behind to take care that the places which are left in the ranks are not left vacant; a call to those members in seaports and others with leisure time to take up the work, and give not only their money, but what is far more valuable, their time, and if any labourers have been removed to fill up their places in the work of the Society. The work, as Admiral Fishbourne has told us, is not overtaken, and very much still remains to be done.

The CHAIRMAN then called upon Admiral Boyle.

Admiral BOYLE: I beg leave to second the resolution which has been submitted to the meeting.

The resolution was put to the meeting and unanimously adopted.

The CHAIRMAN: The fourth resolution is the following:—

“That the following members of the Committee, going out by rotation agreeably to the Rules, be re-elected; viz. :—Admiral Sir J. W. Tarleton, K.C.B., Captain Hon. Fras. Maude, R.N., V.P., Vice-Admiral Boyle, Captain W. M. Deacon, Captain Vincent Budd, Captain E. Littlehales, R.N., William Toller, Esq., Col. William Stuart.”

I beg to call upon Mr. Alfred Eames to propose this resolution.

Mr. EAMES: I have great pleasure in proposing the resolution for the re-election of these gentlemen. Their names will commend themselves. An Institution of this kind must be highly indebted to gentlemen who disinterestedly administer the affairs of the Society, and I am sure that you will join with me in thanking them and re-electing them. For many years I have had the pleasure of looking through the balance-sheets of the Society, and I have been struck with one circumstance, that is, the large amount which this Society bestows upon the mariner and the very small cost of the executive. I do not know whether ladies and gentlemen have analysed the balance-sheets, but I do assure them that a large amount of good is done at a very small cost, and that ought to recommend the Society to the public. I think it ought to be our duty to extend the number of subscribers, however small they may be, because by doing that we extend the knowledge of the Society and increase its benefits. Nothing remains after what so many gentlemen have so eloquently said, than to say that the very name of the Society ought to be a recommendation to the British public to support it. Those who live on the sea coasts of course have opportunity of recognising the value of this Society, but those who do the duty work of the Committee must be aware of a larger amount of good which this Society does. I have very great pleasure in thanking those gentlemen and proposing their re-election.

Captain ANNESLEY: I have much pleasure in seconding this resolution.

The CHAIRMAN: I beg to submit this resolution for the consideration of the meeting.

Carried unanimously.

The CHAIRMAN: The fifth resolution is in the following terms:—

“That this Meeting feels deeply indebted to the Honorary Agents and Lady and Gentlemen Collectors, without whose help the objects of the Society could not be carried out; to the Honorary Solicitor and Auditors; to the Clergy and Ministers who have from their pulpits advocated the cause of the poor Castaway or his Widow and Orphans; to the various Sailors' Societies, whose Agents or Missionaries enrol members from amongst the Seamen and Fishermen; to the Officers of the Coastguard and Customs for the aid so cheerfully and benevolently rendered by them; to the Scottish Board of Fisheries, whose Officers act *ex officio* as Honorary Agents; and also to the Directors of those Railway and Steam Packet Companies who benevolently grant a *free* transit to shipwrecked persons bearing the Society's pass.”

Perhaps Captain Littlehales will be kind enough to move the resolution.

Captain LITTLEHALES: I have great pleasure indeed in doing so. There is one thing in it which struck me very much, and that is, the meeting feels greatly indebted to the ladies and to the agents who voluntarily collect the funds for the society. Now, as naval men, we always pay tribute to what the ladies do—we cannot help it. I am thankful too that the resolution goes on to recognise our indebtedness to the clergy and ministers who have advocated the cause of this society in their pulpits, and to a number of others who have in various ways assisted the institution. I have had the privilege of being an honorary member of a kindred society for many years, so that I have some sympathy with all honorary workers; and I think that that society has been of great use to this society. I only hope it will please God to raise up many, many friends to this institution, who will endeavour to work for the poor wandering sailor, although he is much better than he used to be; alas! there are a great many who are as they used to be, and want a deal of looking after and a deal of care. I have much pleasure, Sir Alexander, in proposing this resolution.

Captain ARTHUR MORRELL: I feel it quite unnecessary to go into any detail in seconding this resolution. I should like to mention that I have known the society upwards of five-and-twenty years, and seen the working of it in many places on various parts of the coast of Great Britain and Ireland. I have seen the labours of the honorary agents, and also the officers of the coast guard, and I should like to bear my testimony to the value of their efforts. I beg to second the resolution.

The resolution was put to the meeting, and carried unanimously.

Captain MAUDE: Mr. Chairman, as the next resolution is connected with yourself, I take the liberty of moving it without any introduction. It is

“That the best thanks of this Meeting be given to Admiral Sir Alexander Milne, G.C.B., for so kindly presiding on this occasion.”

Now, Sir Alexander, I won't venture to go so far as you did towards me in

speaking about me, but I will say to our friends here that it is a great kindness to come up to the city for this purpose, when even some of our Committee have not taken the trouble to come down; so that we feel your kindness all the more. I won't say all who are absent would not have come down, because some are absent abroad; but we have a small meeting, and this is not the first, second, or third time that we have had to apologise for a small attendance. The fact is we are going on so smoothly, and the wheels are greased so nicely by the public, that many of our friends do not think it necessary to come down. Perhaps if there was any little difficulty, or anything like fighting going on, we should have the room crammed. I am delighted to see a number of ladies present, and before I put the resolution, which will be seconded by Captain Webb, I should like to say a few words as an old member of the Committee. I do not think one of their labours has been alluded to yet—it is our connection with France. I do not think anything ever gave me greater pleasure than the International Conference in France. Our Secretary went over and represented us, for the Duke of Marlborough was in the highest office in Ireland, and I was absent, and we were represented by our Secretary. Our Secretary was treated in the kindest possible way; he was elected Deputy-President of the Congress as a compliment; we gave them specimens of our gold and silver medals, and they in exchange gave us their medals of a less valuable metal. And in addition they have established a society similar to our own, and—and that is the greatest honour they could do—have adopted most of our rules, and started a society with £6,000. That is the greatest gratification I have met with for some time. That is the matter which I said I should have to refer to when reading the French Ambassador's letter. I wish he had been here to-day to have heard me, and to have heard the expression of our feeling on reading our Report that we are gratified at being united with France as we are. I would say a word about the widows' fund. You see we have made a gratuity to about 3,000 widows, and it has taken about £7,000 to supply them with their annual grant. For do not mistake me, the widows and orphans all get what we should call at sea smart-money at the time, and for four or five years afterwards, when the widow has young children hanging upon her, preventing her from getting a livelihood, we give one-third of what the smart-money amounts to. For instance, if we give £15 to a widow at the time, that widow gets £5 for four or five years to come. Imagine the benefit it is to them. Another thing that strikes me is that upwards of 50,000 blue jackets have got this proper feeling towards this society that they subscribe between £7,000 and £8,000 a year to our funds. They may say "I do not like the way it goes in salaries to agents and to the Secretary," and so on. My friends, if you will look, you will see that we spend very nearly the exact amount on your widows and orphans in granting annuities; not only if they are wrecked do we pay them a very con-

siderable sum, but we actually set aside the whole of your payments towards additional grants. I think that is a very satisfactory state of things. There is another thing which I do not think has been mentioned, so far as the number is concerned, namely, that we have upwards of 1,000 honorary agents, ladies and gentlemen, who are acting without pay, I won't say without any reward, because their reward is this, that they feel they are doing their duty, and I have no doubt they have great gratification in that. One word more, and that is, that at Liverpool we are going to have another Merchant Seamen's Institution, like the Belvedere. I should like those who are unacquainted with our history, and do not know what the Belvedere is, to run down and see it. We have about 90 old men there and a good many out-pensioners. We gave £5,000, and lent £5,000 more, which has been returned. We are doing the same at Liverpool; our Act of Parliament enables to do that with safety. And if Greenock, or Glasgow, or other towns will do the same, we may perhaps be able to give them another £5,000. I must not detain you longer; I beg to move that the thanks of this meeting be given you for kindly presiding on this occasion.

Captain ORME WEBB, R.N.: Ladies and Gentlemen,—I feel it an honour, as one of the youngest members of the society, to second the resolution we have just heard. It is a great thing to give up one's time to come to these meetings, as we heard just now; the meeting is a small one, and no doubt other people could not find time to come. The Admiral has been kind enough to come, and I am sure you will combine with me in cordially thanking him for attending.

The resolution was carried by acclamation.

The CHAIRMAN: Ladies and Gentlemen,—I feel exceedingly obliged to Captain Maude for the kind manner in which he has proposed my name to you, and I think we must thank him for the interesting account he has given of the proceedings of the society, and more especially for the trouble he has taken in establishing in France a society similar to our own. It is exactly as I said when I spoke of Captain Maude before; he has devoted his whole energies and his whole life to the benefit of the British seaman. It is no trouble for me to come here, I may say. I only wish it had fallen into better hands. I wish our President, the Duke of Marlborough, was here; I have no doubt the duties of the Chairman would have been better conducted. All I can say is that I have come here as a sailor myself, and that after being over sixty years in Her Majesty's navy, I could not refuse to come and fulfil a duty of this kind when invited to do so.

Canon SCARTH pronounced the Benediction, and the proceedings terminated.

THE MOTION OF STORMS ; OR, SCIENCE FOR SAILORS.

III.—CLOUDS : CLOUD-READINGS.

"The ancient meteorologist was content with discerning the face of the sky in predicting the coming weather. It is to the sky chiefly that the weatherwise sailor and the farmer look in foretelling the weather, and their predictions are frequently more correct than those which are made solely from the indications of the barometer and other meteorological instruments. The best system of weather prediction comprises both methods."—*Buchan.*

"A knowledge of atmospheric circulation, founded upon a study of the clouds, is of the highest importance, both in a theoretical and practical point of view; for the clouds indicate to us at each moment the direction and elevation of the upper currents, which, in their turn, determine the lower currents. If the movements of clouds, from cirrus to (broken) cumulus—that is to say, from an elevation of about 15,000 metres (nearly 8 miles) to the earth's surface, really obey the same laws as the change of wind, then our prognostics acquire a certain degree of exactness."—*From the French of André Poëy.*

If the reader will refer to the cloud pictures given in this Magazine in April last, he will see that the first kind of cloud there depicted is "CIRRUS," and will find that a description of the same comes under the division "Upper Clouds."

We purpose now to treat specially of this class "Cirrus," and to learn, if possible, some practical lessons from the study of this kind of cloud. Now we must admit that popular sayings on natural appearances are often very truthful, and this cloud, when abundant, has been rightly regarded as a sign of *stormy weather.*

At times the streaming fibres, seeming to issue from a stem, stretch almost across the sky; this is a sure sign of an approaching gale from the direction from which the streak appears to come—it is very expressively called by the German sailors, the "wind-tree" (wind-baum). We think, however, that we need something more than popular sayings to guide us in our study. There must be nothing haphazard in that which shall be useful to the navigator. For instance, there are laws which regulate the clouds as well as all other things in creation, and whoever would ascertain the truth must know the principles upon which those laws are grounded.

For some years past this "cirrus cloud" has been observed and studied with great care in almost all parts of Europe, and we hope we shall not be thought tedious or presumptuous if we attempt to give a brief history of this investigation, and to lay down the law, so far as it has been learnt, in as plain words as possible.

The Rev. W. Clement Ley, of Lutterworth, has bestowed many years of study to the investigation of the laws of winds and clouds, and has found, by

noting the movements of "cirrus clouds" in connection with that of wind, that the currents of air in the upper regions diverge from the places where the barometer is low, and converge towards those where the barometer is high.

There is little doubt that sailors and others have long been accustomed to take warning from "an ugly-looking sky," but have not read in the appearance of the curls and wisps and "cats'-tails" all that these portended. It is appropriate to quote from a recent lecture on "Clouds and Weather Signs," by Mr. Ley, on this subject: "Now the old observers were quite right in telling us that we know a great deal about coming weather from the appearance and forms of clouds; they comparatively neglected the prognostics to be obtained from the movements of those bodies. We must give our attention both to form and movement, but more especially to the latter, in judging of the disposition of the areas of high and low pressure." (That is, pressure as shown by the barometer.)

Mr. Ley's work attracted the attention of scientific men in Northern Europe in 1873, and observations of the *movements of cirrus* were regularly made at twenty-one stations, and in Denmark, Hoffmeyer had records made at the lighthouses, and in France, Renou, at his observatory du Parc St. Maur, near Paris. The results were published by the Royal Society of Sciences at Upsal, with 33 charts.

Then followed a more extended system of observation, during 1875 and 1876 Observers in Austria, Britain, Baden, Belgium, Denmark, France, Norway, Portugal, Russia, Sweden, Spain, Switzerland, and Turkey assisted in the work and made daily records—a work in which the present writer took part.

Happily the report appeared as early as 1877, the cost of which was defrayed by the Swedish Government. (En Mémoire Du Quatre-Centième Anniversaire de l'Université Royale d'Upsal.)⁴

From that report we obtain the following general laws:—

1. Round the centre of a depression (or where the barometer is low, say 29½ inches or less) the upper currents of air move in a direction *nearly* parallel to the isobars (lines of equal barometer readings) and to the lower winds.
2. In proportion as we retire from that centre the upper currents swerve from it and to the right of the lower winds.
3. In the regions of high barometers those upper currents converge towards the centre of such regions, cutting the isobars *nearly* at right angles.
4. In studying particularly the direction of parallel bands of cirrus, which we see sometimes stretched across the sky, and which perspective makes appear to converge towards a certain point of the horizon, we have found that in the

Atlas des Mouvements Supérieurs d l'Atmosphère, par H. Hildebrand Hildebrandsson, Stockholm, 1877.

regions of high barometer the bands of cirrus are usually set in a direction almost perpendicular to the isobars.

5. We have seen in what precedes that at the surface of the earth the wind converges towards the centres of depression (low barometer) and swerve from the centre of high barometer. We conclude that a minimum must necessarily be the seat of an ascending current of air. Arrived at a great elevation of the atmosphere, this current retires everywhere from the centre of the depression, and spreads in a uniform sheet over the region of high pressure, where it descends gradually towards the earth.

Such are the general laws as at present ascertained, and it remains for the navigator to make practical use of them.

Let it be remembered that it does not matter how fine and settled the weather may be at any given time, cirrus (high up in the air as if to give the widest warning) is the forerunner of stormy weather.

HOW TO OBSERVE IT.—If you require to learn its true direction, wait till it comes well over-head. Take a fixed position in relation to some point of the compass. The motion may be slow, especially if the cirrus be two or three days in advance of the storm, but watch patiently, a little practice will make the observation easier. Note this direction, also direction of lower wind and height of barometer.

WHAT TO LEARN FROM IT.—Suppose in England we see cirrus floating from some point between S. and W. or W.N.W., and the barometer begins to fall (there being a high barometer over France), then a gale may be expected from the S.W. If the centre of depression is moving to the north of Great Britain, the cirrus moves from N.W. towards a region of high pressure. The surface wind, the meantime, blowing round the places of low barometer, or rather inward. Further, suppose a ship, in the Atlantic, sailing for England, cirrus is observed, "the glass" begins to fall, then if the cirrus seems to cross the ship's course, from left to right, and the glass continues to fall, the storm is following the ship's track; if, however, the ship could be steered in the same direction as the cirrus goes she would sail away from the course of the storm, and that would be tested by a rising in "the glass."

But if the gale overtook the ship and she were kept running before it, she would certainly be sailing towards the centre of the storm; that centre would bear about $2\frac{1}{2}$ points before her port beam; because storms are most likely not exactly circular, but spiral, and revolve like water in a funnel.

To judge of the position of the centre of the storm we take the following rule :*—

* This has been worked out by Capt. Toynbee, in a report "On the Great Hurricane in August, 1873." We shall have again to refer to this Atlantic Hurricane and Capt. Toynbee's work.

Table showing the Bearing of the Centre of Storms when the Wind is in certain directions, in the Northern Hemisphere.

Direction of Wind.	Bearing of Centre of Storm.
North	E.S.E. or more S.
East	S.S.W. „ W.
South	W.N.W. „ N.
West	N.N.E. „ E.

Sailing in N. hemisphere, keep the wind well on *starboard* quarter.

Sailing in S. hemisphere, keep the wind well on the *port* quarter.

These two last instructions apply before the gale has become very heavy— for then there is a danger of “broaching-to,” so as to lay the sails aback.

S. H. M.

CAPTAIN COOK.

V.—SECOND VOYAGE. FROM THE EXPLORATION OF THE SOUTHERN OCEAN IN THE ‘RESOLUTION’ TO THE ARRIVAL AT EASTER ISLAND, MARCH, 1774.

The ‘Resolution’ was moored alone in Queen Charlotte’s Sound on 3rd November, 1773, but hopes were still entertained that the ‘Adventure’ would shortly arrive. Cook made all speed to effect certain repairs in his ship, and to supply her with water and fuel; he had, however, the mortification to find the bread in casks much damaged, and he did his best to save as much as possible by having it picked over and re-baked.

Our sailors’ treatment of the natives of the then newly-discovered islands was so generous and unsuspecting that it amounted almost to a weakness. Some one has said—

“Suspicion haunts the evil mind,”

but that is a sentiment non-applicable to the shipmates of Captain Cook. This may not be the place in which to enquire how our seamen acquired the name “Jolly Tars”—though we should like to know—but we will express a hope that they may long deserve the epithet.

Free, easy, and open-hearted, our voyagers often exposed themselves and their belongings, unguardedly, to the pilfering disposition of “the Indians,” and they frequently found they had fallen among thieves. It seemed as if theft was a propensity deeply rooted in the nature of savages, and even when Cook appeared to have gained confidence and respect by the bestowal of valuable gifts upon those South-sea Islanders, he was requited by robbery; such indeed was the case after he had entertained them at dinner with the best fare the ship could afford. Some of our readers will see in it one of the strongest proofs of a depraved, fallen nature, and will lament that phases of it

still remain in our most civilized society, though it occasionally goes by the genteel name of kleptomania.

A curious case of pilfering occurred on the shore of Charlotte's Sound, for a naked savage stole a bag of clothes belonging to one of the seamen. Cook used no harsh means, but recovered the clothes by "a friendly application," and made this remark,—“ Since we were among thieves and had come off so well, I was not sorry for what had happened, as it taught our people to keep a better look-out for the future.”

However, the Captain himself found it necessary to put into practice his own precept on the very next day, when he went to purchase fish. He says, “ when we were upon this traffic, they showed a great inclination to pick my pockets, and to take away the fish with one hand which they had just given me with the other.” A chief undertook to remove this evil, and made a show of keeping the people off, appearing in a fury, and then presently took a handkerchief from Cook's pocket; in this he was detected, but “ put it off with a laugh.”

As the better traits of a noble-minded man or a great genius are seen in the little things of his daily life, so here we discern Cook's real character in his dealings with those savage people. The man who was to sail three times round the globe was worthy of his mission, and it was his province to influence by action rather than by words. Relating this incident, he remarks, “ It was hardly possible for me to be angry with him (the chief); so that we remained good friends, and he accompanied me on board to dinner.” At the same time we must note that Cook combined firmness with this “ gentle treatment,” and always made his own superiority felt.

In was on this visit that Cook obtained undoubted evidence that the New Zealanders were cannibals, and their being so at that period he attributed to their isolated position, and it was his impression that “ an intercourse with foreigners would reform their manners and polish their savage minds.” The reader will bear in mind that the scheme of Christian Missions to those regions had no existence then, and therefore Cook regards kind treatment and fair commerce as the best means of civilizing the savage.*

While the voyagers stayed in the sound they had a plentiful supply of fish from the natives, and vegetables from their own garden; and Cook was able to note, “ at this time we had neither a sick nor scorbutic man on board.”

The anchor was weighed on 25th November, and Cook sailed to the south-

* In 1810 the Rev. Samuel Marsden, then in New South Wales, proposed to the Church Missionary Society to extend their missionary efforts to the north island of New Zealand. He had received the assurance of protection from powerful chiefs around the Bay of Islands, on the north-east. The Society sent out three agents, who landed at Wangarua on 12th December, 1814, in company with Mr. Marsden. The Mission received the protection of the great chief, Hongi.

east, through the straits, making such notes of certain capes and bays as might prove useful to other navigators. On the next morning he rounded the south point of the North Island (now New Ulster) and fired guns, but the 'Adventure' was not there to reply.

Giving up all hope of finding the sister-ship, he determined again to explore the South Pacific.

Our great Sailer now made a record of which every British Tar may be proud:—

"I had the satisfaction to find that not a man was dejected, or thought the dangers we had yet to go through were in the least increased by being alone, but as cheerfully proceeded to the south, or wherever I might think proper to lead them, as if the 'Adventure,' or even more ships, had been in our company."

Our Navigator took his departure from Cape Palliser on 26th November, and on 5th December had reached latitude $50^{\circ} 17'$ S. and longitude $179^{\circ} 40'$ E.; he noted that the variation of the compass was $18^{\circ} 25'$ E., and then his record shows that there was another magnet which inwardly touched his remembrance, and pointed to England and his home. Brave hearts may have tender affections, and feel too, that

"There is a spot of earth, supremely blest,
A dearer, sweeter spot than all the rest."

So the Journal runs thus:—"At half-an-hour past eight o'clock the next evening (on 6th December) we reckoned ourselves antipodes to our friends in London; consequently, as far removed from them as possible."

Sailing for some days to south a little east, Cook concluded, from the swell which came from the south-west, that there was no land under the meridian of New Zealand, unless it lay very far south, and therefore he took a more easterly course; the weather proved cold and stormy. In latitude 62° S. and longitude 172° W. he fell in with ice-islands and saw the antarctic petrel, some albatrosses, and other birds.

On 14th December he reached latitude 65° S. (nearly) and 169° W., and the ice obstructed the ship's way, and for some days his course was zigzag. Bad weather prevailed, and the rigging of the ship was loaded with ice.

By the 22nd he fetched latitude $67^{\circ} 31'$ S., the highest he had ever been in, and on 24th in 67° S. 138° W. Here ice-islands increased fast, and about 100 could be counted. Christmas-day was spent in this position. The antarctic midsummer proved rather cold and dreary, but Cook made the best of it. He remarked, "We were fortunate in having continual daylight and clear weather; for had it been foggy, as on some of the preceding days, nothing less than a miracle could have saved us from being dashed to pieces." He had to take advantage of every light breeze to keep the ship from falling aboard

of the ice-islands. Loose ice was taken aboard and melted to fill the empty water-casks, and then Cook resolved to sail in a northerly course.

On January 1st, 1774, the ship was in latitude $58^{\circ} 39' S.$, and was near the meridian of $135^{\circ} W.$ for several days; and on 8th she was in latitude $50^{\circ} S.$, and here special observation was made as to longitude, and Cook had reason again to bestow praise on Mr. Kendal's watch. He says, "I must here take notice that our longitude can never be erroneous, while we have so good a guide as Mr. Kendal's watch."*

On the 10th the ship was in latitude $47^{\circ} 51' S.$ and $122^{\circ} W.$, or 200 miles from her track to Otaheite, in 1769. Cook then took a southerly course between the meridians of 105° and $120^{\circ} W.$; and on 20th ice-islands again appeared $62^{\circ} S.$ and $116^{\circ} W.$ He still pressed southward till ice-mountains obstructed the way; he remarks, "Such mountains of ice as these were, I believe, never seen in the Greenland seas. I will not say it was impossible anywhere to get farther south, but the attempting it would have been a dangerous and rash enterprise." Speaking of the probability of land beyond this ice barrier, he says, "And yet I think there must be some to the south, behind this ice, but no better retreat for birds or other animals than ice itself."

The most southerly point reached was in latitude $71^{\circ} 10' S.$, in longitude $106^{\circ} 51' W.$

Our Voyager resolved to proceed to the north, and to spend the ensuing (south) winter within the tropics.

On this return voyage he purposed seeking for a land said to have been discovered by Juan Fernandez a century before, in about latitude $38^{\circ} S.$

The ship's northward course is shown on the chart, between the meridians of 90° and $105^{\circ} W.$ Cook expected to find Fernandez's Land in $37^{\circ} 50' S.$, which he reached on 21st February, but he had not the least sign of land there. Cook was too far west, but Fernandez discovered two small islands in $33^{\circ} 40' S.$ and $79^{\circ} W.$, or 30 leagues from the Chilian coast. De-Tierra, which is about fifteen miles long and six miles wide, was really Fernandez's Land—notable as the scene of Robinson Crusoe's adventures.

Our Navigator concluded that Juan Fernandez's discovery was only a small island, and he stood away north to the latitude of Easter Island.

Towards the end of February he fell sick of the bilious cholick, and for some days his symptoms were dangerous. As he began to recover, fresh meat was

* Cook had three watches made by Mr. Arnold; and this one by Mr. Kendal, made on Mr. Harrison's principle. In the year 1714, the Government offered a parliamentary reward of £10,000, £15,000, or £20,000, for a chronometer which should enable the navigator to ascertain the longitude within specified limits. Mr. John Harrison took the last-named prize (after forty years' perseverance) in 1761, but he had completed a chronometer in 1736. As an illustration of recent improvements, see Note at end of this paper.

needed—here was another privation—Mr. Foster's favourite dog was killed. The journal says : " We had no other fresh meat whatever on board ; and I could eat of this flesh, as well as broth made of it, when I could taste nothing else. Thus I received nourishment and strength from food which would have made most people in Europe sick ; so true it is, that necessity is governed by no law."

Easter Island was sighted on 11th March, 1774, and a day or two after a landing was effected, and here I leave the voyagers for the present. S. H. M.

NOTE ON THE CHRONOMETER.—Dr. ARNOTT (in "Physics," vol. i. p. 87) says :— "After several months spent at sea in a long passage from South America to Asia, my pocket chronometer and others on board announced one morning that a certain point of land was then bearing north from the ship, at a distance of fifty miles ; in an hour afterwards, when a mist had cleared away, the looker-out on the mast gave the joyous call of 'Land ahead!' verifying the report of the chronometers almost to one mile, after a voyage of thousands. It is allowable at such a moment, with the dangers and uncertainties of ancient navigation before the mind, to exult in contemplating what man has now achieved. Had the rate of the wonderful little instrument, in all that time, been quickened or slackened ever so slightly, its announcement would have been useless or even worse ; but in the night and in the day, in storm and in calm, in heat and in cold, its steady beat went on, keeping exact account of the rolling of the earth and of the stars ; and in the midst of the trackless waves which retain no mark, it was always ready to tell its magic tale, indicating the very spot of the globe over which it had arrived."

THE SOURCE OF THE GULF STREAM.

THE study of the Gulf Stream has ever been to us a generous joyous excitement ; we have ever regarded it as a mighty moving mystery, whose depths were unsounded and whose source was unsolved. We welcomed, therefore, with peculiar pleasure, the paper by Dr. J. E. Nagle, of New Orleans, in the *Scientific American*, and after yielding ourselves to the pilotage of his glowing and eloquent pen, we felt a sense of relief, which we invite our readers to share. Dr. Nagle says : " Several years ago I became deeply impressed with the idea that the visible streams which debouch into the Gulf of Mexico, and the evaporation which takes place over the immense area of country lying between the Rocky Mountains and the Appalachians, were insufficient to carry away the amount of precipitation which occurs on that vast surface. The evident difference between the hydrographical and hygrometrical condition led me to consider that those regions have numerous invisible outlets to the sea. While wandering over those plains and dreary wilds of deep sands, we discover that they absorb vast floods, yet the spongy surfaces remain dry, and parched, as if they were ever void of moisture. In the huge and impenetrable cañons and gorges of those eternal hills, masses of snow and melting glaciers dissolve into cavities and channels, whence there is no egress on the continent.

"The Rocky Mountains occupy a vast irregular cavernous and volcanic area. The topographical surface is also very much broken and variegated with fertile valleys, sandy plains, and arid desert wastes. The detritus from numerous rock-ribbed ranges are scattered over all that region, which lies beneath the dreamy mists and mirror-like glare of that intensely bright atmosphere. Those gaping gulches and unfathomable ravines are eternally changing, though they retain the same outlines as they were left thousands of years ago, when vast ice floes and ponderous glaciers drifted hither from the cold grey sea which covered all the primitive land of Huronian and Laurentian altitudes. Those glacial giants and rugged Titans tore out excavations and overcame all obstructions as they surged and ground their way, carrying destruction and devastation throughout all the then submerged continent of North America. During their voyages they grasped with their icy fingers and embraced in their huge pockets an incalculable wealth of minerals and fertile components, which by attrition was divided, and finally lavishly scattered on the surfaces over which those huge ships floated, lodged, and melted away.

"In the immense chasms and basins ploughed out by the tide-swept gelid masses, there were left only interminable deposits of deep sands, whose greedy waves, ever insatiate, drink and absorb the fluids which descend from clouds, fogs, and storms. The invincible dynamic power of those glaciers excavated to the basalt and granite floors, whereon now lie those inland seas of saline, brackish, and mephitic solutions, which excite our surprise and wonder. Those immense reservoirs of salt and bitter liquids, with their eternal sullen depths, their heavy, pulsing slowly beating dull monotonies in the funeral march of ages, their solitary and forbidding isolation, are confined, like mobile giants, away up in rock-bound altitudes, held by the restraining barriers, and amid desolate fastnesses, where the eagle cares not to harbour. They have too long had the decree pronounced against them by explorers and savans, that they are profitless regions, merely idle curiosities, fruitless ponds, which do not subserve any purpose of utility, not even to relieve the vision, which wearsies of the monotony of impenetrable recesses and silent monumental peaks, where no living thing can find access to, or habitation.

"The uses of these reservoirs is to feed the great currents which run in the ocean. All the drainage of the vast continent of mountain barriers and American deserts have numerous subterranean outlets into those vast seas, which roll their waves on the shores of America. By constant addition of their volumes, these furnish to the Gulf Stream an immense flood, to which the Mississippi River and the heated belt which sweeps around the south side of the Antilles and northward to the Florida Keys, are attenuated threads of rain compared to the great bulk of mysterious ocean. By the impulsive force of their own tremendous gravity and constantly increasing power and accession of weight, they sink into the deepest recesses of earth, even to the impermeable

rocks which lie many miles from the periphery. But these streams find egress, for that physical law which makes water seek its level, the irresistible hydraulic pressure of artesian process, weighs it downwards and urges it ever outward and upward to find vent, and mingle in numberless streams with that great tide which flows unceasingly, but never ebbs, in the Atlantic.

“ Thus the supplies of the Gulf Stream, though they vary greatly in temperature and specific gravity, maintain the special feature of being hot, for they boil, and seethe, and flow from caldrons, and over igneous rock-ribbed furnaces, where the volcanic fires of earth are never quenched. The quantity of fluids which flow through these subterranean channels can only be estimated by stating that they make up the balance of bulk beyond the visible amount furnished by streams and evaporations. The pressure of altitudes and superimposed weight of immense bodies of fluids force themselves through the greatest obstacles, hence all the seams of earth and every sinuosity that permeates its cavernous crust are filled with water, the quantity of which increases as it descends into the interior; for dig where we may, at all depths we find currents and streams of various sizes.

“ Some years ago I published an opinion, which subsequent study in the southern seas has fixed in my mind more firmly. This is, that the supply of thermal waters which debouch into the Caribbean Sea and warm coast waves of the Pacific comes from the fire belt recesses, the apparently extinguished furnaces of the Rocky Mountains, Cordilleras of Mexico, and what are called extinct or suppressed volcanic circles of that region.

“ The fractures by which those mountains were formed, happened at the most friable and weak points above molten chemical basins and streams, which lie there and in various other portions of earth. In those ruptures, by which the Rocky Mountains were made, the surface was cut into many angles, dips, and altitudes, which are visible now as when their violent birth occurred, though they have been denuded of their former height by the wear of uncounted ages and attrition of all manner of chemical and mechanical agencies, during thousands of centuries that have gone into the past, since those rugged crests and mangled forces went groaning up from the lava-sodden earth, to accept the smiles of the sun and be cooled by mantles of snow. The broken surfaces of those torn mountains embraced each other again as they fell back towards their original bases, but only the jagged lips at their crests met. Far beneath these, the jutting jaws and detached teeth of interior rocks which had been rended apart were locked into each other's embrace, seldom indenting, and nearly always forming unsymmetrical angles and slopes, which appear on mountains and low outlying hills. Hence, throughout mountainous regions there are immense cavernosities, usually irregular, triangular, and arched cavities, which always tend from the high altitudes towards the equatorial line. These innumerable veins are superimposed above each other indefinitely, and eternally

flowing floods have been rushing, as subterranean rivers, through them, during all the ages since mountains were convulsed into shape. Those subtle streams and water courses of all sizes exist at all depths, and traverse every direction far below our tangible and accurately mapped surface currents. In the deep recesses of earth, following the law of artesian pressure and hydraulic gravitation and hydrostatic force, they go irresistibly surging along in their dark and cavernous channels, to finally pour into the insatiate ocean their vast volumes of thermal waters.

“ From the great salt and fresh water lakes of the Rocky Mountains, their waters sink through unfathomable cañons, and percolate through the sieve-like sands of sodden plains searching for rest, sinking by their own increasing weight as they go down to the heated primitive rock bases ; and over surfaces of those Plutonian barriers, the fire beds of our globe, they go tossing and fuming, where volcanic and intestine heats seethe and fret them into geysers. Driven in huge clouds of steam, they are poured into vast caverns, in whose icy tempered recesses they are condensed, and in watery volumes again pursue their course unceasingly onward to find freedom beneath the sunlight and swell the heated waters of that interoceanic river—the Gulf Stream. From every minute point and particle of land, and from the depths of illimitable ocean and its land-bound confines, these perpetual streams spring into the steam-laden current and swell its resistless tide and thermal stores.

“ Thus, from those far away mountain slopes and fertile valleys they go on for ever flowing, passing in their courses beneath the rolling muddy flow of the Missouri and Mississippi rivers ; drop far below the grand plains of the Great West ; grope in dark and tortuous channels under the great beds of the ancient Silurian sea ; creep slowly below the huge Alleghanies ; crash through vast rents in the Appalachian range ; foam in torrents through deep gorges ; dash in spray through illimitable caverns ; roar down the precipitous sides of rocky ledges ; and rush over falls, in cataracts, to which Niagara is a pigmy. Feebly fluttering beneath broad savannas and marshes by the sea, they finally emerge into the Atlantic and mingle their precious drops with that world of waters, and go singing and flowing for ever in the light wherein primal colours glow in ten thousand glorious tints and shades and hues, which sparkle in every gem-like drop of clouds and prismatic zones beneath the sun.

“ The Gulf Stream is a little river in the Caribbean and Mexican Seas ; but as it moves north-eastward it swells into the magnitude of a ponderous moving current in the sea, and girdles with a hot belt the shores of a vast continent. Into this there is poured from unfailing sources the *débris* which those subterranean carriers bring from the surface beds and rich depths of far-off western valleys, northern prairies, and southern plains. These the mysterious river of ocean takes into its loving warm embrace and deposits them on the coasts of Newfoundland and the English Isles. But it is not altogether to the Gulf

Stream that these sources of fertilisation and warmth contribute their vast stores. Restless forces of ocean are ever wearing away its bed, by the resistless power of attrition and dredging, from which processes the earth's armour above its various beds of molten lava becomes thinner, and those waters which cover them are freed by the repellant power of their own steam, to swell the tide and volumes of hot ocean currents. Such is, doubtless, the condition of the bottom of the Gulf of Mexico and the Caribbean Sea, which were formed by a vast cataclysm, produced by volcanic power.

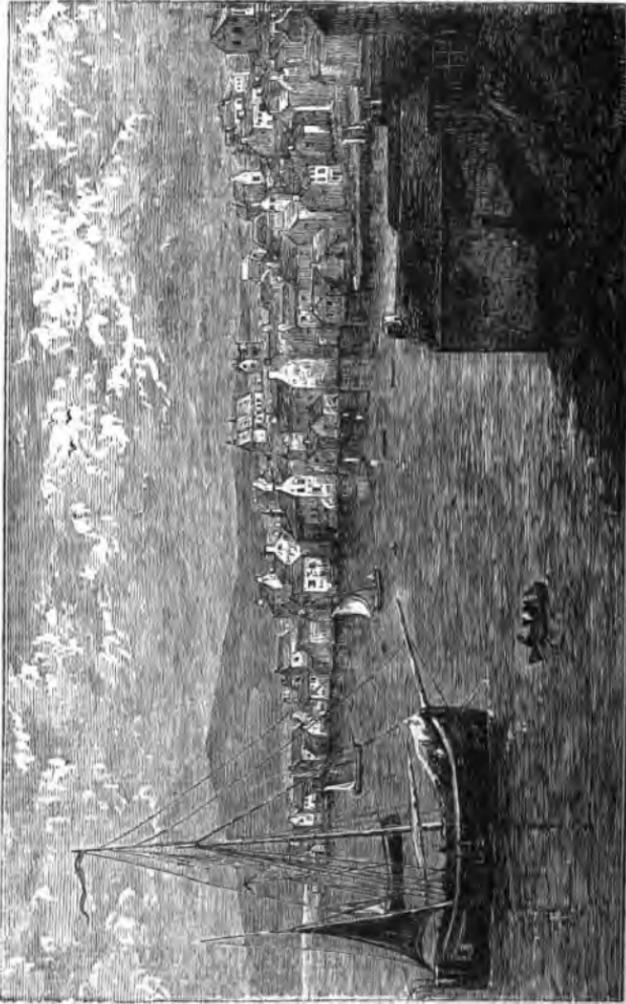
"When the latter expended its force, the earth, which then occupied that now covered by these waters, subsided into their present depths. But those fires are not extinct, for earthquakes and vast areas of hot water are often tangibly apparent in that region, where those submerged caldrons of seething sulphur burn and glow for ever unquenchable.

"The same chemical force and dynamic conditions which produced mountains in the primal days of earth are at work now, and in the course of time will bring about like changes of place and locations of seas and continents. As the volcanic plateaux in ocean become denuded and attenuated, they will continually be ruptured, and ridges will arise, and islands and mountains appear. Where water now covers earth, new-made continents will lift their faces to the light of sun, and moon, and stars. Our fertile valleys and low hill slopes rich with fruits, of trees, flowers, vines, and cereals, will be deluged. The now submerged beds of seas will appear, and the deposits which those subterranean rivers have been gathering for countless ages will become fertile and inhabited continents. Each is disappearing by denudation; hemispheres are contracting beneath the condensing processes which are eternally operating on this globe; altitudes, that place us above the deluge, are dwindling into the depths of ocean; mountains are being carried bodily into encroaching waters: the plains are being perpetually washed into the restless, surging tide; and continents are drifting to be submerged again beneath requiem-beating waves. This eternal change goes on and on for ever, yet, hardly with sufficient rapidity to satisfy the destructive and insatiate spirit of unrest, which makes mankind ever hovering between hopes and fears, the strangest paradox which the human mind can study."

NOTES ON THE SHETLAND ISLANDS.

In a former paper we spoke of our arrival within view of the wave-washed walls of Lerwick, and this description of the little northern town is no mere figure of speech, for though it might be supposed that of land there was plenty without encroaching on the sea and shore to find a site for the town, yet it is in its own way quite as dependent on its watery highway as are the cities of Holland, or even Venice herself. The town follows the curve of an irregular bay

and consists principally—almost, it might be said, wholly—of one street, the causeway of which has evidently been intended for foot-passengers only, no provision being made for wheeled traffic, of which so little exists. Merchandise is, therefore, waterborne, and most of the older houses on the side of the street nearest the water will be seen to have exits either to a quay or directly to the



LERWICK, FROM BRESSAY SOUND.

water. The houses are erected in the most extraordinary positions, some seeming to stand half-way across the street, some far back in all sorts of unexpected corners and at every conceivable angle—many with the gable end abutting on this primitive street, but with here and there evident signs of the inroad of modern taste where new buildings have been erected. The shops

of the "merchants," though from outside, as a rule, not particularly inviting, on a visit within are found to contain an astonishing variety of goods in great quantities, prominent among them being the beautiful knitted work now so well known in more southerly towns, and valued for the softness and warmth of the wool as well as the beauty of the work. Rising upwards from the principal street are a number of narrow lanes, and crowning the ridge some of the more important buildings, including the churches, Fort Charlotte, and the County Buildings. In the neighbourhood also are the Widows' Asylum and the Court-house. The general effect of all this medley of buildings, though from the utilitarian point of view perhaps leaving much to be desired, is anything but displeasing to the eye, with the accessories of crag and cliff and sea, and, as may often be seen on a summer evening, the light skiffs of the Shetlanders hastening hither and thither, the numerous Dutch fishing busses dotting the sunny water, and the larger vessels lying at anchor, or making the harbour; across the Sound the Isle of Bressay, in a gilded mist, and overhead a sky "like a poet's dream when earth and sea put on the glory of the clouds." Then a pleasant thing it is to wander on the neighbouring heights, or seated in a skiff to enjoy the cooling breeze, and watch the flight of the sea-birds while the fishermen are getting their boats ready for sea, and from the shore comes the tinkle of a bell. And as evening creeps on and night approaches, such as is the summer night of these northern islands, it becomes plain that there is no darkness at all; but when the glitter dies away out of the sky, and the shadows have lengthened to their furthest, there succeeds a long twilight when darkness has no real sway, neither has light, scarcely even a mingling of the two so much as a distinctive shading of its own, when all nature seems bathed in a new beauty, and the world is at rest.

Lerwick constitutes a most important branch of the Shipwrecked Mariners' Society's operations. The Institution is represented by no fewer than five agencies, including some of the principal firms in the islands. There are every year enrolled upwards of 800 members, whose families, when these their breadwinners are removed by death, come upon its funds for a measure of support, and the Lerwick agencies expend somewhat over £300 a year in relief of this and other kinds. Nor is this humane work confined to Lerwick, there being fourteen other agencies in the islands conducted by the principal merchants and fish-curers in the most efficient manner, some 1,250 members being annually enrolled, and a large sum distributed among destitute widows and orphans of seafaring men.

Scalloway, which is only six miles from Lerwick, was in ancient times the capital of the islands, and still lays claim to that distinction, though its dimensions only give it the right to be termed a village. Close to the margin of the bay is situated the ruin of Scalloway Castle, the ancient stronghold of the infamous Earl Patrick Stewart, whose oppressions and extortions, though they

occurred well nigh 800 years ago, have left an indelible impression and are still handed down from generation to generation; and his ultimate capture and punishment are used by the old wives to "point a moral or adorn a tale." The mention of Lerwick and Scalloway exhausts the list of towns boasted by Shetland; the other centres of population consist generally of the establish-



'A SHETLAND VILLAGE--PEAWICK.

ment of some extensive fish-curer, perhaps also a church, the minister's manse, and a few cottages in the immediate vicinity, while scattered over a wide district are numbers more. To many minds there is little attractive in the country generally, its aspect being barren and bare to the last degree: the very rise and fall of the country has something monotonous in its similarity,

and the utter absence of trees and shrubs gives a harsh and bleak look to everything. Occasionally may be seen plots of cultivated land, but only in small patches for the most part. Peat mosses are frequently met with, affording a plentiful supply of fuel to the islanders, but their black and unsightly appearance is certainly anything but attractive or pleasing to the eye. But when approaching the rocky and indented shores the scene becomes full of interest, and nothing of their kind can be more charming than the numerous voes or fiords which are constantly met with. The barren, rocky, and precipitous sides or green-covered slopes, reflected in the glassy water of these voes, are a beautiful sight, and whether seen in the tranquil repose of a summer day with a serene and cloudless sky, or in the sullen grandeur of the storm when the waves dash high upon the rocks and the birds fly screaming to their nests, is a mere question of taste. On the shores will be found the most stupendous caves, excavated by nature's powerful weapons from the face of the mighty cliffs, and against the rocky shore or pebbly strand, or dashing in clouds of spray against some great detached rock, the ocean hurls its giant forces. The best known, because most accessible from Lerwick, are the rocks and caves of Bressay and the Holm of Noss, famous for its cradle, now removed. Bressay is a long narrow island, and forms an admirable natural breakwater, so that the Sound between it and Lerwick is a fine anchorage and harbour. As we have, when visiting Shetland, never found time to see these caves and rocks, we borrow the following description of them from Mr. Peace's Handbook to Shetland:—"Embarking at Lerwick in a smart skiff, with a couple of trusty men, and favoured by a fresh breeze, Lerwick is soon left behind. Steering southwards along the shore, the point of Kirkabister, with its beautiful lighthouse which points out the opening into the harbour, is reached, and one of the finest natural archways brought into view. Passing through this arch, and sailing close by the face of the Ord, the dip of the rocks and the action of the weather thereon come into view, and arrest attention until the Bard is reached, when we come to the cave and lofty archway. Advancing into the cavern, the visitor is struck with the remarkable brilliancy and variety of the colours displayed on the roof and walls. At a short distance from the entrance the passage becomes narrow, and taking a sudden turn, effectually excludes all daylight; recourse must therefore be had to torches, and with their assistance advancing somewhat further, we reach a large and spacious hall, from the lofty ceiling of which hang innumerable stalactites of various shapes and sizes, while pilasters of the same material ornament the walls."

Near this cavern is the Orkneyman's cave, in which an Orkney sailor took refuge in the old days of pressgang tyrannies, but from which, after two days' imprisonment, he effected his escape. "Leaving the cave and passing the Giant's Leg at the point of the Bard, Noss Sound opens up, and the

Hammar, another promontory, comes into view ; while at a distance of three or four miles is the Noup and the Holm of Noss, which have long been famous, and many who never saw either have become familiar with the existence of the cradle and the daring feat by which communication betwixt the island and the Holm was established. Sailing along the island of Bressay, with its precipices of four and five hundred feet in height, and on which the incessant play of the wind and rain and ocean spray has worn fantastic figures ; passing innumerable sea caves from which issues the melancholy moan of the ' salt sea wave,' and splendid natural arches of colossal proportions, the majestic rock ramparts of the stormy North are seen in all their grandeur. The Holm of Noss is a pile of rock one hundred and sixty feet in height, and rises nearly perpendicularly from the sea on all sides. The Noup or hang-cliff, the eastern headland, is in height about six hundred feet ; and Hora, the southern headland, is said to be two hundred feet above the sea level. Though the distance between the island and the Holm is about one hundred feet, it looks as if a mere rent in the precipices. The top of the Holm is level, and amid the coarse rank grass with which it is covered, thousands of herring-gulls build their nests ; indeed, in some seasons, almost the entire surface of the Holm—upwards of two hundred feet in length by about one hundred and sixty in breadth—is covered with their eggs. Previous to 1600 no man had ever visited it or succeeded in scaling its almost mural sides, but in that year a daring fowler, stimulated by the promise of a cow, succeeded in climbing to the top. A line was then thrown across the chasm separating it from the Noup. This line was firmly secured on either side, and regular communication by means of the ' cradle ' established. After fixing the ropes, instead of availing himself of the means of crossing which he had just completed, the foolhardy climber endeavoured to descend by the road he had ascended, and perished in the attempt. The cradle, it may be necessary to explain, was simply a square box suspended on two parallel ropes stretched across the gap, in which the traveller took his seat, and either pulled himself across or was drawn along by his associates. On sailing through the Sound, between the Noup and the Holm, the whole range of cliffs come into view, and are covered with sea-birds, the variegated colours of which, with their constant movements, produce a strange and bewildering effect. From a short distance above the sea to within a few feet of the top of the precipices—approaching five hundred feet—almost every inch of rock is covered by the tribes of air, whose shrill screams, blending with the deep roll of the ocean, form a strange and startling chorus of wild music. Immediately after the report of a gun or some such loud or sudden noise the air becomes darkened with myriads of birds, and though thousands are flying about in all directions, there is still no perceptible diminution of the ' tenants of the rock ; ' every niche still appears to be occupied, and the perpetual movement, though ever changing.

seems unchanged. Until recently, an eagle regularly built her nest upon this rocky islet; but some years ago a man belonging to Bressay succeeded in robbing it. The king of birds built again the same season, and again the daring climber attempted to reach the spot. He was, however, missed by his family, and when search was made for him, his coat and *rivlins* (a kind of shoes made of untanned leather) were found at the top of the cliff—a clear proof that he had again attempted to reach the nest, and while doing so had fallen and been killed on some projecting rock, or drowned in the whirl of waters. As the eagle never again appeared, it is supposed that the daring nester had succeeded in reaching and robbing her eyrie." With respect to the cradle, we are glad to state that this perilous bridge has been removed, as involving more hazard than it was worth; it was principally used by the fowlers formerly in reaching the sea-birds' eggs, or in conveying sheep to the fine pasture on its summit.

By the continued courtesy of Mr. Peace, to whom reference has already been made, we again present some views of Shetland scenery. Sumburgh Head (see next page) has been rendered famous, by Sir Walter Scott, as the scene of the wreck of Cleveland's ship. Not far from this point is the likewise famous Fitful Head, to which reference was made in a former paper. Over these stupendous cliffs the fowlers let themselves down by a rope secured at the top, and terribly hazardous though the occupation seems to be to the uninitiated, yet to these islanders it is often regarded rather as a pleasant pastime, in which the young men vie with one another in prowess, and in the spoils of their adventurous occupation. Some extraordinary instances have been known of the daring of these climbers, and the wonder is that the accidents are not more numerous.

It need be no matter for surprise that the Shetlanders are first-rate sailors, living on and loving the sea as they do. Many of them join the whalers, and accidents of one kind and another sweep off large numbers; hence the great preponderance of adult females in the islands. When the boats leave for the Haaf, or deep-sea fishing, great emulation takes place between the men, each putting his boat to her utmost sailing power. As soon as they reach the scene of operations, often twenty or twenty-five miles from land, the lines are set, buoys prevent their sinking and indicate their position. This operation completed, the boat lies by for an hour or two, after which the lines are again hauled on board, one man being so occupied, while a second takes off the fish, and a third cleans them. From six to sixteen score are thus procured at a haul, and then the same is gone over again, until often the boat is loaded to the gunwale. The boats remain away from one to three days, according to their good fortune and the weather they meet with. "But in how many cases have—

'The sea-caves sung
And the wild waves rung'

their dirges. Often to them the words of the poet are most applicable :—

‘We only know they sailed away,
And ne'er were seen nor heard of more.’

“On such occasions distracted wives, accompanied by their unconscious children, fly to the nearest eminence in the direction taken by the boats, and



SUNBUCH HEAD AND THE ROOST.

when hour after hour glides past without their return, the distress and anxiety of the mother is truly heartrending.” Unfortunately, it too often happens when a boat is lost that the father, the sons, and the sons-in-law are all lost, as association into family partnerships is much sought after and very common

among the fishing adventurers. At such times it is that the value of the Shipwrecked Mariners' Society is felt; the widow in her bereavement, and with her means of livelihood suddenly removed, becomes the care of the Institution, who give her annually often as much as will pay her rent. The fishing people do not depend entirely on the harvest of the sea for their support, but have their little farming duties ashore when the uncertain climate prevents them from being at sea. The boundless abundance of the fish is, however, a strong temptation to venture out, and cod, ling, saithe, halibut, tusk, and sillacks are to be had with the least possible difficulty. But fond of fishing as the Shetlander is, nothing appears to cause him so much excitement and enjoyment as a whale hunt. A short time ago an account of one of these hunts at Nesting appeared in the *Shetland Times*.

"All the boats," says this account, "were immediately manned and armed with every available weapon, many of which were not of a very offensive character. We encountered the 'briny monsters' between the Hurd and Little Holm, drawn up in a compact square, showing determined signs of resistance. We arranged ourselves in a semi-circular form on their seaward side, and commenced driving them towards the shore. We kept up an incessant howling, bawling, shouting chase, which might have done credit to a band of Zulus. Meanwhile our ranks were increasing; reinforcements came pouring in on every side. The whales now entered the narrow inlet of Vassa Voe, and the cry, 'They are ours,' might have been heard ringing through the still night air. The narrow arm of the sea into which they were pressed looked like a boiling, seething caldron. The whales scarcely ever dived at this point, but rushed about with their heads above water, and they also uttered a most peculiar sound which is not easily described. The dark denizens of the deep, now finding themselves in shallow water, made determined resistance with fin and tail. Turning round, they charged with irresistible fury against our most determined efforts. On they came, *en masse*, rushing, splashing, jumping, and roaring, like ten thousand giants. All was now wild confusion. We seemed as powerless to resist the headlong impetuous career of our finny foes, as a band of Lilliputians armed with darning needles. The cry of 'Give them a bullet,' was answered by a round of musketry. The whales made good their retreat, and escaped into deep water, leaving three of their number weltering in their gore. The deep water into which they had now entered is a basin between the Skerries o' Vassa and the Brough of Railsboro', enclosed on the seaward side by shallow 'ground,' and for twelve hours it was found impossible to dislodge them. Those who had harpoons immediately struck fast, and we observed two boats that were dragged about for four hours. The whales to which they were attached such a length of time showed no symptoms of failing strength. So great is their power of endurance, that they kept in the front rank of their companions in all their headlong career, nor were their spoutings more

frequent. Meanwhile the battle, stern and grim, raged with unabated fury, and when nightfall covered the scene, about thirty 'fish' had been killed and landed. The loss on our side consisted of a few old harpoons, 'stickers,' and 'fasties.' Next morning the whales were still occupying the same position, and being surrounded by an increased number of boats, were again driven into Vassa Voe. It was ebb tide, and the water shallow. The whales now began to take the ground. We have no language that can fitly describe the scene when about 100 of these creatures, rendered frantic with lance and bullet, floundered in mortal struggle. All was soon over with the poor whales. Next ebb tide they were high and dry on the beach. The work of 'fencing' was now set about. The Nestianians having had practical experience in the 'country,' went to work in a business manner. The 'jackets' of six whales were taken off entire, to the order of Messrs. Hay and Co., who wish to try whether leather cannot be manufactured from the skin of the 'caan' whale."

One of the interesting features to the stranger in Shetland is the Sheltie, or little native pony. These shaggy little creatures are of immense service to the Shetlander, and cost him very little trouble or care. They range at will over the hill-sides, and in times of tempest seek what shelter they can find under the lee of any convenient rock or outhouse. It is a rather melancholy consideration that these poor creatures are exported in large numbers for use in the mines, where their small size renders them peculiarly fitted for the low passages. Once lowered to their work in the bowels of the earth, they are doomed never to see the light of day again, and may pine in vain once more to sniff the free breezes of their native uplands. In some of the islands, where roads are few or exist not at all, the value of these ponies is incalculable. Unfortunately, their numbers have recently been greatly diminished by what may be called a regular scourge, recurring as it does from time to time. The well-known disease among horses, named "strangles," is one that attacks in isolated cases, and is seldom fatal with the larger animal, but with the Sheltie it is far otherwise; whole herds are attacked, and with fatal consequences, causing great loss to their owners and suffering to the ponies.

No notes on Shetland, however brief and fragmentary, would be complete without a warm tribute of praise to the islanders themselves. That they are an industrious, hardy, and intrepid race, may be safely asserted, in no way degenerate from their Scandinavian sires. The hospitality of the gentlemen of Shetland, though moderated in accordance with the fashion of the times, is no whit less hearty than the boisterous hospitality of the Udallers of story. From a deficiency of hotel accommodation the visitor is thrown on the hospitality of the mansion house, which is dispensed with the warmth of old friendship. An incident closely resembling the leading feature of Goldsmith's story of "She Stoops to Conquer," was related to us. Two Oxford men in the "Long" found their way to Shetland, and walking one evening into a

village, inquired of the first person they met where they could obtain lodgings. They were directed to the house of a gentleman known to the writer of these lines, where they demanded rooms and refreshment, which without remark were supplied to them, and did not discover their *faux pas* until when on the assembling of the family at breakfast they observed that they were not their host's customers, but his guests. A friendship soon sprang up, and the visit was extended to a week or two, and the Englishmen were so fortunate as to be present at a whale hunt, in which, in accordance with the custom of the country, they shared in the spoils of the chase. So rigidly is this rule carried out that the smallest child or the most decrepit woman, who, being present, makes the effort in their power, if only to the extent of joining in the uproar, receives a share of the plunder. Instances might be multiplied of the kindness of the Shetlanders, but we have already almost overstepped our limits, and we must say,—

“Farewell to Northmaven !
Gray Hillswicke, farewell !”

only adding, that for a month—two months if he can afford the time—let the excursionist and fisherman, laying aside the old conceived notions of a Continental trip, make a pilgrimage to Ultima Thule, assured that while it will afford a charming holiday, it will also produce the redundant health and buoyant spirits which, we believe, may be acquired in the ozone-charged atmosphere of the Shetland Islands.

LONDON SAUNDERS.



HILLSWICKE : A SUMMER MIDNIGHT.

MISCELLANEOUS.

THINK gently of the erring one!

Ye know not of the power
With which the dark temptation came
In some unguarded hour.

Ye may not know how earnestly
He struggled, or how well,
Until the hour of weakness came,
And sadly then he fell.

Think gently of the erring one!
Oh, do not thou forget,
However darkly stained by sin,
He is thy brother yet.

Speak kindly to the erring one!
And thou mayest lead him back,
With holy words and tones of love,
From misery's thorny track.

Forget not thou hast often sinned,
And sinful yet may be:
Deal gently with the erring one,
As God has dealt with thee.

E. FLETCHER.

At recent meetings of the Royal Humane Society, the medallion of the Society was unanimously voted to Miss Mary Lucy Dalrymple Hay, and Miss Mary Elizabeth Dalrymple Hay, daughters of Admiral the Right Hon. Sir C. D. Hay, Bart, M.P., who, with the assistance of Hugh M'Caig, to whom also the medallion was voted, performed the following gallant act. On January 22 last, Miss Mabel Dalrymple Hay was skating with some other ladies at Whitefield Loch, Wigtonshire, when four lads came to skate. Seeing that two of them, Andrew M'Caig and another, were approaching a dangerous part of the ice, Miss Dalrymple Hay warned them not to go there, but, disregarding the warning, they persisted, and the ice gave way with them. Immediately giving the alarm, Miss Mabel Hay skated to where a boat was frozen in, and, seizing the grating from the bottom of the boat, skated with it to the dangerous ice and threw it to the lads, who were struggling in the water. In the meantime

her sister, Miss Mary Hay, who was in the house about 166 yards from the scene, on hearing that some one was drowning, immediately ran and obtained ladders and ropes and went on the ice with one ladder, but finding it too short spliced another to it and placed the ladders across the hole. The two sisters, with the assistance of Hugh M'Caig, who lay down on the ice and wriggled up to the edge of the hole, seizing his brother, at length succeeded in saving Andrew M'Caig, but the other boy was drowned. The bronze medal to Private Frederick Pike, 6th Carabiniers, for having gallantly saved another soldier from drowning whilst bathing in Cabul River, Afghanistan; to John Hill and Charles White for saving the lives of others, at considerable personal risk, whilst skating in Canada. The cases were sent through the Colonial Office, and supported by a strong memorial from the merchants and citizens of Ottawa. To James Arthur Pratt, lieutenant in the Cork Rifle Militia, for his bravery in jumping into the harbour at Kinsale, encumbered with all his clothes, and rescuing a young man who had fallen from a boat.

ABSENT-MINDEDNESS.—During the last years of the great Duke of Marlborough an attendant used to read to him the history of the wars in which he himself had commanded the British army. At times he would raise himself in his chair, and ask, with admiration, "Who commanded?" A somewhat similar instance of absence of mind is recorded of Sir Walter Scott. Entering a room one day he found a friend reading a volume of poetry aloud to some ladies. He sat down and listened for some moments. At last a tear was seen stealing down his cheek, and, rising from his chair, he crossed the room, and looked over the reader's shoulder to see the author's name. Imagine his surprise at discovering the poem to be his own!

A BRAVE BOY.—A notable instance of bravery and presence of mind on the part of a lad only eight years of age has just come to our knowledge. During the recent frost a little boy aged seven, the son of Mr. Philip Myatt, of Offenham, near Evesham, was sliding on the river Avon, near Offenham Ferry, when he ventured on a part where the ice was unsafe, and, falling through, was completely immersed. A lad named Wm. Bearcroft, eight years of age, the son of a labourer in the employment of the Vicar of Offenham, was standing on the bank, and immediately attempted to rescue him. He was crawling along the ice on his hands and knees when young Myatt reappeared at the surface, and managed to reach the broken ice. Bearcroft had the presence of mind to call out to him to keep his arm at full length over the ice and remain perfectly still, and then, creeping at full length, he seized the hand of the boy. Cautioning him not to struggle and to keep his body spread at full length along the ice, which thus supported their joint weight, he succeeded in dragging him to land. Had it not been for the presence of mind and courage thus displayed by young Bearcroft, the other lad would most probably have been drowned, as he fell into the river at some considerable distance from the bank. This is the second life saved by William Bearcroft, he having last summer rescued another lad named Wormington, who got beyond his depth while bathing in the brook near Faulk Mill, Offenham. At that time he was little more than seven years of age. Such an instance of bravery deserves the attention of the Royal Humane Society.

THE ISLAND OF TRISTAN DA CUNHA.—The following are extracts from a letter received from Captain James W. East, commanding H.M.S. 'Comus,' dated Feb. 7, 1880, reporting the result of his visit to Tristan da Cunha:—"On Feb. 6 we sighted Inaccessible Island, and shortly after Tristan da Cunha ahead, and Nightingale Island S.S.W. At

11.15 we stopped at about three-quarters of a mile distance from the former island, and I landed with the chaplain, the Rev. Arthur C. Wright, and Mr. James Clibborn, surgeon, a number of other officers following in the cutter. The islanders, headed by Peter Green, their head-man, received us very cordially as we landed, having ordered fresh meat and vegetables to be sent off. I gave them the presents sent by the President of the United States in acknowledgment of the services rendered by them to the crew of the 'Mabel Clark,' in 1878, for which they desired me to express their sincere thanks. William Green, son of Peter Green, seems by the concurrent testimony of all to have very greatly distinguished himself on this occasion, and to have risked his life in saving the people from the wreck. The men of this island have, during the last twenty years, saved the crews and rendered assistance to several vessels wrecked and abandoned at Tristan da Cunha and the neighbouring islands. We walked to see their cultivated ground about two miles from the settlement to the west. About twenty acres is under cultivation, principally potatoes. They get about ten to twelve bushels from one bushel of seed, have never changed the seed; and are afraid of doing so lest disease should be imported. The potatoes are excellent. On our return to the settlement the chaplain baptized five infants, who have been born since the visit of H.M.S. 'Emerald' in October, 1873. The island at present seems to be in the most flourishing state, both with regard to the health, prosperity, and number of the inhabitants, which now amounts to 109, the largest ever maintained there. There have only been four deaths in thirteen years; the oldest inhabitant is Peter Green, a hale, hearty man, seventy-two years, and the youngest, his great-grandchild of one month. No child has ever died in infancy. I saw one case of malformation. There are 500 head of cattle, including cows; about

500 sheep, all bred on the island; plenty of pigs, ducks, geese, and fowls; the cows each yield from two to three gallons of milk; excellent butter is made. They have begun to export cattle to St. Helena, a vessel having just left with twenty-seven bullocks, weighing from 700 to 800 pounds. I should think the island might easily maintain 200 people. There is no coal, but at present plenty of brushwood. The islanders seem to lead a most contented and orderly life; there appears to be an absence of all serious disputes. All the adult inhabitants, both male and female, are most anxious, however, to have a resident clergyman or schoolmaster. There are a few vines on the island, and if any trouble was taken in cultivating them, a large quantity of grapes might be grown. The islanders have given up growing corn, on account of mice and vermin destroying the crops."

At the forty-ninth annual meeting of the Royal United Service Institution, held recently, under the presidency of

Admiral Sir A. C. Key, Senior Naval Lord, the gold medal of the Institution for the prize essay, "Naval Tactics on the Open Sea with the existing types of Vessels and Weapons," was awarded by the referees, Vice-Admirals Willes and Luard, and Rear-Admiral Hoskins, to Captain the Hon. E. R. Fremantle, of H.M.S. 'Invincible.'

A SAILOR was asked, "Where did your father die?" "In a storm," answered the sailor. "And your grandfather?" "He was drowned." "And your great-grandfather?" "He perished at sea." "How, then," said the questioner, "dare you go to sea, since all your ancestors perished there? You needs must be very rash." "Master," replied the sailor, "do me the favour of telling me where your father died?" "Very comfortably in bed." "And your forefathers?" "In the same manner—very quietly in their beds." "Ah! master," replied the sailor, "how then dare you go to bed, since all your ancestors died in it?"

COLLECTIONS, LEGACIES, MEETINGS, SERMONS, &c..

For the Shipwrecked Mariners' Society.

	£	s.	d.		£	s.	d.
GREENHITHE.—Cong. Collection at Stone Church, after sermon by the Rev. F. W. Murray	3	5	3	—Rev. — Hawkins (Life Gov)	20	13	11
ILFRACOMBE.—Part proceeds of Concert promoted by Capt. Huxtable, R.A.D.V. (Life Mem.)	5	0	0	Congregational Collection in Hesketh Church, after sermon by the Rev. R. O'Brien	1	2	6
LEEWICK.—Cong. Collection in Parish Church, after sermon	3	8	6	OUNDE.—Cong. Collection in Wadenhoe Church, after sermon by the Rev. Roscoe Hawthorn	3	0	11
LONDON. — John Kemp-Welch, Esq.	52	10	0	<i>Proceeds of Collecting Boxes:—</i>			
Worshipful Co. of Grocers..	100	0	0	Cape R.M. s.s. 'German,' per Capt. C. D. Coxwell (Life Mem.)	5	15	0
Worshipful Co. of Mercers..	31	10	0	Cape R.M. s.s. 'Conway Castle,' per Capt. Johnson, R.N.R.	3	1	0
LYTHAM. — Congregational Collection in Parish Church, after Sermon by the Vicar							

	£	s.	d.		£	s.	d.
R.M. s.s. 'Duart Castle,' per Capt. Dowdy	0	3	0	S.S. 'Arcott,' per Capt. F.M. Bourke	0	3	1
R.M. s.s. 'Norfolk,' per Capt. O'Calligan (Life Mem.).....	5	4	9	Collecting boxes on Messrs. Henderson Bros.' (Glasgow) Steamers	0	10	1
R.M. s.s. 'Orient,' per Capt. Studdart.....	0	11	6	STARBUSS.—Cong. Collection in Parish Church, after sermon by the Rev. E. C. Bond	2	10	3
R.M. s.s. 'Edinburgh Castle' per Capt. Duncan.....	4	2	9	STRANRAEB.—Congregational Collection in U.P. Church, after sermon by the Rev. Robert Gladstone (Life Mem.), Kirkcolm	8	4	1
R.M. s.s. 'Australia,' per Capt. Keates.....	0	14	0	SUNDERLAND.—Moiety of Cong. Collection in Christ Church, after sermon	12	0	5
R.M. s.s. 'Balmoral Castle,' per Capt. Jones	2	0	0	The following Legacies have been received:—			
R.M. s.s. 'Nepaul,' per Capt. Murray	1	1	6	Mrs. Dinah Suggit	19	19	0
R.M. s.s. 'Warwick Castle,' per Capt. Webster	1	0	0	Miss Charlotte Martin.....	10	0	0
Belgian R.M. s.s. 'Kepler,' per Capt. Johnson	1	18	0	Miss Hannah Bucknill	19	19	0
Orient R.M. s.s. 'John Elder,' per Capt. Cooper (Life Gov.)	10	3	0				

REWARDS FOR SAVING LIFE AT SEA.

THE following rewards have been granted by the SHIPWRECKED MARINERS' SOCIETY during the past quarter:—

April 2.—Captain the Hon. Francis Maude, R.N., Vice-President in the chair.

A letter was read from the Secretary of the Admiralty applying for a reward for William Green, of Tristan d'Acunha, son of the chief man on the island, who greatly distinguished himself in assisting to rescue the crew of the 'Mabel Clark' at great personal risk, when it was proposed by Captain Vincent Budd, Deputy-Chairman, seconded by Admiral Sir Claude Buckle, K.C.B., and carried unanimously, that the silver medal of the Institution should be presented to him for his heroic conduct on this occasion.

May 7.—Captain the Hon. Francis Maude, R.N., Vice-President, in the chair. The humane conduct of Captain Edward Bayley was brought before the notice of the Board, on the recommendation of Captain Steele. It appeared that

on the 29th of May, 1877, Captain Bayley in the 'Æthelstan' sighted a drifting junk in latitude 39° 49' N., and longitude 144° 2' W., and bore away for her. She had every appearance of being abandoned, and a most offensive smell emanated from her; on the chief officer boarding her he found four Japanese on board nearly dead, and also four dead. The living were carried on board the 'Æthelstan' in a terrible condition from scurvy, exposure, and starvation, and were treated with the utmost care, and on arrival at San Francisco given in charge of the Japanese consul. After the Committee had expressed their warm appreciation of his kindness, it was proposed by Captain John Steele, seconded by Captain Vincent Budd, Deputy-Chairman, and unanimously resolved that the framed Testimonial be presented to Captain Edward Bayley for his humane conduct on this occasion.

For full particulars see next page.

HUMANE CONDUCT OF CAPTAIN BAYLEY.

Copy of Report given to Japanese Consul at San Francisco.

Latitude 39° 49' N.

Longitude 144° 00' W.

I, EDWARD BAYLEY, master of barque 'Æthelstan,' of Liverpool, do hereby certify that on Wednesday, 29th May, 1878, at 8 a.m., I sighted a dismasted junk and bore away towards it. At 9.30 passed under her lee; it had every appearance of being abandoned, and a most offensive smell emanated from it. Got boat out and sent chief officer to examine it. When he was in the act of getting on board, he heard a noise and saw men crawling along the deck, causing him to shove off more expeditiously, and he returned to the ship stating that there were four or five apparently starved men, and full of disease, on board.

I then gave him some provisions in the boat and sent him back to ascertain if that was what was wanted; he again returned stating that they did not care for this, but by their signs and gestures wanted to get into the boat; that they were full of disease, and he did not like to take them.

I then wore ship and passed close by the junk so that I might ascertain for myself, when four men made their appearance on their knees, evidently begging to be taken off.

I then said to chief officer, disease or no disease, I shall have them on board, otherwise I should never forgive myself such inhumanity.

I must here state that I had passengers on board, who felt a little alarmed, after what the chief officer had stated, that they might bring disease on board the ship, which caused me to make this remark.

We then got out larger boat, but on looking over the side, found the second officer in the boat instead of chief officer; finding he did not care to go, I said if he did not go for them I myself would, and he then went and brought on board four poor, emaciated, dirty, and helpless Japanese.

I immediately made them boiled rice, which they ate greedily; but fearing they would eat too much, had to restrict them to quantity.

After having got them on board, sent chief officer back to junk to ascertain if there was any more on board, also what her cargo was; he returned having had great difficulty in getting alongside the junk, stating that the cargo in the hold was apparently all rotten, and nothing but rubbish; also there were four men dead on board.

He brought nothing back but two baskets of clothes and papers, which were given to the Japanese, who at first refused to have them near them, which made us suppose they had belonged to those who had died.

The wind and sea increasing, and coming on thick and dirty, hoisted the boat on board and left the junk, otherwise should have attempted to destroy it, being dangerous to passing vessels.

After having fed the men on rice, boiled, for two days, got them washed with warm water, they being in a most dirty condition, and also gave them stronger food, preserved soups, potatoes, and vegetables; but in consequence of their teeth being dropping from their mouths, and many of them out, which they had in boxes, they could take nothing but spoon victuals, and their heads and legs were swollen up to an enormous size.

Washed their mouths with nitre and sugar-water, and gave them lime juice and sugar to drink, which eventually improved their mouths, although apparently painful for them to take.

We arrived at San Francisco on Saturday, 8th June, and communicated with the Japanese Consul, by whom they were immediately visited, and also by a doctor, who recommended that they should not be removed in a boat, but remain on board until the ship got alongside the wharf.

On the 10th they were carried on shore on stretchers, and taken to the hospital. Trusting that they may soon recover and return to their native land, in the knowledge of which I shall feel amply rewarded, that through Providence I was the instrument of saving the lives of my fellow creatures from an untimely death.

EDWARD BAYLEY,

Master, Barque 'Æthelstan,' of Liverpool.

Dated at San Francisco, this 13th day of June, 1878.

On his arrival in England, the Lord Mayor of London, at a meeting of the Local Marine Board, presented Captain Bayley with a handsome Cabinet awarded by the Emperor of Japan, and read a letter from the Japanese Ambassador, which stated that the "Government of the Emperor, wishing to record its appreciation of the humanity displayed by Captain Bayley, has instructed me to tender its thanks to him, and also proposes to ask him to accept a work of Japanese art, in recognition of his services." The Lord Mayor, in making the presentation, said he believed that this was the first instance where a reward from the Japanese Government had been given to a British subject, and stated the great pleasure of the Local Marine Board in being instrumental in conferring the honour on Captain Bayley.

The Shipwrecked Mariners' Society have also awarded their framed Testimonial to Captain Bayley, for particulars of which see under "Rewards for Saving Life at Sea."

REWARDS FOR SAVING LIFE ON THE COASTS.

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

April 1st.—Mr. Thomas Chapman, F.R.S., Vice-President in the chair. The minutes of the previous meeting having been read, the thanks of the Institution, inscribed on vellum, were voted to the Rev. J. O'Reilly Blackwood, and £16 to the crew of the Ballywalter lifeboat, in acknowledgment of their arduous services in putting off in the lifeboat during a gale of wind and heavy sea, and after remaining several hours by

the stranded brigantine 'John and Mary,' of Belfast, bringing safely ashore her crew of five men shortly before the vessel became a wreck. Other rewards, amounting altogether to £72, were granted to the crews of various lifeboats for recent services. The Ramsgate Harbour steamer and lifeboat were instrumental last month in saving the barque 'Surinam,' of Amsterdam, and the brig 'Harvan,' of Porsgrund, Norway, which had stranded on the Goodwin Sands. The crews of the two vessels, mustering altogether nineteen men,

were also saved. The Arklow lifeboat, the 'Out-Pensioner,' had also rescued the crew of fifteen men from the barque 'Pater,' of Sandswell, which was wrecked on the Arklow Bank in a very heavy sea. The Rhosneiger Lydd (Dungeness), and Broadstairs lifeboats had respectively gone out and remained by the distressed barque 'Orient,' of Liverpool; ship 'Livingstone,' of Yarmouth, N.S.; and schooner 'Mabel,' of Hartlepool, in readiness to save those on board in case of need. Rewards were also granted to the crews of shoreboats for saving life from wrecks on our coast, and payments amounting to £3,850 were likewise made on different lifeboat establishments.

May 6th.—Mr. Thomas Chapman, F.R.S., Vice-President, in the chair. The minutes of the previous meeting having been read, rewards amounting to £160 were granted to the crews of different lifeboats for services rendered during the past month. The Great Yarmouth and Gorleston lifeboats proceeded on the night of the 4th inst. to the South Scroby Sands during boisterous weather, in reply to signals of distress shown from the stranded schooner 'Pride of the Isles,' of Bridport. The Gorleston lifeboat, which was the first to reach the scene of the wreck, was happily the means of saving the vessel's crew of six men shortly before she became a total wreck. The Ramsgate Harbour lifeboat 'Bradford,' and steamer 'Vulcan,' proceeded out on the 5th inst., and succeeded in extricating the sloop 'Nimrod,' of Jersey, from a position of much peril, and bringing her and the four persons on board safely into harbour. When the lifeboat first went alongside, the sea was breaking over the stern of the vessel, and the water was up over the cabin floor. The Hasborough lifeboat had been instrumental in saving the crew of four men, and the master's wife, from the schooner 'Rival,' of London, which had been driven on shore in a thick fog, a strong wind from the E.N.E. blowing at the time. The

'British Workman' lifeboat, stationed at Palling, Norfolk, was also called out during a strong wind from the E.N.E., and a heavy sea, to the assistance of the brig 'Betty,' of Tonsberg, Norway, which had been on Hasborough Bank, and had floated off in a very damaged condition. With the assistance of a yawl, the lifeboat was enabled to beach the vessel (which had a cargo of timber) at Palling, the crew of eight men being landed by the lifeboat. Rewards were also granted to the crews of shore boats for saving life from wrecks on our coast, and payments amounting to £2,200 were made on different lifeboat establishments.

June 3rd.—Mr. Thomas Chapman, F.R.S., Vice-President, in the chair. The minutes of the previous meeting having been read, rewards were granted to the crews of different lifeboats for recent services. The Wexford lifeboat put off at midnight and saved six persons from the schooner 'Jonah' of that port, which, while on a voyage from Dublin, had stranded on the Dogger Bank and filled with water. The Blackpool lifeboat rendered assistance on the occasion of the steamer 'Columbus' going ashore off that place while she was engaged on a pleasure trip with 300 passengers on board. There was much excitement, for the steamer lay broadside on to the waves, and heavy seas repeatedly broke over her, drenching the unfortunate passengers. However, in the course of half an hour all were landed in safety by means of the lifeboat and several sailing and rowing boats. The lifeboat brought ashore sixty-two passengers on the first trip, and seventy-one on the next occasion. She subsequently went out a third time, and remained by the steamer until she floated again, about three hours afterwards. Rewards were granted to the crews of shore boats for saving life from wrecks on our coast, and payments amounting to £1,500 were made on some of the two hundred and seventy lifeboat establishments of the Institution.

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

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

*Statement of Relief afforded by the "Shipwrecked Mariners' Society" to Fishermen
and Mariners, to assist to restore their Boats or Clothes, and to the Widows, Orphans
and Aged Parents of the Drowned, &c. between the 1st March, and 31st May, 1880.*

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

£ s. d.			£ s. d.		
4 M, 6 MM, 9W, 18 O, 1 AP..	139	5 3	1 M	1 0	0 Devoran.
11 PB, 5W, 9O, 2 AP	66	11 3	2 W, 3 O, 1 AP	23	17 6 Dinas Cross.
1 W, 3 O	7	17 6	1 M, 1 F, 5 PB	16	2 6 Dover.
2 M, 1MM, 1W, 5 O	22	12 0	1 W, 3 O	5	13 9 Dublin.
1 F, 1 W, 5 O...	9	6 3	3 W, 10 O, 1 AP	42	11 3 Dundee.
1 M, 2 MM, 2 F, 2 PB	21	17 6	2 W, 4 O	14	10 0 Dunnet.
2 W, 2 O	19	15 0	1 F	0	10 0 Dumrossness.
1 F, 1 W, 5 O...	12	6 3	1 M, 1 F	4	17 3 Esmouth.
1 F	1	12 6	1 M, 1 MM, 1 PB, 1 W, 3 O	17	0 0 Falmouth.
10 F, 3 PB ...	21	0 0	1 W	10	10 0 Ferryport-on- Craig.
1 M, 1 MM	1	0 0	1 W, 3 O	7	17 6 Fetlar.
1 M	1	10 0	1 M, 1 W, 3 O	9	7 9 Fishguard.
4 F	2	2 3	1 W	9	15 0 Fleetwood.
1 W, 1 O	12	3 9	1 MM	3	10 0 Flint.
1 W	10	0 0	1 MM	4	7 6 Folkestone.
4 M, 5 MM ...	30	10 0	1 M, 1 MM ...	3	14 6 Framilode.
1 M, 2 W, 9 O	20	12 6	1 W	3	10 0 Freshwater.
1 W	7	15 0	1 MM	2	15 0 Glasgow.
2 M	11	10 0	1 W	5	0 0 Gloucester.
2 M, 2 MM, 1 O, 2 AP	23	11 9	2 W, 1 O	14	16 3 Goole.
1 M, 2 W, 5 O.	27	16 3	1 M, 1 MM ...	8	0 6 Grangemouth.
1 F, 2 AP	4	17 8	1 PB	1	12 6 Gravesend.
2 PB	4	15 0	1 M, 1 MM, 3 W, 1 O, 2 AP	38	13 9 Greenock.
1 PB	1	0 0	1 W, 1 O	7	3 9 Greenwich.
5 M, 1 MM, 2W, 6 O	47	12 11	1 M, 1 MM, 2 W, 2 O	24	9 0 Grimsby.
4 M, 1 MM, 1W, 3 O	22	17 6	1 M, 2 W, 9 O	23	8 9 Guernsey.
1 MM	4	15 0	6 M, 2 MM, 3 W, 2 O	50	7 6 Hartlepool.
1 F	0	13 6	1 F	5	0 0 Hempstead.
1 M, 1 MM ...	3	12 6	3 F	7	7 6 Hillswick.
5 F, 1 W, 4 O...	28	10 0	4 F	7	15 0 Hoylake.
1 M	1	12 6	7 M, 1 MM, 5 W, 11 O	87	15 0 Hull.
1 F	0	10 0	1 W, 4 O	13	0 0 Ilfracombe.
3 F	7	2 6	1 M	4	7 6 Inverkeithing.
1 M, 19 PB, 3 W, 12 O	52	0 1	2 M	4	17 6 Inverness.
			1 M, 1 MM ...	6	2 6 Ipswich.
			1 M, 1 W, 1 O, 2 AP	31	8 9 Jersey.

	s.	d.		£	s.	d.				
1 F.....	1	15	0	Kessingland.	1	AP.....	3	15	0	Portsoy.
1 AP.....	11	11	3	Kipcarlone.	1	F.....	3	2	6	Ramsgate.
1 M.....	3	15	0	Kingsbridge.	4	F, 2 AP.....	6	15	0	Reawick.
1 F.....	2	10	0	Kirkwall.	1	MM, 1 AP...	9	15	0	Rn. Hood's Bay.
1 W, 1 O.....	8	15	0	Knottingley.	1	MM.....	3	2	6	Rochester.
1 M, 1 F, 1 PB,					1	F.....	2	2	6	Rothsay.
2 W, 1 O ...	36	7	6	Leith.	1	W, 6 O.....	15	7	6	Rottingdean.
5 M, 3 PB, 1 W,					2	M, 2 MM ...	13	17	6	Eye.
2 O.....	27	18	0	Lerwick.	4	F.....	8	10	0	St. Andrew's.
1 W, 4 O.....	24	10	0	Lincolns.	1	MM.....	3	2	6	Salcombe.
3 M, 5 W, 6 O,					1	M, 1 F, 3 W,				
1 AP.....	46	9	0	Liverpool.	2	O.....	41	5	0	Scarborough.
1 AP.....	3	5	0	Llanfair.	2	M, 1 MM, 2 W	25	19	6	Seaham.
10 F.....	18	8	0	Lochboisdale.	1	M.....	2	0	0	Sherringham.
2 AP.....	8	10	0	Looe.	2	M, 1 MM, 1 W	14	15	0	Shoreham.
1 W, 4 O.....	12	0	0	Lossiemouth.	1	M, 1 F.....	5	10	0	Sidmouth.
2 M, 1 MM, 1 W	14	17	6	Lowestoft.	2	M.....	5	12	6	Southampton.
2 AP.....	3	0	0	Lymington.	15	M, 3 MM, 6				
1 F.....	1	17	6	Lynnmouth.	PB, 20 W,					
3 M, 1 MM, 1 F	20	12	6	Lynn.	43	O.....	340	10	10	S. Shields.
1 MM.....	3	0	0	Maldon.	2	M, 1 MM, 1				
1 MM, 1 W, 3 O	19	7	6	Maryport.	W, 2 O.....	17	2	6	Southwold.	
2 M, 1 MM ...	10	15	0	Middlesboro'.	2	W, 2 O.....	26	7	6	Staithe.
1 W, 2 O.....	10	17	6	Milford.	1	M.....	2	0	0	Stiffkey.
1 F.....	2	0	0	Millbrook.	1	W.....	12	0	0	Stockton.
1 MM.....	6	12	6	Milton.	1	F.....	1	15	0	Stornaway.
1 F.....	2	3	4	Minehead.	1	W, 2 O.....	17	5	0	Stromness.
1 M, 15 F, 3 PB	31	8	6	Montrose.	32	M, 3 MM, 1				
1 F.....	1	17	6	Mossbank.	PB, 12 W,					
1 F.....	1	17	6	Moville.	13	O.....	267	10	1	Sunderland.
1 W.....	10	15	0	Newcastle.	2	M.....	2	3	0	Swanage.
1 MM.....	3	17	6	Newlyn.	1	M, 1 MM, 2 W,				
2 M, 1 W.....	18	2	6	Newport (M).	1	O.....	19	6	3	Swansea.
3 M, 5 W, 1 O	43	16	0	New Quay (W).	1	F, 1 W, 2 O	19	0	0	Teignmouth.
1 W.....	11	5	0	N. Berwick.	1	M, 2 W, 3 O	38	5	0	Topsham.
13 M, 3 PB, 11					1	M, 1 W, 4 O	9	15	0	Truro.
W, 16 O.....	164	15	0	N. Shields.	1	M, 7 F, 1 W,				
1 F, 2 PB.....	5	5	0	N. Uist.	1	O.....	25	10	3	Voe.
1 W.....	3	5	0	Ollaberry.	1	W, 4 O.....	17	10	0	Warkworth.
1 M.....	1	12	6	Orford.	3	F, 2 W, 4 O	19	10	0	Whalsay.
1 W.....	9	5	0	Penzance.	2	M, 1 F, 1 W,				
2 M, 1 MM ...	10	0	0	Peterhead.	5	O.....	39	17	6	Whitby.
3 M, 5 MM, 2					1	M, 1 W.....	13	0	0	Whitehaven.
PB, 1 W, 2 O	59	0	6	Plymouth.	1	AP.....	3	0	0	Whitstable.
1 M.....	2	2	6	Poole.	1	M.....	4	0	0	Wick.
1 W.....	10	0	0	Port Dinorwic.	1	M, 3 MM,				
1 MM.....	1	10	0	Port Isaac.	2	W, 5 O,				
4 M, 1 MM ...	16	15	0	Portsmouth.	1	AP.....	35	10	9	Yarmouth.

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 164; Orphans, 290; Aged Parents, 26; Master Mariners, 66; Mariners and Apprentices, 181; Fishermen, 100; Pilots and Boatmen, 66; Shipwrecked persons—Subscribers, 168 and Non-Subscribers, 282; in all, 1,343 persons relieved, at an expense, inclusive of that in the succeeding table, of £3,885 10s. 1d.

RELIEF TO SHIPWRECKED CREWS.

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

The Crews of the following Vessels, wrecked on various parts of the Coast or foundered at sea, have been boarded, lodged, clothed, and forwarded to their homes by the Secretary at the Central Office and Honorary Agents of the "Shipwrecked Mariners' Society," between the 1st March, and 81st May, 1880.

Vessel's Name.	Port.	Amount of relief.	Vessel's Name.	Port.	Amount of Relief.
		£ s. d.			£ s. d.
Arrival.....	London	0 18 6	Hayden	Sunderland	5 10 0
Albyn	Liverpool	1 18 0	Hero.....	Plymouth	3 5 0
Acme	Bristol	6 10 0	Hopewell	London	3 12 6
Abel	Norway	3 10 0	Hirundo	Norway	3 0 0
Airey	N. Shields	0 18 0	Isabella	Newcastle	1 15 0
Ardington	Cardiff	3 19 0	Industry	Colchester	0 10 0
Albert	Ipswich	3 17 6	Invincible	Yarmouth	0 15 0
Aronca.....	Maryport	2 2 0	James	Sittingbourne	1 3 0
Andover	Dublin	2 15 6	Jessica	Liverpool	2 15 0
Aganora	Cardigan	3 12 0	Jeno.....	Wisbech	0 15 0
Baltic	Llanely	0 2 0	John Wesley.....	New Quay	2 12 6
Bessie Jones	—	1 14 6	Jessie	Dundee	1 7 0
Barbara Young.....	Blyth	0 12 6	Julia.....	Llanely	3 14 6
Barita	London	2 11 0	Lelo	—	0 15 6
Blanche	Aberystwith	3 3 0	Leith	Salcombe	0 12 0
Craigie Lea	Kingstown	0 14 6	Lucy.....	Brixham	1 15 0
Caroline Sainty	Guernsey	1 5 0	Leo	London	5 8 0
County of Egin	Glasgow	3 14 0	Lord Ashburton	Liverpool	0 3 6
Chard	Bridgwater	2 5 0	Lady Aline.....	Seaham	0 13 6
Carwyn	Falmouth	2 0 0	†Lady Darwin	Liverpool	1 12 6
Cure	Colchester	0 7 0	Lebanon	St. Johns, N.B.	3 0 0
*Dowls.....	Cardiff	22 0 7	Mary Ann	Dundalk	1 8 9
Ellrick	London	4 4 0	Mabel	Hartlepool	1 6 0
Fulica	London	2 0 6	Maude	Hull	4 1 3
Goletta	Nova Scotia	0 6 0	Mystery	Liverpool	14 8 6
Guiding Star	Salcombe	3 8 0	Maria	Christania	4 3 0
George William	Yarmouth	0 6 6	Mary	Carnarvon	1 18 0
Gwstaff	Finland	0 17 6	†Mary Driver	Hull	4 14 6
Gwallor	Liverpool	4 10 0	‡Nations	Irvine	5 17 6

* The Hon. Agent at St. Ives, Cornwall, reports the 29th March that this steamer was bound to Cardiff from Bilbao. She ran on the Ruanel Stoue during a thick fog at about 10.45 a.m. on Friday (Good Friday), and sank within five minutes of striking, taking down with her two men, who were drowned. The remainder of the crew took to their boats and were towed by a steamer into St. Ives. The majority of the men only had a shirt and trousers on, and he was compelled to supply them with clothing and boots.

† The Hon. Agent at Hull reports 29th March that this man was picked up in the North Sea by a French vessel from a piece of a pigstye, and taken to Hamburg, and forwarded from thence here in a.s. 'Kairy.' He does not know what became of his vessel and crew; they had been in collision; the boat they lowered was crushed, and he states he scrambled on deck again and threw, with the aid of two other men, the stye overboard, and then followed it. He was the third engineer.

‡ 'Mary Driver,' British steamer, 65,198, from Malta for Gibraltar (wheat), foundered near Point

Seche, Bizerta; captain and steward drowned; crew saved by coral fishers, and landed at Tunis.

§ Thos. Jenkins, Hon. Agent at Bally Castle, Co. Antrim, writes 9th March. The crew, consisting of three men, had barely time to clear away and get into their own boat in a half-naked condition without being able to save any of their clothes, when the vessel foundered, going down head foremost. The crew landed on Rathlin Island at 4.30 a.m. on the 26th February, and had to remain there storm-stayed until the 7th of March, when they were landed by me in Bally Castle in the coastguard boat. Mr. Gage, the owner of Rathlin Island, sent these men to a lodging-house, and he now requests me to forward the landlord's bill to the Society for payment, amounting in all to £4 4s. 6d., that is board and lodging for three men for eleven days, and breakfast on the morning of the 7th March. I enclose Mr. Gage's letter.—I sent these men to lodgings in Bally Castle at 12.15 p.m. on Sunday, the 7th March, where they remained until 10 a.m., on the 9th inst., as I had to send them by steamer from Port Rush to Greenock,

Vessel's Name.	Port.	Amount of relief.	Vessel's Name.	Port.	Amount of relief.
		£ s. d.			£ s. d.
Newbiggin.....	N. Shields	0 10 0	Sea Nymph.....	W. Hartlepool	4 19 0
*Northern Empire ...	Liverpool	4 19 0	Stella	Drogheda	2 0 0
Njord	Drobak, Nor-		Sally and Ann	Whitehaven	0 2 6
	way	0 17 3	Sarah Ellen	Maitland, N.S.	0 10 6
Orion	Sunderland	1 5 0	Stornoway	Glasgow	6 0 0
†Parkside	Whitehaven	3 16 6	Snarebrook	Blyth	2 0 6
Paragon	Bridgewater	4 10 0	Syria	Sunderland	0 10 0
Perthshire	Glasgow	4 19 6	Strathisla	Exeter	2 15 0
Para	Hartlepool	5 13 0	Selina	Swansea	3 10 0
Pride of the Torridge	Plymouth	4 15 0	Triumph	Chester	0 6 0
Pride of the Isles.....	Bridport	5 19 6	†Ulster	St. John's, N.B	9 0 0
Queen	Plymouth	1 12 0	Unity	Lynn	2 10 6
Royalist	Middlebro'	1 0 0	Wild Wave	Shoreham	2 10 0
Robert.....	Shoreham	3 0 0	Waterwitch	Belfast	0 6 0
Rainbow	Sunderland	2 2 6	Wilton Castle	—	0 15 6
Rosella	Shields	6 15 0	Whitby Fishing Boat.	Whitby	0 5 0
Roelina Tijdens	Rotterdam	1 3 0	Whimper	London	2 2 9

on their way to Islay, where they belong, and the steamer not sailing from Port Bush until Tuesday, I thought it as well to keep them here as to get lodgings again at Port Bush.

* The captain and seven of the crew of the 'Northern Empire' arrived at the Liverpool Sailors' Home on 10th April, and gave particulars of the loss of their vessel. They stated that the 'Northern Empire' left New Orleans on the 28th of February bound to Liverpool, with 5,160 bales of cotton. Fair weather was experienced until the 18th of March, when it began to blow. This increased to a heavy gale, and by the 21st the deck was burst up and the bulwarks broken down and washed away. Every portable article on the deck went overboard, as did also the foremast. The seas made clean breaches over the ship, which was partially full of water, and the cotton began to wash out. At this time a vessel was sighted in the distance, and the captain decided to leave the 'Northern Empire,' and endeavoured to reach the ship in the boats. The crew accordingly left in two boats, but owing to the heavy weather were unable to reach the ship. A heavy squall then struck the boats, which were compelled to run before the wind, and when the sea had subsided, one of the boats, containing fourteen of the crew, was missing. This happened about half way between New Orleans and Liverpool, about 2,500 miles from either port. The boat containing the captain, the steward, and six of the crew, continued drifting about until picked up by the Norwegian barque 'Sarah,' from Baltimore to Sligo. When rescued the only provisions in the boat were two ship's biscuits and two tins of preserved meat for the eight men. The 'Northern Empire' was a ship of 1,379 tons register.

† The Hon. Agent at Dundalk reports, 21st February, that this crew was rescued by the Dundalk fishermen's boat and crew, who deserve great credit for their gallant conduct on this occasion, there being a very heavy sea on, so that they ran great risk of losing their own lives.

‡ The 'Ulster' sailed from St. John's on the 29th of January last, with a cargo of timber for Liverpool, and up to the 8th of February had fine weather and favourable winds. At midnight on the 8th, however, the wind backed, and a heavy gale commenced to blow. At daybreak the weather continued unabated, and the heavy seas shipped from time to time caused the deck load to break adrift. Captain Evans, the master of the vessel, thereupon got his crew to work at throwing the

deck load overboard, which was done until dark, the pumps, meantime, being kept going at every opportunity. The night having come on again, and the gale being unabated, the boat skids were broken by the seas, and two of the boats—the pinnace and the gig—as well as all the loose things about the deck, were washed away. On the 10th the weather moderated; but the following day another gale came on, and about 3 p.m. the binnacle and the wheel were carried away by a tremendous sea, which threatened to engulf the ship entirely. At 4 p.m., during a lull in the storm, the crew were able to go below to get some dinner; but while they were so engaged the ship was struck by a hurricane from the north-west, which caused the mainyard to break away, and threw the vessel on her beam ends, the port rail being under water. At 6 p.m. the cabin door was burst in, and some of the men took to the rigging. At daylight on the 12th it was discovered that the steward was missing, having probably been swept away from the rigging by the waves. Later on, the swelling of the timber in the hold caused the hatches to burst open from below, and the vessel became water-logged, upon which the crew took refuge in the upper lazarette, where they remained helpless for six days, subsisting on preserved provisions, which they obtained by breaking through the bulkhead into the cabin. All that could be found to drink was a jar of fresh water. On the 18th the crew left the lazarette and took to the rigging; but the raging sea swept away one man, an A.B. belonging to London, named James Lindsay; and the intense cold and exposure caused another man, named Andersen, a Norwegian, to die in the rigging. The cook became delirious from the privations to which he and all the others were subjected, and jumped into the sea in a fit of frenzy. For three days the unhappy men remained clinging to the rigging of the waterlogged ship, having neither food nor water to sustain them, and their sufferings being increased by the fact that two steamers were sighted which, in spite of the signals made by the despairing men, passed on without noticing them. On the 23rd February they were seen by the steamer 'Hipparchus,' which took them off in her lifeboat, and brought them to London.—The above facts having been shown by the evidence, the Board of Trade Court, in giving judgment on Saturday, exonerated the master from all blame, attributing the loss of the ship to the terrific weather which prevailed in the Atlantic at the time.

Portfolio.

THE BIBLE.

There is nothing like the Bible. Take any human writing of the same date as the Book of Deuteronomy; if you could lay your hand on some volume written three thousand years ago, what would you find? A curious relic of antiquity, something to be placed in the British Museum, side by side with an Egyptian mummy, having no application whatever to us or to our time. A musty document, a piece of obsolete writing practically useless to us, referring only to a state of society and to a condition of things long since passed away and buried in oblivion.

The Bible, on the contrary, is the Book for to-day. It is God's own Book, His perfect revelation. It is His own very voice speaking to each one of us. It is a Book for every age, for every clime, for every class, for every condition, high and low, rich and poor, old and young, learned and ignorant. It speaks in a language so simple that a child can understand it, and yet so profound that the most gigantic intellect cannot exhaust it. Moreover, it speaks right home to the heart; it touches the deepest springs of our moral being; it goes down to the hidden roots of thought and feeling in the soul; it judges us thoroughly. In a word, it is, as the inspired Apostle tells us, "Quick and powerful, and sharper than any two-edged sword, piercing even to the dividing asunder of soul and spirit, and of the joints and marrow, and is a discerner of the thoughts and intents of the heart" (Heb. iv. 12).

And then mark the marvellous comprehensiveness of its range. It deals as accurately and as forcibly with the habits and customs, the manners and maxims of the nineteenth century of the Christian era as with those of the very earliest ages of human existence. It displays a perfect acquaintance with man in every stage of his history. The London of to-day and the Tyre of three thousand years ago are mirrored with like precision and faithfulness on the sacred page. Human life, in every stage of its development, is portrayed by a master hand, in that wonderful volume which our God has graciously penned for our learning.

What a privilege to possess such a book. To have in our hands a Divine Revelation. To have access to a book every line of which is given by inspiration of God. To have a divinely-given history of the past, the present, and the future. Who can estimate aright such a privilege as this?

But then, this Book judges man—judges his ways—judges his heart. It tells him the truth about himself: hence man does not like God's Book. An unconverted man would vastly prefer a newspaper or a sensational novel to the Bible. He would rather read the report of a trial in one of our criminal courts than a chapter in the New Testament.

Hence, too, the constant efforts to pick holes in God's blessed Book. In fidels, in every age, and of every class, have laboured hard to find out flaws and contradictions in Holy Scripture. The determined enemies of the word of God are to be found not only in the ranks of the vulgar, the coarse, and the demoralised, but amongst the educated, the refined, and the cultivated. Just as it was in the days of the Apostles : " Certain lewd fellows of the baser sort," and " Devout and honourable women"—two classes so far removed from each other, socially and morally—found one point in which they could heartily agree, namely, the utter rejection of the word of God and of those who faithfully preached it; (compare Acts xiii. 50 with xvii. 5); so we ever find that men who differ in almost everything else agree in their determined opposition to the Bible. Other books are let alone. Men care not to find out defects in Virgil, in Horace, in Homer, or Herodotus; but the Bible they cannot endure, because it exposes them, and tells them the truth about themselves and the world to which they belong.

And was it not exactly the same with the living Word—the Son of God, the Lord Jesus Christ, when he was here amongst men? Men hated Him because he told them the truth. His ministry, His words, His ways, His whole life, was a standing testimony against the world; hence their bitter and persistent opposition; other men were allowed to pass on; but He was watched and waylaid at every turn of His path. The great leaders and guides of the people "sought to entangle Him in His talk;" to find occasion against Him in order that they might deliver Him to the power and authority of the governor. Thus it was, during His marvellous life; and, at the close, when the blessed One was nailed to the cross between two malefactors, these latter were let alone; there were no insults heaped upon them; the chief priests and elders did not wag their heads at them. No; all the insults, all the cruel mockery, all the coarse and heartless vulgarity, all was heaped upon the Divine Occupant of the centre cross.

"WHOSOEVER" means ME.

"For God so loved the world, that He gave His only begotten Son, that

WHOSOEVER

believeth in Him **SHOULD NOT PERISH**, but have

"EVERLASTING LIFE."

John iii. 16.



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THE ROYAL NAVY—ANCIENT AND MODERN.*

(Continued from page 113.)

CAPTURE OF GIBRALTAR.

PASSING by the luckless expedition to the Isthmus of Darien (1698-9), the incidents of the glory won by Great Britain in the exploit of the destruction of Spanish galleons, at Vigo, by Admiral Sir George Rooke (1702), with the various successes of the brave and energetic Vice-Admiral Benbow against the French ships in the West Indies (1702)—our annals next bring us down to the memorable capture and armed retention of the great fortress of the Rock of Gibraltar.

On the 5th of January, 1704, a fleet, under Admiral Sir George Rooke, sailed from Spithead, to convoy the Archduke Charles of Austria to Lisbon. Not long after his departure, the British Court received the intelligence that the French were busy in the equipment of a powerful armament at Brest. Orders were therefore issued to fit out a strong fleet, under the unfortunate Sir Cloudesley Shovel, Admiral of the White, having under him Sir Stafford Fairborne, Vice-Admiral of the Red, and Rear-Admiral Byng, with orders to join Sir George Rooke and on the 16th of June the junction was effected off Lagos.

On the 17th of July, at a council of war held on board the 'Royal Catherine,' in the roadstead of Tetuan, a port in the province of Fez, it

* From "British Battles on Land and Sea," by James Grant (Cassell & Co.), "The Book of Days" (W. & R. Chambers), and other sources.

was resolved to make a sudden and vigorous attack upon the Spanish fortress of Gibraltar. In accordance with this resolution, the fleet stood over from the shore of Barbary on the night of the 20th, and on the following morning got into the bay. At three o'clock on the same afternoon, the marines, to the number of 1,800, under the Prince of Hesse-Darmstadt, were landed on the isthmus to the northward of the town of Gibraltar, with orders to cut off all communication with the adjacent country. The marine regiments in the service on this occasion had been embodied in 1702, and were the battalions of Colonels Sanderson, Villars, and Fox, now numbered respectively as the 80th, 81st, and 82nd of the line. The Prince of Hesse-Darmstadt lost no time in approaching Gibraltar. Though not so strong then as now, this remarkable Rock was nevertheless a place of vast strength, and had on its walls 100 pieces of cannon. On the face of the hill there still stood much of the original castle built by Tarik the Moor, a magnificent pile. From an inscription over the principal gate before it was pulled down, the period of its being finished was ascertained to have been about the year of our Lord 725. It was in possession of the Mahometans 748 years; and on its conquest by the Christians, Henry IV. of Castile and Leon added it to his royal titles, and gave it for arms, *gules, a castle, with a key pendant at the gate*—alluding to it being the “key” to the Mediterranean. In the reign of Charles V. the fortifications were modernised, and several additions made to them by Daniel Speckel, the Emperor’s engineer, after which the place enjoyed the reputation, like many others, of being impregnable.

Even in the stirring time of Queen Anne’s wars, to the small body of marines engaged it must have been an exciting duty, the attempt to capture the town and castle of that mighty and remarkable Rock, whose rugged outline towered above them “in form resembling a lion couchant, connected tailward to the mainland by a narrow strip of sand,” the place whereon they landed. Its northern extremity, now almost entirely covered with fortifications, was then bare, or showing only here and there the olive, the aloe, the caper plant, and various cacti growing amid the crevices of the stone, where the fawn-coloured apes scampered to and fro, and where the cries of the wild hawks, as they wheeled in mid-air overhead, mingled with the boom of the breakers on either side of the Rock.

The Prince of Hesse-Darmstadt, on taking possession of the isthmus, immediately sent a message to the Governor, the Marquis de Salines, requiring him “to surrender the castle and town of Gibraltar for the service

of His Catholic Majesty." The reply of the Spanish officer was—"That the garrison had taken an oath of fidelity to their natural lord, King Philip V., and that as faithful and loyal subjects they would sacrifice their lives in defence of the city." He had only 150 soldiers with him, in addition to the armed male inhabitants; yet he prepared for a vigorous defence on one hand, while an attack from the sea was resolved on by the allies. The Admiral gave orders that on the morning of the 22nd the ships which had been appointed to cannonade the town, under Rear-Admiral Byng and Rear-Admiral Vanderdussen, as well as those which were to batter the south wall, under Captain Hicks, of the 'Yarmouth,' should take up their positions, and open their ports. These were—one ship of sixty-six guns, three of sixty, eight of seventy, and one of eighty, the 'Ranelagh,' and six Dutch ships; but the wind was blowing a half gale, and so heavy a sea was on, that they could not get into their places till the day was spent. In the meantime, to occupy the attention of the enemy, Captain Whitaker went in with his armed boats' crews, and burned a French ship of twelve guns that was moored beside the ancient wall. On the 23rd, at daybreak, Sir George Rooke hoisted the signal for firing, and a six hours' cannonade ensued. With such speed and fury was it maintained, that within that time no less than 15,000 cannon balls were sent into Gibraltar, and the Spanish cannoniers were soon beaten from their guns, especially at the south wall head. The Admiral, conceiving that by gaining that part of the fortifications the whole town might be more easily won, ordered Captain Whitaker, with all the armed boats, to land a sufficient force to carry it by storm, with pistol, pike, and cutlass; but Captain Hicks and Captain (afterwards Sir William) Jumper had pushed on shore with the crews of their pinnaces and other armed boats, before the rest could overtake them, in their ardour to capture this place, which was fated to be more famous in the wars of the future than it had ever been in those of the past. On their approach, the Spaniards sprang a mine with a mighty crash, and when the cloud of dust, lime, and stones had cleared away, it was found that two lieutenants and forty men were killed, and sixty of our seamen wounded. The stormers, nevertheless, took possession of the works; and on being joined by Captain Whitaker's force, they captured a small bastion—the present eight-gun battery—which lies halfway between the mole and the town, and turned its cannon on the enemy. Sir George Rooke sent a letter to the Governor, and also to the Prince of Hesse, with instructions to summon the place peremptorily, which was accordingly done; and on the

24th of July the terms of capitulation were concluded, and the Marquis de Salines, with his brave little band, marched out with the honours of war—drums beating, a Spanish flag flying, the officers mounted, three pieces of brass canon, with twelve charges of powder and ball for each, and provisions for a six days' march; while the Spaniards who chose to remain "were to be allowed the same privileges they had enjoyed under King Charles II." Descending from the Rock, the soldiers of the little garrison took their route across the white strip of sand into Andalusia; and from that hour no flag save that of Britain has ever been unfurled in Gibraltar.

The total loss of the fleet, in gaining this most important acquisition to the Crown, was two lieutenants, one master, and fifty-seven seamen, killed; one captain, seven lieutenants, one boatswain, and 207 seamen, wounded. The Prince of Hesse-Darmstadt remained in Gibraltar as Governor, with as many men, including the marines engaged in the capture, as could be spared from the fleet, which now stood over to Tetuan for wood and water; and Sir George Rooke, after his engagement with the Count de Toulouse, sailed for England, leaving eighteen ships of war, under Sir John Leake (who had been captain of the 'Eagle' at the battle of La Hogue), to succour and support the garrison. With this view Sir John came to anchor off Lisbon.

The Courts of Paris and Madrid were greatly mortified by the loss of a fortress so important as Gibraltar; and, considering its immediate re-capture of the first consequence, sent orders to the Marquis de Villadarius, a grandee of Spain, to besiege it, and drive out the English. Apprised of this in time, and also that the Marquis was to be assisted by a naval force, the Prince sent an express to Lisbon requesting reinforcements; but ere they came the fleet of France arrived, and landed six battalions, which at once joined the Spanish army already intrenched before the town. From Lisbon, however, there was sent to the Prince's aid a battalion of English Guards, with the regiments of John, Earl of Barrymore, and Arthur, Earl of Donegal, now numbered as the 18th and 85th of the line. These made an effective force of 2,198 sergeants and rank and file; and with them came a Dutch battalion, and 500 Portuguese from Lagos. Reinforced thus, the garrison made a sortie on the 28th of December, and destroyed the lines that had been erected within 160 paces of the palisade. On one occasion 500 volunteers from the besiegers devoted themselves to death. They took the solemn sacrament, and on their knees vowed never to return until they had taken Gibraltar. Guided by a goatherd, this forlorn band came round by the

south side of the Rock, near the Cave Guard, at that time called the Pass of the Locust Trees. For a little while fortune favoured them, and mounting the rock undiscovered, they lodged for the night in the Cave of St. Michael. On the succeeding night they scaled Charles V.'s wall, and surprised and bayoneted the entire guard at Middle Hill, where afterwards, by means of ropes and ladders, they got up several hundreds of the party that had been detailed to support them. On this being discovered, a strong detachment of English Grenadiers was dispatched against them, and they were attacked with great spirit. One hundred and sixty of them were killed, or hurled at the point of the bayonet over the dreadful precipices into the sea ; a colonel and thirty officers, with the remainder, being made prisoners. These brave but unfortunate men were to have been supported by a body of French troops ; but the commanding officers having disagreed about the route to pursue, they were left to their fate.

The Spanish general, on the besiegers being subsequently reinforced by a considerable body of infantry, on the 11th January, 1705, made an attack with some Grenadiers on the works at the extremity of the King's Lines ; but was repulsed with loss. Undiscouraged, he made another attack on the following day at the head of 500 select French and Walloon Grenadiers, under Lieutenant-General Thouy. Mounting the hill in perfect silence, in the grey light of dawn, they attempted to storm the Round Tower, which was stoutly defended by Colonel Jacob Borr, on whose marines they hurled from above great stones and hand-grenades, with such force that he was driven into that portion of the works which was held by the English Guards. Flushed with success, they advanced too far, when they were gallantly charged by Colonel Moncall, of Barrymore's regiment, at the head of 500 men, and with ringing cheers they were driven from the vicinity of the Round Tower. Colonel Rivett, of the Coldstream Guards, with twenty Grenadiers, having climbed to the summit of the rock on the right of the covered way, greatly contributed to this success ; but Moncall lost a leg. By this time the whole garrison was under arms, and kept up so destructive a fire that the enemy was obliged to make a precipitate retreat, with the loss of 270 men killed and wounded, and forty-three officers and men taken prisoners ; while the casualties of the garrison amounted to only 27 killed and 127 wounded.

At this juncture, Marshal de Tessé arrived with additional troops to carry on the siege, while 800 British and Dutch were added to the garrison. After a prolonged siege of seven months, during which the enemy lost by

war and sickness 10,000 men, and the garrison 400, in the month of April, the French and Spaniards, giving up all hope of being able to make any impression on Gibraltar, withdrew, and their efforts were thenceforth confined to a very feeble blockade, eventually dropped altogether.

When the Peace of Utrecht was signed in 1713, Gibraltar was confirmed to the English in the most thorough and complete way; for the tenth article of that celebrated Treaty says: "The Catholic King (*i.e.* of Spain) doth hereby for himself, his heirs, and successors, yield to the Crown of Great Britain, the full and entire property of the Town and Castle of Gibraltar, together with the port, fortifications, and forts thereunto belonging; and he gives up the said property to be held and enjoyed absolutely, with all manner of right, for ever, without any exception or impediment whatsoever."

Towards the close of the reign of George I., about 1726, there were great apprehensions that the Government would yield to the haughty demands of the King of Spain, that Gibraltar should be given up. Addresses to the King, deprecating such a step, were presented by Lord Mayors and Mayors, in the names of the inhabitants of London, York, Exeter, Yarmouth, Winchester, Honiton, Dover, Southampton, Tiverton, Hertford, Malmesbury, Taunton, Marlborough, and other cities and towns. Owing to this, or other causes, the King remained firm, and Gibraltar was not surrendered. In 1749, a singular attempt was made in England to advocate such a surrender. A pamphlet appeared under the title, "Reasons for giving up Gibraltar," in which the writer said: "I can demonstrate that the use of Gibraltar is only to support and enrich this or that particular man; that it is a great expense to the nation; that the nation is thereby singularly dishonoured, and our trade rather injured than protected." It appears that there was gross corruption at that time on the part of the Governor and other officials; and that merchants, incensed at the profligate and vexatious management of the port, asserted that trade would be better if the place were in Spanish hands than English—differing so far from a few modern theorists, who have advocated the surrender of Gibraltar on grounds of moral right and fairness towards Spain. There must have been some other agitations of a similar kind at that period; for both Houses of Parliament addressed George II., praying him not to cede Gibraltar.

The "Key to the Mediterranean," as it has been well called, was besieged unavailingly by Spain in 1727, and by Spain and France in 1779, since which date no similar attempt has been made. This last siege, which was commenced in 1779, and not terminated till 1783, was one of

the greatest on record. The grand attack was on the 13th of September, 1782. On the land-side were stupendous batteries, mounting 200 pieces of heavy ordnance, supported by a well-appointed army of 40,000 men, under the Duc de Crillon; on the sea-side were the combined fleets of France and Spain, numbering forty-seven sail of the line, besides numerous frigates and smaller vessels, and ten battering-ships of formidable strength. General Elliott's garrison threw 5,000 red-hot shot on that memorable day; and the attack was utterly defeated at all points.

Gibraltar, it may be added, occupying a promontory in the South of Spain, at the entrance from the Atlantic into the Mediterranean, 60 miles from Cadiz, consists of a high rocky mountain (the ancient "Mons Calpe," and one of the "Pillars of Hercules"), running from North to South, about three miles in length, from half a mile to three-fourths in width, and 1,600 feet high. On the North side is a sandy isthmus, about a mile and a half in length, and half as much in breadth, which connects the "Rock" with the continent. The North front of the Rock is almost perpendicular; the East side is full of frightful precipices; while the South, being narrow and abrupt, presents hardly any possibility of approach, even to an enemy in command of the sea. On none of these sides has the garrison ever been attacked. There remains only the West front, which is almost as abrupt as the others; but which may be approached by shipping from the bay, and presents a kind of *pied à terre* in the level spot on which the town is built. Here, accordingly, have the efforts of assailants been directed, and here are the great batteries and works of defence. The town stands at the foot of the promontory, on its North-West side. Though fortified in itself, its chief protection is derived from the batteries on the neighbouring heights, which sweep both the isthmus, and the approach by water. One of the important features of Gibraltar is the Bay, which is of great extent, and forms a convenient naval station, being protected from the most dangerous winds. The "Rock" was first fortified in the modern style in the reign of Charles V., of Spain.

Since the invention of steam, the power of Gibraltar, as the key to the Mediterranean, is necessarily very much lessened. By the establishment of the overland route, however, the fortress has acquired a new value, as one of a chain of ports connecting England with her Indian Empire; and one thing is at all events certain, that having expended some millions of money upon it, and covered it with all the prestige of a glorious defence, there is now but little chance of such a possession as that of Gibraltar being ever surrendered by its conquerors.



“UNTO DEATH.”



WHEN the steam-ship 'Firefly' sailed on her voyage to China, Adam Clarke was one of the seamen who signed articles to her captain. He was an easy-going, pleasant kind of fellow, and soon became a favourite with his shipmates. None could sing a jolly song over the grog so well as he; and, if truth were told, no one could swallow so much grog without being visibly the worse. This was an additional advantage in the eyes of the crew; but it did not tend to Adam's well-being, and there was one man

* By EDITH M. DAUGLISH. Reprinted from "The Church of England Temperance Chronicle."

on board who watched the young fellow with a yearning heart, longing to help, but not knowing how.

This was John McNeill, the mate of the 'Firefly,' a man of much experience in ships and sailors, and who looked on grog as their greatest curse. He was a strict teetotaler himself, and when opportunity offered did his best to make the men follow his example. It was seldom of any use. They scoffed at him for a canting, sour-hearted Pharisee, who wished to put a stop to the only enjoyment the sailor had; so it was not often that John could get them to listen to him. The captain did not trouble himself much about the matter. Grog was part of a sailor's rations, he considered; and if they were such fools as to spend all their wages in getting drunk when on shore, why, all the worse for them and their wives—he did not see what he could do to help it. So he never took any interest in the work John McNeill had at heart, though he respected him for a brave and conscientious man.

One cold evening the men were gathered together in the fore-castle making merry as usual, and the sounds of their jolly songs reached McNeill as he leaned over the taffrail smoking his pipe.

Adam Clarke had a rich bass voice, and just then he broke forth with the old song, "The lass that loves a sailor." His companions joined lustily in the chorus, and drank the toast set forth in it—

"The ship that goes, the wind that blows,
And the lass that loves a sailor,"

with three times three.

After the uproar subsided, Adam proceeded with his song, and the words sounded strangely solemn amid such surroundings—

"That God would bless our Polly, or Bess."

Ah! Adam had a bonnie little wife, and her name was Polly. John McNeill had seen the parting between them at the docks, when she and her fine baby boy came to "say good-bye to father."

Tears had stood in her eyes as she kissed her husband, and held the boy up for him to hug. McNeill had turned away from the scene; it reminded him of one a few years before, when *he* had been the chief actor, and a sweet wife and child had bidden *him* farewell, and their hands had met never to clasp each other again in this world. When he returned from his voyage, a little mound in the cemetery covered both his treasures; and two locks of hair, one dark, the other a tiny baby ring of gold, were all he had left of them.

McNeill was so absorbed in recalling these memories, that he quite started when Adam Clarke passed him to go on watch.

"You've been jolly in there to-night?" said McNeill.

"Ay, ay, sir," responded Clarke. "'Tis a good way to pass a cold evening."

The mate made no reply to this, but said abruptly—

"Do you love your Polly, Clarke?"

"Do I *what*, sir?" exclaimed Adam, taken aback at this strange question.

"You've just been praying that God might bless her," went on McNeill.

"Do you think it's likely He will, after the way you've asked Him?"

Adam's head was a little confused. But it was not the grog, certainly not—the cold night air after the heated fore-castle.

He did not take in McNeill's meaning; so after a moment he laughed awkwardly, and said he must "be off," and off he went.

The next day, however, he frankly came to McNeill, and asked him to explain what he had meant the night before. "I was a bit stupid," he confessed, "and did not rightly catch your meaning."

"You're often a 'bit stupid,' as you call it. Do you know, Clarke, that you are going on to destruction as fast as you can?"

"I hope not," said Adam, with a half laugh; "that ain't a pleasing look-out, sir."

"It's true, though; in another year you will be a confirmed drunkard, if you go on as you do now. Give up the drink, man; if not for the love of God, for the love of your Polly, that you were singing about last night. Do you think she would like to see you as you often are?"

"I think you're hard on a fellow, sir," said Adam, struck by the earnestness of the address. "A man must have a bit of fun; I don't, not to say—*drink*. I don't know why I should give up my glass of grog; why, it heartens a fellow up when he's wet and cold; I could not do without it."

"That's just it—you're getting a slave to it. Only see what a drinking lot they all are; you and Joe Wright were the only two who came on board sober, and next time I shan't be sure of *you*. Is that what a man would like to answer for before God, do you think?" Adam had no reply ready. McNeill's words were true, and he could not deny their truth. All day long he felt uncomfortable, wishing to do right, yet too weak to do it in his own strength. He was not a praying man, so he failed to keep his good resolves. For a night or two he kept away from his jolly companions, and even refused the grog; but he soon found that some one else benefited by his despised portion, and this consideration, together with the ridicule of which he was the victim, soon effaced the effect of the mate's words. When the 'Firefly' arrived in port, McNeill again spoke earnestly to Adam; he was kind to him as well, and generally looked after him to try and keep him out of the temptations of shore. Adam felt both gratitude and affection for McNeill by the time the 'Firefly' started on her return voyage; and when, as usual, he saw every man of the crew come on board more or less drunk, he resolved to follow out his friend's advice and take the pledge. At first, great confusion prevailed on board, and he said nothing about his resolution. At Shanghai the captain fell ill of a dangerous fever, and had to stay behind; so McNeill was in command of the ship. The

men were very troublesome and difficult to manage, and almost came to mutiny on one or two occasions. One man in particular, Will Jones, was so threatening and abusive that he had to be put in irons for a couple of days; on being released he promised to “do” for the ship, and the craven teetotaller that commanded her—but he did not speak very loudly, and the few who heard took no notice.

One wild, stormy night, the ‘Firefly’ was in great danger, and all hands were hard at work amid the raging seas that dashed over the decks every minute. About four in the morning, the second mate came to McNeill for an extra supply of grog for the drenched and exhausted men. McNeill, whether wisely or not, refused, and ordered coffee instead. The crew, however, were not to be outdone; and, by the connivance of the second mate, succeeded in broaching a cask of brandy which was part of the cargo. By eight o’clock, most of the men were considerably under the influence of the stolen spirits. McNeill soon perceived something was wrong; but his whole attention was obliged to be given to the navigation of the ship, as the ‘Firefly’ was just then passing through a specially dangerous channel. It was a time requiring the coolest nerve and the greatest judgment; McNeill was equal to his work, but those under him were not. It little avails that the captain’s head be steady, if his men be confused and incapable. His orders were but half comprehended—the crew, tried to their utmost by wind and waves, and stupefied by the extra supply of spirits, were almost helpless; and, in the midst of drenching rain and spray, the ill-fated vessel grounded, with a dull quivering shock, which told McNeill that all was lost.

A fearful scene of confusion ensued. The boats were lowered, although there was not much chance of their living in such a wild sea. The men, sobered now, rushed forward in a frantic effort to leave the sinking ship. Every life would have been lost, but for the brave self-possession of McNeill, and one or two under him. Arming himself with a pistol, he threatened to shoot any coward who should enter a boat before the women and children. One by one they were collected, and lowered over the ship’s side, and one boat cast off, only to be swamped a few minutes later by the angry sea.

The second boat put off, and the third was being rapidly filled. A moment more, and there was but one place vacant—Clarke stood by McNeill’s side, too brave to desert him in this moment of awful peril.

“Come!” shouted the men, “one of you—there’s no time to lose.” “Go,” said McNeill, pushing Adam forward, “I’ll stay by the ship.”

“I won’t go without you,” cried Adam, in an agony, as he frantically clutched his friend to force him into the boat.

“If both come we’ll be swamped,” shouted the boat’s crew again; “only room for one.” “You *shall* go,” muttered McNeill, with determination all the stronger because death stared him in the face. “Your wife and child, think

of them. *Mine* are gone before." And he forced Adam to leap into the boat, which was even now casting off.

In the driving spray and tumult of the waves, Adam's friend was lost to sight ; true to his post to the last—"faithful unto death."

* * * * *

When Adam Clarke once more reached his snug home, and clasped his wife and child to his breast, he was a very different man from the light-hearted fellow who had bid them farewell at the docks—for a man cannot look death in the face, and remain quite the same after the awful vision. He altogether foreswore the drink, and on recounting the reason to his wife, told her in a few thrilling words the history of the wreck of the 'Firefly,' and how John McNeill had given his life for his. "'Twas all through the cursed drink, so to speak," said Adam, as Polly sat wiping the tears from her eyes, that they might not fall on her sleeping baby ; "and, as he was altogether the noblest fellow I ever knew, I'm going to follow his example as well as I can. And Polly," he added in a lower voice, "I've learned since about the Master he served ; He's going to be mine too, for the future ; I found a text that explains McNeill's doings—it's this : 'Greater love hath no man than this, that he lay down his life for his friends.' The Lord lay down His life for us ; just so, let us try and follow Him. I know that would be what old McNeill would wish, if he can ever see us now."

Adam and his wife kept to their resolution, and the boy was brought up to hate the drink, which had cost—and still costs—many a noble life, as brave as John McNeill's.



"LIVES of Great Men all remind us,
We can make our lives sublime,
And, departing, leave behind us
Footprints on the sands of time ;—

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

LONGFELLOW.



THE ARCHBISHOP OF CANTERBURY ON
MODERN INFIDELITY.*



THE peculiar errors both in doctrine and in practice with which the Church of Christianity has to contend elsewhere are in their degree powerfully at work among ourselves. . . . I can have no doubt that the aspect of Christian society in the present day is somewhat troubled, that the Church of Christ and the faith of Christ are passing through a great trial in all regions of the civilised world, and not least among ourselves. There are dark clouds on the horizon already breaking, which may speedily burst into a violent storm. It would be sad if, through our weakness, we should give to those who are banded together to resist or ignore Christianity the encouragement always secured for an advancing foe, when those who have to repel the onset are blind to the greatness of the real danger, and occupied with frivolous disputes among themselves on minor matters. Many questions which divide earnest-minded Christians may well wait until formidable dangers threatening the whole Church are overpast. I proceed, therefore, to consider some of the phases of that conflict for which the Church universal must brace itself in this 19th century. Let us be thankful if we can feel ourselves members of a compact, well-ordered section of that Church, strengthened by ennobling traditions of its past history, holding fast by the teaching of the Apostles, and ready to adapt itself in its maintenance of truth and holiness to the ever-varying circumstances of the changing ages. Many expect that as the world grows old, and the coming of the Lord draws nearer, there will be some conflict betwixt truth and falsehood, greater, perhaps, than has ever been known before. However this may be, it is certain that each age of the Church must expect its own great difficulties. History tells us how error has assumed its own peculiar form in each century. I can have little doubt what is for us the impending controversy. Superstition may for a time raise its head, and does raise it in a

* Visitation Address delivered by Archbishop Tait, at Tonbridge, August 31, 1880.

strange and unexpected fashion in some other countries of Europe, attracting numbers, as if it were the only antidote to infidelity, instead of being, as I believe it is, the handmaid of the same evil influence. Men will never be cured of believing too little by unscrupulous attempts to involve them in believing too much. Reason will never be effectually restrained from wandering into the vague and doubtful through unauthorised claims to settle every controversy by authority, and to forbid the exercise of God's great gift of reason, as if to think for ourselves and follow the dictates of conscience were a sin. It is well to note in history how these two evils—superstition and infidelity—act and react in strengthening each other. Still, I cannot doubt that the most formidable of the two for us at present is infidelity.

It is natural as life wanes that we should all look forward. What, then, will be the religion, or, if religion, which God forbid, is driven from the land, the philosophy of those who will stand in our place when we are gone? To judge by the loud and unscrupulous talk of some, you might think that we are fast being prepared for acquiescence in a materialistic atheism. I have no fear that this scourge will desolate our land. It is, indeed, a frightful thought that numbers of our intelligent mechanics seem to be alienated from all religious ordinances, that our secularist halls are well filled, that there is an active propagandism at work for shaking belief in all creeds. Marvellous that those who see vividly in their own experience how unequally worldly good things are distributed in this life, and how much there is always in it of poverty and misery, notwithstanding all attempts to regenerate society by specious schemes of socialistic reorganisation, should be willing to confine their hopes and aspirations to a life which is so irresistibly hastening to its speedy conclusion, and which leaves so little time for anyone, even the most favoured of human beings, to enjoy that share of good things which the world can secure for him! It is certain also that from above, in the regions of literature and of art, efforts to degrade mankind by denying our high original and extinguishing the brightest of our hopes, have much encouragement. It is a peculiarity of our time that, in every household in England which cultivates an acquaintance with the literature of the day, we find lying everywhere for the use of our sons and daughters, and have placed in our hands at all the railway stations, magazines in the pages of which the doctrines both of natural and revealed religion are assailed. . . . It cannot, I think, but be allowed that this peculiarity of our periodical literature is a symptom of dangerous influences at work, even if it does not foster them. What shall we say, then, is the form which this evil influence most commonly assumes? Is it simply sceptical, throwing doubt on all things? Or does it, under a specious show of having proved the doubtfulness of things spiritual, proceed to dogmatise respecting things material as the sole, real, and valuable inheritance of man?

Firstly, of Agnosticism. What is it? Its name appears to tell us that it knows nothing. Would that its professions of ignorance were accompanied by their logical result of a philosophical humility! An Agnostic, I take it, is one who says, "I know nothing of things spiritual and metaphysical." . . . I do not say that Agnostics argue like some Epicureans—"Let us eat and drink, for to-morrow we die"—but they say, "Let us confine our thoughts to what we are certain of." Such is the reasoning of this false philosophy. "Let us confine ourselves," they say, "to the irresistible course of this all-pervading machinery of which we find ourselves a part. Let us make the most of our present material existence." . . . "I know," says this modern philosopher, "nothing but what I can observe and classify, and I take no interest in your theologies and vain philosophies." The better feelings of man contradict these sophisms. . . .

Secondly, if the world is not about to become Agnostic, certainly there is little fear of its falling under the dominion of a dogmatic Atheism. Practical Atheists we have everywhere, if Atheism be the denial of God. But surely the boasted enlightenment of this century will never tolerate the gross ignorance and arrogant self-conceit which presumes to dogmatise as to things confessedly beyond its ken, and boldly asserts because it cannot see God that therefore He is not. A coarse materialism which tells a man, because he is not conscious in himself of any stirring of spiritual life within him, that he may boldly deny the existence of all spirits, and professes to know that which its very theory proclaims to be unknowable, will surely never make progress among any but the most debased and ignorant, in an age which prides itself on testing everything by experiment, and on not stirring one step beyond the calm convictions which an inquiring reason sanctions.

But if we do not fear either of these antagonists, this is no reason why we should not call to mind the evidences, many of them very old and very commonplace, but not therefore the less forcible, whereby we may withstand their baneful influence, and thus hope to avert the ruin which they may bring on the unwary. Ask the objector, "Do you believe nothing which is not capable of being tested by the ordinary rules which govern experience in things natural? How then do you know that you yourself exist? How do you know that the perceptions of your senses are not mere delusions, and that there is anything outside you answering to what your mind conceives? Have you a mind? and if you have not, what is it that enables you to think and reason, and fear, and hope? Are these conditions of your being the mere results of your material organism, like the headache which springs from indigestion, or the high spirits engendered by too much wine? Are you something better than a vegetable highly cultivated, or than your brothers of the lower animals? and, if so, what is it that differentiates your superiority? Why do things outside you obey your will? Who gave you a will? and, if so, what is it? I

think you must allow that intellect is a thing almost divine, if there be anything divine; and I think also you must allow that it is not a thing to be propagated as we propagate well-made and high-bred cattle. Whence came Alexander the Great? Whence Charlemagne? And whence the First Napoleon? Was it through mere process of spontaneous generation that they sprang up to alter by their genius and overwhelming will the destinies of the world? Whence came Homer, Shakespeare, Bacon? Whence came all the great historians? Whence came Plato and all the bright lights of divine philosophy, of anatomy, of poetry? Their influence, after all, you must allow to be quite as wide and enduring as any produced by the masters of those positive material sciences which you worship. Do you think that all these great minds—for they are minds, and their work was not the product of a merely highly organised material frame—were the outcome of some system of material generation, which your so-called science can subject to rule, and teach men how to produce by growth, as they grow vegetables? Nay, will you venture to deny that on the lives and teaching of the great men who have swayed the world there has been proof of some divine intention calling them into being, preserving them amid the accidents and difficulties of life till they had accomplished the purposes for which that divine intelligence had shaped them? We challenge these reasoners to look at facts, which they pride themselves as taking for their guide. The fact that you live, the fact that you trust the perceptions of your senses. The facts of the world's history and of the way in which mind, and not body, has dominated it. The fact that no knowledge of the wisest among you can even approach to the solution of this mystery of the power of mind; and I call upon you on your own principles to abandon your materialistic theories and worship an intelligence higher than your own, which pervades all things, and regulates all things, and has stamped upon your very nature the acceptance of certain principles which you could not gain for yourselves and cannot test by experience. Or if we may descend to the harder ground of strictest logical argumentation, we challenge these men to give any intelligible account of how this bright world and all that lives in it came into existence without the action of a great First Cause, that is God. . . .

No one has ever yet been able to refute the argument necessitating a great First Cause. And if there be such a Cause it is the Author of our being, and it must be by the will of this Cause that through whatever length of time, and amid whatever changes, the world and all that inhabit it and the whole material universe has sprung into being. If there be such a Cause is it possible to divest yourself of the conviction that this First Cause is something not akin to the material frame, the development of which has sprung from a power imparted by it? You may object to the phrase as too figurative, that God breathed into man's nostrils the breath of life and he became a living soul; but you cannot, I think, on your own principles escape from the inference,

logically deduced, that in some one or other of its forms, however long ago, this whole material system, in whatever primitive and undeveloped form it then existed, was, if we may not say breathed upon, at least influenced and directed and endowed with new powers by an Eternal and Self-Existing Mind. And if such a mind was in existence at the first, do you suppose it died or fell asleep when it had fashioned and wound up the material machine? A self-existing and eternal mind; how can it know death, or anything akin to death? The Lord from whom creation springs at first must be its Lord ever. He may or may not put forth His powers in the direct regulation of its processes, but these powers, almighty and omnipresent, if eternal, must exist for ever; and God, being the Creator of the universe once, must, if there is any meaning in the terms by which we strive to express His existence, be ever Lord of it. If in all sincerity the man of science, who is guided by real facts, must allow that in man there is a mind as well as a body, this mind, at however vast a distance it may be placed from its original, and however faint its resemblance, must have something within it akin to that mind by which it was generated. It must be more like the Eternal Mind than the body is, for it has this in common with the Eternal Mind—that it thinks and wills. May I not believe that you will grant so much as this? Will your experimental philosophers refuse to take cognisance of their almost universal experiences of the human mind—its hopes, its terrors, its bright imaginings, its sense of right and wrong, feeble at first, but proved by experience to be capable of development, and therefore even in its rudimentary state existing even where inactive. Man has something within him which speaks of God, of something above this fleeting world, and rules of right and wrong have their foundation elsewhere than in man's opinion. . . . I take it that the old writers, heathen, Jewish, and Christian, have, in truth exhausted the arguments which can be used on this very old subject, and that they are not wrong in their conclusion that it is not the wise man or the true philosopher and man of science, but his reverse, who says in his heart there is no God. Great is truth, and will prevail. I do not fear, I say, that either an atheistical Agnosticism, or still less a dogmatic Atheism, is the philosophy of the future, destined to establish itself on the ruins of the Church of Christ. The only fear I have is that before such systems are smitten by the sword of sound argument and ignominiously driven forth by the revolt against them of all man's higher feelings, they may do much harm to unstable souls. How shall we prevent this? Sound arguments must be at hand, and will be easily found by those who have the skill to use them. But there is always some attraction in daring speculations which treat contemptuously time-honoured convictions and try every art to invest themselves with an air of ingenuity and novelty. The best safeguard will be found in the development of the soul's highest and most godlike instincts, and, thank God, in an attempt to cherish

and train these we Christians believe that we have the aid of a Power which is Divine, and will help Christ's servants in the endeavour to fan the Divine spark to be found in every human soul, and to kindle in it a light which will preserve it from walking in darkness, and guide it in the search after truth and holiness. . . .

If it be true that such pernicious error as we have been speaking of finds its way into our homes and reaches the rawest and least well-informed of our people through much of the current literature of the day, it is well to proclaim that we are not ashamed to rest our belief in God, and a life spiritual and immortal, on the intellectual basis of the old arguments by which great heroes of the human race smote down similar sophistical reasonings in the old times. But, practically, little is gained for the good of souls in such cases by argument, except that it is well to have the feeling of security which the knowledge of such arguments in reserve confers. If we would have those whom we can influence free from this wasting taint, let us teach them practically to live as in the presence of God, to hold intercourse with Him, and love the thought of Him as an ever-present and affectionate Father. Teach them practically to listen to conscience as His voice, and to look forward as a solace in the midst of life's cares and sorrows to the prospect of being admitted at last into His immediate and felt presence. The true cure for poisonous error is to be found, not in speculations, but in that practical grasp of truth which unites the soul to God and the spiritual world through the daily growing purification and elevation of the life and character. All experience shows also that in no way can this progressive purification and elevation be so effectually secured as by setting forth the adorableness of the Everlasting Father through His reflected image in the incarnate Son, and through all the wonderful channels in which the human soul has its love for God drawn forth through the feeling how the Son of God, by His life and death, meets all its needs. There is nothing illogical in introducing distinctly Christian arguments in refutation of a system which appears so entirely incapable of being influenced by a reverent Christianity that it rejects the basis of all natural religion. Mark the way in which Christ manifested in the Gospel does take possession of the heart and draw it so powerfully to the Everlasting Father, that before the brightness of the Sun or Righteousness the mists which rise to deceive it from a gross materialistic Atheism evaporate, and are scattered like the clouds of night before the dawn.





CAPTAIN COOK.



VI. SECOND VOYAGE.—DEPARTURE FROM EASTER ISLAND, REFITTING AT OTAHEITE, AND SAILING AGAIN TO NEW ZEALAND.

THERE is very little interest attaching to Cook's visit to Easter Island. He found the inhabitants as ready to pilfer and play tricks in their bartering as any other of the "Indians" he had encountered; but their country was barren for the most part, and deficient in good water. Spaniards had visited this island in 1769, and some of the articles of clothing left by them were still to be seen. Some remarkable colossal statues attracted the attention of the visitors, but these were much broken and defaced. Mr. Wales measured one, and found it fifteen feet high and six feet over the shoulders; each statue had a large cylindrical stone on its head, wrought perfectly round, being six feet in diameter and four and a half feet high. (These figures are mentioned in Dalrymple's Collection of Voyages, v. II.)

Leaving Easter Island in the middle of March, Cook steered N.W. for the Marquesas, which had been discovered by Mendana in 1595, and sighted them on 6th April. Canoes soon put off and followed the ship. The natives seemed timid on approaching the vessel, but the offer of a hatchet and some nails brought them alongside, and they exchanged some bread-fruit and fish for the nails, &c. "Very early the next morning, the natives visited us again in much greater numbers, bringing with them bread-fruit, plaintains, and one pig, all of which they exchanged for nails, &c. But in this traffic they would frequently keep our goods and make no return, till I was obliged to fire a musket-ball over one man who had several times served us in this manner, after which they dealt more fairly, and came on board."

Each canoe had a heap of stones in the bow, and each man a sling round his hand.

On his attempting to take away an iron stanchion, one native was killed, and all then took to flight. Cook, however, was able to allay their fears, and succeeded in renewing the bartering. Yet there was great difficulty in obtaining a sufficient supply of pigs and water; but our navigator's chief purpose was

accomplished, that was, to determine the situation of these islands—five in number—which is recorded as lat. $9^{\circ} 26'$ S., and long. 13° W.

The products of the isles were nearly the same as at Otaheite and the Society Isles. The inhabitants are described as "the finest race of people in this sea," and their language bore such affinity to the Otaheitian as to enable Oedidee to converse with them.

The refreshments obtained here must have been of great value, for the voyagers had been at sea nineteen weeks, living on salt diet. At the same time Cook could note, "I must own, and that with pleasure, that on our arrival here, it could hardly be said we had one sick man, and but a few who had the least complaint. This was undoubtedly owing to the many antiscorbutic articles we had on board, and to the great attention of the surgeon, James Patten, who was remarkably careful to apply them in time."

It was necessary to proceed to some place where more abundant provisions could be obtained, and Captain Cook determined to sail again for Otaheite, and he departed from Resolution Bay, in the west island called St. Christina, with a N.E. breeze, on the 12th, and on the 17th April he discovered some low islands, on which a landing was effected, and a small quantity of provisions obtained. The high land of Otaheite was made on 21st, and next day the 'Resolution' anchored in Matavai Bay. The natives soon boarded the ship, and expressed not a little joy at seeing our sailors again. Otoo, the king, paid Cook a visit, and took him hogs and fruit as a present; and soon the voyagers had a strong proof that very trifling things may become of very great importance.

It happened that when the 'Resolution' was at the island of Amsterdam, some red parrot feathers were collected, and now that other things, such as hatchets, nails, &c., were nearly exhausted, these feathers proved a very marketable article; for in order to get these, Cook remarks, "All the principal people of both sexes endeavoured to ingratiate themselves into our favour, bringing us hogs, fruit, and every other thing the island afforded, in order to obtain these valuable jewels." . . . "So that, if it had not been for the feathers, I should have found it difficult to have supplied the ship with the necessary refreshments."

Cook found that the people had made great progress in building both canoes and habitations; some of the natives were now living in spacious houses, and on a visit to Oparree, he saw 300 large canoes, manned and equipped, thus forming a large armament; he calculated there were 7,760 men—their arms were clubs, spears, and stones. This fleet was designed to go against Rimeo, a chief who had thrown off the Otaheitian yoke.*

* As we write this we learn that the Tahiti Archipelago was made over to the French rule on 29th June, 1830. King Pomare V. gave up the sovereignty to M. Girard, the French commandant. The inhabitants will retain their laws and customs, and enjoy the rights of French citizens.

Our voyagers received much the same treatment as on former visits—many gifts of provisions and some courtesies, still marred by pilfering. There was a great ado about a stolen musket, which was restored after much trouble. The first sign that the theft had been committed was that provisions were not forthcoming, and the natives made themselves scarce. Cook says, "They (the natives) were the aggressors. . . . My people very rarely or never broke through the rules I thought it necessary to prescribe;" and then he noted three things which made the Otahebitians fast friends. "Their own good nature and benevolent disposition; gentle treatment on our part; and the dread of our firearms."

Preparations were made for the departure of the 'Resolution' on 11th May, and a very large supply of fruit was brought from all parts. It is strange that such a people should be thieves, and that the chiefs should connive at the thefts, but we need not repeat ourselves on this point.

On 15th May the vessel anchored in O'Wharre harbour, in the island of Huaheine. More presents were bestowed—hogs and fruits—and red feathers given in return. At this place the voyagers witnessed a dramatic entertainment. On 23rd, the wind being east, the anchor was weighed. Oree, the old chief of Huaheine, wept at the departure, saying to Cook, "Let your sons come; we will treat them well." The vessel soon arrived at Ulietea, where Cook received another hearty welcome, and "all manner of refreshments." "A brisk trade for hogs and fruit continued on 1st June."

When the time for sailing was fixed, Oree, the chief of Ulietea, and his family went on board the 'Resolution' to pay his last respects; requested Cook to return, but getting no promise, he asked the name of his burying-place (*Marai*). Cook replied "Stepney" (being the parish in which his home was); the chief thus showing a desire to remember our countryman, if possible, beyond this life. "Stepney" had to be repeated many times, and then the word was echoed by a hundred voices! "Stepney" (*Marai no Taota*)! The journal says, "What greater proof could we have of these people esteeming us as friends than their wishing to remember us even beyond this life. They had been repeatedly told that we should see them no more; they then wanted to know where we were to mingle with our parent dust?"

The same question about the burial-place was put to Mr. Forster, the naturalist, but he gave a different answer, remarking that "no man used to the sea could say where he should be buried." The natives appeared not to have had any conception of the dangers of the sea, or they thought that the 'Resolution' was proof against the influence of storm, or that the great men of the expedition were superhuman. We might go further, and assume that those far-off islanders, who had "no sacred records," possessed an innate impression of immortality. All the considerable families of those islands had their burial-places which belonged to their estate.

There is a room in the basement, now used as a coal-cellar, where the 'prentice boy, unlike the majority of 'prentice boys, devoted his leisure hours to study. His master's servant stealthily provided him with a penny candle, wherewith to pursue his studies when all the household were in bed; and here, perhaps, he laid the groundwork of his future greatness.

The people of Whitby are justly proud of their port having been the cradle of the famous navigator. Increased interest, too, is attached to the place, in connection with Cook's memory and fame, from the fact that a fitting monument to him is now about to be erected, on the magnificent esplanade.

The old associations of the house in which Captain Cook thus resided are still retained, in some measure, by the fact that the present occupier, a retired captain in the merchant service, is, and has been, the honorary representative of the SHIPWRECKED FISHERMEN AND MARINERS' SOCIETY for upwards of twenty years. How it would gladden the heart of Cook, who had himself seen and suffered shipwreck, to know that such a society existed, and to behold its flag floating over the very spot where he had passed many of his youthful and happy days.

It may be of some additional interest to those having no acquaintance with the history of the locality in the past, to mention that Whitby, a seaport of the North Riding of Yorkshire, on the river Esk, which forms the harbour, is a very closely and irregularly built town, some 16 miles from Scarborough. The ancient abbey of Whitby was a venerable pile, standing in a commanding situation, on a high cliff, on the east side, overlooking the site of the town. In the year 1540, Whitby was only a fishing town. The important discovery of the alum-mine at Guisborough, at the close of the reign of Elizabeth, raised it from its obscurity. Another alum-work was begun in 1615, within three miles of Whitby. In consequence of this extended speculation, two great branches of trade were opened at the port of Whitby; one for supplying the works with coal, and the other for conveying the alum to distant parts. About the beginning of the last century, to restrain the violence of the sea in north-easterly storms, an east pier was built, extending 200 yards westerly to the channel of the river Esk. On the west side of the river a western pier was also formed, extending more than 200 yards towards the sea, and running contiguous to the channel of the Esk, having a very beautiful appearance, regularly built of squared stone, extending nearly 620 yards, including the length of a spacious quay, and terminating in a strong rounded head, with embrasures for a battery. By these two piers, the entrance of the harbour was well secured, there being, during strong northerly gales, a great sea swell. The town of Whitby has suffered much from the ocean, particularly in 1787, when a new-built quay, supporting a block of buildings 80 feet above the level of the sea, was destroyed.

C. K. McA.



THE MOTION OF STORMS; OR, SCIENCE FOR SAILORS.

IV.—CLOUDS: CLOUD-READINGS (*continued*).

“Dear, it concerns thee, if to ships
Thou trust thy life, to know oracular signs
Of stormy winds and ocean hurricanes.
Small is the trouble, and thousandfold the gain,
To the mortal by prevision always armed.
He safeguards his own fortunes and his fellows’
By warnings of the imminent typhoon.
Full often when the evening is calm
The sailor shortens canvas if the morn gave ugly signs.”—ARATUS.



CONFINING ourselves to the order in which we defined the classes of clouds (see p. 67, vol. xxvii.), we again refer to *cirrocumulus*. Perhaps the *cirro-stratus* really occupies a higher position in the air than this cloud, yet both are formed from *cirrus*, and for our purpose it matters little which we first treat of. Howard, adopting the compound name, put the one before the other, because *cumulus* is a higher cloud than *stratus*.

CIRRO-CUMULUS is formed from *cirrus* by the latter descending to a lower station, where the parallel fibres or streaks are broken into small cumulus-shaped clouds. This beautiful cloud has attracted attention in all ages. It was known to the Romans as *vellera lanæ* (fleeces of sheep’s wool). The names given by moderns embody the same idea as “the dappled cloud” of Pösy (*nuage pommelé*), and the “lamb-cloud” of the Germans (*Lämmer-Gewölk*). It generally accompanies fine weather, but is sometimes seen in the openings of rain clouds—as forming the upper stratum—in showery weather.

Then, by the loss of heat on the action of the electric currents, this cloud may become thinned out, the minute drops being frozen, and leaving the centre somewhat dense, and of a dull white or pale grey colour, the edge being tinted rosy or red by the direct rays of the sun, it has then passed into the state of

CIRRO-STRATUS, which generally indicates the approach of storms of wind

and rain in summer; or snow in winter. This cloud generally precedes the squally and stormy weather, and is often seen in the intervals of such storms. It may be observed, however, that there is frequently an interchange between the two classes, and if after a heavy squall the *cirro-cumulus* appear to prevail then fairer weather may be expected; but if the *cirro-stratus* gain the mastery then more squally weather may be expected.

The cloud which appears at times to cut the sun and the moon's disc, or to overhang them like a thin veil, thus producing halos and mock suns and moons is the *cirro-stratus*, and a sure prognostic of wet or storm.

STRATUS has already been briefly described. It is a cloud which forms from the vapours of the day, cooling down as the shades of evening appear; it has been regarded long as an indication of fine weather—

“Then mists the hills forsake and shroud the plain”—

and clearing off with the rising sun. The rapidity with which this is effected depends upon the time of the year. We pass, then, from the “cloud of night” to the “cloud of day.” This is

CUMULUS. “Its beginning is the little cloud not bigger than a man's hand.” It is mainly a summer cloud, called by sailors *ball of cotton*. When it decreases as the sun declines, a continuance of fine weather may be expected, but if it lowers in the atmosphere without disappearing, rain may follow.

CUMULO-STRATUS or twain cloud, is a formation arising from different currents of air of varied temperatures—the *cirro-stratus* appearing to blend with the *cumulus*, cutting it with a horizontal plane. Such a cloud is a precursor of wind, and generally precedes thunderstorms; it has a tendency to completely overcast the sky. When two strata of clouds, on different levels, tend to unite, it is evident that the intermediate region must be nearly or quite in a state of saturation (full of watery vapour). The cloud then forms confusedly and in irregular masses through the whole region, and finally resolves itself into heavy rain (Herschel). This, then, is the frequent forerunner of

NIMBUS or rain cloud. Rain falls from various modifications of clouds which become dense and veil the sky, but more commonly from *cumulo-stratus* which, as it passes into rain-clouds, shows a gradually increasing density and a dark grey or blue-black colour. The fall of rain from the cloud is caused by the commingling of air currents of different degrees of heat, effecting a condensation, or changing from vapour into water, which overcomes the buoyant power of the air and falls by gravitation; and yet while it is still falling its bulk may increase by the upward current of moist air arising from the ground, while the sunshine above the cloud may also be dissolving the watery particles into vapour, which rises higher into space.

How multitudinous are the operations in nature's workshop—and this rain is a wonderful thing, made up of the tiniest particles of water! The mariner

may well contemplate that each of these little watery particles has, like himself, traversed an ocean, and been wafted on the swift winds over many regions.

The descending rain particles have just come from a long pilgrimage. Acted upon by the wonderful power of the sun, they have risen as vapour from the storm-tossed ocean, the peaceful lake, the ever-flowing river, the rushing waterfall, the murmuring streamlet; from the tips of every leaf in the forest, the blades of the grassy plain, or from every flower that blooms; from some or all of these the atoms of fluid have ascended invisibly, as with angel's flight, into the upper air, there to be called into sensible existence by the cool air currents, and to be built up into shining and majestic cloud banks. They have passed from ocean to ocean, from the aqueous to the aerial. They are then but midway on their journey, for at the region of their ascent they are caught up by the passing wind to be carried at its will, and perhaps by the influence of the solar heat, to pass again into the state of invisibility; and, in the aerial flight far off from their starting point by thousands of miles, again to assume the aqueous form. to gravitate into drops, and fall and water the earth. Such is the pilgrimage of the rain-drops.

S. H. M.



“THESE, and far more than these,
The Poet sees!—
He can behold
Aquarius old
Walking the fenceless fields of air,
And, from each ample fold
Of the clouds about him rolled,
Scattering everywhere
The showery rain,
As the farmer scatters his grain.

* * *

For the Poet's thought, that never stops,
Follows the water-drops
Down to the graves of the dead,
Down through chasms and gulfs profound,
To the dreary fountain-head
Of lakes and rivers underground;
And sees them, when the rain is done,
On the bridge of colours seven
Climbing up once more to heaven,
Opposite the setting sun.

* * *

Mysterious change—
From birth to death, from death to birth,
From earth to heaven, from heaven to earth!”

LONGFELLOW.



MARITIME NOTES.



THE ORIGIN OF NAVIGATION.

THE exact origin of navigation is unknown. It has baffled the research of antiquaries, for the simple reason that men sailed upon the sea before they committed the records of their history to paper; or that such records, if any existed, were swept away, and lost, in the periods of anarchy which succeeded. Imagination has suggested that the nautilus, or Portuguese man-of-war, raising its tiny sail and floating off before the breeze, first pointed out to man the use which might be made of the wind as a propelling force; that a split reed, following the current of some tranquil stream, and transporting a beetle over its glassy surface, was the first canoe, while the beetle was the first sailor.

Mythology represents Hercules as sailing in a boat formed of the hide of a lion, and translates ships to the skies, where they still figure among the constellations. Fable makes Atlas claim the invention of the oar, and gives to Tiphys, the pilot of the Argo, the invention of the rudder. The attributing of these discoveries and improvements to particular individuals doubtless afforded pastime to poets in ages when poetry was more popular than history. Instead of trusting to these fanciful authorities, we may form a very rational theory upon the matter in the following manner:—

Whether it was an insect floating on a leaf across a rivulet and then stranded on the bank, or a beaver carried down a river upon a log, or a bear borne away upon an iceberg, that first awakened man to the conception of trusting himself fearlessly upon the water, it is highly probable that he learned from animals, whose natural element it is, the manner of supporting his body upon it, and of forcing his way through it. A frog darting away from the rim of a pond, and striking out with his fore-legs, may have suggested swimming, and the beaver floating on a log may have suggested following his example. The log may not have been sufficiently buoyant, and the adventurer may have added to its buoyancy by using his arms and legs. Even to this day,

the North American Indians cross a rapid stream by clasping the trunk of a tree with the left leg and arm, and propelling themselves with the right. Thus the first step was taken; and the second was either to place several logs together, thus forming a raft, and raising its sides, or to make use of a tree hollowed out by nature. Many trees grow hollow naturally, such as oaks, limes, beeches, and willows; and it would not require a degree of adaptation beyond the capacity of a savage to fit them to float and move upon the water. The next step was probably to hollow out by art a sound log, thus imitating the trunk which had been eroded by time and decay. And, in making this step from the sound to the hollow log, the primitive mariners may have been assisted by observing how an empty nut-shell, or an inverted tortoise-shell, floated upon the water, preserving the inner surface dry, and protecting such objects as their size enabled them to carry. It has been aptly remarked that this first step was the greatest of all,—for the transition from the hollow tree to the ship-of-the-line is not so difficult as the transition from nonentity to the hollow tree.

The first object for obtaining motion upon the water must evidently have been to enable the navigator to cross a river, not to ascend or descend it; as it is apparent he would not seek the means of following or stemming its current, while the same purpose could be more easily served by walking along the shore. It is not difficult to suppose that the oar was suggested by the legs of a frog, or the fins of a fish. The early navigator, seated in his hollow tree, might at first seek to propel himself with his hands, and might then artificially lengthen them by a piece of wood fashioned in imitation of the hand and arm, a long pole terminating in a thin flat blade. Here was the origin of the modern row-boat, one of the most graceful inventions of man. From the oar to the rudder the transition was easy, for the oar is in itself a rudder, and was for a long time used as one.

The sail is not so easily accounted for. An ancient tradition relates that a fisherman and his sweetheart, allured from the shore in the hope of discovering an island, and surprised by a tempest, were in imminent danger of destruction. Their only oar was wrenched from the grasp of the fisherman, and the frail bark was thus left to the mercy of the waves. The maiden raised her white veil to protect herself and her lover from the storm; the wind inflating this fragile garment, impelled them slowly but surely towards the coast. Their aged sire, suddenly seized with prophetic inspiration, exclaimed, "The future is unfolded to my view! Art is advancing to perfection! My children, you have discovered a powerful agent in navigation. All nations will cover the ocean with their fleets, and wander to distant regions. Men, differing in their manners, and separated by seas, will disembark upon peaceful shores, and impart thence foreign science, superfluities, and art. Then shall the mariner fearlessly cruise over the immense abyss, and discover new land

and unknown seas!" The legend goes on to state that he at once fixed a pole in the middle of the canoe, and, attaching to it a piece of cloth, invented the first sail-boat. Mythology assigns a different, though similar, origin to the invention:—Iris, seeking her son in a bark which she impelled by oars, perceived that the wind inflated her garments and gently forced her in the direction in which she was going.

No research would bring the investigation to conclusions more satisfactory than these. The fact would still remain, that the first mention in profane history of constructions moving upon the water, is many centuries subsequent to the period in which the idea of building such constructions must be presumed to have been first conceived.

THE MERCANTILE MARINE.

(From *The Times*.)

THE transformation and development which the Mercantile Marine of the world is undergoing are too remarkable to escape attention. The system of building ships of wood, which is almost as old as the world itself, and which remained unrivalled down to our own day, appears likely soon to disappear altogether, or to retain a purely exceptional and local existence in out-of-the-way places. Those who intimately knew the inherent difficulties and risks of wood shipbuilding—the natural limitations of size, form, and sources of supply of trees available for shipbuilding uses; the absolute necessity of metallic fastenings for the larger vessels; the difficulty, not to say the impracticability, of producing, even with metallic fastenings, a hull which would refuse to change its form under the action of sea-waves; the insidious nature both of wet rot and dry rot under the influences of varying climates and sea waters; and, above all, the insuperable limits of size which could not be with safety exceeded while ships were built of wood—we say, those who well understood these things, and who witnessed the introduction of iron, with its immense capabilities, into the shipbuilding trade, never doubted that sooner or later the iron ship would drive the wood ship from the seas. Or if this be too much to assert as regards the first few years of iron shipbuilding, it can certainly be said with perfect confidence that all doubts must have vanished when, in 1859, the great Brunel put his Titanic ship afloat. Such a structure as the 'Great Eastern' was impossible in the wood age; of the iron age it was a triumph which has not been surpassed, and which, in many respects besides size, is only now becoming emulated. But its construction established the future of naval architecture.

Very naturally, but, nevertheless, very vainly, the Americans, the Canadians, the Italians, and many others, who could build ships of wood but could not produce them of iron, or could not produce them advantageously in open

competition with ourselves, have clung with strenuous tenacity to the use of timber ships. The Americans have even made repeated efforts to prove the inferiority of iron for the purpose . . . The opposition to iron has, however, been all in vain, and it is now manifest that year by year the competition of wood-built ships is getting more and more hopeless. No notice is taken of this decline of wood shipbuilding in the very valuable report of Mr. Giffen which is prefixed to the last "Annual Statement of the Navigation and Shipping of the United Kingdom," but the fact is really and strongly reflected in another which is there fully developed—viz., the diminution of sailing ships and the increase of steamships. For steamships iron is now all but universally employed; the ships built of wood are sailing ships; the disuse of wood and the extended use of iron (and of steel) are, therefore, practically demonstrated in the increasing substitution of steam for sailing vessels. This substitution is, indeed, remarkable. We shall not attempt to give the figures for the mercantile navies of other countries. It is obvious that if, in our own enormous trade, the iron steamship is rapidly extinguishing the competition of our own wood sailing ships, the competition of foreign sailing ships of wood cannot be of long duration. Confining ourselves, therefore, to our own trade, we will endeavour to reflect the process of transformation in a few striking figures. We will employ for the purpose those representing the tonnage of vessels added to and deducted from the registers of the ports of the United Kingdom (excluding vessels merely transferred from one port to another) during the last five years respectively :—

	Added			Deducted		
	Sailing Tons		Steam Tons	Sailing Tons		Steam Tons
1875	337,309	....	165,276	236,760	....	90,438
1876	289,269	....	138,713	238,343	....	79,372
1877	269,961	....	223,971	265,392	....	90,148
1878	189,477	....	275,034	210,687	....	98,063
1879	99,929	....	310,875	265,431	....	116,105

The first column shows a continual and very large decline in the tonnage of sailing ships added yearly to the registers, in contrast with an almost continual and very considerable increase in the tonnage of steamships added yearly, as exhibited in the second column. Comparing 1875 with last year, we observe that while the addition of sailing tonnage has fallen nearly to one-fourth, the addition of steam tonnage has nearly doubled. The third column shows that while the tonnage of sailing ships added to our marine is so largely diminishing, the tonnage of such ships removed from the register does not diminish; last year the quantity of sailing ships added being sufficient to replace only about one-third of that removed from the register. As regards steamers, on the other hand, the very reverse is the case, there having been added last year nearly three times the tonnage removed. Another mode of stating the facts of last year is, that while the sailing tonnage was diminished by 165,602 tons,

the steam tonnage was increased by 194,770 tons. The facts are not less striking, of course, when we note the shipbuilding of the year instead of the changes in the registers. "The building of steamers last year compared with sailing vessels was," says Mr. Giffen, "as 5 to 1—297,720 tons of steam vessels to 59,153 tons of sailing vessels." And he adds words which call attention to the fact that steamers perform very much more work than sailing vessels—a circumstance which, as he justly remarks, "makes the disproportion enormous." It is certain, therefore, that the substitution of steam for sail propulsion, and the correlative substitution of iron for wood, are proceeding at an astonishing rate, and are rapidly bringing the whole commerce of the world under new conditions.

Simultaneously with this general transformation of the mercantile marine into iron steamers, is going forward a vast improvement in the size, speed, safety, and efficiency of the steam-ships employed upon the great ocean routes. Twenty years ago the largest steamers known (in this, as in all such comparisons, neglecting the 'Great Eastern,' which was a prodigy of engineering skill) did not reach 350ft. in length, 45ft. in breadth, 3,500 tons in tonnage, or 4,000-horse power indicated. We have before us at this moment a list of fifty merchant steamers sailing, in the year 1860, from Southampton and other southern ports, which the largest vessels then frequented, and the list includes but ten ships of more than 300ft. in length, none of which reached the limits of size and power just given, and the whole of which belonged to two companies—viz., the Royal Mail and the Peninsular and Oriental. At the present moment we have afloat and at work the White Star Liners, some of them of 445 ft. in length, 45 ft. in breadth, and nearly 5,000 indicated horse power; the Inman Liners, comprising such ships as the 'City of Berlin,' 488 ft. by 44½ ft. broad, and of about the same steam power; the 'Orient,' of 445 ft. by 46½ ft., with engines developing 5,600-horse power; the 'Arizona,' of about the same size, with still greater steam power and speed; and many other splendid vessels but little inferior to any of the foregoing. And these grand steamers—many of which reach the quays of New York with greater punctuality than railway trains reach the London suburbs from Victoria and Charing-cross, and would reach our quays with equal punctuality if they could avoid the abominable sands that bar the Mersey—are the forerunners of still larger and more powerful vessels now taking shape upon the banks of the Clyde and elsewhere. The Cunard steel ship, the 'Servia,' now building by Messrs. Thompson, of Glasgow, is 530 ft. by 52 ft., with over 10,000 indicated horse power, and will, therefore, doubtless possess a speed considerably in advance of that of the very fastest ship at present afloat in the mercantile marine. The Inman steamship 'City of Rome,' building of iron, at Barrow, will be still larger, having a length of 546 ft., a breadth of 52 ft., a gross registered tonnage of 8,000, and a steam power nearly equal to that of the 'Servia.' The Guion Line is to be increased

by ships of almost equal size and power, and the Allan Line is building others equal to the finest of the White Star boats. Nor is there any reason to suppose that the demands which have led to the building of these fine ships will be satisfied by their construction, or will themselves cease to increase. Notwithstanding the number and magnitude of the passenger steamers now running between America and this country, the traffic is so great that it has only been possible to secure accommodation by arranging passages many weeks, and even months in advance, while the rapidly-increasing population and wealth of the United States and of Canada make it certain that the interchange of agricultural produce and manufactured goods between them and ourselves will go on increasing. But the improvement in the size and power of the ships of our steam merchant marine is not by any means limited to our traffic with the Continent of North America; on the contrary, an almost equally remarkable improvement is proceeding on many different routes. . . .

It is highly gratifying to us to be able to state that the quality and general character of our large steamships are improving equally with their size and speed. Whatever may be the cause assigned, it is an undoubted fact that our largest ships are being brought more and more under scientific supervision both in design and construction, by far the larger part of them being classed by Lloyd's Register office under special survey. . . .

One very important matter, in respect of which great improvement has taken and is taking place, is that of the subdivision of iron ships into water-tight compartments. Even when water-tight bulkheads are fitted in sufficient number throughout a ship, the dangers of the case are sufficiently great; and the instance of the war ship 'Vanguard' shows that it is not sufficient to fit a ship with such bulkheads—for the leaving open of the water-tight doors, or the neglect to close them after an accident, will as effectually destroy the ship as would the absence of such divisions. But, unless such water-tight bulkheads are fitted in sufficient number to prevent a single accident from sinking the ship, the peril of the passengers is great indeed, and this peril ocean passengers have for many long years been undergoing to an extent that the public would be unwilling to believe. . . . Many and many a fine steamer carrying passengers across the ocean, was so insufficiently supplied with these divisional bulkheads as to be sure to founder from any serious collision or other accident of the kind, however well the few that existed may have been built; others had these transverse bulkheads in sufficient number, but with some of them carried up to an insufficient height, so that the sea, on filling one compartment, would flow over the tops of the divisional bulkheads into the other compartments, and thus sink the ship, although less swiftly, with equal certainty. During the last four or five years a very great improvement has taken place in this most important respect, the case of the 'Arizona' steaming at full speed into a mountain of ice, surviving the shock, and steaming to port without

assistance, affording a noteworthy example of the successful use of water-tight bulkheads. . . . Another respect in which safety at sea is being promoted in our largest and finest passenger steamships is that of structural strength. There is no room for doubt in the minds of those who have studied the subject with care, that iron ships of great structural weakness have been sent to sea in large numbers, and many of them have been lost from this cause. Every port in the kingdom in which iron ships are repaired has supplied abundant evidence of this weakness, and in the early days of iron shipbuilding the means of strengthening weak ships were, in the main, tentative and experimental. . . . Nor is it at all certain that the greatest strains of a ship are brought into view by treating her as a girder when upright; on the contrary, while the action of gravity is always downward, a ship at sea is laid over by the winds and waves to great angles of inclination, and from this and other causes enormous twisting and bending strains are brought upon the hull in all sorts of oblique directions. This is now being better understood and more effectually provided for than ever, and we have no hesitation in saying that many of the largest and fastest steamships now being built are among the strongest and most seaworthy ever produced. . . .

It must not be inferred from what has gone before that our view of the mercantile marine is altogether one of approval. On the contrary, we may feel it our duty on an early occasion to invite attention to many and serious evils connected with it. The object of our present remarks is primarily to exhibit the progress which our mercantile steam marine is making by the substitution of iron or steel steamers for wood sailing vessels, and by the development of large and fast steamships of a high character for employment upon the great ocean routes. . . .

GREAT YARMOUTH AND ITS FISHERIES.

—The very name of Yarmouth is suggestive of vigorous appetite, and has a savour of the sea. There is something in the look of this grand old seaport town of East Anglia which distinguishes it from all other summer resorts—a substantial, well-to-do element, combined with a certain aspect of antiquity, that adds to our appreciation of the glorious breeze blowing off the sea, the great wide expanse of sandy beach, and the toss and tumble of the big waves, into which many a vigorous bather dares to plunge when the wind blows freshly and carries their crests with a surge that has a salt sting in it like the lash of a light whip steeped in brine. There

are few places in England that can match Yarmouth for a certain old-world originality. It yields but slowly to useless modern innovations; butter is still sold by the "pint"; and there is a bright, fresh, and yet picturesquely ancient style, in the pretty market and neighbourhood about the quays and harbour which indefinitely remind us of some Continental cities, with the pleasant addition of greater cleanliness and fewer "ancient," even though there may be as many "fishlike" smells. It is not about the quay that there is any particular evidence of the great staple of the town. *The BLOATER*—Well, there is this advantage in a "bLOATER," that it can be made subservient to immediate

need without extravagance; and that while Yarmouth is true to itself, and Britain's sons retain their boyhood's simple taste for hot buttered toast (muffins are not to be despised in this connection), there is a potentiality of luxury to every possessor of a shilling! The bloater lords it everywhere; and, down by the beach, those tall skeleton towers of timber, that seem to the uninitiated to be erected for bearing the weight of astronomical instruments, are the look-out stations, where in the fishing season men anxiously peer seaward to watch for the first sails of the returning herring fleet, that they may prepare for the tremendous rush which follows the ferrying of the "takes," and the subsequent tremendous business of curing or smoking. The herring fishery vessels range from fifteen to forty tons. The largest vessels have from eight to eleven hands, including two or three boys. The accommodation on board, as may be easily concluded, is of a very limited character; and the hardships of a fishing life are not easily overstated. The men shoot their nets at sunset, and take them up at daylight. The length of the nets, which often exceed one hundred in number, is so great that as many as ten lasts (a last is 13,200) have been fished at one haul. The herrings are shaken in to the main hold of the boat, are immediately sprinkled with salt, and, as soon as the catch is complete, conveyed to shore to the curing houses. In 1870, 900 boats, carrying 4,051 men and 531 boys, were engaged in this fishery at Yarmouth. In 1875, the number of boats had increased to 1,330. The average annual catch for fifty years was 3,500 lasts; but latterly this number has increased to 17,000 lasts. The average catch of fish per boat is about fifteen lasts; though a boat has been known to bring in at one time the enormous quantity of twenty lasts, or 264,000 fish. In 1865, the catch was unusually large. It was estimated at upwards of 10,000 lasts, or nearly 130 millions of fish, the highest boat

bringing in 126 lasts, others above 100 lasts each, and several from 80 to 100 lasts each. The home trade was unusually large, no less than 281,850 packages of fish, weighing 12,190 tons, being sent inland by railway alone in the three months' season ending December, 1879; whilst the exports of herrings to the Mediterranean exceeded 25,000 barrels in the same time. The fish, when brought to the shore, are carried to the fish-houses in "swills," which are open coarse wicker baskets, and differ from the "ped" used for mackerel, the "kid" used for sprats, and the "skep," all of which are local words. Arrived at the fish-office, which is under the charge of a man called a "tower," the fish, after being sufficiently salted, remain on the floor for twenty-four hours if intended to be slightly cured, or for ten days if intended for the foreign market. They are then washed in large vats filled with fresh water; wooden "spits," about four feet long, and as thick as a man's thumb, are passed through their heads or gills by women called "rivers," and they are then hung up in tiers to the top of the building, which is usually forty or fifty feet high, fitted up with balks and splines called "loves," upon which the ends of the spits rest, the first tier being about seven feet from the ground. Fires from oak billets are then kindled under them; and are continued day and night, with slight intermissions to allow the fat and oil to drop, until the fish are sufficiently cured, which, if they be intended for the foreign markets, is at the end of fourteen days, if for the home, three or four days; whilst for immediate eating, twenty-four hours are enough. The first are called "red herrings," from the deep golden hue or colour which they acquire from the smoke of the fires; and the two latter are known as "blown herrings" and "bloaters." The average quantity of salt used in curing the fish is about half a ton for each last. At Yarmouth alone, the

annual consumption of salt used in curing herrings amounts to 10,000 tons. When cured, the herrings are taken down, which is called "striking," and placed in barrels. From 50,000 to 60,000 barrels are yearly sent abroad, 30,000 to 40,000 being exported to the Mediterranean, whilst the home trade has greatly increased, and far exceeds that number. In 1760 the fisheries had become so important that the capital embarked in them was estimated at £160,000; and in the ninety years following this amount was nearly doubled, being £316,000 in the year 1850. The last twenty-five years, however, has shown the greatest progress of all; as the total value of luggers, trawling smacks, and other vessels, with the various buildings on shore belonging to the herring and trawling fisheries, is supposed to be little short of three-quarters of a million sterling at the present time. The importance of the herring fishery at Yarmouth may also be estimated by the fact that its produce is equal to one-fifth of the entire fishery of the United Kingdom. It might also be said of Yarmouth, as it was of Amsterdam in the old Dutch fisheries, that "her foundations are laid upon herring bones."—*Rev. C. Bullock, in "The Fireside."*

SOME ODD FISH.—Captain Leigh, in his "Voyage to Guiana," recounts:—"We saw a white thing floating upon the water, which sank when the ship came within fifty or sixty yards of it. It resembled a man's head without hair. Some said they saw a great many of them, and observed two black eyes and a mouth upon them. We also saw a strange kind of fish, about as long as an ordinary lamprey, and equally round, with a large fin or crest above a foot high over its head. It swims upon one side, so that the fin, together with the body, represents a large fish of a triangular form, and it makes its way by shifting from one side to the other. But when it catches its

prey the fin is straight, and appears above water of an ashy colour, though the body is as white and as round as a tallow candle." This is corroborated by Thevenol. Sir Thomas Herbert gives an account of dolphins, which he says were no bigger than a salmon, and that these also were incredibly swift. He was on the coast of Zanzibar, a large kingdom on the east side of the Cape of Good Hope. There he saw great numbers of dolphins, of which he gives this description:—"That they much affect the company of men, and are nourished like men. They are always constant to their mates; embrace; go with young ten months; and are so tenderly affected to their parents that when they are 300 years old they feed and defend them against hungry fishes, and when they die carry them ashore and bury them." How about close-time in the Wye after this? "There is plenty of salmon in the river Wye; and whereas in other countries this fish is seasonable only in summer, here they are in season all the year round. The winter salmon are fat and sound, when they are sick and spent in other places." A small work on natural history, time 1604, says that "The fish called the base (basse) is so plentiful in the sea off the Island of Sarke, that carloads are drawn up at a time here and at Jersey." At Kilgarring, Pembroke, there is a cataract in the river called the Salmon Leap, because they take their tails in their teeth and spring over the cataract. This notion still prevails in Norway and Sweden, and the cheese maggot is referred to as confirmation of the ease with which such an acrobatic feat can be performed. It is needless to say that the salmon does not surmount impediments in this way. "About six miles from the city of Worcester, near Holt Castle, the Severn so abounds with lampreys (query *lamperus*), and these so constant thereabout, that nature seems here to have formed a pond for them. Their chief season is the spring, and they are then delicious meat."—*All the Year Round.*



THE SEA AND ITS PERILS.



“BREAK, break, break,
On thy cold gray stones, O Sea!
And I would that my tongue could utter
The thoughts that arise in me.

* * * * *

And the stately ships go on
To their haven under the hill;
But O for the touch of a vanish'd hand,
And the sound of a voice that is still!”

TENNYSON.

“Oh, many a bark, to that breast grappled fast,
Has gone down to the fearful and fathomless grave;
Again, crash'd together the keel and the mast,
To be seen tost aloft in the glee of the wave!”

SCHILLER.

THE ABANDONMENT OF THE STEAM-SHIP ‘JEDDAH,’ WITH HELPLESS PILGRIMS ON BOARD.



WE have been favoured by the Executive of THE SHIPMASTERS' SOCIETY, Jeffrey's-square, St. Mary Axe, London—of which Rear-Admiral H.R.H. the Duke of Edinburgh, K.G., is President, and Captain W. L. Darke (Temperleys, Carter, and Darke), Chairman of the Committee of Management—with the subjoined copy of a letter, and its enclosed “Extract from Log,” forwarded to the Society by Captain J. T. Bragg, Lieut. R.N.R., the commander of the steam-ship ‘Antenor,’ by whose good exertions, most ably seconded by those of his officers and crew, the upwards of 950 pilgrims, abandoned on board the steam-ship ‘Jeddah,’ were recently rescued off Cape Guardafui, and, under Providence, saved from a watery grave, or possibly the terrible, life-long calamity of an even worse fate:—

“Steam-ship ‘Antenor,’ London, Sept. 20th, 1880.

“Enclosed is extract from the log of the steam-ship ‘Antenor,’ under my command, from which you will see that, along with the steam-ship ‘Jeddah,’ nearly 1,000 lives were salvaged.

"The facts of the case are as follows: When we descried the vessel's signals she was standing towards us, with the intention of running on to the rocky, bold shore, about twelve miles west of Cape Guardafui, and going about three knots per hour; and as no other vessel passed, up to the time we got hold of her, she would have accomplished this in about three hours, in the darkness of the night.

"I need not point out to you the panic and loss of life that must have ensued; neither need I point out the fate of such as might have escaped drowning, as the country adjacent is inhabited by the wild tribes of Somalir, who would probably have sold them into slavery.

"Although the pilgrims were not actually natives of England, they were the subjects of Great Britain, as most of them belonged to Singapore and Penang; and though different in race and creed, in a case of humanity we are all akin."

* * * * *

"EXTRACT FROM LOG OF STEAM-SHIP 'ANTENOR,' JOHN THREEFALL BRAGG,
LIEUT. R.N.R., MASTER.

"AUGUST 8TH, 1880. Noon.—Fresh breeze, and moderating.

"4 p.m.—Passed Cape Guardafui.

"5 p.m.—Sighted a steamer to the north under canvas, standing in for the land, with the signals flying 'I am sinking; send immediate assistance.' She proved to be the steam-ship 'Jeddah,' of Singapore (British ship), with 953 passengers on board, and entirely disabled, and abandoned by the captain, officers, first and third engineers, and most of the crew, with seven feet of water in the after hold, and engine and boiler rooms. Sent a boat in charge of chief officer, who returned and said that, with extra exertion, he thought she might be saved. Sent chief officer back to steam-ship 'Jeddah,' who took off her canvas; and after three hours' labour and difficulty, on account of the darkness of the night and the labouring of the vessels, got a rope passed, and towed her to the westward, and proceeded slowly towards Aden.

"AUGUST 11TH. Noon.—Calm, clear weather.

"3 p.m.—Arrived off Aden. Stopped to shorten sail, and single out hawsers for entering Port.

"4 15 p.m.—Anchored the steam-ship 'Jeddah,' in safety, in 24 feet of water, off the Light-Ship in Aden Harbour, with all her passengers on board.

"(Signed)

J. T. BRAGG, Master.

RANDOLF CAMPBELL, Mate.

R. MILLER, Second Mate.

RD. THORNTON, Chief Engineer."

SEARCH FOR SHIPWRECKED CREWS BY H.M.S. 'COMUS.'

A SPECIAL cruise, recently undertaken by H.M.S. 'Comus,' in search of the crews who might have been landed from some missing vessels—the 'Knowsley Hall' and others, which are supposed to have been shipwrecked among the groups of uninhabited islands in the South Indian Ocean—has now been brought to a close, unfortunately without avail as regards the desired object.

The principal groups of islands situated in that region of the globe, all between the 35th and 55th degrees of South latitude, and between the 35th and 80th degrees of East longitude, are Prince Edward's Islands, the Crozets or Marion Islands, St. Paul's and Amsterdam Island, and Kerguelen Land.

The Crozets, which are notable from the shipwreck there of the New Zealand emigrant-ship 'Strathmore,' in 1875, will be found in about latitude 46 deg. 27 min. S., longitude 52 deg., and consist mainly of four islands, namely—Possession Island, the largest, East Island, Hog or Swine Island, and Penguin Island. They are of volcanic origin, and are quite mountainous. Possession Island has eminences rising to 5,000 ft., covered with perpetual snow, the melting of which keeps the lowlands and valleys always wet. This produces deep bog, from the decomposition of the volcanic soil, but overgrown with moss and fern of the most beautiful verdure. In American Bay, in a cove named after H.M.S. 'Comus,' when she lay there, and placed there a depôt of provisions for the use of future shipwrecked people, the singular form of the basaltic rocks was peculiarly striking. East Island, which is distant seven miles from Possession Island, presents jagged snowy peaks 4,000 ft. high, and its cliffs are precipitous, with many waterfalls, some of considerable magnitude, continually pouring over them into the sea. There are several little bays on the north and east sides of this island, where a landing is not difficult. Hog Island is only precipitous on its western side, but on the other sides descends with a more gentle slope to the sea. Its position is very incorrectly shown in the Admiralty chart, thirteen miles too far to the south and east. It is recommended that, in case of any vessels coming to grief near the Crozets, the boats should make for the east shore of Hog Island, or the north side of East Island. The former "abounds in game, so that no one need fear to be starved; the skins of the animals would afford plenty of clothing; and fuel, in the shape of oil, is in abundance, one penguin alone giving a gallon." The Kerguelen cabbage is abundant on Possession Island, and a plant called red root, on which human beings "could not only exist, but get fat." There is a small white bird called the "snowdrop," about the size of a pigeon, which is very good eating. The chase of the sea-elephant on the Crozet Islands has been abandoned as unprofitable, but large numbers of these huge animals were seen by the officers of the 'Comus.' Their tongues, fins, and kidneys were found excellent to eat.

Penguin Island, one of the same group, is a mass of volcanic matter, with peaks of 1,200 ft., thrown up into a variety of strange forms and shapes; there is not the slightest appearance of a beach, but deep water all round it. The rocks upon which the 'Strathmore' was wrecked five years ago, called the Twelve Apostles, are seven miles north-east of Possession Island; they consist of two large rocks, each a mile or mile and a half long, about 900 ft. high, and several detached pinnacled rocks, from 50 ft. to 400 ft. high, with deep channels between them, besides a few outlying rocks to the south-west. It is not difficult to land upon them in times of smooth water.

Kerguelen Land, which was one of the places chosen for an astronomical expedition to observe the Transit of Venus, with a view to determine the sun's distance from our earth, in the year 1874, is a large island, one hundred miles long and fifty miles broad, in latitude 49 deg. 54 min. south of the Equator, longitude 70 deg. 12 min. east of Greenwich. It has an area of 1,318 square miles, and is not of volcanic formation, but of primary rock, with carboniferous strata. A high range of mountains runs through the length of the island from north-west to south-east. Its loftiest summit, Mount Ross, has an altitude of 6,700 ft., with a second top somewhat lower. At Christmas Harbour there is to be seen a very remarkable natural arch, formed by a detached fragment of rock at the east end of Mount Havergal, which is a curious feature in the southern coast of that harbour.

The last place visited by H. M. S. 'Comus,' in quest of any people who might need relief, was St. Paul's Island, which lies considerably more to the north, in latitude 38 deg. 43 min. below the Equator, and east longitude 77 deg. 38 min. nearly half-way between the Cape of Good Hope and Cape Leeuwin, the south-westerly point of Australia. Amsterdam Island is at no great distance from St. Paul's to the southward. It will be remembered that the unlucky Admiralty transport-ship 'Megæra,' which broke down at sea a few years ago, left her remains on St. Paul's Island. This place is much frequented by various parties of fishermen. A French schooner from the Isle of Bourbon, with twenty-nine men so employed, was met here by the 'Comus,' which supplied them with bread, sugar, and tobacco.

The British corvette, having then completed her task of examining the southern islands, and looking for shipwrecked crews, no traces of any such being anywhere found, made the best of her way to Singapore.—*Illustrated London News.*

EIGHT DAYS IN AN OPEN BOAT.—The barque 'San Fernando,' of Sunderland, Captain Edward Chaddock, from Jamaica, with a cargo of log-wood, arrived in Plymouth Sound on Friday night, Sept.

3rd, for orders. She had on board two young men, natives of Jamaica, who were picked up in an open boat about three hundred miles from their island home. According to the statement of the elder

of the two, Henry Perry, he and his companion, Emmanuel Cuseo, left Jamaica early on the morning of Friday, 23rd July, to catch fish, which abound in great quantities a short distance from the coast. So absorbing did the sport prove that it was not noticed that the boat had been rapidly drifting. The young men intended returning about five o'clock in the evening, when, to their dismay, they found that the boat had drifted over the bar, and was so far out at sea that the island of Jamaica could no longer be seen. Dark clouds had been hovering overhead, and whilst it was yet early in the evening a terrific storm burst forth. The thunder pealed, and the vividness of the lightning at times revealed to the lads their awful situation. To add to their misery, a perfect deluge of rain poured down incessantly for two or three hours. The boat had been scudding along under sail at a tremendous rate; but as no lights, denoting the situation of the island, could be seen, and as the storm increased in violence, Perry, at much risk, lowered the small sheet of canvas and resolved to drift with the tide. Only one small cask of water and two loaves had been brought, and these had been consumed during the day, a little water still remaining. At daybreak on the following day (Saturday) the youths found themselves on the ocean, with neither land nor ship in sight. In the afternoon, however, they fell in with an American schooner, the 'Anna Coma.' The captain of the vessel told the castaways that they were in the Gulf of Florida, and that they would soon find their way to land. He was appealed to by the two poor fellows to take them on board, but this he refused to do; and after giving them two small fish and a little bread, left them to their fate. On Sunday night no food remained—the lads refreshing themselves with some rain-water which had collected in the boat. On Monday the castaways realised to a greater extent than hitherto the horrors of the situation. Not a morsel of food had they

tasted, and of the rain-water there remained but a small quantity. Tuesday and Wednesday passed in much the same way, without a sign of succour, and nothing but a broad expanse of waters meeting the anxious watchers' view. On Wednesday Cuseo became so ill that his companion feared he would succumb to the combined effects of exposure and starvation. On Thursday so awful had their position become that Perry consulted with his half-dead comrade as to whether it would not be better to sink the boat and perish, rather than submit longer to the pangs of hunger and thirst. Fortunately for the young men this desperate resolve was not carried into effect. The following day, Friday, made the fifth during which they had not tasted food, and from the effects of this and exposure the two were almost dead. At this critical juncture, Perry's anxious watch was rewarded by the sight of a large ship in the distance. With renewed hope the lads made for the vessel, but it seemed as if their expectation of speedy relief was to be taken from them. A storm broke forth, and a squall striking the frail boat, she half filled with water. The sail was again lowered, and the lads made signals, and shouted to attract the attention of the stranger. Their signals were seen, and the vessel steered in the direction of the castaways. On coming alongside she proved to be the 'San Fernando,' which left Jamaica the day previous to that on which the lads had drifted out to sea. Captain Chaddock, whilst refusing to take them on board, supplied them with a liberal quantity of provisions and some water, and towed them from the place they were fallen in with, near Nassau, New Providence, for two days. On the Sunday afternoon Captain Chaddock offered to provide the castaways with a compass and necessaries, and direct them on their homeward journey. The lads were, however, so frightened by their recent experiences, that they volunteered to accompany the captain to England rather than again

expose themselves to such danger; and at five o'clock they were taken on board the barque, when, there being no room to stow the boat, she was abandoned, a message being placed in her to the effect that the boys were saved. The castaways were so exhausted that they could scarcely step on shipboard, and the first day were unable to swallow food of any description. After being carefully attended to for two or three days, they sufficiently recovered to be able to tell Captain Chaddock their adventures. When rescued, they were two hundred and fifty miles from Jamaica, in long. 24° 10' north, lat. 82° 12' west, and in the Straits of Florida. In conversation, it transpired that Henry Perry's father, who is a veterinary surgeon at Montevideo Bay, Jamaica, had an interest in the cargo which the 'San Fernando' was bringing to England. Captain Chaddock communicated with Mr. T. W. Heppins, the Honorary Agent at Plymouth of the SHIPWRECKED MARINERS' SOCIETY, as to what should be done with the young men. Mr. Heppins offered to forward them either to London, Liverpool, or Glasgow, no vessels sailing from Plymouth to the West Indies. As Captain Chaddock had received his orders for the ship to go direct to Glasgow, he kindly arranged to take the boys there; thus saving the Society the expense.

THE 'DUNDEE.'—We here give a few details respecting the loss of the 'Dundee,' which are gathered from a circumstantial narrative given by Captain Croudace of the burning of his ship. He states that they left Dundee on May 27, at four a.m., and proceeded all well, with fine weather, until the morning of July 13. They were then in lat. 26° 51' S., long. 28° 22' W., and it was reported that smoke was seen issuing from the hatches. This was about six a.m. Along with the carpenter and chief officer he went below, made thorough examination fore and aft, and came to the conclusion that

the main hatch was the centre of the fire. The hatches were taken off, and the men set to dig into the cargo in order to discover the fire. Having continued at this for some time, the men could work no longer on account of the heat and gas and smoke that were escaping. The hatches were then battened down and all air holes stopped, and Captain Croudace made all sail for Rio Janeiro, which was his nearest port. On the following day, the 14th, they were in lat. 25° 22' S., long. 30° 38' W., having run 116 miles. They then opened the main hatch again to make another attempt to get at and subdue the fire; but the heat, smoke, and gas were so great that the men were driven away, and it was with difficulty they succeeded in closing the hatch. About four in the afternoon the hatches blew up, the gas having generated below. The boats were then put into the davits and made ready for lowering at a moment's notice. Another explosion took place about six p.m., shaking the ship fore and aft. Between seven and eight o'clock another explosion was felt, and flames and smoke shot up as high as the stays. Early on the morning of the 15th Captain Croudace went along the deck and made an inspection. He found it very hot amidships—all along the combing of the main hatch; the waterways being so hot that he could not hold his hand on them. The port side of the vessel was so hot that the water evaporated when it struck her. At ten a.m. the hands came aft and refused to remain longer in the ship; they then took to the two boats. They abandoned the ship about noon, at which time she was red-hot amidships, and explosions were occurring every hour. They stood by the ship for about a couple of hours, and then made all sail for Cape Frio. The boat in charge of the captain ultimately reached Rio, the nearest port, as we have already stated; and the second boat having been picked up by a Dutch vessel was landed at Pernambuco on the 2nd of August.

THE 'VERA CRUZ.'—The following account has been given by Mason Talbot, a seaman, of the wreck of the 'Vera Cruz,' on the 29th of August, off the coast of Florida. Of the seventy-nine persons on board sixty-eight were supposed to be lost, including among them General Torbert, ex-consul at Paris, a Union cavalry officer. The ship was in a hurricane all Saturday night, and Talbot stated: "When day broke it was determined to abandon the ship, as the water had gained so rapidly in the hold, during the night, that it was evident she could not long remain afloat. One of the boats was swung over the side and manned with a crew. Then passengers tumbled into her as best they could. When she was filled, the signal to let go was given. The boat went down with a run, but, before she had gone ten feet, the side of the ship coming up with a roll struck it, and those who were not crushed to death outright were dropped, half stunned, into the sea, where they were drowned before our eyes. It was a pitiful sight to see them struggling, almost within our grasp, and then disappear one after another beneath the waters. Another boat was got ready, and was let off in the same manner. It, too, was ground to splinters against the ship's side, and its occupants met with the same fate as those in the first boat. Meantime, the steamer was found to be slowly settling. Every sea shook her from end to end, and if she had not been as stiff and strong as she was, she must have been wrenched to pieces during the night. Those who now remained aboard were so completely unnerved by the horrible sights which they had seen, and the shrieks of the drowning, that they refused to enter one of the boats. The captain and some of the officers were in one of the boats. It was about 5.30 o'clock when they went over the side. Such a scene I never before witnessed as that now presented. Men and women were in the cabin praying and shrieking and screaming. All of a sudden there was a snapping sound as of many tim-

bers giving way, and a shock that was felt all over the vessel. She had broken completely in two. She gave one or two plunges, the water rushed in through the wide-open seams and cracks, and the next minute the 'Vera Cruz' went down, carrying all on board. I was clinging to the deck, and was sucked down with the vessel. I came to the surface, breathless and choking with the salt water I had swallowed. Then one person and another came to the top, grasping wildly for something to support them. The water was dotted with their heads and was filled with heavy pieces of wreck. Some of them were struck by this stuff, and so much stunned that they went down again, never to come up. I saw one or two women drowned in this way. I got hold of a piece of the wreck, but the sea tore it away from me, and then tossed it back again, as if to tantalize me. When I first came to the surface, the water around me was thick with human beings. Some of them caught me, and I had to dive to get rid of their grip. I did this in several cases. I had to do the same thing to avoid pieces of wreck that had bolts sticking out of them. Whoever was struck by one of these bolts was sure to be so maimed as to become helpless. I was tossed up and down all that day until late in the afternoon. Occasionally, as I rose to the crest of some wave, I could see a human being on the crest of another one. Then I was down in the hollow again dodging the timbers. Many times I was driven down two and three fathoms under the water, and if I was lucky enough to grasp a timber when I came to it, it was almost sure to be snatched away from me the next moment. I saw a mother and her daughter tightly clasped together. They rode past me on a wave and disappeared. Their bodies came ashore still bound in the same embrace. All that Sunday night I was tossed about, and, finally, at 7.30 o'clock Monday morning, after having been in the water twenty-six hours, I was hauled up

on the beach. I lay there exhausted for a long time. The last time I saw General Torbert alive he was on the after-part of the vessel. He was breathing; I was told, when he was cast ashore. A boy dragged him up as far as he could on the beach, and then ran for help. When he came back with assistance General Torbert was dead. His dead body was removed to the little village of Port Orange, which is at the entrance of Mosquito Inlet. There I saw it. His head was covered with bruises, showing that he must have been struck several times by the pieces of wreck. His body was buried at Daytona." Talbot added that all his companions were more or less bruised by the drifting *debris* of the wreck. One of them stripped off his clothing; and in a naked state swam until he was cast up on the beach. He had a life-preserver, and was the first to come ashore. The vessel was a "staunch wooden steamship," only a few years old, plying between New York; Havannah, and other ports.

THE 'HYDASPES.'—On Saturday afternoon, July 19, during a dense fog, the ship 'Hydaspes,' of London, for Melbourne, was run into and sunk. The 'Hydaspes' was of 2,093 tons burden, was commanded by Captain Babot, and had forty passengers and a general cargo, with a crew of forty-five. She had left Gravesend at four o'clock that morning, and, there being scarcely any wind, had continued in tow of the tug 'Napoleon.' At the moment of the collision she was about to cast off. Shortly after five o'clock the tug began sounding her whistle violently, and almost immediately the captain saw a large steamer, the 'Centurion' bearing right down upon them. Every effort was made to alter the direction of the head of the vessel, but the 'Centurion' struck her with tremendous force about amidships. In ten minutes her decks blew up and she went down. The passengers and crew were saved, some by

the tug and the rest by the 'Centurion,' which fortunately lay alongside. The 'Centurion' was bound from Carthagena for London, with a cargo of grass. The passengers and crew of the 'Hydaspes' were taken by the tug to Dover, and at the Sailors' Home were provided with food and warm clothing. The passengers had lost everything, some of the ladies being without even a jacket or bonnet. Every one was uninjured, with the exception of one young lady, who had her hand badly jammed between the two vessels in getting on board the tug, and who was conveyed, with six others, to the Lord Warden Hotel. One of the passengers, Mr. D. M. Logan, was upon deck, and saw the steamer come down upon them. He stated—"That the fog was so dense that it was impossible to see anything. The 'Hydaspes' kept her fog horns and bells going. At ten minutes past five the tug gave the signal that something was wrong. The helm was immediately put hard a-starboard, and a dozen men ran at once to the wheel. He then saw a steamer, laden with grass, bearing down on their starboard quarter. The engines had evidently been suddenly stopped, but the steamer had so much way upon her that she struck the 'Hydaspes,' about midships, with immense force, and then came close alongside. The captain called for the women and children, and the sailors made a line and passed them on board. There was the greatest order—not a scream from the ladies or children; and the crew could not have behaved better. They lifted the women and children on board. He and the other male passengers jumped, and fell on the grass. The captain was the last to leave the ship. In eleven minutes from the time the 'Hydaspes' was first struck, her decks blew up and she sank. Her mizenmast went over, but her mainmast and part of the foremast were left standing, her mainmast out of the water. The captain said she went down in sixteen fathoms. Some of the passengers were lying down, and a good many were below at the time. There were also three

stowaways on board. They were frightened by the collision and came out. Those who were below saw the bow of the steamer come in. The steamer was very much damaged."

THE 'ATALANTA.'—The inquiry, specially instituted as to the sad loss of H.M.S. 'Atalanta,' was resumed in July last, when further evidence was given in relation to the examination and repair of the vessel at Pembroke. Witnesses were also examined who sailed in the vessel in the first and second cruises; and some who went out in the third and last cruise, and who, fortunately for themselves, were left behind abroad, and had come home in other vessels. The evidence of the more experienced sailors did not suggest any misgivings as to the soundness and safety of the ship. That of the younger seamen, taken by itself, was more suggestive of danger; but their inexperience diminished the weight of their evidence. After dragging its weary length along for several days, with various interruptions, the inquiry was again adjourned for some time, for completion of evidence, &c. Pending the resumption of the investigation, it may not be amiss to recall some of the leading facts in the history of the 'Atalanta.' It was in June, 1877, that the 'Juno' was removed from Portsmouth to Pembroke, and in October orders were sent to Pembroke to repair her and fit her as a seagoing training ship. In January, 1878, her name was changed to the 'Atalanta.' In March, 1878, the 'Eurydice' capsized. Owing to this calamity, the upper rigging of the 'Atalanta' was changed from wire to rope. The 'Atalanta' was also fitted with bilge keels; her lower masts were reduced, in order that she might more easily be worked by young seamen; and she was differently weighted, the water tanks being arranged so that they could be

filled with salt water when emptied of fresh. The 'Atalanta' was commissioned at Devonport, in September, 1878, with a complement of 106 officers and men; and in addition 185 ordinary seamen were embarked for training. This made the total complement 291, which Sir T. Symonds reduced to 280. The first cruise was from the 17th of October, 1878, to the 29th of March, 1879; and in that time the 'Atalanta' visited Barbadoes, and cruised on the West Indian station. On her return, the four 64-pounder guns she carried were removed, and were replaced by two nine-pounders on the upper deck. The bilge keels were also removed. The second cruise was from the 7th of June, 1879, to the 20th of September, and she visited Vigo, Madeira, Queenstown, Stornoway, Lerwick, Leith, and Yarmouth. She took 174 men for training. The third cruise commenced on the 7th of November, 1879. The permanent complement amounted to 114; and included three lieutenants and three sub-lieutenants specially selected, a navigating lieutenant, three warrant officers, 19 working petty officers, six leading seamen, a signalman, 20 able seamen, and 14 marines. There were about 170 ordinary seamen on board, under training. The 'Atalanta' called at Teneriffe, arrived at Barbados on the 1st of January, at Bermuda on the 29th of January, and sailed for England on the 31st.

LIST OF SHIPWRECKS.—A Blue-Book, just issued, gives a list of British ships which have been reported to the Board of Trade as having foundered or as missing between the 1st of January, 1873, and the 16th of May, 1880, together with summaries showing the number and tonnage of the ships lost in each year, the trades in which they were engaged, the description of cargo with which they were laden, and the number of lives lost. The grain-laden

vessels lost within this period were 256, with a tonnage of 132,536, and the lives lost were 2,443. Of coal-laden vessels 534 were lost, tonnage 196,974, and 2,779 lives. Of vessels laden with metals and metallic ores, 124 were lost, tonnage 33,808, with a sacrifice of 369 lives. Of timber-laden ships 178 were lost, tonnage 84,290, and 675 lives. Of vessels laden with other cargoes, 518 were lost, tonnage 141,661, with a loss of 1,855 lives. Under the head of "General" the number of vessels lost was 162, with a tonnage of 85,025, and 2,106 lives. Of vessels in ballast 183 have been lost, tonnage 51,669, and 496 lives. The unknown are ten in number, tonnage 3,231, and 104 lives. The total number of vessels lost was 1,965, tonnage 729,194, and no fewer than 10,827 lives.

THE ROYAL NATIONAL LIFEBOAT INSTITUTION'S BOATS have been recorded at recent meetings of the Institution, held at its house, John-street, Adelphi, as having been instrumental in saving life, &c., as follows:—

At meeting, July 1, 1880.—The Rams-gate harbour lifeboat 'Bradford,' and steamer 'Aid,' had gone to the help of the schooner 'Isabella,' of Beaumaris, having a crew of four men, which had gone on the Goodwin Sands. When they arrived near, a heavy sea was seen to be breaking over her, and the lifeboat was repeatedly filled as she went over the sands to the stranded vessel. As the tide flowed the sea became worse, causing the ship to strike heavily. There was not enough water on the sands for the steamer to get near her. Fortunately, however, the heavy seas lifted her, and the current setting to the eastward, she beat over into deep water, when she was sailed round the North Sand Head into Rams-gate Harbour. The pumps had to be kept continually at work from the time she was first boarded by the lifeboat men. The Deal and Walmer lifeboats had also put off to the assistance of a vessel, in response to

signals of distress displayed from the Gull and North Sand Head lightships, but their services were not eventually needed.

At meeting, August 5, 1880.—The Walmer lifeboat went to the assistance of the ship 'Colombo,' of Greenock, 1,199 tons, bound from Bassein to Bremen with a cargo of rice, which had gone on the Goodwin Sands. With the help of the lifeboat and other boats, the vessel, after she had been lightened of part of her cargo, was extricated from her perilous position, and safely moored in the Downs. The Palling, Winterton, and Sutton lifeboats had also respectively been the means of assisting the distressed steamer 'Red Rose,' of Cardiff, and yawl 'Wave,' of Goole, both of which vessels, with their crews, were saved from positions of much danger.

At meeting, September 2, 1880.—The Burnham (Somerset) lifeboat saved seven persons from the rigging of the schooner 'Brune,' of Bridgwater, which had sunk near Highbridge during a very severe gale from the W.N.W. The shipwrecked men were in imminent peril, for the sea was very heavy and the masts were liable to part at any moment, when nothing could have saved them in the absence of the lifeboat. The Porthdilaen lifeboat was launched, in response to signals of distress shown from several vessels at anchor in the bay, during a heavy northerly gale which had suddenly sprung up. She rendered timely aid to the distressed schooner 'Thetis,' of Pwllheli, which was found to be in a leaky state; and brought ashore the master's wife from the schooner 'Sarah Jane,' of Chester. The Newquay (Cornwall) lifeboat saved the crew of two men of the smack 'Harriette,' of Barnstaple, which became a total wreck on the rocks at East Pentire Point, during a gale of wind and heavy sea. The Withernsea lifeboat was also the means of saving four of the crew of the smack 'Excel,' of Grimsby, which was driven ashore at Waxholme Mill in thick weather, accompanied by a high sea.



MISCELLANEOUS JOTTINGS.



HEROES OF SEA AND LAND.—Writing to *The Life Boat*, a "Subscriber" says: "When I was in St. Paul's Cathedral, a few months since, I was moved afresh at the sight of the magnificent monuments to our great naval and military heroes, particularly those of Lord Nelson and the Duke of Wellington; and, as I shall presently have a few words to say concerning shipwrecked sailors and their preservers, I hope you will allow me to give a brief impression of my visit to the crypts of the cathedral.

"I observed that Lord Nelson's tomb is in the middle of the south crypt. He is buried in a sarcophagus which Cardinal Wolsey is said to have had made for Henry VIII.

"Nelson's coffin is made from the mainmast of the ship 'L'Orient,' which was presented to Nelson by his friend Captain Hallowell, of the 'Swiftsure,' after the battle of the Nile, accompanied by a message to this effect—'so that when you are tired of this life you may be buried in one of your own trophies.'

"Nelson's flag was to have been buried with his coffin; but just as it was about to be lowered to its last resting-place, the sailors, who had borne him to the tomb, moved as if by one impulse, rent the flag in pieces, so that each man might at least have a cherished memorial of this immortal genius of naval warfare.

"Not far from Nelson rests brave Lord Collingwood, according to the latter's own request.

"The Duke of Wellington's tomb is in the east crypt, and near him sleeps General Picton, of Waterloo fame. Tennyson's beautiful lines on the burial of the Duke and Nelson now instinctively rose to my mind, prompting Nelson to make this pathetic inquiry:

"Who is he that cometh like an honoured guest,

With banner and with music, with soldiers and with priest,

With a nation weeping, and breaking on my rest?"

* * * *

"Mighty seaman, this is he,
Was great by land as thou by sea;
Thine island loves thee well, thou famous man,

The greatest sailor since the world began;

Now, to the roll of muffled drums,
To thee the greatest soldier comes;
For this is he,

Was great by land as thou by sea!"

"I will yield to no one in my admiration of these and kindred heroes of sea and land; but the thought did occur to me, when would the period arrive when national trophies like these would be raised to the memory of those who had done noble deeds in *saving* human life?

"Again, we seldom hear of those saved from a watery grave publicly testifying their gratitude; but, in ancient Rome, it was not an unusual custom for the shipwrecked sailor to hang up his garments in the temples of his gods, as an acknow-

ledgment of his gratitude for the preservation of his life from shipwreck."

A HAWK AT SEA.—The British ship 'Wallacetown,' arriving at San Francisco from Sydney, brought a hawk which flew on board the vessel when about 1,800 miles off the coast of Patagonia. When it alighted on the vessel it was so fatigued that it made no effort to escape when the sailors approached. In its talons was a sparrow.

SAILORS' ORPHAN GIRLS' HOME.—The annual examination of the inmates of the Sailors' Orphan Girls' School and Home, situated in the Greenhill-road, Hampstead, was held lately, in the presence of a number of the friends of the charity. In the unavoidable absence of Captain the Hon. F. Maude, R.N., the chair was occupied by Mr. Basil Woodd Smith, J.P. The institution, which is under Royal and Government patronage, is intended to maintain and educate 100 orphan daughters of sailors of the Royal Navy and Mercantile Marine; and depends for a considerable portion of its income upon voluntary contributions. At present there are 80 children in the institution, of whom 50 are mainly supported by the Admiralty. The remainder are admitted by vote, and their number will be immediately added to by the forthcoming election. The education and training are of the kind likely to fit the girls for domestic service, and other useful callings in life. The Rev. E. H. Bickersteth, M.A., chaplain of the school and vicar of Christ Church, conducted the examination in Scripture; and Professor Coghlan, of the Home and Colonial Training College, examined in other subjects. The proceedings were interspersed with singing, &c., and there was a display of useful and ornamental needle-work done by the girls. Prizes were also distributed to present and former scholars.

MARINE SOCIETY'S TRAINING SHIP 'WARSPITE.'—At a recent Court of Gover-

nors, held at the Marine Society's offices in Bishopsgate-street, the Earl of Romney, president, in the chair, the report of the committee was read by the secretary, and stated that during the last three months 42 poor and destitute boys had been admitted to the 'Warspite,' while berths had been found for 41 in the Merchant Service, and two in the Royal Navy. Ten medals had been presented to old boys for good service at sea. One of the recipients, who had attained the rank of captain in the General Steam Navigation Company, had attended expressly to show his gratitude to the Society which had laid the foundation of his success in life. A heavy but unavoidable expense of £676 had been incurred in repairing the 'Warspite's' decks. It was resolved, on the motion of the President, that no dishonest boys be admitted to the 'Warspite.'

MERCHANT SEAMAN'S ORPHAN ASYLUM.—The half-yearly election of candidates for admission to the benefits of this institution, at Snaresbrook, Essex, took place quite lately, at the City Terminus Hotel, Cannon-street. Mr. Edward S. Norris presided, supported by the following members of the managing committee: Mr. Alfred J. Frost, Mr. Russell Gole, Mr. John Hall, Mr. D. T. Morgan, Mr. Thomas Nelson, Mr. J. D. Price, and Mr. J. B. Walker. There were vacancies to be filled up by the election of 15 boys and as many girls. The total number of eligible candidates was 39, of whom 20 were boys and 19 girls. The asylum, at the date of the last annual report, maintained within its walls some 240 children—159 boys and 79 girls. Thirty boys and 15 girls, whose term of residence had expired, had left during the year; 4 boys had returned home owing to the marriage of their mothers; 3 boys and 3 girls had been removed by their friends. With the exception of one case, the health of the inmates, notwithstanding the prevalence of much sickness, and the occurrence of notably unhealthy seasons, had been excellent. The educational

work of the asylum had been again thoroughly tested and reported upon by the Inspector of the British and Foreign School Society, the result being most satisfactory. An encouraging and practical feature, in connection with this department, was the fact that it had enabled every child who had left the asylum during the year at once to enter such employment as would, if steadily persevered in, tend to secure for him or her an honourable position in life. The poll having closed, the successful candidates were declared by the Chairman, who was accorded a vote of thanks for presiding on the occasion.

TAHITI.—Tahiti, or Otaheite, which beautiful island, with its adjacent islands, has just been annexed to France, is the principal of the Society Islands, is situated in the South Pacific, in lat. 17 deg. 29 min. 2 sec. S., and long. 149 deg. 29 min. W., and has been for some time a kind of headquarters for the French Navy in those seas. It is about 108 miles in circumference and thirty-two miles long, and is described as an elongated range of highland, which, being interrupted in one part, forms an isthmus (submerged at low water) about three miles broad, which connects the two peninsulas. The larger of these is Tahiti proper, while the smaller is named Tairaboo, and both are surrounded by coral reefs. The highest summit in the island is a mountain in the northern part, 8,500 feet above sea level; another attaining 6,979 feet. From these two peaks ridges diverge to all parts of the coast, throwing off spurs as they descend. The fertile portion of the island lies in the valleys, which are of small extent, and in the plain, which stretches from the seashore to the spurs of the mountains. These produce tropical plants in great abundance and luxuriance. The climate is agreeable, being warm, but not enervating. The natives are a good-humoured, gay, happy, and

cheerful people, and are further described as honest, well-behaved, and obliging. They have been converted to Christianity by the labours of missionaries, and there are few of them who cannot both read and write. The island is divided into seven districts, and is the seat of a Supreme Court, consisting of seven Judges, two of whom reside in Eimeo. Several vessels of about 130 tons burden have been built there, which have been employed in the trade to New South Wales, whither they carry sugar, cocoa-nut oil, and arrowroot, the principal productions of the island, and whence they bring back in return hardware, cloths, calicoes, &c. Most of the vessels that visit Tahiti are whalers, though until lately they only averaged less than one hundred annually. Its principal town and port is Papiete, and its estimated population is somewhat over 9,000. In 1842 a protectorate was established over Tahiti by France, in virtue of a convention between the then Queen (Pomare) and Admiral Dupetit-Thouars, the Queen and her successors retaining their sovereign rights and also the administration of the country, but the foreign relations of the islands being under the control of the French Government. Up to 1846 a small portion of the natives struggled against this protectorate, but since then the population have caused no embarrassment to France, and virtually it has been a French possession since that year.—*Illustrated London News*.

POST-OFFICE WORK.—The twenty-sixth annual report on the Post-Office, being that for the financial year ended March 31, has just been presented to Parliament. The number of post-offices open in the United Kingdom on March 31, 1880, was 912 head and 13,000 sub-offices, being an increase of 331 offices since last year; 661 new letter-boxes in streets, roads, &c., have been established during the year, and the total number

of receptacles of letters of all kinds is 26,753, of which number 1-13th are in London. The number of inland letters dealt with in the year was 1,137,997,500, showing an increase of 2·8 per cent. on the previous year; the number of post-cards was 114,458,400, showing an increase of 2·7 per cent.; the number of book packets and circulars was 213,903,000, or an increase of 8·6 per cent.; and of newspapers 180,518,400, or an increase of 0·3 per cent. Taking the correspondence of all kinds, the number was 1,586,937,000, showing an average of 46 per head of the population, and an increase of 3·3 per cent. over the previous year. The number of letters registered in the United Kingdom during the year was 8,739,191, being an increase of 21·3 per cent., and more than double the number dealt with in 1877, before the reduction of the registration fee. No fewer than 5,762,853 registered letters passed through the chief office, and 47,000 parcels of Christmas presents were dealt with in that office as compared with 30,000 in 1878. The total number of returned letters was 5,345,678; of book packets, 3,541,103; of post-cards, 496,446; and of newspapers, 374,741. Of these 4,570,743 were returned to the writers, and 78,291 reissued to corrected addresses. In 526,469 cases the writers had given no address to admit of the letters being returned to them; 21,621 letters were posted without any address, among which were 1,141 containing cash and bank-notes to the amount of £443, and cheques, bills, &c., for £4,261; 4,500 letters and packets were stopped on account of the objectionable nature of their contents, such as frogs, lizards, insects, &c., and in one instance a marlinespike.

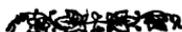
DISCOVERY OF A PETRIFIED INDIAN.

—The *Washington Republican* has published an account of the following strange discovery:—"Recently, in digging a

trench, those employed found that their instruments struck, as they thought, a very hard and substantial substance, and, concluding it was only a huge stone, they continued to remove the earth, to prise the stone from its position. After working for some time, they managed to clear away sufficient earth to permit a view of the huge mass. They were greatly astonished to find that it resembled in shape a human being, and was very weighty. After many futile attempts to raise it otherwise, they wisely concluded to rig a derrick. Obtaining the requisite apparatus, they speedily put it in working order. Placing strong ropes round each end of the mass, they began to haul away, and when it was brought out to full view their astonishment knew no bounds. The object which had thus excited the operators, was nothing more nor less than the body of a human being; and, on closer examination, proved to be that of an Indian, petrified—turned to stone. It measured six feet three inches in length, and was broad in proportion. The chest, arms, and legs were magnificently shaped and well preserved, and the head and the rest of the body were perfect. It had evidently lain upon its back. One leg was slightly drawn up, and the left hand was clenched, but there was nothing in it; while the right hand grasped a tomahawk. The hair was rumpled and matted; and a large hole was found in the forehead, over the right eye, which looked as if it had been made by a bullet. The theory advanced was that it was some great chieftain, who had fallen in battle with the early settlers; and that his braves, being worsted, were obliged to retreat. That not having time to carry his body off with them, and not wishing the whites to fall heirs to it, they hastily dug a grave, and here deposited the mortal remains of their beloved leader. The body weighed nearly 2,000 lbs., and was in perfect form and preservation, the very features of the face depicting the death agony."



QUIET THOUGHTS FOR QUIET HOURS.



“ ALONE with Thee, my God ! alone with Thee !
Thus would'st Thou have it still,—thus let it be.
There is a secret chamber in each mind,
Which none can find
But He who made it,—none beside can know
Its joy or woe:
Oft may I enter it, oppressed by care,
And find Thee there ;
So full of watchful love, Thou know'st the why
Of every sigh.
Then all Thy righteous dealing shall I see,
Alone with Thee, my God ! alone with Thee ! ”

HYMNS FOR THE CHURCH ON EARTH.

“ SHIPWRECKS OF FAITH.”

Holding faith, and a good conscience ; which some having put away concerning faith have made shipwreck.—1 *Timothy* i. 19.



DOUBTLESS there are many other very mournful lives in Scripture, besides the three of which I propose to treat. The Bible would not be the book of man and for men were it otherwise, seeing how many lives, inexpressibly mournful there have been and are in this actual world—lives to which is attached exactly the same kind of mournfulness which cleaves to theirs—the lives, I mean, of men who, called to high things, have yet chosen low ; who, called to a crown, have let others take that crown ; to a kingdom, and to places there which were nearest the throne, have yet forfeited their places in that kingdom altogether. Such a life, for example, is that of Esau, who, for a mess of pottage, for one morsel of meat, sold his birthright, bartered away an inheritance which was his. Such another is that of Jeroboam, for whom God would have built a sure house, as He built for David, if only he had proved faithful as

David proved. A sadness of the same sort rests upon the life of Damas, to whom a share in Paul's crown as well as in Paul's cross was brought so near; but who, loving this present world, preferred to cast in his lot, and to take his doom, with that world which he loved.

At the same time these attain not to the first three. And the three whom I have selected—Balaam the prophet, but the prophet outside the Covenant; Saul, the king under the old dispensation; and Judas Iscariot, the apostle under the new; these three, first who were also last, present themselves as in some sort the mournfullest of all, for the greatness of their vocation, and their disastrous falling short of the same, for the utter defeat of their lives, for the *shipwreck* of everything which they made. And here let me note that assuredly it was not for nothing that St. Paul employed such a word as this. A shipwreck involves for the most part a perishing, and that without salvage, of all which had been committed to the ill-fated bark; and in this way sets forth to us, better than any other word would have done, a loss which we have no choice but to consider as irremediable and total.

I might have chosen some theme lighted up with a more cheerful light, having more of joy and gladness about it; the triumphant lives, for example, of some who were faithful to the end, who let no man take their crown, and who abide for us that come after, as the pillar fires of that desert through which we go, as the shining spires of that Heavenly City toward which we travel. I might have chosen those; but these too, the sadder and sterner and more sombre histories, are not amiss, that from time to time we should meditate on them. And as years grow upon us, there grows also a sense of the tremendous solemnity of life, of that life which we can live but once; and with this there grows further a yearning desire, that if there be any brought within the sphere of our teaching who are living at random, squandering that substance beside which all other treasures are merest dross, to awake in them a consciousness of the same. The prophet and the king of the Old Covenant, and, greater than either of these, the apostle of the New, what was there, after all of more solemn meaning in their lives than in yours, that the shipwreck of yours should not be as far-reaching a catastrophe as was ever the shipwreck of theirs? As set beside two of these, even had they been faithful to their trust, you have Christ's assurance that the least in the kingdom of heaven, in the Church of Christ, is greater than they; greater in the dignity to which he is called, but greater therefore also in the doom wherein he may be entangled. Gifts specially their own, for their own special work, they may have received; but the grace of that day of Pentecost which they never saw, a grace whereof you are partakers, is more and mightier than every gift of theirs. I invited you to stand in awe just now of the possibilities of evil which are in you; but stand not less in awe of the possibilities of good, and of the reserves of glory which may be yours. If there be that in you which is akin to a dark world of

lust, and hate, and pride around you and beneath you, if that which would ever persuade you to lose yourselves in it, there is also that which is akin to a world of light, and love, and purity, this world also being around you and above. And there is One, the Father of your spirits, the God and Father of Our Lord Jesus Christ, who is ever seeking to draw you upward into that higher world, into that kingdom of heaven, which Christ has brought down to earth, that so even in this present time we might find ourselves and our true life there, and that good thing which has been committed to us might at once keep and multiply by the Holy Ghost which has been given us.

Dr. R. CHENEVIX TRENCH, Archbishop of Dublin.

“THE WHOLESOME WORDS OF JESUS CHRIST.”

Wholesome words, even the words of Our Lord Jesus Christ.—1 *Timothy* vi. 3.

THE words of Our Lord Jesus Christ contain many things; but they contain not one compliment; not one word spoken in mere complaisance, in unmeaning acquiescence, in worldly flattery. Whoever came to Him, friend or foe—whichever invited Him to his house, whoever appealed to Him for His counsel—must make up his mind to being dealt with according to truth. A sinner is a sinner—a hypocrite is a hypocrite—a traitor a traitor—and as such he is accosted. We scarcely feel, as we read with eighteen centuries between, what a phenomenon this must have been, in a world just as flattering then, and just as false, as now. There was one Person moving upon the earth, who evidently took the measure of every life and sounded the depth of every heart; One who could characterise, and made it His business to characterise, each human being who came to Him, exactly as he was—moral or immoral, sincere or insincere, earnest or indifferent, false or true. No one else could do this justly: no one else could do this with propriety: but there was that in Christ, which made men endure it from Him, and though the words might rankle, they must be borne. And the words are there still. The imperishable Book records them. They are written for our admonition. Jesus Christ sees us as we are, and He can only deal with us on a footing of reality.

Some of us have felt the blessing of this. In moments of deep self-conviction, we have found the unspeakable comfort of entering just one only presence in which we are known precisely as we are, and yet are borne with. There is peace, if there be pain also, in the consciousness of that intuition. We have nothing to explain to Jesus Christ. Lie there, at His footstool: He knows you through and through, and yet He listens! There is ever peace in truth.

. . . Could man but see us as we are, he would spurn, he would abhor. But Christ can see, and yet He loves too.

And the soul feels this. In hours of mirth and gladness, in days of pride and self-ignorance, we may not value Christ either for His truth or for His

tenderness. But let the evil day come—it may be, of disappointed ambition, it may be of sharp bereavement, it may be (worse yet to bear) of remorse and shame and tarnished honour—then there is something, account for it as we may, which makes the soul trust and turn to the truthful and compassionate Lord; knowing, before He speaks, that he knows all; knowing, before He speaks, that He can yet abundantly pardon.

May Almighty God, of His infinite mercy, bring us all home to Christ before the long night comes! May He cause us to value those wholesome words—the words of truth and health and soberness—which whosoever believes, *he shall even live in them!* . . . Seek, I beseech you, that haven of Divine rest, which is opened for you in the love of Christ! and let nothing—neither pride of intellect, nor pleasant companionship, nor any darker shadow of beguiling passion or youthful lust—come between the restless yearning soul and the peace which passeth understanding.

Dr. C. J. VAUGHAN, Master of the Temple, and Dean of Llandaff.

“THE GRACE OF HOPE.”

Now abideth hope.—1 *Corinthians* xiii. 13.

It is related of Lord Nelson when a child that, on his mother telling him not to expose himself to some danger, but to fear it, he turned round to her saying, “Mother, what is fear?” There the boy was indeed father to the man, who, brave even to rashness, stepped on the quarter-deck of the ‘Victory’ for his last battle wearing all his orders,—a glittering mark for the bullets of the enemy. But strangers as some may be to fear, who ever asked, “What is Hope?” Kings and beggars, saints and sinners, childhood, youth, manhood, and old age, all have tasted her pleasures; and the motto, “Dum spiro spero” (While I breathe I hope), is one that may be adopted by the whole human race. . . .

Hope presided at all our births; and in yonder mother, whose busy fancy is weaving a bright future for her child, it is Hope that rocks the infant’s cradle. Other pleasures, like streams which summer dries, or winter freezes, fail us; her’s never—like the waters of the smitten rock, they follow us to the close of life. Constant as the emblem of God’s presence to the wandering host, the pillar that was a cloud by day and a fire by night, she accompanies us to the end of our pilgrimage. Hovering like an angel over the bed of death, she often stays when physicians leave; and lingering in the bosoms of beloved ones while there is breath to move a feather, only departs with the sigh with which, as if unwilling to part, the body yields up its soul into the hands of God. God be thanked for Hope!

Often, it is true, but a fair enchantress, still Hope has been the parent of noble deeds; of patriots’ and martyrs’ heroic struggles; of the Church’s and

the world's greatest and boldest enterprises. Lighting up the dark future, and supporting thousands of afflicted and tried ones, of poor, hard-working, heavily-burdened men and women, who were ready to sink beneath their load, to her the world owes a large, perhaps the largest, measure of its happiness. She throws her bow on the stormiest cloud, and kindles her star in the darkest sky; for the deadliest malady she has a medicine, and for the deepest wound a balm. It is under Hope's flag the exile sails, and beneath Hope's banner that the soldier fights. By her lamp the pale student pursues his midnight toil. In husbandmen—it is Hope who ploughs the wintry fields; and in seamen—the watery deep. Her's is the brightest beam that shines into the captive's dungeon; and her's the hand that smooths life's thorniest pillow. She brings the wanderer home; she gives back the fallen one to a mother's arms; and to the eyes of a father mourning a long-lost son, she presents a vision of the wreck, though broken and shattered, steering to its haven. . . . This world without Hope would be a world without a sun.

The darkest hour is that before the dawn; when things are at the worst they mend; the longest road has a turning—so Hope bravely speaks to all. And some there are whom no misfortunes seem able to overwhelm; blessed with a happy, hopeful, temperment, they ride the waves of adverse fortune like a sea-bird, which, though submerged one moment, de-^{scends} up the deck, mounted on the back of the billow that broke over it. No doubt, a large proportion of our hopes suffer the fate of these billows, so soon as, billowing landward, they meet the shore, and breaking, are dashed into froth and foam. But, thanks be to God, that never hinders us from forming new hopes, as plover sea-nests, that, rising from its bosom, succeed each other so rapidly that one is no sooner broken than another comes rolling joyously in.

Now, if the hopes that are followed by disappointment are better than gloomy despair, if skies lighted only by dying meteors are better than utter darkness, if nights of happy dreams are better than days of dull despondency—how much better, and how blessed the hope of the text. She springs from faith, and aspires to heaven. Born of the promises of a faithful God, and never doomed to disappointment, she finds in her dying grasp no fleeting shadow, but an immortal crown.

On opening an Etruscan tomb, they found it occupied by the skeleton of a king. After thousands of years of sepulture, he still wore, amid the gloom of the grave, a memorial of his former state. The skull was bound round with a fillet of gold, a remnant of his past greatness, and a bitter mockery of his present condition. Such a crown man wears in his hopes of eternal life; these, like the indestructible gold of the royal tomb, have survived his fall, and are little else now than the vestiges of departed glory.

No man lives in utter, blank, black despair. Voyaging to hell or heaven, to the haven of rest or to a fearful wrecking, every one carries hope in his

heart, as all our ships do her symbol—the anchor hung at their bows. Who believe that they shall be lost when they die? None. Who lives a life of sin in this world without some expectation of escaping its punishment in the next? None; not the lowest, basest, vilest slave of vice. If men believed that death was the end of their existence, that there was no hereafter, they might toss the reins on the neck of passion—this their motto, “A short life and a merry one!” or, as they raised the foaming cup, this, “Let us eat and drink, for to-morrow we shall die.” But no man says, or could say, “Let us eat and drink, for to-morrow we shall be in hell.” It is no more in human nature to quaff the cup and toy with pleasure under such dread feelings, than it was in Democles to linger at the banquet when he discovered a sword above his head, hung from the roof by a single hair. The worst have hopes.

And what is the source, what are the foundations of hopes by which many are deceived till, like the rich man, they lift up their eyes in torment? Here they are; judge ye what they are worth, and see that they are not yours—God, they say, is merciful; we have been guilty, no doubt, of many bad actions, but we have done some good ones; if we are not what we should be, we are not so bad as we might have been, or as some others are; if God did not mean us to indulge our appetites, why did he give them? He does not, cannot expect perfection from those in whom He has planted passions more powerful than reason, and whom He has placed in circumstances of all but irresistible temptation; youth must sow its wild oats; we will grow better as we grow older, and find leisure to repent before we die! Thus, fed by the devil's hand, by that of others, or by their own, the lamp of Hope burns on in the city's darkest haunts of vice.

More specious, yet not more solid, are the foundations on which a different class rest their hopes of eternal life. With a sort of general and indefinite trust in Christ, but without any humble, real, appropriating faith in His finished work and all-sufficient merits, your hopes, in the main, rest on what yourselves have done, or have not done, or intend to do. You are sober and chaste— which many are not; you are honest men, or virtuous women; you bear an unblemished reputation; you have won the respect of the world; you maintain a reputable Christian profession; you are known by your charities; you say your prayers; you read your Bibles; you go to church; you attend the communion table. “These be thy gods, O Israel;” but, oh! wait till death comes, and if God have mercy on you at last, perhaps whether or no, you will turn to them and say, as said Job to his friends, “Miserable comforters are ye all!”

I do not deny that these hopes look bright; but so does the *ignis fatuus* that plays in the quagmire, luring the steps of the belated traveller to death. I grant that these hopes yield bright visions; but so does the opiate which, while it pleases, poisons. Borne on their bosom, your course is pleasant; but so is that of the boat which, with blue skies overhead, and beauty on either

bank, is gliding on to the fatal cataract. From these hopes, if yours, I beseech you to turn to Christ—"Turn you to the stronghold, ye prisoners of hope."

The "hope" of the text rests, not on the sinner's work, but on the Saviour's; on works, certainly, but not our own. God justifies none but those who condemn themselves, and loves none but those who, hating the works of the flesh, abhor themselves. Those only who have felt themselves lost, are found; nor are any pardoned but those who, putting in no plea but guilty, have cast themselves on the mercy of God through Jesus Christ our Lord. As the apostle says, it is "Christ in you, the hope of glory;" Christ *on* us in His righteousness, and *is* us in His image; enthroned in love on our hearts, and dwelling there by the indwelling of His Holy Spirit. Have you found Him? Often offered, have you accepted Him? Is it *He* whom your soul loveth? Have you laid the burden of your sins on His back, and your sick head on His bosom? Have you felt the beating of a new heart?—and in new desires, new loves and hatreds, new aims and objects, can you say, "Old things are passed away; behold, all things are become new?" . . . What though you are tossing on a sea of troubles!—your anchor holds fast, having entered into that within the veil; and, to borrow an illustration which that well-known symbol suggests, some of you, old men if not old Christians, have not long now to lie off the harbour, exposed to the temptations, and tossed on the storms of life. The hour comes when, having heaved your anchor and spread out your sails, you shall be borne safely over the swell that breaks on death's moaning bar, and pass into the haven of eternal rest.

Rev. THOMAS GUTHRIE, D.D.

WORK AND PLAY.—Think of the meaning of the word "amusement." Amusement is properly relaxation from a severe pursuit of the Muses, to whom the disciple returns with new appetite. "Recreation" is properly that which recreates us for work. It can never come of drunkenness, which unnerves, unstrings, and weakens the man. It is a change from labour, to which a man goes back when refreshed. But a life of amusement or recreation is a contradiction in terms, for it assumes the omission of what we live for. It is like sauce without meat. There can be no true play without work, no real rest without toil. God affords to man a legitimate pleasure in the exercise of all his faculties distinct from, or rather distinctly by the side of, their more serious employ-

ment. And it is when we make too much of this gracious gift, and exalt the pleasure, however innocent, above the work of life, that it chokes the good seed of the word that God sows in the heart, and enfeebles the Christian fruit. Life is real. Life is earnest. You need not go about with a long face, frowning when God smiles, but you certainly cannot devote yourself to the making of every spare hour as agreeable and comfortable as possible, and expect to keep the fibre of the Christian life sound. Then the soul or mind grows thin and sickly. Instead of becoming more manly or womanly you become weaker, more trifling and childish. And what we call *innocent* pleasures may dilute and lower a man's true power as well as those which are scandalous and vicious. We

are Christians, and that, to mean anything, means a measure of seriousness and self-denial. Seriousness and self-denial may go with a warm joyousness of heart, but it cannot go with a sheer hunting after sensational pleasures, however legitimate, or with that tame domestic scheming for daily comfort in which some stifle their best power.—The Rev. HARRY JONES, in the *Leisure Hour*.

“TRUSTING.”—“Another time my friend Pommer (Bugenhagen) comforted me in the following way: ‘No doubt God in heaven is thinking, what shall I do with this man? I have given him so many great and glorious gifts and yet he cannot trust my grace. These words comforted me as though they had been spoken by an angel from heaven; they went straight to my heart and remained firmly there.’—*Life of Luther*.

We cannot trust Him as we should;
So chafes weak nature's restless mood
To cast its peace away;
But birds and flowerets round us preach,
All, all the present evil teach
Sufficient for the day!

Lord, make these faithless hearts of ours
Such lessons learn from birds and flowers;
Make them from self to cease,
Leave all things to a FATHER'S Will,
And taste, before Him lying still,
E'en in affliction, peace!

JOSEPH ANSTICE.

AN OLD SAILOR ON THE SABBATH.—Admiral Sir W. King Hall, in addressing a public meeting at the opening of a drinking fountain, said: “I am glad to see around me so many of the working men whilst I state that after over fifty years' service in Her Majesty's Navy, and during that time having been in many foreign lands, as in God's sight, I believe the greatness, liberty, and happiness of this country greatly depend on the Sabbath days being hallowed, with our Bible free and open to all. It is a day of rest; and, my friends—working men especially—set your faces

like a flint against any attempt to deprive you of its rest and sacredness. I will tell you a little story which made a lasting impression on me, showing the blessing which we enjoy in that rest, and brought to my notice by a Chinese pilot—a most intellectual man. Twenty-two years ago I commanded the ‘Calcutta’ at Hong Kong. Divine service had been performed, and the crew, several hundred, were of course undisturbed on the Sabbath-day. On shore, close to us, were houses being built; sawyers and masons, and others, in quarries hard at work; when, touching me, he said very seriously, ‘Your Joss (God) is better and kinder than our Joss, for He gives you holiday and rest one day in seven, and we've only one day in all the year, on New Year's day.’ And this is the case. Just picture working hard from morning till night for 364 days, and only one day of rest; and then prize the Sabbath!”—*Leisure Hour*.

DISAPPOINTMENT.—We have read that “in the dictionary of faith there is no such word as Disappointment.” Is it presumption in us to think that is going too far? It always seems to us that, if a cross is not felt as such, it is no cross at all. But let us accept it as a disappointment, happening, not accidentally, but sent by God in infinite love. Let us ask Him to bless it to us, that it may fulfil its appointed end. It will help to “sweeten our temper, and subdue our will;” and the effort (in His strength) to “overcome” will be rewarded. In place of being embittered, crushed, morose, and miserable, we shall be enabled to be bright, brave, and cheerful, happy in ourselves, and a blessing to all around us. The light of His countenance, piercing through the obscuring cloud, will shine upon our path, and, walking with chastened yet rejoicing hearts in the glorious liberty of the children of God, we shall thank Him for every trial, every trifling *disappointment*, which has brought us nearer to His heart of love.—*The Day of Rest*.

THE BAZAR.—The whole journey of life is a continued series of checks, disappointments, and sorrows. In other words, all the dealings of Providence towards us are designed for the purpose, of moral discipline. On no other supposition can we reconcile His dealings with his infinite benevolence, or feel resigned in the circumstances in which we are frequently placed. But these views of God, and of ourselves, which are essential to our peace and discipline of heart, are to be found only in the Word of God. Perhaps the best uninspired eulogy upon the Bible is from the pen of that masterly scholar, Sir William Jones:—“The Scriptures contain, independently of a divine origin, more true sublimity, more exquisite beauty, purer morality, more important history, and finer strains both of poetry and eloquence, than could be collected, within the same compass, from all other books that were ever composed in any age, or in any idiom. The two parts of which, the Scriptures consist, are connected by a chain of compositions, which bears no resemblance, in form or style, to any that can be produced from the stores of Grecian, Indian, Persian, or even Arabian learning. The antiquity of these compositions no man doubts; and the unstrained application of them to events long subsequent to their publication, is a solid ground of belief that they were genuine predictions, and consequently inspired.” But the strongest of all evidence in favour of the inspiration of the Bible is the internal—that which the good man feels. This, indeed, is such as no arguments of the infidel can shake. On other evidence you can throw doubts for a moment, bring objections which cannot at once be answered, suggest difficulties which perplex; but you may heap difficulties up, like mountain piled upon mountain, and the good man feels that his Bible is from God. This is just as you would suppose it would be with a book from heaven. But, aside from this, there is evidence enough to crush every doubt for ever.

It is well to measure the base and examine the foundations of the building, if your circumstances will allow of it. But you cannot derive good from the Bible, unless you have an humble mind. We cannot explain or understand the mysteries which hang around every grain of sand and every drop of water; much less can we expect at once to have a Revelation about a Being whom no eye ever saw, and a country from “whose bourne no traveller” ever returns, without meeting with difficulties and mysteries. Reverence towards the Author, the contents of the Scriptures, and our own everlasting welfare; demand that we read with humility. We are ignorant, and need instruction; we are dark, and need illumination; we are debased by our passions and sins, and need elevating. “The torch of reason cannot enlighten what hangs beyond the grave; the conjectures of the imagination only bewilder; and without receiving the Bible with the spirit of a child, you will conjecture, and theorise, and wander, till you find yourself on an ocean of uncertainty, without a *Chart* to guide you, a *Compass* by which to steer, or a *Haven* which you can hope to make.—TODD'S *Student's Manual*.”

“THE CHART AND COMPASS.”*

Ho! Mariner! Ho!

Without COMPASS and CHART,

Thou dar'st not go,

On Earth's Voyage to start!

The SKIP of thy SOUL,

Needs it NOTHING, to steer,

Past Rock and 'mid Shoal

Of Life's Ocean, all clear?

The OWNER Divine

To thee gave His command—

“That Vessel of Mine

Sail thou *straight* for this Land!”—

What COMPASS to guide,

And what CHART of that Shore,

Hast thou at thy side,

Safe to pilot thee o'er? W. R. B.

* Suggested by, and written for “The Chart and Compass,” *Sailors' Magazine*, September, 1880. S. W. Partridge & Co.



SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

RECORD OF PROCEEDINGS AND OPERATIONS.

THE COMMITTEE OF MANAGEMENT.—Since the commencement of the present year, the Committee have with regret lost the services, through resignation on account of declining health, of Captain John Liebenroed, R.N., and John Perrett, Esq.; while, during the same period, Captain Thomas Porteous, with Captain Robert Orms Webb, R.N., have taken their seats as new members. More immediately and recently, however, the Committee have to lament the erasure from their roll, through his death, so lately as on the 25th Sept., of the name of Admiral Sir John Walter Tarleton, K.C.B. Appended (page 228) is an ‘Obituary Notice,’ giving the various services, &c., of the late Admiral, who had been a member of the Society’s Committee of Management since March, 1877.

THE SECRETARSHIP.—We extract the following, with regard to the newly-made appointment to the office of Secretary of the Society in London, from *The Essex Times*, &c., and *Army and Navy Gazette*:—“Mr. W. R. Buck, of West Ham House, West Ham, Essex, who recently took his retirement from Her Majesty’s Civil Service, after an ex-

tended period of duty in the War Office, has just been appointed to the position of Secretary of the SHIPWRECKED FISHERMEN AND MARINERS’ ROYAL BENEVOLENT SOCIETY—better known, perhaps, by its shorter title of THE SHIPWRECKED MARINERS’ SOCIETY. Mr. Buck was for several years Secretary to the Permanent Under Secretary of State for War, General the Right Hon. Sir Edward Lugard, G.C.B., and subsequently on the superintending staff of the Military Education Department; and was also well-known as having long been Lieutenant-Colonel in command of the Royal Arsenal Volunteers. He has in various ways always taken an active part in religious work; and is the author, amongst other publications, of the military hymn, ‘Soldiers of The Captain,’ written by him, as a commanding officer, expressly for his men, the music being composed by his father, the vicar of Seaford, Sussex.”

THE MAGAZINE.—The special attention of all those interested in this publication, long issued under the Society’s auspices, is particularly requested to the remarks, by the New Editor, which will be found inserted in “The Editor’s

Corner," at the end of the number. It is earnestly hoped that the efforts being thus made to secure the literary improvement and extended usefulness of the Magazine, may really avail to render it more and more a power for good in the Great World, as well as an increasingly interesting exponent of the Society's noble work of wide-spread benevolence.

ANNUAL GRANTS TO WIDOWS AND ORPHANS.—The last award of this annual relief took place in the month of July, when notices of the issue, as subjoined, appeared in *The Times*, *Morning Post*, and other papers :—"At a recent weekly meeting of the Committee of the SHIPWRECKED FISHERMEN AND MARINERS' SOCIETY, held at the office, Hibernia Chambers, London Bridge (present—Captain Vincent Budd, Deputy-Chairman, in the chair; Admiral J. C. Prevost, Captain R. Orme Webb, R.N., John Kemp Welch, Esq., and Captain J. J. Holdsworth, with the Secretary, W. R. Buck, Esq.), as many as upwards of 1,300 necessitous widows and 1,800

orphans of seafaring men were awarded small grants of money, as annual relief for the current year, amounting in the aggregate to more than £4,000, being over £300 in excess of the last issue. A similar award of this eagerly-sought-for assistance is given each half-year, alternately, to a rapidly increasing number of these sad objects of compassion; forming what has been found to be a specially important and most essential feature of the society's benevolent work. But the obligation of thus periodically providing for such pressing needs lays an extremely heavy burden upon the society's limited resources, coming in addition to the imperative claims of the upwards of 4,000 shipwrecked persons, &c., annually relieved, at the very scene of disaster, by the society's honorary agents stationed on every part of the coast of the United Kingdom. The whole scope of the society's operations, however, and all those benefited by them, are alike of so national a character, that the Committee feel assured this urgent cause of the British sailor can never lack due and timely support at the hands of this maritime nation."

OBITUARY NOTICE.

THE LATE ADMIRAL SIR J. W. TARLETON, K.C.B.—Admiral Sir John Walter Tarleton, K.C.B., died on Saturday, 25th September, after a long illness, at his residence in Warwick-square, at the age of 69. The son of the late Mr. Thomas Tarleton, of Bolesworth Castle, Cheshire, by his marriage with Frances, daughter of Mr. Philip Egerton, of Pulton-park, in that county, and grand-nephew of the late General Sir Banastre Tarleton, G.C.B., he was born at Cloverley Hall, Shropshire, in the year 1811, and entered the Royal Navy in 1824. He obtained a lieutenancy in 1835, was promoted to the rank of commander in 1846, and was nominated a Companion of the Order of the Bath for his services in the Burmese

War. He was promoted to flag rank in 1868, and to the rank of Vice-Admiral in 1873, in which year he was also nominated a Knight Commander of the Bath. Sir John Tarleton, who was successively Controller of the Coast-guard, a Lord of the Admiralty, and Admiral-Superintendent of Naval Reserves, was granted an Admiral's "good service" pension in 1870, and went on the retired list in 1873. He had also received from the Royal Humane Society and from the Congress of the United States medals for saving life. Sir John Tarleton married in 1861 a daughter of Baron Dimdale, of Camfield-place, Herts.—*The Times*.

LIST OF CONTRIBUTIONS.

COLLECTIONS, DONATIONS, LEGACIES, SERMONS, &c., ON BEHALF OF THE SOCIETY.

	£	s.	d.		£	s.	d.
HULL.—Trinity-house.....	20	0	0	South Metropolitan Gas Co. (Annual).....	5	5	0
IPSWICH.—Amalgamated Fête of Odd Fellows and Foresters, per W. B. Jeffreys, Esq.....	5	5	0	Worshipful Company of Clothworkers.....	10	10	0
LIVERPOOL.—British Ship- owners' Company (annual)	2	2	0	Committee of Lloyd's	10	10	0
LONDON.—Collecting Boxes: SS. 'Vicar of Bray,' Falkland Islands' Comp.	0	15	6	NORTH BERWICK.—Collection after Annual Sermon, in Parish Church, by Rev. W. H. Waddel, of Whitekirk, per T. R. Woodrow, Esq., R.N., Honorary Agent ..	10	11	9
SS. 'Orient,' Capt. Hewison	0	3	3	SMEATON.—Cong. Collection in Smeaton Church, after Sermon, by Rev. J. B. Brodrick, M.A.....	2	6	6
SS. 'Mongolia'	0	14	9	STAITHES.—Collecting Box: SS. 'Hallamshire,' Captain J. S. Sanderson, per Mr. Thos. Rodham, jun., Ho- norary Agent	2	0	0
SS. 'Durham'.....	2	4	2	LEGACIES RECEIVED:— Miss Caroline Field (in two sums)	17	0	0
SS. 'Piako'.....	1	14	0	Robert Barnard, Esq.	100	0	0
St. Katharine's Dock-house	0	13	5	Thomas Hall, Esq., (on account) per Court of Chancery	£1,600	0	0
William Dent, Esq.....	50	0	0				
Do. do. (Second)	50	0	0				
Messrs. Williams, Deacon & Co., Bankers.....	50	0	0				
William S. Deacon, Esq. ..	31	10	0				
Readers of "The Christian," per Messrs. Morgan and Scott	16	0	0				
Cholmondeley Charities Trus- tees	25	0	0				
Royal Mail Steam Packet Co. (Annual).....	10	10	0				

SUMMARY OF RELIEF,

DURING THE PAST QUARTER, AS GIVEN IN DETAIL IN THE SUCCEEDING TABLES, TO THE TOTAL PECUNIARY AMOUNT OF UPWARDS OF £6,800.

Widows	1,504	} Total, 3,751.
Orphans	2,011	
Aged Parents.....	27	
Master Mariners	39	
Mariners and Apprentices	95	
Fishermen	54	
Pilots and Boatmen	21	
Shipwrecked Persons { Subscribers	127		} Total, 291.
{ Non-Subscribers.....	164	

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

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

"Statement of Relief afforded by the Society to Fishermen and Mariners, to assist
to restore their Boats, or Clothes, and to the Widows, Orphans and Aged Parents of
the Drowned, &c. between the 1st June, and 31st August, 1880.

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 boat-
man; W widow; O orphan; AP aged parent. The figures following signify the amount of
relief, with Agency where it was given added.

£ s. d.			£ s. d.			
4M, 2MM, 7W,			3W, 9O	25	16	3 Fishguard.
5O, 2AP	96	15	1MM	2	0	0 Flint.
1W, 5O	12	18	2M, 1MM,			
1MM	2	10	1W, 1O	14	8	9 Framiloda.
2M, 2MM, 1W	17	14	3F, 2W, 4O	17	15	9 Fraserburgh.
1F	4	2	1M, 2W, 5O,			
3M, 1MM	11	7	2AP	25	7	6 Glasgow.
1F	1	15	2PB, 2W, 1O	26	1	3 Gravesend.
1M	3	17	1M	2	2	6 Greenock.
1W, 3O	6	2	3M, 1MM, 1W	9	10	9 Grimsby.
1PB	5	10	1W, 2O	8	5	0 Guernsey.
1M, 1MM,			2W	12	15	0 Hamble.
2W, 1O	20	3	1AP	5	0	0 Harrington.
1M	2	0	2MM, 5W, 7			
1W	8	5	O, 2AP	71	16	6 Hartlepool.
1M, 1MM, 1			1W	9	5	0 Harwich.
W, 2O	17	0	1F	6	11	6 Hoylake.
1MM	1	17	2M, 5W, 8O	62	7	3 Hull.
3F, 1W	9	9	1F	2	5	0 Ilfracombe.
1M, 1MM	6	2	1M, 1W	11	2	6 Ipswich.
1M	1	5	6M, 3W, 9O	43	17	6 Jersey.
1F	4	10	1W, 2O	7	2	6 Kingstown.
2F	5	7	1M, 1W, 1O	13	12	6 Leith.
7M, 1MM	18	0	3M, 2F, 3W,			
2M, 1W, 2O	20	10	3O, 1AP	49	7	6 Lerwick.
1F	3	10	1M	3	0	0 Limekilns.
			2M, 1MM,			
1F, 1W, 5O	11	18	2W, 9O, 2			
1M,	2	5	AP	53	11	3 Liverpool.
1M, 1W, 3O	11	15	1F	4	7	6 Llanelli.
3W, 10O, 3AP	37	12	5F	8	15	9 Lochboisdale.
1M	1	12	1F	1	15	6 Lossiemouth.
1W, 3O	14	0	1M, 1MM	6	17	6 Loughsfa.
1M, 3PB	4	0	1M, 1MM	7	12	6 Maryport.
1W	10	5	1PB, 1W	10	9	9 Millbrook.
1M	1	0	1MM	2	0	0 Minthead.
1W, 3O	21	15	2W, 7O	33	5	0 Mistley.
1AP	4	0	13F, 1PB	19	17	6 Murrisk.
1PB	2	0	1MM	4	0	0 Newburgh (F)
1M, 1MM	5	10	3W, 5O	20	6	3 Newcastle-on-
2F	3	0				TYNE.

	£	s.	d.	
1 AP	7	10	0	New Malton.
2 W	25	5	0	Newport (M.)
2 MM	7	12	6	Newport (P.)
1 M, 1 AP	8	0	0	New Quay (W.)
8 M, 1 MM, 3 F, 1 PB, 11 W, 21 O, 4 AP	166	11	6	N. Shields.
1 F, 1 PB	3	0	0	N. Uist.
3 M, 1 W	26	0	0	Penzance.
2 W	16	5	0	Peterhead.
1 M, 2 MM, 1 W, 1 O	20	13	9	Plymouth.
1 MM	1	12	6	Plockton.
2 W	20	15	0	Pools.
1 AP	4	0	0	Port Dinorwic.
1 W	10	0	0	Portinllaen.
2 MM	6	0	0	Portmadoc.
1 W	3	0	0	Portmahomack
2 W	20	0	0	Ramsgate.
3 F, 1 W, 2 AP	21	0	0	Reawick.
1 W, 3 O	7	0	0	Rocheater.
1 F	2	6	6	St. Andrew's.
1 M	3	0	0	Sandwich.
7 PB	2	3	9	Scilly.
4 W, 6 O	36	5	0	Seaham.

	£	s.	d.	
1 PB, 1 W, 1 O	7	6	5	Shoreham.
1 PB	1	0	0	Southend.
6 M, 1 PB, 7 W, 11 O, 1 AP	107	12	9	S. Shields.
1 M, 1 MM, 1 F	8	0	0	Southwold.
3 W, 5 O	33	2	6	Staithe.
1 M	2	0	0	Stranraer.
1 W, 3 O	5	5	0	Stockton.
10 M, 2 MM, 2 F, 10 W, 13 O	149	3	0	Sunderland.
1 M, 1 W, 1 O	10	0	0	Swansea.
1 W, 2 O	8	5	0	Teignmouth.
1 M	1	5	0	Topsham.
1 MM	5	7	6	Torquay.
1 AP	8	10	0	Truro.
2 F	5	0	0	Vos.
1 M	2	0	0	Warkworth.
1 M, 1 MM, 1 F	14	15	0	Whitby.
3 M	9	7	6	Whithorn.
1 MM	4	15	0	Whitstable.
1 W, 2 AP	12	15	0	Wivenhoe.
2 M, 3 MM, 1 F, 1 W	34	7	6	Yarmouth.

RELIEF TO SHIPWRECKED CREWS.

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

The Crews of the following Vessels, wrecked on various parts of the Coast or foundered at Sea, have been boarded, lodged, clothed, and forwarded to their homes by the Society, between the 1st June and 31st August, 1880.

Vessel's Name.	Port.	Amount of Relief.	Vessel's Name.	Port.	Amount of Relief.
		£ s. d.			£ s. d.
Arvon	Carnarvon	3 19 0	I. S. Wright	Yarmouth, N.S.	1 3 0
Amelia	Newcastle	4 0 0	Jessie	Dundee	1 4 0
Albion	Lowestoft	1 1 0	Jessie Boyle	Plymouth	3 0 0
Agnes	Fleetwood	2 12 0	Joshua and Mary	London	2 16 0
Burnett Burgess	—	0 15 0	Lizzie	Whitby	1 15 0
Boston	Newry	0 6 0	Lebanon	St. John's, N.B.	0 19 0
Blanche	Dartmouth	1 3 0	Lady Beatrix	Sunderland	0 5 0
Brothers	Colchester	0 3 6	Mary Driver	Hull	2 1 0
Concordia	Norway	0 10 0	Marion Ellen	Carnarvon	5 10 0
Crighton	London	9 10 6	Maria	Bordeaux	3 19 0
Congress	Maryport	0 10 0	Nancy Jones	Flint	1 10 0
Confidence	Portmadoc	3 9 6	Ontario	Grangemouth	3 18 0
Duchess of Lancashire	Liverpool	1 3 6	Our Annie	Fleetwood	0 10 0
Dazzler	Brixham	1 0 0	Pride of the Torridge	Plymouth	0 15 0
Dd. Malcolmson	Liverpool	0 10 0	Pool Scar	Liverpool	11 15 11
Dilharrow	London	1 0 0	Reindeer	Harwich	0 3 6
Dundee	Dundee	1 17 0	Ranger	Jersey	3 5 0
Douglas	W. H'pool	1 6 0	Seager	—	1 0 0
Edmonton	London	1 6 0	Sebastopol	N. Shields	1 16 9
Emma	Blyth	2 7 0	Silurian	Cardiff	2 1 6
Ellen and Lucy	Ipewich	3 0 0	Sylvanus	Barnstaple	0 14 6
Francis Drake	London	0 14 0	Spray	Bideford	1 5 0
F. W. Harris	London	10 10 0	Thorndean	N. Shields	1 0 0
Harvest Home	Aberdeen	3 7 6	Titania	Swansea	3 3 0
Haselton Hall	Newcastle	23 7 0	Tanfield	London	0 13 6
Heir Apparent	Beammaris	3 0 0	Wave	Colchester	0 15 0
Hon	London	5 7 6	W. B. of the Teign	Clystter	2 6 6
Harriet	Barnstaple	3 1 6	Xanthus	Peterhead	3 10 0

ANNUAL GRANTS TO WIDOWS AND ORPHANS.

"WE ARE ORPHANS AND FATHERLESS, OUR MOTHERS ARE AS WIDOWS."—LAW. V. 8.

Statement of the number of Widows and Orphans relieved in July, 1880, who were also relieved at the time of the death of their Husbands, but who are permitted to apply annually for further Relief while they have Children under Fourteen Years of Age, or, being without Children, are themselves above Sixty years of Age.

Widows.	Orphans.	Agency.	Amount.	Widows.	Orphans.	Agency.	Amount.
Fifty-four	Seventy-six	London	£164 16 3	Two	Three	Donaghadee	5 0 10
Thirty-two	Fifty-nine	Aberdeen	105 7 1	Three	Fourteen	Dover	12 18 4
Four	Seven	Amble	10 19 11	Six	Nine	Dundee	17 4 2
Twenty-eight	Thirty-five	Appledore	64 6 8	One	Four	Dunnet	4 3 4
One	Two	Arrisnaig	4 0 0	One	None	Edinburgh	1 15 0
One	One	Balaisound	2 16 8	Two	None	Exeter	4 11 8
One	Four	Bangor (Wales)	5 6 8	Three	Twenty-one	Falmouth	47 0 0
One	None	Barroch	1 3 4	Three	One	Faversham	4 16 8
One	Four	Barrs	2 6 8	Two	Three	Fetlar	3 10 0
Three	None	Bideford	5 18 4	One	Three	Fly	18 18 4
Fourteen	Fourteen	Blakeney	41 15 0	Seven	Six	Flahguard	13 5 10
Twenty-two	Forty-two	Blyth	73 5 0	Six	Three	Flint	11 14 7
Two	Three	Bridgwater	7 13 4	Five	Nine	Folkstone	3 18 9
Three	Six	Bridport	15 4 2	One	Three	Fowey	6 15 0
Nine	Eight	Bristol	29 4 7	Two	Two	Framlode	3 15 0
Thirteen	Sixteen	Brightingsea	8 19 2	Two	Three	Fraserburgh	3 15 0
One	One	Brisman	61 2 11	One	Two	Garrath	11 3 4
One	One	Broadstairs	8 10 10	One	None	Garmouth	9 0 0
One	Twenty-two	Brockie	44 5 0	Four	None	Garrath	11 3 4
One	Two	Budleigh Salterton	8 15 0	One	Two	Gilvan	3 2 6
Two	Four	Bude	7 18 8	Twelve	Three	Glasgow	36 17 1
One	One	Burghhead	1 15 5	Two	Nine	Goole	6 3 11
Eight	Four	Burrows	21 7 1	Eight	Three	Gravesend	29 13 4
Two	Five	Cardif	6 12 11	One	None	Greenock	1 16 8
Fourteen	Eighteen	Cardigan	38 7 6	Nine	Sixteen	Greenwich	23 12 6
One	One	Carmarthen	1 8 2	Nineteen	Thirty-nine	Grimshy	58 17 11
One	Two	Charlestown	2 12 6	Three	Two	Guernsey	13 0 10
One	Eleven	Clovelly	29 13 4	Two	Five	Hamble	9 19 2
Three	None	Cockensie	7 5 0	Thirty-five	Thirty-six	Hartlepool	102 8 4
Two	Four	Cove Bay	3 8 4	One	Five	Harwich	6 18 9
One	None	Cowes	3 1 8	Two	Four	Hillswick	6 17 6
Two	Two	Oullin	3 18 4	Two	Five	Holy Island	5 14 9
Two	Five	Callercote	3 7 11	Two	Five	Hull	189 14 7
One	Two	Callernook	3 7 11	Forty-six	Forty-six	Hilcombe	22 18 9
None	None	Carmonath	28 15 0	Two	None	Isleworth	6 11 8
None	Three	Deal	3 11 8	Five	None	Jersey	31 15 7
Two	Threat	Dana	40 2 0	Seventeen	Seventeen		
Fourteen	Fourteen	Dinac Cross		Seven	Eleven		



THE EDITOR'S CORNER.



THINK truly, and thy thoughts
Shall the world's famine feed ;
Speak truly, and each word of thine
Shall be a fruitful seed.—BONAR.

“THE SHIPWRECKED MARINER.”

SINCE the issue of the last Quarterly Number of this Magazine—July, 1880—the fortunes of the little vessel, in its voyage over the sea of life, have passed into the hands of a fresh pilot.

Upon thus, for the first time, taking his stand at the helm, the present Editor would embrace the opportunity of acquainting all those interested in his task—who, he rejoices to know, are not a few—with the particulars of certain changes, and, as he hopes, improvements, to be introduced, in addition to those now carried out, with the commencement of the coming year.

The Editor, then, would explain that, while the “old lines” will be duly preserved as to *outward* form and appearance, various very material alterations will be effected *within* :—

Firstly.—The **TYPE** will be considerably enlarged, and the number of pages proportionately increased.

Secondly.—The **MATTER** will be so selected, and so classified under the respective new “Headings,” as to constitute the Magazine, in its general scope and literary character, a really interesting and trustworthy compendium, for future reference, as well as for present recreation and instruction.

Thirdly.—The **TABLES OF RELIEF**, &c., will be greatly condensed and entirely recast, so as to place before every reader, at home and abroad, a more succinct and more generally appreciable statement of the Society's varied work and usefulness.

But, fully to secure the accomplishment of these much-desired objects, the Editor will need, and he very earnestly asks for, the kindly aid and co-operation, both as contributors and as subscribers, of all those who *can* and who *will* thus lend a helping hand—and that, truly, in more than one sense—to “THE SHIPWRECKED MARINER.”

It is in trustful reliance upon such friendly support, and in dependence, above all, upon the sure guidance of the Great Pilot Himself, that the Editor ventures with light heart to set sail upon this first voyage, saying, in the ardent words of the poet, for the little vessel henceforth entrusted to his steering—

“Such let my life be here—

Not marked by noise but by success alone ;
 Not known by bustle but by useful deeds,
 Quiet and gentle, clear and fair as light ;
 Yet full of its all-penetrating power,
 Its silent but resistless influence ;
 Making no needless sound, yet ever working,
 Hour after hour, upon a needy world !”—BONAR.

NOTICES TO CORRESPONDENTS.

- A. M. B.—Your very excellent little story has reached us safely ; but we regret being unable to insert any tale of the kind at present. Can you not send us something more immediately appropriate ?
- M. C. P.—We have to thank you for the poetical extract kindly forwarded. A glance at our pages, however, as now remodelled, will be sufficient to show you that the lines are scarcely suitable.

NOTICES OF BOOKS.

The following have been received :—

The Fenland, Past and Present. By SAMUEL H. MILLER, F.R.A.S., F.M.S., and SIDNEY B. J. SKERTCHLY, F.G.S. Illustrated with engravings, maps, and diagrams. (Wisbech: Leach & Son. London: Longmans, Green & Co.) For the opinions of the Press, already lavishly bestowed upon this most interesting book, we refer our readers to the announcement respecting it in our advertisement pages. We may add that one of the authors (Mr. Miller) is a travelling secretary for the Shipwrecked Fishermen and Mariners' Society, and a constant contributor of scientific and other articles in *The Shipwrecked Mariner Magazine*.

Tattered Banners and other Poems. Dedicated, by permission, to the Right Hon. the Earl of Aberdeen. By Miss E. J. KELLY, author of “Lays and Rhymes for Hours at Sea,” &c. (London: W. Wells Gardner.) The contents of this little volume are intended, as stated in the preface, for *sailors*, though not exclusively

nautical. Miss Kelly's name will be fresh in the memory of our readers as that of a poetical contributor to this Magazine; and we heartily wish her every success for these poems.

Good Anchorage: A series of Religious Services for the use of Sailors at Sea. By Captain DONALD BROTHIE. (Glasgow: Porteous Bros.) We shall best express our own appreciation of this work—compiled for seamen by one who has served and suffered as a seaman himself—by quoting the following good opinions of the Press, from amongst many others:—"These Services are couched in clear and vigorous language, caught from the changeful sea, and partaking of its free and bracing air." "A handy volume; the conception is happy, the execution successful in a marked degree. The very title of the book and its sections are attractive. Every young seaman should have a copy of 'Good Anchorage' along with his Bible."

The Chart and Compass.—Sailors' Magazine. (London: S. W. Partridge & Co.) The October monthly number of this little publication of the Sailors' Institute, Shadwell, more than sustains its past interest and usefulness. Its avowed object is—"To assist seamen to sail life's ocean with Christ." On that voyage, and with that mission, we indeed wish the Editor, and his "Chart and Compass," God-speed.

BRITISH AND FOREIGN SAILORS' SOCIETY.

We have the gratification of announcing that Two Prizes, of £100 and £50, for the two adjudged Essays on "The British and Foreign Mercantile Marine, how best to improve, afloat and ashore, the Material, Mental, and Moral well-being of our Sailors," are offered under the auspices of the above-named Society, the following Vice-Presidents of the Society having kindly promised to give £25 each towards the Prizes:—

THOMAS BRASSEY, Esq., M.P., 'Sunbeam'.

J. HERBERT TRITTON, Esq., Chairman, General Steam Navigation Company.

ED. RAWLINGS, Esq., Treasurer, Religious Tract Society.

JAMES CLARK, Esq., Editor of the *Christian World*.

JAMES ANDERSON, Esq., "Orient Line."

JOHN COBY, Esq., Cardiff.

The following gentlemen, also, representing the Churches, the Shipowners, and the Sailors, have kindly consented to act as Adjudicators:—

The Right Rev. BISHOP CLAUGHTON, D.D., Archdeacon of London.

The Rev. DONALD FRASER, D.D., Moderator, English Presbyterian Church.

The Rev. E. EBENEZER JENKINS, M.A., Secretary Wesleyan Missionary Society, and President of the Conference.

The Rev. ENOCH MELLOR, D.D., Halifax.

J. HERBERT TRITTON, Esq., Chairman, General Steam Navigation Company.

J. W. JANSON, Esq., Lloyds.

Captain WIGGINS, F.R.G.S., late Examiner of the Board of Trade, Arctic Explorer, &c.

The Essays are to be sent in before the 31st August, 1881; and full particulars regarding the conditions, &c., can be obtained from the Secretary, Rev. EDWARD W. MATTHEWS, British and Foreign Sailors' Society, Mercers'-street, Shadwell, London, E.

