

## LITERATURE.

The Commonwealth contains, among other interesting articles, one on Canada's place in English literature. By English literature," says the writer, "is signified the thought-expression of the English-speaking race." Canada, inasmuch as she forms one section of that great race, deserves some consideration for her contribution to literature. Very few of her writers have done really high-class work. This must be admitted when we behold a category of such writers as Wordsworth, Tennyson, Scott and Ruskin, or on this side of the Atlantic, Irving, Longfellow, Emerson and Hawthorne. Perhaps not more than half a dozen Canadian writers have won enduring fame in the world of literature.

This, the author of the article under consideration, does not attribute to mental inferiority on the part of Canadians. The low standard is due largely to other and physical causes. The population of Canada has been small when we take into consideration the immense area of the Dominion. In addition to this there was the burden of effecting a reconciliation with a conquered colony and of evolving a system of government from the materials at hand. Then there was the terrible trial of the American revolution, which put to a severe test the latent strength of those remaining true to Britain. The troubles which culminated in the rebellion of 1837-8 served also to check the literary development of Canada. "Men who are fighting battles and who lay down the sword only to turn to the axe and the plowshare have scant time for the cultivation of the literary graces."

The earlier rise and greater achievement of literature in the United States is due to earlier and greater physical growth. Literature had its beginning in the New England States, that portion of the republic, at the time, farthest from the frontier. Speaking of the confederation movement, the writer says: "The point about confederation which chiefly concerns us here is the growth of a national idea. This well-known but useful phrase will serve to indicate one of the leading forces which tended to make Canadian literature something more than individual effort. The national idea meant unity, power, and, after a time, a certain degree of unconscious inspiration in many walks of life. It is certain that during the 30 years succeeding confederation, Canada evidenced a striking increase in population and wealth. Thus the decade of 1871-81 shows a growth in population of nearly 20 per cent. And, as if stimulated by the new condition of things, about the same time appeared the beginnings of a conscious national literature—the first noteworthy body of Canadian writing."

One writer, Judge Haliburton, father of the late G. R. Haliburton whose death has been recorded only a few days ago, is mentioned between 1829 and 1860. His chief work, "Sam Slick," was the first of a series of brilliant studies in colonial life. "With Prof. Roberts, and the group that has arisen about him," says the writer, "Canadian literature passes out of what may be called the individual stage and enters the first period of its actual development." Charles G. D. Roberts' prose and poetry is of a fine quality, as will be seen in "The Book of the Native," and "A Sister to Evangeline." Bliss Carman's book, "Behind the Arras," possesses no small degree of merit. Archibald Lampman won a high place in the estimation of critics. The beauty of his verse is seen in the little volume entitled "Lyrics of the Earth." Mr. W. W. Campbell's work shows strong originality. Dr. Gilbert Parker has won just fame for his interpretation of French-Canadian life, and his works are, perhaps, read most extensively of all Canadian writers.

The early years of the country's life were signalized by no general literary taste or production. But with the attainment of nationality has come both the taste and the power to profit by

it. There can be no very definite utterances upon the matter, but it may certainly be said that Canada is gradually taking notable rank in English literature.

Scribner's Magazine contains an article on "The English Language in America." In the estimation of Mr. Mathews, the writer, there is no stronger bond of union than the language among those who employ the common speech in England itself, in Wales and Ireland, in Canada and the United States, or in India and in Australia. He speaks of a certain unity of sentiment which may show itself now and again, but holds out no hope for anything of a more substantial nature than mere sentiment. "The tie," he states, "that fastens the more independent colonies to the mother country is loose enough now, even if it is never further relaxed." A writer who can maintain such a view after all that has taken place within the past two or three years, must have been asleep. Not alone has Canada, and other of the more independent colonies, stood shoulder to shoulder to Great Britain and made her cause theirs, but the United States as well has been made to realize when other helpers fail, old England is still her friend. Unity of sentiment, in fact, is the strongest kind of unity. In times of peace it is evidently possible to forget that we are held together by any sentimental bond, but when the throbs of the war drum is heard, there are thousands and tens of thousands who are willing to sacrifice their life blood all for what? simply for the idea embodied in the British Empire. Language is a strong bond of union. It is only necessary for a person to be in a foreign land, where he will be surrounded by foreign influences, in order to appreciate the welcome accents of his mother tongue. The writer puts some suggestive questions regarding the destiny of the language:

"What is going to become of the language now it is thus dispersed abroad and freed from all control by a central authority and exposed to all sorts of alien influences? Is it bound to become corrupted and to sink from its high estate into a mire of slang and into a welter of barbarously fashioned verbal novelties? What, more especially, is going to be the future of the English language here in America? Must we fear the dread possibility that the speech of the people on the opposite sides of the western ocean will diverge at last until the English language will divide into two branches, those who speak British being hardly able to understand those who speak American, and those who speak American being hardly able to understand those who speak British?"

The written speech in the form of literature will do much to rescue the English language from any disintegrating influences of American life with its tendencies to use curt expressions on what is known as the principle of ease. Canadians, at least, should be encouraged to use English models and British lexicons should be the final source of appeal if we are to partake of the pure waters of the "well of English undefiled."

GRETCHEN.  
"O love!" he said, and laid on mine his hand  
And I beheld the yearning of his eyes,  
Nor aught beside beheld; yet no surprise  
Caught at my heart; well could I understand  
Half-spoken words—nay, but unspoken sighs,  
Surely it was not words my cheek that fanned—  
This was the way to God, Himself had planned.  
The way to God Himself, through Paradise.  
What trust hath mortal heart but that  
Great Name!  
So he who calleth upon Love no whit  
Of terror feels, nor doubt begot of it.  
Do I speak truly? Answer ye who sit  
At life's full board, rose-crowned and without blame—  
These were the steps by which I hither came.  
—From Scribner's Magazine for March.

The current issue of the North American Review contains a number of timely topics. Sir Charles Dilke, M.P., presents in an appreciative manner a paper on "The King of England." He states that owing to the fact that European princes and royalties are usually colorless in character, it is often difficult to distinguish one from another. This cannot be said of Edward VII., who always retained his marked individuality through his long period of self-effacement. Sir Charles pays the following tribute to the new King's worth:

"Nothing can be more difficult than the position of a Prince of Wales, and especially that position when occupied by a man of considerable ability for an immense period of time, under the Kingship of a remarkable personage, and the parliamentary rule of extraordinarily distinguished men. To be Prince of Wales for nearly half a century, with Queen Victoria upon the throne gathering and using vast stores of accumulated knowledge, and advised by men of the weight of Mr. Gladstone and Mr. Disraeli, and others whose names are familiar to the world, is to invite a fate of triviality. That the subject of this sketch should have succeeded in playing his part with a very general approval, which has slowly ripened into a considerable national confidence, is in itself a testimony to the possession of powers, very different, indeed, from those of Queen Victoria, but also remarkable."

The subject of "Municipal Ownership of Natural Monopolies," is dealt with by Prof. Ely, of the University of Wisconsin. No one is better qualified to speak on this subject than Prof. Ely, whose previous utterances on the subject of monopolies and trusts are characterized by both clearness and moderation. The special phase of the subject of monopoly dealt with in this magazine article is that of water, light

and transportation, which are called monopolies because they will not admit of permanent and effective competition. In regard to these Prof. Ely insists that public ownership and control promise the best results in the long run. Regarding increasing municipal functions Dr. Ely does not anticipate any undesirable results arising therefrom.

"As we travel over this country," says he, "and observe the course of local government, do we not find that, on the whole, it has improved, as its functions have increased, and as it appeals directly and effectively to larger and larger numbers? The case of England is a very clear one. If we go back fifty years, we shall probably find that the government of English cities was quite as bad as ours is now. During the past fifty years there has been a continuous improvement, and this has accompanied continual expansion of municipal activity, while at the same time, through an extension of the suffrage, English municipal government has become increasingly democratic in character. We must hesitate about establishing a casual connection between these two movements, but it is unnatural to suppose that there may be such a connection? When there is a great deal at stake, when the city has much to do, good government of the cities appeals to all right-minded persons; and if there is no division of interests through private ownership, we ought, in a civilized community, to expect to find all honest and intelligent people working together for good government. A tangible basis is afforded the masses for an appeal for higher interests, and reliance is placed upon municipal self-help. Instead of asking other people to do things for them—namely, great private corporations—the people are told to help themselves."

## WITH THE POETS.

And here the singer, for his Art  
Not all in vain may plead;  
The song that nerves a nation's heart  
Is in itself a deed.  
—Tennyson.

The Mighty Hundred Years.  
I heard a voice cry from the Judgment Seat:  
"Declare unto the Rulers of the Spheres  
The story of the triumph and defeat,  
The story of The Mighty Hundred Years."

"And now the Powers of Water, Fire,  
And Air,  
And that dread Thing behind the light-  
ning's light,  
Cry, 'Master us, O Man, for thou art fair;  
To serve thee is our freedom and our might!'"

"He flung bright harness on them, and the yoke  
And new joys shook the brilliant firmaments;  
The dim, dead places of the world awoke,  
Stirred by the new pulse of the continents."

"It is the hour of Man: new Purposes,  
Broad-shouldered, press against the world's slow gate;  
And voices from the vast Eternities  
Still preach the soul's austere apostolate."

"Always there will be vision for the heart,  
The press of endless passion every goal,  
A traveler's tavern, whence they must depart  
On new divine adventures of the soul."  
—Edwin Markham.

Faith.  
Cleave ever to the sunnier side of doubt,  
And cling to Faith beyond the forms of Faith!  
She reels not in the storm of warring words,  
She brightens at the clash of "Yes" and "No."  
She sees the Best that glimmers thro' the Worst,  
She feels the Sun is hid but for a night,  
She spies the summer thro' the winter bud,  
She tastes the fruit before the blossom falls,  
She hears the lark within the songless egg,  
She finds the fountain where they wailed "Mirage!"  
—Tennyson.

Reading.  
As one who on some well-known land-  
scape looks,  
Be it alone, or with some dear friend  
night,  
Each day beholdeth fresh variety,  
New harmonies of hills, and trees and brooks—  
So it is with the worthiest choice of books,  
And oftener read; if thou no meaning  
spies,  
Deem there is meaning wanting in  
thine eyes;  
We are so lured from judgment by the  
crooks  
And winding ways of covert fantasy,  
Or turned unwittingly down beaten  
tracks  
Of our foregone conclusions, that we go  
In our own want, the writer's misdeemed  
lacks;  
It is with true books as with Nature,  
each  
New day of living doth new insight  
teach.  
—Lowell.

In the Chapel.  
"Ye came like water, and like wind ye go."  
So spake the preacher. "Only yesterday  
In the cool grass beneath blue skies ye lay;  
Tomorrow morning brings the storm and snow."

"Ye who but now chased pleasure with  
hot breath  
Must forth to battle with a world un-  
couth—  
Hope's endless days are done. Lo! in  
your youth  
Ye have lived out a life and died a  
death."

"Ye came like water." Has this meadow  
been  
Impoverished by your river's bitter-  
ness?  
Or have ye, with a lingering, sweet  
caress,  
Lifted its flowers and made its green  
more green?

"Like the wind ye go." How are ye  
going hence?  
Where ye have passed do the fields  
bake with drought,  
Or have ye blown upon them like the  
south,  
And left them lovelier for your inno-  
cence?

"If ye have killed no flower, ye need not  
fear  
If ye have nourished one, go forth  
content  
To the great life—ye know why ye are  
sent;  
Water and wind have done their errand  
here."  
—Ballads of Harvard, by Lloyd McKim  
Garrison.

Home.  
I want to go home  
To the dull old town  
With the shaded streets  
And the open square  
And the hill,  
And the flats,  
And the house I love,  
And the paths I know—  
I want to go home,  
If I can't go back  
To the happy days,  
Yet I can live  
Where their shadows lie  
Under the tree  
And over the grass—  
I want to be there  
Where the joy was once.  
Oh, I want to go home,  
I want to go home.  
—Paul Kester.

Fairyland.  
Dear little maid, with the wondering  
eyes,  
Won't you please tell me where Fairy-  
land lies?  
I've looked east and west, and I've look-  
ed north and south,  
Till I'm really discouraged and down in  
the mouth.  
Of guide-posts to Fairyland never a  
trace,  
Tell me, please, how may I get to the  
place?

There's Elfeland east, and Wonderland  
west,  
And Bogieland south. Now, what would  
be best?  
You'd better go, sir, through the Valley  
of Dreams.  
Don't stop to count sheep by the Drowse-  
way streams;  
Just notice the shadows the air-castles  
throw,  
They're the Fairyland guide-posts, as all  
children know.

It Is Our Will.  
Which thus enchains us to permitted ill,  
We might be otherwise; we might be all  
We dream of, happy, high, majestic.  
Where is the love, beauty and truth we  
seek,  
But in our minds? And if we were not  
weak,  
Should we be less in deed than in desire?  
—Shelley.

Sonnet.  
There is a beauty at the goal of life,  
A beauty growing since the world began.  
Through every age and race, through  
lapse and strife,  
Till the great human soul complete her  
span,  
Beneath the waves of storm that lash  
and burn,  
The currents of blind passion that  
appal,  
To listen and keep watch till we discern  
The tide of sovereign truth that guides  
it all;  
So to address our spirits to the height,  
And so attune them to the valiant  
whole,  
That the great light be clearer for our  
light,  
And the great soul the stronger for our  
soul,  
To have done this is to have lived,  
though fame  
Remember us with no familiar name.  
—Archibald Lampman.

ONLY RAILROAD OF ITS KIND.  
The first trial of the new mountain  
electric railway from Favet-St. Ger-  
vais to Chamonix has taken place suc-  
cessfully, says a Geneva correspon-  
dent. This is the only railway of its  
kind in Europe, and although only 20  
miles in length, has taken over two  
years to construct on account of the  
formidable engineering difficulties. It  
requires only one man to manage the  
whole train, which travels at the rate  
of 50 miles an hour. Visitors will now  
be able to reach Chamonix from St.  
Gervais in 25 minutes, instead of two  
hours hitherto taken by the diligence.  
The panorama from the train, which  
passes over numerous precipices and  
skirts many forests, is one of the most  
beautiful to be seen in the Alps.

**JOHN NOBLE**  
BROOK ST., MANCHESTER, ENGLAND.  
Largest Costumers & Mantlemen in the World.

From all parts of the Globe ladies do their "shopping by post" with this huge dress and drapery enterprise, it being found that after payment of any postage or duties, the goods supplied could not be nearly equalled elsewhere, both as regards price and quality, and now that the firm is so firmly rooted in the public favour and its patrons so numerous, it can afford to give, and does give, even better value than ever. —Canadian Magazine.

ORDERS EXECUTED BY RETURN OF POST.  
SATISFACTION GIVEN OR MONEY RETURNED.

Model 258.  
Made in John Noble Cheviot Serge or Costume Cloth, consisting of House Bodice with tulle trimmed Black fashionable Skirt with one back pleat. Price complete, only \$2.56; carriage, 65c. extra. Skirt alone, \$1.35; carriage, 45c. extra.

Model 1402.  
Made in Heavy Frieze Cloth Tailor-made, Double-breasted Coat, and full wide carefully finished Skirt, in Black or Navy Blue only. Price complete \$4.10; Carriage 65c.

**JOHN NOBLE**  
KNOCKABOUT FROCKS FOR GIRLS.

Thoroughly well made, in strong Serge, with sedate top, long full sleeves, and pockets. Ladies' frocks in front, and Prices:

24 inches.	40c.
26 inches.	45c.
28 inches.	50c.
30 inches.	55c.
32 inches.	60c.
34 inches.	65c.
36 inches.	70c.
38 inches.	75c.
40 inches.	80c.
42 inches.	85c.
44 inches.	90c.
46 inches.	95c.
48 inches.	1.00.
50 inches.	1.05.
52 inches.	1.10.
54 inches.	1.15.
56 inches.	1.20.
58 inches.	1.25.
60 inches.	1.30.
62 inches.	1.35.
64 inches.	1.40.
66 inches.	1.45.
68 inches.	1.50.
70 inches.	1.55.
72 inches.	1.60.
74 inches.	1.65.
76 inches.	1.70.
78 inches.	1.75.
80 inches.	1.80.
82 inches.	1.85.
84 inches.	1.90.
86 inches.	1.95.
88 inches.	2.00.
90 inches.	2.05.
92 inches.	2.10.
94 inches.	2.15.
96 inches.	2.20.
98 inches.	2.25.
100 inches.	2.30.

Postage 3c. extra.

Readers will oblige by kindly naming this paper when ordering from or writing to —

**JOHN NOBLE, LTD.**  
BROOK ST., MANCHESTER, ENGLAND.

## A DARING RESCUE

Heroic Work of Life-Savers on the Virginia Coast.

A veteran member of the life saving service, who has passed many years on the storm-beaten coast of Virginia, gave a star reporter an interesting account of a thrilling rescue recently effected by the crews of stations 2 and 3 in the vicinity of Virginia Beach.

"On the night of the 20th of December last, or more correctly speaking, of the morning of the 21st," said he, "occurred one of the most tragic events that has marked the history of the Virginia coast.

"Nearly ten years ago, March 21, 1891, the Norwegian bark Dictator was wrecked at Virginia Beach, and almost every soul was lost notwithstanding the bravery of the life savers. On the night of Dec. 20 last, when the storm was at its height, the schooner Jennie Hall met with a similar fate, about three miles below the scene of the other tragedy. At 3.30 o'clock in the morning the schooner was sighted coming ashore head on. Capt. Barco of station No. 3 was immediately notified by the patrolman then on duty, and at daybreak his force was joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life savers from station No. 2. At that time it was impossible to launch a lifeboat in the tremendous surf; however, the mortar was fired, and a heavy landed on the deck of the distressed and now hopelessly grounded schooner. The breeches buoy was manned and John Moore and Joseph Cosby (both colored), of Gloucester county, Va., were joined by Capt. Partridge and his crew of life sav