

The foregoing are only a few of the hundreds of recorded cases of suffering and death from shipwreck. Hundreds of wrecks occur of which we know nothing, but doubtless, on these, chapters of horrors could be written, of how the ship's crew and passengers, adrift in poor boats, died one by one, until the last man or woman perished from cold and hunger,—and how they suffered will only be known when the sea shall give up its dead.

The life-saving stations, which dot the shores of the United States and Old England, have demonstrated that by the use of proper appliances thousands of lives have been saved from a watery grave. Doubtless if all ships were provided with a sufficient number of boats fitted with air chambers in the interior, at the stem and stern, and boxes securely fastened, kept filled with food and water, and a compass and sail, with oars securely chained to the boat, and metal rowlocks, a can of oil, and some simple, compact signaling apparatus, and last a few iron rods fastened lengthwise to the bottom of boats, to assist in righting in case of a capsized, or as a last resort to help in climbing upon the bottom of a boat. With these a boat, if not picked up by a passing vessel, would reach a port of safety.

The writer, as already intimated, seeks no personal gain and is ready to abandon, without fee or reward, any patent rights he now may have, if only legislation can be obtained whereby the needless loss of life at sea may be prevented. The assistance of legislators and other humane people and societies, is earnestly requested to secure the end sought for by the writer,—namely, to succor the perishing.

The thanks of the writer is due to the clergymen whose names here follow, for their kind words of approval, and to A. M. Smith, Esq., for valuable assistance rendered.

HENRY F. COOMBS.