

Hardly had the last words of the chorus died away in solemn echoes, when the ceremonial, as arranged by chamberlains and heralds, ended, and the bride, giving vent to her evidently pent up feelings, turned and flung herself upon her mother's bosom with a suddenness and depth of feeling that thrilled through every heart. Again and again her Majesty strained her to her heart and kissed her, and tried to conceal her emotion, but it was both needless and in vain, for all perceived it, and there were few who did not share it. We need not mention how the bridegroom embraced her, and how, as she quitted him, with the tears now plainly stealing down her cheeks, she threw herself into the arms of her father, while her royal husband was embraced by the Princess of Prussia in a manner that evinced all that only a mother's love can show. The most affecting recognition, however, took place between the bridegroom and his royal father, for the latter seemed overpowered with emotion, and the former, after clasping him twice to his heart, knelt and kissed his parent's hand.

On a subsequent occasion, the following new verses, written for the occasion by Mr. Tennyson, poet laureate, were sung by all the principal performers and chorus:—

God bless our Prince and bride!
 God keep their lands allied,
 God save the Queen!
 Clothe them with righteousness,
 Crown them with happiness,
 Them with all blessings bless,
 God save the Queen!

Fair fall this hallow'd hour,
 Farewell our England's flower,
 God save the Queen!
 Farewell, fair rose of May!
 Let both the peoples say,
 God bless thy marriage day,
 God bless the Queen!

IV. DISCIPLINE AND HEROISM OF BRITISH SOLDIERS.

The following account of the fearful burning of the screw transport steamer, *Sarah Sands*, and the extraordinary and providential preservation of the passengers and crew, will be read with intense interest. It affords another instance, not less remarkable in its way than the heroic defence of Lucknow, of the discipline and bravery of the British soldier under the most trying circumstances. The report says:

We regret to announce a most fearful catastrophe by fire happening to the *Sarah Sands* transport steamer, on her passage to India from Portsmouth, with the head-quarters, and a large portion of the men of the 54th regiment on board, whose preservation and that of the crew may be fairly considered one of the most marvellous on record, as may be inferred from the fact that the ship was burning furiously in a heavy gale of wind 16 hours, the whole of her afterpart being burnt out to a shell.

The *Sarah Sands* is an iron ship, upwards of 2,000 tons burthen, and was formerly employed in running from Liverpool to North America. She was chartered by the East India Company for the conveyance of troops to India, and on the 16th of August she left Portsmouth for Calcutta, under the command of J. S. Castle, with a portion of the 54th regiment on board, comprising Lieutenant Colonel Moffat, 18 officers, 21 sergeants, 15 corporals, 11 drummers, 306 rank and file, 8 women, 7 children, and a number of ladies, relatives of the officers. The voyage appears to have been favorable until the 11th of November, when the ship had reached lat. 14 S., lon. 56 E. (upwards of 460 miles from the Mauritius.) About three o'clock in the afternoon of that day the troops berthed on the after or top deck noticed a smell of burning, which apparently proceeded from beneath them, in the hold. It rapidly increasing, the alarm was given to Captain Castle, who at once ordered the afterhold to be examined, and, to the astonishment, and indeed horror of all, the cargo stowed there proved to be on fire. It was stated that the bulk of the cargo consisted of Government stores. Bale after bale was hauled up in the hope of getting at the seat of the fire, but in a short time the smoke became so dense as to defy any of the crew getting further into the hold, and, filling the whole of the cabins with the suffocating effluvia, forced the ladies to seek relief on the quarter deck. By this time the outbreak became general throughout the ship, and as a natural result much alarm was excited. There was no confusion, however, and every order was obeyed by the men with coolness and courage. The course of the ship was stopped. Colonel Moffat was seen in early consultation with Captain Castle, deciding upon measures for suppressing the flames, while the crew were actively employed in taking all sail in and bringing the ship before the wind. Others ran out lengths of hose

from the fire engines, which were passed down to hands below; while hose was also put on to the donkey engine. It soon became apparent that all these exertions failed in checking the progress of the fire. Colonel Moffat, at the suggestion of the commander, directed his men to at once cast overboard all their ammunition, and in a short time they succeeded in clearing out the starboard magazine. The remainder of the powder in the port magazine, however, excited great apprehensions. Already had the afterpart of the ship become almost impenetrable, from the dense smoke and heat which filled every portion of it. The Colonel appealed to his men for volunteers to attempt to rescue the contents of the magazine now so threatened. Several brave fellows instantly came forward, and heroically succeeded in reaching the magazine and clearing it, with the exception, it is supposed, of one or two barrels. It was truly hazardous work; several nearly lost their lives, having become suffocated with the smoke and heat they fell, and when hauled up by the ropes to the deck they were senseless. The flames soon afterwards burst up through the deck, and, running along through the various cabins, speedily set the whole on fire. There was a heavy gale blowing at the time, and the ship was rolling and pitching. Captain Castle, perceiving the critical position of the ship, at once took measures for the safe lowering of the boats. They were launched without the least accident, and the troops were mustered on deck. There was no rush to the boats, and the men complied with their officers' commands with as much order as on parade. Colonel Moffat informed them that Captain Castle did not despair of losing the ship, but for their own preservation it had been deemed advisable to keep the boat off so as to act in case of emergency. The ladies, women, and children were lowered into the port life boat, and she was directed to stand off until further orders. All hands then turned to constructing rafts of spare spars. In a short time three were put together, and which would have been capable of saving a large portion of those on board. Captain Castle succeeded in launching two overboard, and the third was left across the deck to be lowered at a moment's notice. In the meanwhile the flames had made terrible progress. The whole of the cabins, saloon, &c., were one body of fire; and about nine o'clock the flames burst through the upper deck and ignited the mizzen rigging. Through the forethought of Captain Castle, in bringing the ship before the wind, the fire and smoke were swept sternways, but serious anxiety was felt lest the ship should pay off, and so render her destruction inevitable. Amidst this fearful suspense, a dreadful explosion took place, no doubt arising from one or two barrels left in the port magazine, which blew out the port-quarter. All was consternation—the ship, from the main-rigging to her stern, was in one general body of fire. Captain Castle still had hope, although he expressed his fears to the commanding officer of the troops that the ship would be lost. Providentially the bulkhead of the afterpart of the ship withstood the action of the flames. Here all efforts were concentrated to keep it cool. Party after party of the troops volunteered for the work, and so endeavoured to prevent the fire making its way forward. As it was, several fell senseless from the suffocating influence of the smoke, and were dragged up apparently dead. With the greatest honour to the troops, they obeyed the directions of their officers with a calmness and energy which was almost astounding, and but for which the ship must have perished, and doubtless many of the lives on board with her. For hours did this state of affairs continue. Although the men kept the fire at bay below, it gained the main rigging. Mr. Welch, the chief officer, with several of the soldiers, at once went aloft with wet blankets, and after considerable peril and risk succeeded in extinguishing the flames. As it was, however, some of the yards were destroyed. Towards two o'clock the following morning the men had the satisfaction of seeing the fire diminishing, but it only had the effect of inducing them to continue their exertions with, if possible, almost double energy. The flames were gradually beaten back, and by daylight was accomplished their annihilation. It was not till then that the fearful havoc made by the fire was clearly ascertained. The afterpart of the ship was burned out, merely its shell remaining; and now another fate threatened her. The gale still prevailed, and the ship was rolling and pitching in a heavy sea, constantly shipping considerable water at the port quarter, which had been blown out by the explosion. She had fifteen feet of water in her hold, and active steps had to be taken to prevent her foundering. All the men were set to the pumps and baling water out of the hold. Captain Castle, fearing that the stern would fall out, got two hawsers under her bottom and made them taut; the next difficulty was to stop the water which was pouring in through the quarter. Square sails and blankets were placed over the opening, and the leak was partially stopped. There was no abatement in the gale during the morning, and in every heave of the ship the water tanks in the hold, which had got loose, were dashed from one side to the other. The state of the ship, and the continued severity of the weather, rendered the constant working of the pumps and the baling imperative. It was not till two o'clock in the afternoon that the boat containing the women and children could be got alongside. They were got on board, and the other boats, which had been ordered to keep off during the raging of the fire, returned, with the exception of the gig, which had been