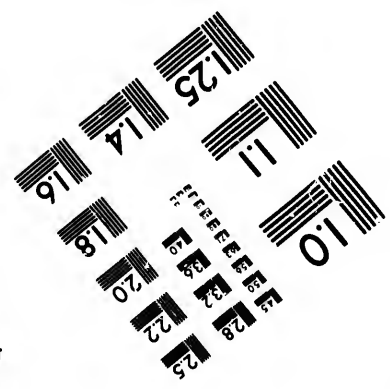
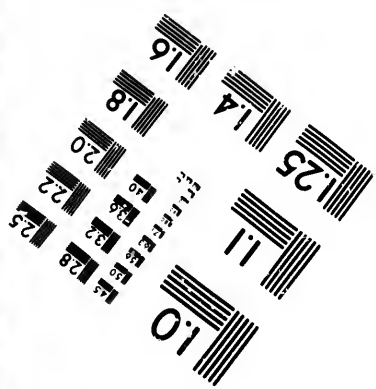
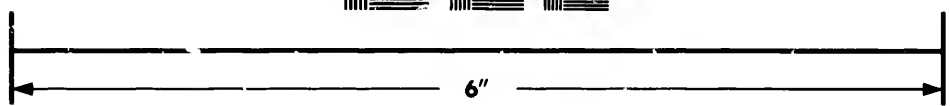
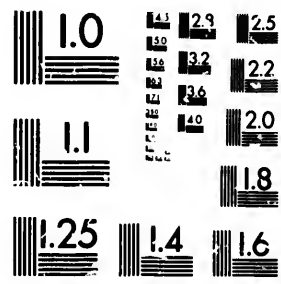


**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER, N.Y. 14580  
(716) 872-4503

2.8  
2.5  
2.2  
2.0  
1.8

**CIHM/ICMH  
Microfiche  
Series.**

**CIHM/ICMH  
Collection de  
microfiches.**



**Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques**

01

**© 1982**

# Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- ☒ Coloured covers/  
Couverture de couleur
- ☐ Covers damaged/  
Couverture endommagée
- ☐ Covers restored and/or laminated/  
Couverture restaurée et/ou pelliculée
- ☐ Cover title missing/  
Le titre de couverture manque
- ☐ Coloured maps/  
Cartes géographiques en couleur
- ☐ Coloured ink (i.e. other than blue or black)/  
Encre de couleur (i.e. autre que bleue ou noire)
- ☐ Coloured plates and/or illustrations/  
Planches et/ou illustrations en couleur
- ☐ Bound with other material/  
Relié avec d'autres documents
- ☐ Tight binding may cause shadows or distortion  
along interior margin/  
La reliure serrée peut causer de l'ombre ou de la  
distortion le long de la marge intérieure
- ☐ Blank leaves added during restoration may  
appear within the text. Whenever possible, these  
have been omitted from filming/  
Il se peut que certaines pages blanches ajoutées  
lors d'une restauration apparaissent dans le texte,  
mais, lorsque cela était possible, ces pages n'ont  
pas été filmées.
- ☐ Additional comments:/  
Commentaires supplémentaires:

- ☐ Coloured pages/  
Pages de couleur
- ☐ Pages damaged/  
Pages endommagées
- ☐ Pages restored and/or laminated/  
Pages restaurées et/ou pelliculées
- ☒ Pages discoloured, stained or foxed/  
Pages décolorées, tachetées ou piquées
- ☐ Pages detached/  
Pages détachées
- ☒ Showthrough/  
Transparence
- ☐ Quality of print varies/  
Qualité inégale de l'impression
- ☐ Includes supplementary material/  
Comprend du matériel supplémentaire
- ☐ Only edition available/  
Seule édition disponible
- ☐ Pages wholly or partially obscured by errata  
slips, tissues, etc., have been refilmed to  
ensure the best possible image/  
Les pages totalement ou partiellement  
obscurcies par un feuillet d'errata, une pelure,  
etc., ont été filmées à nouveau de façon à  
obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/  
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
					✓						

The copy filmed here has been reproduced thanks to the generosity of:

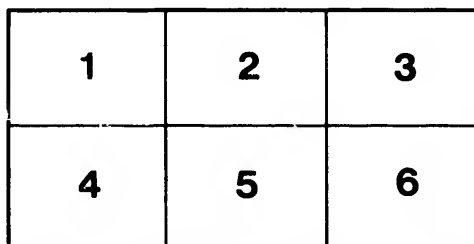
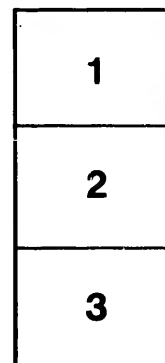
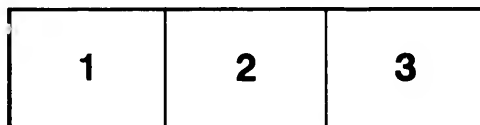
La Bibliothèque de la Ville de Montréal

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol ➡ (meaning "CONTINUED"), or the symbol ▼ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

La Bibliothèque de la Ville de Montréal

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole ➡ signifie "A SUIVRE", le symbole ▼ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

D

US 8270  
G2705 35637

S983

THE  
PORT CHAPLAIN,

AND HIS WORK AT THE PORT OF QUEBEC.

—§—

Cases of Drowning and Sudden Death.

—§—

A SAILOR'S CHEST.

—§—

INTERESTING DETAILS.

—•••—

Dedicated to the Merchants of Quebec.

—•••—

*Price, - - - 25 Cents.*

—•••—

QUEBEC:

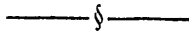
PRINTED AT THE "MORNING CHRONICLE" OFFICE.

1877.

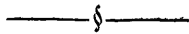


THE  
PORT CHAPLAIN,

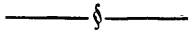
AND HIS WORK AT THE PORT OF QUEBEC.



Cases of Drowning and Sudden Death.



A SAILOR'S CHEST.



INTERESTING DETAILS.



QUEBEC:

PRINTED AT THE "MORNING CHRONICLE" OFFICE.

1877.



C  
a  
v  
d  
t  
w  
s  
k  
Q  
in  
s  
o  
is  
t  
in

In this little pamphlet will be found a simple statement of facts, which we hope may so interest you, and awaken in your heart a sympathy for the moral and spiritual welfare of the sailor, that you may be drawn by the cords of divine love, to help in this good work, by your subscription and your prayers. The following letter from our good Bishop, will, we feel sure, be enough to encourage you :

*Quebec, May 2nd, 1877.*

MY DEAR MR. SYKES,

I have read with great interest the letters and descriptions which give so vivid a picture of your work amongst the sailors in the Port of Quebec. And I remark with regret and surprise that the subscription list is a gradually declining one. With regret, because if the diminution goes on, it can only end in the extinction of a good work very necessary to be done, and which your narrative shews to have been well done. With surprise, because, knowing as I do the generous readiness of the people of Quebec to help in all good works, anything like a languid interest on their part in the cause of the sailor and the sailors friend, is to me unaccountable. Or at least I can only account for it by supposing that the seeming apathy is but inadvertence. And in this belief I cherish the hope that the information you have given, will bring the remedy in its train.

I am,  
My dear Mr. Sykes,  
Faithfully yours,

J. W. QUEBEC.

THE SERVICE OF THE PORT CHAPLAIN, ACKNOWLEDGED  
BY THE LORDS COMMISSIONERS OF THE ADMIRALTY.

---

Whenever any of H. M. ships of war come to the port of Quebec, the services of the Port Chaplain are always at their command. Their appreciation of his humble services will be seen in the following reply to a letter written by the Lord Bishop of Quebec, in behalf of the Port Chaplain :

"ROYAL ALFRED," AT HALIFAX, {  
23rd September, 1869. }

MY LORD,—With reference to your letter to Sir Rodney Mundy, applying for a remuneration to the Rev. J. S. Sykes, for spiritual services rendered to the crews of H. M. Ships *Barracouta*, *Constance*, and *Philomel*, in the months of May, June, July, and August, 1868, the Lords Commissioners of the Admiralty have acquainted me that, although the Regulations in the addenda to the Admiralty Instructions do not apply to Foreign Stations, yet, under the circumstances, as regards the number of men benefitted by these services, and the exemplary manner in which they were performed, their Lordships have been pleased to grant a gratuity of £45 to Mr. Sykes, as a remuneration for his services; and the Naval Storekeeper at Halifax has been directed to pay him that sum.

I have the honor to be,  
My Lord,  
Your Lordship's most obedient Servant,  
GEORGE G. WILLABY,  
Vice-Admiral.

The Right Reverend  
The Lord Bishop of Quebec.

# THE PORT CHAPLAIN,

AND HIS WORK AT THE PORT OF QUEBEC.

---

CASES OF DROWNING AND SUDDEN DEATH.

---

A SAILOR'S CHEST.

---

**INTERESTING DETAILS.**

---

I am a very bad journalist, therefore never keep a journal. To cook a report is not in my line, for, I find those who make the greatest noise on paper, generally do the least work.

I am contented to go on from year to year,

" Telling the old, old story,  
Of unseen things above ;  
Of Jesus and His Glory,  
Of Jesus and His Love."

Who can tell how many out of the twenty thousand seamen who come annually to the Port of Quebec, will take back with them this old, old story—and its fruits may be a thousand-fold.

What a religious boon is the office of Port Chaplain, both to our seamen and their friends at home. The clergyman filling it should not only be recognized as a necessary and important officer, but should (in part at least) be paid by the Government.

Look at the nature and character of his work. During the shipping season in each year, he is in constant communication with the Shipping Office, the Water Police, the various Consuls, and the Coroner. Yes! the Coroner!

The year 1874 is to be much remembered for the number of sad cases of drowning, both among our citizens and our seamen. Also, for the number of sudden deaths to which attention will be called presently.

The following is from my Register :

James Lydimore, aged twenty-three years, seaman of the ship "Ocean Bride," country, England, was accidentally drowned at Indian Cove, Port of Quebec, on the third, and was buried on the sixth day of July, one thousand eight hundred and seventy-four, under authority of the Coroner's warrant.

By me, JAMES S. SYKES.  
*Port Chaplain.*

Henry Codling, seaman of the ship "Ernestine," was accidentally drowned at Sillery Cove, June 29th, and was buried July the 8th, 1874.

Julius J. D. Dobson, of the ship "DeSalaberry," was accidentally drowned on the 5th, and was buried on the 10th July, 1874.

Thomas Lecky, of the ship "St. George," was accidentally drowned on the 11th, and was buried on the 16th July, 1874.

Then appeared the following in the *Morning Chronicle* :—

INQUEST.—Another of what have become of late almost daily occurrences took place yesterday on the body of a man whose body was found in the water opposite the Champlain Market. It is thought that it is that of the carpenter of the "Lady Seymour," who fell into the river

while attempting to board the Ferry boat about three weeks since. A verdict of "found drowned" was returned. As the identification was not complete, the following is the description—Age 35 to 40 ; hair, moustache and beard black. Had on black cloth trousers and waistcoat, long boots, no socks, blue cotton shirt, and a woollen cravat. On the body a carpenter's rule and two keys were found.

In September we hear of the melancholy drowning of Mr. Choquet, a student at the Marine Hospital, by the overturning of a boat in the River St. Charles. And in October just four weeks after the above sad case—Reginald Jamieson, of the Bank of British North America, was lost overboard from the yacht "Wasp," at the east end of the Island of Orleans, close to Cap Tourmente.

Several others might be mentioned but the above will suffice.

In this chapter of accidents I am forcibly reminded of another warning voice, to us thoughtless mortals to which we pay very little attention. It is the number of sudden deaths. Out of the many which happened during the shipping season of 1874, five were seamen, and were buried by me under authority of the Coroner's warrant.

A few remarks on these may not be uninteresting, and will serve to show the importance and usefulness of the office of a Port Chaplain.

There is a simplicity and honesty in the general character and life of a true sailor, which is rarely found in men ashore.

I will not moralize but come at once to what I want to tell you. Listen, here is a letter from a sailor to his wife :

*New York, 27th May, 1874.*

DEAR WIFE,—I write you these few lines to inform you that I have arrived here in good health, thank God. I have been to the General Post Office several times, but could get no letter. I suppose it has miscarried some way, for I think you would write. I would have sent some money to you only I was afraid it would not go right, as not knowing how you are getting on I was afraid to send to Charles street, and did not know if Mrs. Jeffery is still in the same place.

I cannot get an English ship here for the Clyde, so I will pay my passage to Quebec, and the extra wages I will get will pay the expenses. We are going to get paid to-morrow, and I will start by train the same night for Quebec, so I expect to be home in about five or six weeks from the date of this letter, and as I can get a vessel for the Clyde, it will be the cheapest way for me.

I hope you have been keeping your health and spirits, and don't be down-hearted, as things are not so bad as you may think. Give my kind love to Robert, and I hope he is a comfort to you; also my best respects to Mrs. and Mr. Jeffery, and J. McLean, if at home, also Mrs. McLean and daughter, and Mr. and Mrs. Wilson, and all inquiring friends. I need write no more, as I hope to see you soon, when you will hear all you want to know from me, and hope you will manage along as well as you can till then.

So I remain,

Dear wife,

Yours truly,

JAMES MCKINLAY.

N. B.—I will write from Quebec, and let you know the vessel I am coming home in.

I address this letter to Mrs. Jeffery's old address, hoping it will find you. I hope you got the other letters all right.

J. McK.

With a joyous heart he posted the letter, took his seat in the cars, and was soon on his way to Quebec.

It is no stretch of fancy to imagine the happy thoughts playing in the mind of this sailor, while the train rushes on to its destination.

The good ship he is going to join. Homeward bound once more with a little store of gold, to which he will add the pay of his voyage home; this will gladden the heart of his loving wife. What a happy meeting it will be. Six weeks from the date of that letter and the good ship will be in the Clyde, and these fond hopes will be realized.

Old Quebec is in sight, and soon the train is at the station; the G. T. ferry boat has landed our sailor friend on the Quebec side of the St. Lawrence. He will leave his luggage at the station for the present; he has the checks all right, and will go to O'Connell's his old boarding-house, till he can get a ship bound for the Clyde. He is a little fatigued with the journey, but a night's rest will set him all right. It is Saturday, and on Monday he will go for his luggage. Thus he planned for the future and retired for the night.

"Happy the man who sees a God employed  
In all the good and ill that chequers life."

It is Trinity Sunday, and the last day of the merry month of May. The church bells rang out their musical invitation to God's Holy Temple, and thousands of voices were sending up their prayers to heaven, in which "all that travel by land or by water," have a share in the blessings flowing from the Throne of Grace. Is our sailor among the worshippers? No; he has been suddenly



called aloft ; the heart so full of love, hope and home has ceased to beat ; the hand that wrote the loving letter to his wife is cold in death.

While seated at the table in his room, with a book before him, a brother sailor, who was with him at the time, saw a sudden change coming over him and went to his assistance, and in a few minutes Dr. Ahern, who happened to be coming that way, was in attendance, but the spirit had taken its happy flight.

An inventory was taken at once of all his effects, &c. After the inquest, came the "Coroner's Warrant to bury James McKinlay, Seaman of the Ship 'Limerick Lass,' who died suddenly of heart disease."

The burial of a sailor is always a touching scene, whether it be in the presence of a whole ship's company, where manly hearts heave with love for the ship-mate who sleeps beneath the Union Jack, that covers the coffin, borne by friendly hands to his last resting-place ; or a funeral without a mourner, save the Port Chaplain, who, in such a case becomes a connecting-link between the departed and the friends at home.

Having no knowledge at the time of the proper person to whom to communicate the particulars of the above case, I had to wait. At last, two letters were handed to me from the Superior Court—one from England, and the other from Scotland. I have since received the third from Ireland. All three addressed to the British Consul, Quebec. Surely the people in the Old Country take us to be foreigners, but we will pardon their ignorance and will show that we are British, without the Consul. These letters were handed to me, not that the office of Port Chaplain is on a par with, or is in any way similar to that of a consul, but because they contained matter of great importance to the friends of sailors at home.

The following letter is from Scotland, and is connected with the preceding case :—

*Greenock, 22nd July, 1874.*

26, Brisbane Street.

HER B. MAJESTY'S CONSUL,  
*Quebec.*

DEAR SIR,—It has been reported here, that a seaman—John McGreday, or McKinlay—died in Murphy's, or McConnell's lodging-house in June last, some said suddenly and others suspect foul means. Would you make, or cause some enquiries to be made, and report to me, as several families here claim kindred or relationship to him. One says he is her son, and had just come down from the Lakes, and having some money; another says he is her husband, and came from New York to get a run home, and that his first name is James. Any information you can give will be thankfully received, by

Honoured Sir,

Yours, respectfully,

DONALD BROTCHE,

Seamen's Chaplain,

Greenock, Scotland.

The above letter opened a correspondence between the Seamen's Chaplain at Greenock, and the Port Chaplain, Quebec, in behalf of the widow of a seaman.

The next letter came addressed Rev. J. S. Sykes, Port Chaplain, Quebec. The following is an extract :

GREENOCK, SCOTLAND,

12th October, 1874.

DEAR SIR,—I beg leave to hand you the papers of Mrs. James McKinlay, whose husband died in Quebec, on the 31st May last.

There is no doubt but that she is the real widow of the late James McKinlay. I enclose a certificate from our Magistrate, D. Campbell, Esq., and a certificate from the Minister of the Parish of Greenock. Also the last letter James McKinlay, sent to his wife from New York, which will be very satisfactory. We feel much obliged to you for your attention to this matter. You will be doing good service to the widow if you will kindly send her the things and money, &c. You may send her letter to my care as every body here knows me, and there will be no danger of her money going astray.

I am, Dear Sir,  
Yours most respectfully,  
DONALD BROTCHE,  
Seamen's Chaplain,  
Greenock.

Now there is a right and a wrong way of doing everything, and the business to be transacted in behalf of this poor widow must be by legal instruments.

The papers I received were simply an identification of the proper person to whom the effects of the late James McKinlay belonged, but did not give me power to act in the case. I had therefore to write for the power of Attorney, hence another delay.

The Coroner having all the effects in his possession, this instrument was necessary to authorize him to give them up; and me to receive them and send them home.

*February, 1875.*

POWER OF ATTORNEY BY MRS. FLORA MCKINLAY.

Came under the seal and signature of

ROBERT NEILL,  
Notary Public and Provost  
and Chief Magistrate of Greenock.

The balance sheet, the watch and chain, and the money, were sent home by the first mail for England, in March, 1875. The chest and bag will be forwarded by one of the Greenock ships in the spring.

#### A SAILOR'S CHEST.

One of the many pleasures in the life of a sailor is that of overhauling his chest, a sailor calls it overhauling his donkey; and on long voyages this is done over and over again; and there is a charm about it that none but sailors understand.

I could spin such a yarn about this operation that would bring you down upon your knees beside a shipmate and make you thrust your head with his into the chest, where everything you see has a tongue that tells of home and all the loved ones, as he turns up one thing after another—from a photograph of his mother, sister, sweetheart or wife, the love letter, &c., to the Book of Books—the Bible. But this is not my task just now. I only want to give you a scene from real life, where the sailor's chest is ready for sea. A loving heart moves the hand to write in a copy of the New Testament, the following name and date:—James McKinlay, March 8th, 1864. This precious book is carefully and prayerfully put into the chest by an unknown hand. Two days latter, and the chest, with its owner, is on board the ship. The book is discovered, and the following entry made under his name:

“Found this book in my chest on the 10th day of March, when overhauling my chest. I expect it was put in by mother or sister.


The above was copied by me, March 10th, 1875. Eleven years James McKinlay kept this treasure through storm and calm.

## MRS. M'KINLAY'S RECEIPT, LETTER, ETC.

I received by mail from England, which arrived in Quebec, on the 10th day of April, the following acknowledgment from the widow of the poor sailor whose acquaintance we made a short time ago among the "sudden deaths":

*Greenock, 23rd March, 1875.*

I hereby acknowledge to have received from the Rev. J. S. Sykes, Port Missionary, Quebec Post-Office orders for ten pounds eleven shillings and four pence sterling (£10.11.4); also a silver watch, gold chain and locket; also, marriage lines and ship discharges, &c., with thanks.

FLORA <sup>her</sup>  MCKINLAY.  
mark.

*Inland Revenue Stamp,  
22nd March, 1875.*

I hereby certify that the above is Mrs. McKinlay's mark on receiving the property.

DONALD BROTCHE.

Dear Friend-Brother, and fellow Labourer, I am requested by Mrs. McKinlay to give you her best thanks for the great interest you have taken in her affairs; she is very very grateful.

I have to add in haste that I have been sorely bereaved. My dear Wife, Mary, died on Tuesday last, after three days' slight illness. Her last words were "I am safe in the arms of Jesus."

She was not mine only—but a loan, a precious loan for twenty years; and being so long, I was fain to think she was a loan not to be returned, at least, in my day; she was a model woman, her name being Mary. Our minister here

preached a sermon to a large congregation. Improving her death, from the Tenth St. Luke, verse 39: "She had a sister called Mary, which also sat at Jesus' feet and heard His Word." Pray for me that I may be directed and more thoroughly devoted to our Lord Jesus Christ.

Excuse me writing more at present; I will write again soon, and tell you by what ship to send the chest.

I am, dear Friend,  
Yours affectionately,  
DONALD BROTHIE.

This correspondence has linked the ports of Greenock and Quebec together in the great and good work of care for the souls of our seamen. It has begotten a common sympathy between the two Chaplains. I am no longer addressed as "Her B. Majesty's Consul," nor by the formal "Dear Sir," but by the brotherly appellation of "Dear Friend, Brother and Fellow-Laborer."

"What hinders Christian unity?  
Would faith, would freedom suffer loss?  
When Satan's hosts are marshalled nigh,  
What parts the warriors of the Cross?"

"Spirit of Love, each slavish fear,  
Each root of bitterness remove;  
And as we hope one Heaven to share,  
Now bind our hearts with bands of love."

#### A VICTIM OF STRONG DRINK.

John Hodgson, aged fifty-six years, mate of the ship "Henry Palmer," Country, England, died during the night of the twenty-third, found dead the next morning, and was buried on the twenty-fourth day of July, one thousand eight hundred and seventy-four, under the authority of the Coroner's warrant.

By me, JAMES S. SYKES,  
*Port Chaplain.*

"Broad is the way that leads to death,  
And thousands walk together there ;  
While wisdom shows a narrow path,  
With here and there a traveller."

#### A SAD BUT TRUE STORY.

I have just told you about a sailor who died three thousand miles from his wife and friends, and how salutary the office of the Port Chaplain is in such a case. I have now a very touching story to relate, where the husband and wife are together in the same ship.

In the month of March, 1874, a young couple whose hearts had become one in true love, now resolved to have their affections united for life by the holy banners of matrimony. Being members of the Church of England, they went to a church in London, England, and became "Man and Wife together" (I like that word "together.") They began to plan for the future. The man was a Ship Steward, and his wife the daughter of business people in London. They reasoned thus :—They will take a voyage together to Quebec, and when they return home to London, they will open a shop, and with due attention to business, they expect to have their share in the successes of life. They brave the dangers of the sea together, together they work on board the good ship "Mizpah," in the capacity of steward and stewardess. They have reached the Port of Quebec, all well.

The outward voyage ended, the anchor let go, the ship made snug in her berth—a little above the Grand Trunk Railway Station, on the Levis side of the river. While she is taking in her cargo for the homeward voyage, the usual round of scraping, caulking, painting and general cleaning is going on. In all this work of beautifying, our young couple take their part.

All is life and activity on board. The steward is just going to polish the brasswork in the cabin. I can fancy I see him walking on the deck towards the cabin, with a light step, and hear him humming some well-known tune, for these men are generally very cheerful fellows. But what is the matter? He has fallen down at the cabin door; did he slip? No; he is dead! The loving wife is now a sorrowful widow. The flag is half-mast high. The Coroner again sends his warrant to bury William Grainger, who died suddenly of heart-disease, on the 22nd day of August, 1874, on board the ship "Mizpah." Then follows the burial, on the 24th of August. Within six months from her wedding-day, this young widow stands beside the grave of him she loved so well, and weeps her bitter tears. But we are "not to be sorry, as men without hope, for them that sleep in Jesus."

Captain F. G. Cook, like a true hearted sailor, among the many kind acts he did to comfort and help this poor widow, gave her her choice either to return home in the ship, or to try her fortune in Canada. Mr. E. H. Duval, very kindly offered to give her employment in his family. She asked my advice and choose the latter for a time.

Just one month after the above, and on the same day of the month, is another case equally sad. It is that of Captain John Henry Edwards. He had only been married a short time, and his young wife like the wife of the steward, has braved with her husband the dangers of the sea, and now the ship is in the Port of Quebec, and in a few days will be ready for sea again. It is the twenty-first day of September. The captain and his wife have retired to the cabin for the night. Now comes the sad part of the story. The captain sleeps his last sleep. Try to realize if you can the dreadful position of this young wife in the cabin of a ship with her dead husband. Who can fathom the depth of grief at such



a time as this? Here the words of prayer in our beautiful Litany, seem to force their way to the lips and for once at least the heart is made to go with the words :

"From sudden death," "Good Lord deliver us."

"Teach me to live, that I may dread  
The grave as little as my bed ;  
To die, that this vile body may  
Rise glorious at the awful day."

Once more a flag is seen half-mast high. Once more the Coroner issues his warrant, and John Henry Edwards, aged forty-one years, captain of the ship "Neptune," country, Ireland, who died suddenly on the twenty-second day of September, is buried on the twenty-fourth of the same month, 1874.

By me,

JAMES S. SYKES,

*Port Chaplain.*

The widow leaves the ship, that had been her home, and returns to her friends and native land.

#### A VISIT TO A DYING CAPTAIN.

The sun had just gone down behind the mountains, on the first day of July, 1874, when a young sailor, the third mate of the ship "Lanarkshire," drove up to my house and requested me to go with him to the ship to see the Captain, then under the care of Dr. Ahern, who said the Captain could not live till morning, and bid them send for me. On our way to the ship I found this young officer to be related to my old friend Stanley Bagg, Esq., of Montreal, and to whom he had a letter of introduction. I informed him of the death of S. Bagg, Esq., and gave him all the information he desired previous to his visit to Montreal.

When we reached the steps near the Custom-House, the ship's boat was not there.

The mate had taken Dr. Boswell off to the ship, then lying at the far end of the Breakwater, at the mouth of the St. Charles, the wind at the time blowing hard from the N. E., the tide very low, and a heavy sea on. We went round to that part of the Commissioners' wharf opposite the Breakwater, where a ship and some schooners were lying alongside. Here we found a good-natured sailor, who very kindly undertook to scull us to the "Lanarkshire," no easy task with such a wind and sea. But we are not yet in the boat, we have to scramble down the side of the wharf to get on board the schooner, and from the schooner to drop into the boat. I fancy I hear some one say, "Why make such ado about nothing? how do the Captains and sailors get on board their ships when lying at the Breakwater?" You may well say "How?" This is why I want you to remember my getting in and out of the boat at this time and place, when I visited Capt. Stokes, on board his ship. You will have my reason for all this in its proper place. I said that a sailor had undertaken to scull us to the ship. Now sculling has two senses, a river and a sea sense. In its fresh water acceptation, sculling is the act of propelling a boat by means of sculls in pairs. Among seafaring men, however, to scull is to drive a boat onward with one oar, worked like a screw over the stern.

You will now understand how we are working our way through the rough waters. But we had nearly an accident. The wind sent the spray over us, a wave struck the boat, he missed his stroke and nearly went overboard. This made our young sailor from the "Lanarkshire" say, "There is quite a Tilbury on." Any one who knows Tilbury Fort in Essex, on the north bank of the Thames, opposite to Gravesend, England, when they remember the kind of sea there is at this part of the river Thames in rough weather, will understand what is meant by a "Tilbury." At this time we were trying hard to reach the steps at the south

end of the Breakwater, and when within a few yards the wind and the current together proved too strong, so we had to give it up and take the west side to the north end. Here a ladder was lowered, having one end in the boat and the other resting against the wharf about fifteen feet from the water at the time, without any safe means to hold the boat while we went up, but we did get up without an accident.

The good-natured sailor was mate of the ship at the wharf, and after all this hard work of sculling us over refused to take any remuneration, but seemed glad to do a good turn to a brother sailor.

Dr. Boswell was just about to return to the city when I reached the ship. "Peace be to this ship, and to all that sail in her." We enter the Captain's cabin, the Captain is lying in his berth, the second mate and the steward are there, the lamps are lighted, and everything that is needful to give comfort to a sick and dying man is there, with kind hearts and willing hands to administer them.

After prayers, &c., we kept watch together, giving the Captain his medicine, &c. I had to wait each interval of quiet to converse with him, and when I said Captain, do you know that you are dying? The true character of a sailor came out in his reply. In admitting the truth he said:—"But we must have a good heart and pull through." There is a volume in that expression, Have a good heart and pull through. There is no fear in it, but it is full of trust, faith and hope. St. John says, "There is no fear in love; but perfect love casteth out fear; because fear hath torment. He that feareth is not made perfect in love."

At last I saw a change coming over him; a prayer that God would receive his soul went up, and with that prayer the Captain's soul ascended to Heaven.

The storm is o'er, the clouds are fled,  
 The sun at length appears ;  
 Look out, my soul, for land, a-head,  
 And quiet all thy fears.

Thy God, who did the ocean form,  
 Commands the winds to blow ;  
 And teaches thee, by every storm,  
 To rise from things below.

Then weigh thine anchor, spread thy sails,  
 And for thy haven steer ;  
 Implore the Spirit's milder gales,  
 Till thou in port appear.

All the officers of the ship being now on board, arrangements were made for the funeral, subject to the approval of Mr. Ross.

#### GETTING ASHORE.

It is a very dark night, and almost low water ; the ladder is placed as before, with the foot in the boat, which is now so low down that the top of the ladder will scarcely reach the top of the wharf. I could feel the danger to life and limb, and understand why sailors are drowned at the port of Quebec. By the aid of the lantern we get into the boat all right, but are not yet clear of the chains and ropes and floating timber. All clear now, the mate is at the helm, "give way my lads," and we are soon in the middle of the St. Charles. The wind is still blowing hard and cold, but I am in clover, having on the mate's tarpauling-jacket. The mate steered a little to the west to keep out of the sea at the end of the breakwater, but in the darkness we could not see where to land. For you must know that Quebec has not a single light that can be called a beacon, in any part of the harbor. After trying a number of places we got on board a barge loaded with deals, and went from one barge to another till we landed some where, but where, I could not tell, till we reached the gate opposite the Custom

House, then I new that we were in Duffett's timber yard. This gate being locked we made our way to the gate near the back of the Montreal Bank. By taking down the bar we could open the gate, this we did and got into the street. One of the sailors remained inside to shut the gate and put up the bar again; this done he climbed over the top of the gate into the street and joined us. The mate wished to let Dr. Ahern know that the captain was dead; and to see Mr. Rickaby, the undertaker, &c. So we walked and talked together. The moon had just risen above the horizon, the gas had disappeared from the streets, and the sailors were forcibly reminded of some of the queer old places they had visited. This would serve for a yarn at sea when they remembered the dark night when they landed the parson in the timber yard, in the city of old Quebec.

I reached home a little before midnight.

#### THE BURIAL, &C.

On the third day of July, 1874, George Stokes, aged forty-nine years, captain of the ship "Lanarkshire," country, England, who died on board the ship, on the first day of July, is buried in "Mount Hermon Cemetery," in the presence of his crew. I sent a letter of condolence to his widow, and received the following letter from Mrs. Stokes:

*Bermondsey, London, July 27, 1874.*

The Revd. J. S. SYKES,  
*Port Chaplain, Quebec.*

DEAR SIR,

I am in receipt of your very kind letter of the 3rd inst., for which I am extremely obliged. It is a very great satisfaction to me to find that my dear husband had such kind attention in his last moments.

I should be further greatly obliged, and take it as a great favor, if you would inform me whether my dear husband made any request which he wished to have done; or left any particular message with you, or any directions as to anything he wished carried into effect, after his death.

I trust you will excuse this trouble, and waiting the favour of your reply.

I am, dear Sir,  
Your obliged Servant,  
SARAH STOKES.

#### ACCIDENTS.

I will endeavour to prove beyond the shadow of a doubt that many of the dreadful accidents which occur annually during the shipping season, at the port of Quebec, are preventable. In doing this I shall at least free my own conscience, in this matter, if I cannot move the consciences of others to provide a remedy.

The captain has only been a week in his grave when the same Union Jack that covered his mortal remains is placed smoothly over the coffin of one of the crew, who is struck down without warning, and borne away to the Marine Hospital, where eleven pieces of bone are taken away from his fractured skull. Here is a fine, strong, healthy young man lying on his bed with his brain oozing out upon the pillow, from a wound caused by what we call an accident.

We pray for him, and humbly commend the soul of this our dear brother into the hands of our faithful Creator and merciful Saviour. He dies and is buried, and the following entry is made in my register:

"George Davidson, aged twenty-four years, seaman of the ship "Lanarkshire," country, Scotland, died on the

tenth, from fracture of the skull, caused by a large piece of coal falling on his head from the tub while discharging cargo, and was buried on the eleventh day of July, 1874, by me.

"JAMES S. SYKES,  
"Port Chaplain."

I will endeavor to explain more fully the nature of this accident, and as my only object is to prevent a repetition of such a sacrifice of human life, I will address myself mainly to those who understand this kind of work.

I should like, however, those who have not seen this operation to go down to a wharf and witness it.

In discharging coal from a ship, with the yard braced at the desired angle, the blocks, ropes, tubs and engine in good working order, the men all sober and in their proper places, and each man minding his own business, it would be almost impossible for an accident of this kind to happen.

Now listen: A full tub is hoisted from the hold through the main hatchway and swung out to the top of the heap of coals on the wharf. The man in charge of the rope, the end of which is fastened to the bottom of the tub, at the moment the signal is given to let go the rope that raised the tub to its proper height should belay, or make fast his rope; by this means the tub is turned bottom upwards and is empty in a second. The tub should never be allowed to return to the ship with coal in it.

You will now be able to accompany me to the ship "Lanarkshire," where a gang of men are down the hold working out the cargo of coals, and George is one of the number. The tub has just gone up, the men for safety fall back a few paces, or "stand from under" (the tub) as it is termed. George has seated himself on a lump of coal to wait the return of the empty tub.

The tub returned with a piece of coal in it, and struck the top of the main hatchway with such violence that the piece of coal was thrown from the tub down the hatchway to the lower deck, striking the combing of the hatchway, and rebounding to the place where poor George was sitting, and thus inflicted the wound from which he died.

A number of similar accidents occur from placing large pieces of coal on the top of the tub already full enough to be safe. These pieces frequently fall off when the tub is at the height of from forty to fifty feet down the hold of the ship, on the deck, or the wharf, as chance may direct. If you would know the result of this want of care, go to the Marine Hospital and ask the man with a bandage round his head, what is the matter? and you will be more than satisfied that I am not exaggerating.

#### ACCIDENTS TO YOUNG SAILORS STATIONED NEAR THE STEAM ENGINE TO GUIDE THE ROPE.

There is another evil in connection with the work of discharging cargo at the port of Quebec, that demands attention, and calls aloud for a remedy.

The evil is this: when a steam engine is employed to raise the tubs of coal, &c., from the hold of a ship, a young sailor is generally stationed near the engine to guide, with his hand, the rope on the cylinder or roller round which it is winding at a very rapid rate, and it frequently happens that the lad placed in this dangerous position is one who has never before seen this kind of work, and knows nothing of the danger until an accident occurs.

These accidents are of too frequent occurrence to be lightly passed over without some action being taken in the matter. Seven years ago a fatal accident from this cause



appeared in the *Morning Chronicle*, on the 4th September, 1869, under the following head :

"Accident.—We are in receipt of the following particulars of a serious and painful accident which happened on Thursday, the 26th ult., at McKenzie's wharf, Point Levis, to a young seaman named James Stewart, aged 15 years, a native of Scotland. Our informant, the Revd. Mr. Sykes, says the ship "Hope" was discharging coal, and the boy Stewart, was set to guide the rope at the steam engine, which is fastened to a drum, round which it laps at a very rapid rate ; at the other end of the rope is suspended a very heavy tub, full of coal. Stewart was engaged in guiding the rope on the drum, the engine at the time going at full speed, when his hand became entangled in it, and before he could obtain assistance his body was drawn into the machinery. The head was completely smashed to pieces, the body injured and cut in several places. The unfortunate lad was immediately brought across the river, and removed to the Marine Hospital, where he remained insensible until death relieved him from his pains and sufferings on the thirtieth (Monday last). The Revd. Mr. Sykes, who has identified himself as the true and trustworthy friend of the poor sailor since his admission to the Ministry, was present at the bedside almost continually during his illness, and attended the post-mortem examination, which he says he shall never forget. The lad Stewart, was buried on the first September, 1869, at "Mount Hermon Cemetery," Captain Fraser, of the "Hope," being present at the service as well as at the Hospital when he died. The number of accidents which occur from the same cause as in the present case during the summer season, calls for some attention ; Mr. Sykes says, he would most willingly suggest a remedy to any person interested in the matter, which he thinks would in a great measure prevent the frequent repetition of these accidents."

## A REMEDY.

My remedy is a very simple one. The rope attached to the roller of the engine would work the same as at present. Only the flange on each end of the roller, should be deeper and have a slight bevel, and the flange on the cog-wheel end should be flush with the top of the cogs. If this is not sufficient a lever can be added which the engine-driver could work with ease, and the boy would no more be needed at this dangerous work.

## ACCIDENTS FROM THE WINCH.

The broken arms and legs, the fractured skulls, and the many other wounds, of which not a few prove fatal, that have come under my own notice during the thirteen years I have been Chaplain to the Marine Hospital, convinces me that the winch in common use on board ship when loading timber at the Port of Quebec is very defective, and is a most fruitful source of accidents.

Look at those four men, two at each handle, winding away till they get that heavy stick of timber out of the water up to the port at the bow of the ship. They sometimes have to hold it there for a few minutes. At such times they have a piece of old junk (old rope) about six or eight inches long, this they thrust between the cog-wheels, as a substitute for a brake.

Now the signal is given to let go; and let go it is, the handle spinning round at a fearful rate. Who can wonder that accidents happen from this cause? I shall never forget the sad accident on board the ship "Acme," by which two young seamen nearly lost their lives—the handle of the winch inflicting fearful wounds, and breaking one of their legs.

Why should this be allowed to go on from year to year, when the remedy is so simple? Every winch should have a proper brake, so that the handle could be thrown out of gear, and all fear of accident would be at once removed.

#### THE DANGEROUS STATE OF THE BOOMS.

When a sailor is drowned at the Port of Quebec, we soon arrive at the cause, at least we think so, and no one is to blame; it was his own fault—drunk, as usual. Avast! my brother, the death of that poor fellow may be charged to your account, the treacherous booms, may bear your name, and murder would be a more truthful word than accident, in the cases of drowning caused by the dangerous state of many of the booms in this Port.

If human life is of any value; if we are what we profess to be—Christians,—then why send the soul of a brother, unprepared it may be, into eternity to bear evidence before God of our neglect and guilt in this matter; Here is the fact,—these old booms have become partially rotten from the number of years they have been in the water, and are no longer buoyant, and therefore should be condemned.

But no; there they are submerged, and in many places completely covered with floating chips so that you cannot see the boom. I have been on some of these submerged booms where blocks of wood were nailed across the boom, and a single narrow board nailed to the blocks, one of the boards being not more than five inches wide, the others from six to eight inches wide, thus these old booms are patched up in various ways, and made to do their deadly work from one shipping season to another.

No wonder that men are drowned at a port where such a state of things is allowed to exist. One of the young sailors numbered among the accidentally drowned in 1874,

to which reference has been made, whose body has found a resting place in our beautiful cemetery, would, in all probability, have been alive now but for the bad and slippery state of the booms.

#### NEW BOOM OR LIFE BUOY.

I would suggest an addition to the present form of boom, which would answer the double purpose of preventing persons from slipping off the side, and at the same time making the boom a kind of life buoy in cases of accident. This can be done by placing an iron bar along each side flush with the edge, leaving sufficient space between the upper edge of the boom and the bar for a man's hand to grasp the bar without difficulty.

The advantage of this arrangement in the case of a man overboard in the neighborhood of the booms, cannot be questioned.

#### BROKEN LADDERS.

Let any person take a tour from the Commissioners' Wharf to Cap Rouge; call it "A Tour of Inspection of Ladders" if you like, and you will find Walker's definition of a ladder practically illustrated. Walker says: "Ladder, a frame made with steps placed between two upright pieces; anything by which one climbs."

Here and there are to be seen a relic of the once perpendicular ladder, but the steps are few and far between, so that you feel quite sure that the Port of Quebec is well supplied with Walker's "anythings" by which one may try to climb; and as we gaze upon them from the booms below we feel constrained to say, with Sir Walter Raleigh:

"Fain would I climb.  
But fear I to fall."

Many dangers might be removed by a little attention to the old adage, "a stitch in time saves nine."

## A MARINERS' CHURCH.

---

The want of a Mariners' Church, at the port of Quebec, is a very serious one, and is a great impediment to the success of the Port Chaplain's work. Celebrating Divine service on board ship can do but little good compared with a sailors church ashore; this has been proved in England, and other parts of the world.

Take the port of Hull; 48 years ago "The Mariners' Church Society," began its good work, they have their Mariners' Church with 521 free sittings for the use of sailors and their families, with prayer and hymn books provided for their use.

They nominate to His Grace the Archbishop of York, the clergyman they wish to have for Port Chaplain, and guarantee his stipend. Being well organized with a Mariners' Church for their centre they see the fruit of their labour.

Look at London: The "Mission to Seamen Society," established in London about twenty years ago, under the patronage of H. R. H. The Duke of Edinburgh, K. G., R. N.; Vice Patrons: His Grace the Archbishop of Canterbury, His Grace the Archbishop of Armagh, His Grace the Archbishop of York, His Grace the Archbishop of Dublin. This Society held its nineteenth anniversary meeting at Willis's Rooms, May 5th, 1875.

At this meeting the Right Reverend Bishop Ryan said, "It had been his lot to go not less than a hundred thousand miles by sea, and therefore he had had a great deal to do with sailors, and had a great regard for them as a body.

With respect to the assertion that 'sailors will be sailors,' he should like to mention one application of that remark in the Island of Mauritius. The harbour was a very large one, and he formed the opinion that there must be ten thousand men passing through the port every year. On making inquiry he was told that the register for the year showed the number to have been 15,674; and that for them nothing had been done but this—that a man, who kept a school during the whole week, endeavoured on a Saturday afternoon to get on board the different ships. When he (the Bishop) was told 'you will never do anything with the sailors,' his reply was, 'I know better.' The effort commenced with the use of a dredging vessel. Now Jack did not like a dirty vessel, and he heard many complaints on the subject. He succeeded in procuring the services of a good layman. One morning, when he was preaching in the Cathedral respecting the Good Shepherd and the privilege of looking to Him, he suggested the necessity of bringing the seamen under the Gospel. The Captain of the port afterwards called upon him, and said, 'This won't do.' He inquired what would not do. The Captain said, 'We must have a ship for these poor fellows.' A vessel was purchased, the 'Adelaide,' which was kept afloat for many years, and on Sunday morning, he had seen as many as twenty-five boats from as many different vessels moored round the ship. The sailors soon began to appreciate the efforts made on their behalf. In those waters vessels soon began to rot. A large vessel, the 'Marchioness of Douglass,' was purchased, and the services on board the ship were exceedingly delightful. When the sailors got out of the dredging vessel they said they wanted a regular built parson. He was thankful to ordain one who had been labouring there for fourteen years. The sailors called him the Admiral, and sent home for proper robes, and rigged him out better than many clergymen here. Things went on until, during a storm, every vessel was driven ashore,

and the 'Marchioness of Douglas' came to grief. The result was that a church was built, and his successor has had the privilege of finishing the work, and at its consecration the patron of the society, the Duke of Edinburgh, was present. When he (the Bishop) went out about two years ago, one of the most beautiful objects that met his sight was the pretty little church which the sailors considered as their own, and he should be glad to see such a building in every harbour in the Kingdom. The responses in that church were as full and encouraging as those in any English congregation."

Why should not the same be said of the port of Quebec, with over twenty thousand seamen in port every year. The sailors have "a Regular Built Parson," but no church which can be considered as their own. The deck or cabin of a ship, is the only church we can boast of; and this only by the kind permission of the Captain.

We may go on in this way for twenty years in the port of Quebec, and never draw more than a handful of seamen together for Divine worship. We have proved this by thirteen years experience. But give the Port Chaplain a mariners' church ashore, to which he can constantly invite the seamen with whom an acquaintance is formed from time to time by moving in and out among them on board ship, the hospital, the gaol and elsewhere, and a better state of things will soon be manifest; seamen know how to value the kind efforts made in their behalf.

Some persons imagine the sailor to be so fond of the ship that he would rather attend a religious service on board than go to a church ashore. This is a great mistake. "The pretty little church which the sailors considered as their own, at the Island of Mauritius," as shown in the Right Reverend Bishop Ryan's statement, is the true light in which to see the sailors' preference for a mariners' church ashore.

The question will very naturally be asked, have we not already a mariners' church at Quebec? Yes, for the last 45 years you have had a mariners' chapel, for the use of sailors and the Protestants of the neighborhood, but as far as the sailor is concerned it is of very little use. If a Port Chaplain had been appointed to take charge of the Mariners' Chapel when it was established in 1832, and visit the ships, the gaol, and hospital, &c., and look after the seamen and make them feel that he took an interest in their welfare, the chapel would have formed a nucleus around which a band of true workers would soon have united in the good work, and, at the end of forty-three years, the result would be, the Mariners' Chapel full of sailors every shipping season, a Sailors' Home, &c., in good working order, and although one Port Chaplain might succeed another, the good work would still go on.

#### THE SEXTANT.

James Rawlins, aged 40 years, an English man, first mate of the ship "Enoch Train," was admitted into the Marine Hospital, on the 29th May, 1876, suffering under a most painful disease (nephritis). There appeared small hope of recovery, so he was admonished to make his will, &c., of which the following is the substance :—"That Mr. William Walsh, 8 Brunswick Road, East India Road, Poplar, London, England, have all my effects, except the sextant. That Mr. William Lugg, 96 Gough street, North street, Poplar, London, England, have the sextant, to pay a debt of seven pounds sterling due Mr. Lugg. That Captain C. S. Tindale, 5 Blackheath Road, Greenwich, England, have the balance of money left after all expenses of my illness, and a decent burial have been paid.

After two months' severe suffering poor Rawlins died, July 30th, 1876.



"'Twas his the vast and trackless deep to rove ;  
 Alternate change of climates has he known,  
 And felt the fierce extremes of either zone,  
 Where polar skies congeal th' eternal snow;  
 Or equinoctial suns for ever glow ;  
 Smote by the freezing or the scorching blast,  
 A ship-boy on the high and giddy mast."

ANSWERS TO LETTERS ABOUT THE SEXTANT.

In these letters will be seen the work the Port Chaplain had in adjusting a difficulty about the proper person justly entitled to the sextant.

*5, Blackheath Road, Greenwich, S. E.,  
 August 22nd, 1876.*

DEAR SIR,—Many thanks for your kindness in writing me about the death of Mr. James Rawlins ; the poor fellow suffered very much when with me. I suppose his effects would be sold. He had a new sextant worth £7, which I shall have to pay for ; if you can give me any information about it when writing me again I shall be glad.

You will please send P. O. order to C. S. Tindale, Blackheath Hill.

My address will be as before.

I am, Dear Sir,  
 Yours very truly,  
 C. S. TINDALE.

Rev'd. J. S. SYKES.

*96, Gough street, North street, Poplar E.,  
 August 26th, 1876.*

To the Rev. JAMES S. SYKES,

DEAR SIR,—I am in receipt of your favour of the 11th inst., and was extremely sorry to hear thereby of the death of James Rawlins, who was a very old and intimate friend of mine.

With reference to the sextant, of which you speak, I should be exceedingly obliged if you would kindly forward it by any ship coming to London, and if you would write and advise me of the same, I will defray any expense which may be incurred. Trusting that you and yours are all well.

I remain, Dear Sir,

Yours most respectfully,

WILLIAM LUGG.

In the above letters is the difficulty. The Will gives the sextant to Mr. Lugg, to pay a debt, while Captain Tindale is left to pay for the sextant. The Port Chaplain put these gentlemen in correspondence with each other and the following is the result:—

*5, Blackheath Road, Greenwich, S. E.,  
Sept. 22nd, 1876.*

MY DEAR SIR,—Many thanks for your letter containing Post Office order for two pounds sterling. Mr. Lugg is a friend of mine as well as the late Mr. Rawlins. Mr. Lugg had an advance note from him for £7, payable at my owners', but as Mr. Rawlins was only seven days on board the ship, both Rawlins and Lugg thought it would not be paid; my owners however cashed it for Mr. Lugg when I came home, so he is paid in full. I was security for the price of the sextant, and the maker, Mr. Wm. Barrett, will take it back, and I shall be free. You can either send the sextant to Mr. Lugg, or to Mr. Barrett, Optician, West India Dock Road. Thanking you for all the trouble you have taken in this matter and with kind regards.

I remain yours faithfully,

C. S. TINDALE.

To the Rev. J. S. SYKES,

Quebec.

96, *Gough street, Poplar,*  
*September 27th, 1876.*

DEAR SIR,—In reply to your note I beg to inform you that I have seen Captain Tindale, respcting the sextant, and if you will kindly forward the same as suggested by Captain Tindale, it will be all right. Thanking you for the trouble you have taken.

I remain, yours respectfully,

WILLIAM LUGG.

To the Rev. J. S. SYKES.

The sextant was forwarded by "Canadian Express Company." Then came the following :—

5, *Blackheath Road, Greenwich,*  
*Oct. 31st, 1876.*

MY DEAR SIR,—Mr. Lugg has received the sextant lately, together with poor Rawlins's certificate. Everything is settled satisfactorily. Mr. Lugg joins me in grateful thanks for all the trouble you have taken in the matter.

I remain, Dear Sir,

Yours sincerely,

C. S. TINDALE.

Rev. JAMES S. SYKES.

The true spirit and character of the sailor come out in all its native innocence in Captain Tindale's letters. Mr. Rawlins and Captain Tindale, having braved the dangers of the sea together for nine long years, knew each other too well to have any suspicion of wrong.

"Then gently scan your brother man  
 Still gentler sister woman ;  
 Tho' they may gang a kenning wrang,  
 To step aside is human :  
 One point must still be greatly dark,  
 The moving why they do it :  
 And just as lamey can ye mark,  
 How far perhaps they rue it."

RAWLINS'S EFFECTS—LETTER FROM 3RD MATE OF THE  
"ENOCH TRAIN."

3, *Brunswick Road, London,*  
*August 25th, 1876.*

DEAR SIR,—I received your kind but rather unexpected letter on the 23rd inst. I am very sorry for poor Rawlins ; I have no doubt he suffered very much before he died. I have seen Mr. Lugg, and he had got the letter you sent to him. I suppose you know that Mr. Rawlins was in debt to Mr. Lugg, and my mother ; it was very honorable of him to think about sending the things home to those to whom he was in debt.

The "Enoch Train" is on her road to Quebec. I did not join her this time. I left her in Glasgow and came to London. I am going to school to pass for second mate, so I will not be in Quebec this year, and very likely I will never go there again, because I do not like it ; but if ever I do come to Quebec by chance, I will come and see you and thank you for your kindness towards me.

But as regards the effects of Mr. Rawlins, the Shipping Office authorities must send them to London ; it is a compulsory thing for them to send things to their proper destination. If you will be kind enough to see the Shipping Master about it, and let me know when they are coming, I shall be very thankful.

I remain, yours truly,

THOMAS WALSH.

To the Rev. J. S. SYKES.

The Mate's chest and two bags were sent home from the Shipping Office.

Letter No. 2.

8, *Brunswick Road*, Dec. 31, 1876.

Rev. JAMES SYKES.

DEAR SIR,—I write these few lines to inform you of the circumstances under which I am placed. Two bags have arrived in London on board the ship "Pretty Jemima." They are at present laying at the Shipping Office, Tower Hill; they refuse to give them up to me unless I can produce sufficient proof of my claim to them. I should feel greatly obliged to you if you would send me by return a written order signed by you, asking for delivery of the two bags. There should also have been a chest sent, but it has not come. Would you kindly see that it is sent, if you have not already done so?

Dear Sir, my son informed me, before leaving home, that there was £6 laying in the Shipping Office due to Mr. Rawlins, which was to go towards paying his debts. He lived at my house for three months before going to Quebec, during which time I found him in everything, and did not receive one-half what was due to me. I think I have the best claim of any one to whatever he had when he died. Dear Sir, would you please to inform me whether the money should be paid in London or Quebec; if in London, to whom should I apply for it?

Dear Sir, your letter of November 3rd to hand. I received the keys of the chest all right, and for which I am very much obliged. If I cannot get sufficient proof shortly, the things will be given to the Board of Trade, and I shall lose them altogether.

Apologizing for the trouble I have given you, and trusting you will kindly take the matter up.

I remain, very respectfully yours,

For ELLEN WALSH,

W. C.

(Answered 18th January, 1877.)

## CORRESPONDENCE.

It would be impossible, in this branch of the Port Chaplain's work, to over-estimate the amount of good done in corresponding with the friends of the sailor who has coiled up his ropes, and found in our beautiful cemetery a haven of rest, with many a brother sailor whose "soul has gone aloft."

## THE SHIP "IRENE"—DEATH OF THE FIRST MATE.

Last fall, the ship "Irene" cleared, got ashore in a snow storm, put back, and left Quebec (in tow) about the 17th November. During the time of the ship's trouble, Mr. W. J. Williams, first mate, caught a severe cold, which brought on inflammation of the lungs, from which he died on the eighteenth day of November, 1876, in the Marine Hospital. Mr. W. Ellis, butcher, came in just in time to kneel down with me while "we humbly commended the soul of our dear brother into the hands of a faithful Creator." His soul took its happy flight.

*Norva Nevin, Caernarvonshire, N. Wales,  
January 2nd, 1877.*

DEAR AND REVEREND SIR,—I beg leave, on behalf of the widow of the late Mr. Williams, Mate of the "Irene," to thank you with all my heart for your very kind and most precious attention to him in his illness and death. She will never forget your services towards the well-being of his soul. May our gracious Lord spare you for many many years to come for such a glorious service to others. I was informed that you procured him a New Testament in his own language; what a precious gift.

I have the honor to be yours,

E. JAMES,  
Independent Minister.

Rev. J. S. SYKES.

## CONTAGION.

St. James says : " To him that knoweth to do good and doeth it not, to him it is sin." Impelled by this text, I make no apology for an attempt at the accomplishment of a great public good by showing the want of

A SMALL-POX HOSPITAL—TO REMOVE A DANGER FROM  
THE MARINE HOSPITAL.

I am not going to charge any officer or Board of Management with want of precaution or any kind of neglect, for I know that within the last fourteen years much has been done by the Board to prevent contagion, by removing the small-pox patients from the main building to what is called the sheds, in the rear. The wards are very clean, airy, and comfortable ; yet, owing to these sheds being in too close proximity to the main building, they are really an evil ; and such an evil, that the Government at Ottawa, who have the whole control of the Marine Hospital at the port of Quebec, should take the matter up and find a remedy.

The only space where the convalescent patients ought to have the benefit of the sweet breeze of heaven and drink in the invigorating fresh air, is between the rear of the main building and the front of the small-pox sheds, where with a N. W. wind, they get the full benefit of all the variolous poison the small-pox cases can supply.

From what we know of this dreadful disease, we can say without fear of contradiction that there is probably no disease so contagious as small pox.

Dr. Haygarth states in (1793) that, during his long attention to this subject, not a single instance has occurred to prove that persons liable to small-pox could associate in the same chamber with a patient in the distemper without

receiving the infection; and he was informed by an American physician of an instance in which the poisonous effluvium crossed a river 1500 feet wide, and affected ten out of twelve carpenters, who were working on the other side.

The stability of the contagious principle may be inferred from the fact, that clothing will retain it for months, and it is said for years, when confined.

The contagion acts either through the air, or by contact with the skin, or by inoculation; the disease may be caused by the dead body, even when it has not been touched.

Now, let us come to facts sufficient to prove that danger of infection is really in existence in the Marine Hospital.

The average number of patients is about one thousand every year; and every person liable to small-pox, will be in danger while in the hospital, until the Government at Ottawa supply the remedy :—*A Small-pox Hospital.*

Two or three cases will suffice :

*Case No. 1.*—Oscar Jansen, aged 21, (vaccination good) seaman of the ship "Sweden," country, Sweden; disease, paralysis, from a fall from the topsail yard in July, 1776; was doing very well till the 18th January, 1877, when he took the small-pox, and is now in the sheds doing as well as can be expected. This case is not a very light one.

*Case No. 2.*—Adam Smith, aged 20, seaman of the ship "St. Bernard," country, Scotland; admitted 10th July with a broken leg; was doing very well, and would, in all probability, have been alive now, but he took the small-pox while in the hospital, was taken over to the sheds and died on the 25th August, 1876. (Vaccination good.) The following is a letter from his brother :—



41, *Upper Hill street, Toxteth Park, Liverpool,*  
*September, 22nd, 1876.*

REV. AND DEAR SIR,—I received your kind letter of Sept. 8th, with the melancholy news of my beloved brother's death. What shall we say,—death does come so unlooked for; sometimes as a thief in the night. May God reward you, Sir, for your great kindness and attention to him, when at the last life was ebbing away. I trust he heard your precious words and trusted in Jesus for the salvation of his soul. Sir, you know how youth clings to life, but I hope that God for Christ's sake heard and answered prayer at the last.

We do thank you from our hearts for all you have kindly done, also for the P. O. order for £2 which came quite safe. We are so glad to have the number of my dear brother's grave; some of us may be there. His brother Samuel went to the hospital to see him on the 1st day of August, and left him some of his clothes. When convenient will you kindly forward his effects to my address. Please give our thanks to the hospital for all they have done for him. Wishing that you may have many souls for the hire of your labours in the Lord.

I am, Rev. Sir,

Your humble Servant,

WILLIAM SMITH.

Rev. J. S. SYKES.

*Case No. 3.*—In 1875, Junior, Harper, and Reid, all three took the small-pox while in the hospital; two out of the three died.

Donald Junior, aged 21, seaman of the ship *Victory*, country, Scotland, took the small-pox while in the hospital, and died on the 25th July, 1875; (vaccination doubtful.)

James Alexander Harper, aged 28 years, (vaccination doubtful,) mate of the ship Czar, country Scotland. He was a fine, strong, healthy man when he came to the hospital with a wound on his thumb. He took the small-pox while in the hospital, and died on the 4th day of November, 1875. Then came the following letter :—

137, Park street, Liverpool,

Nov. 28th, 1875.

Rev. J. S. SYKES,

SIR,—I return you many thanks for your kindness towards my husband, and for the trouble you have taken in writing to me ; and you would further oblige me very much if you would cause a duplicate medical certificate of his death to be forwarded to me, as I will be unable to receive some money due to him from a Club unless such certificate is produced.

I do not think I will be able to send for his clothes, &c., until March next, when Captain Atkins (ship Sally) will most likely convey them to me.

I remain,

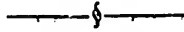
Yours respectfully,

SARAH HARPER.

Please address care of Mr. Price, 137, Park Street, Liverpool.

Should further proof be needed to move the Government, or test the truth and soundness of what I have stated, let them examine the books at the Marine Hospital, and they will find abundant evidence to show that too many lives have been sacrificed already to allow any time to be lost in providing a remedy.

## THE SUBSCRIPTION LIST.



We have seen enough of the work in which the Port Chaplain is engaged to enable us to judge of its value and importance to the sailor here; and his friends at home. That it is a Christian work no one can doubt,—then let us ask ourselves whether it is any part of our duty, to supply the oil and keep the machinery in good working order that we may

“Tell him of the Saviour,  
Suffering death and pain,  
Whom his wild behaviour  
Crucified again.”—

“Tell him much and often  
Tho’ he deem it strange;  
Soon his heart will soften,  
And his life will change.”

### DEBT.

The Port Chaplain Fund, from which a part of the Port Chaplain’s salary is paid, is not only exhausted, but like most young organizations after a good beginning soon begin to find out the stern reality, that without a constant supply of new blood, the life and vigour of the undertaking will, in a short time, begin to flag and die, or drag out a miserable existence and do but little good.

To avoid this, it is only necessary, we feel confident, that the fact should be made known that we are in the Port Chaplain’s debt, for arrears of salary, \$650.90. This debt has been accumulating for the last eleven years. Our subscription list having suffered by the loss of three old friends, who are no longer in the land of the living—who were subscribers of \$40 each annually, and by the death of several subscribers of smaller sums.

His Excellency the Right Honorable Charles Stanley, Viscount Monck, Governor General, honored our subscription list with his name and influence, by annually subscribing \$40 towards the salary of the Port Chaplain.

Also,—His Excellency the Right Honorable John, Baron Lisgar, Governor General, did the same till the end of his term of office.

Application was made to His Excellency the Earl of Dufferin, the present Governor General, for the same patronage that his predecessors had so graciously given to this good cause, but without success.

To make plain to those who are not yet subscribers to the Port Chaplain Fund, how it is that we are in the Port Chaplain's debt \$650.90, it will be necessary to state that, in the year 1862, a few merchants and other friends of our Mercantile Marine, entered into an agreement with the late G. J. Mountain, D. D., Lord Bishop of Quebec, to establish a fund by subscription, to be called the Port Chaplain Fund, out of which the Port Chaplain should receive not less than \$416 per annum, as part of his salary. All went on well till 1866, 1867 and 1868, when a number of subscribers dropped off, so that in 1868 the Fund was in debt \$142.90. The following will show the want of new subscribers to our list to make up the required sum of \$416 per annum, and how the debt has been increasing year by year :

Year.	Subscriptions.	Debt.
		(1868) \$142 90
1869.....	\$397 (Instead of \$416)	19 00
1870.....	402     "     "	14 00
1871.....	391     "     "	25 00
1872.....	326     "     "	90 00
1873.....	341     "     "	75 00
1874.....	341     "     "	75 00
1875.....	311     "     "	105 00
1876.....	311     "     "	105 00
		<hr/> \$650 90

## SERMONS.

Something might be done by sermons preached in behalf of the Port Chaplain Fund ; it would not only help by way of collections of money, but it would be the means of making known the great need of such a work, and the good accomplished by the agency employed.

Look at the following extract from nine-teenth annual report, for the year 1874, "London Mission to Seamen :"  
" One hundred and seventy-seven clergymen have, during the past year, opened their pulpits to plead the spiritual needs of seamen ; and from all sources £10,721 19s. in all have been contributed in 1874 to provide the necessary agency and appliances."

Now, if we can get only seven clergymen to do what they can for us in our small way in Quebec, we shall feel grateful.

## CASH RECEIVED—PORT CHAPLAIN FUND.

1869.

His Excellency Sir John Young, Governor General..	\$40 00
The Lord Bishop of Quebec.....	20 00
Edward Burstall, Esq.....	40 00
R. R. Dobell & Co.....	40 00
Allan Gilmour & Co.....	40 00
Hamilton Brothers.....	40 00
D. D. Young & Co., (dead).....	40 00
Farnworth & Jardine.....	24 00
John Burstall & Co.....	20 00
William Petry, Esq.....	10 00
William Rae, Esq.....	10 00
J. Roberts, Esq.....	10 00
R. H. Smith, Esq.....	10 00
G. A. L. Wood, Esq.....	10 00
Rev. C. Hamilton.....	5 00
Miss Hamilton.....	5 00
Lane, Gibb & Co.....	5 00
L. H. Dunn & Home.....	5 00
D. D. Calvin & Co.....	5 00
Captain Armstrong (Harbour Master) .....	5 00
Messrs. Russell, (Hotel).....	5 00
John Baile, Esq.....	2 00
William Cream, Esq.....	2 00
William Drum, Esq.....	2 00
William McWilliam, Esq.....	2 00
	<hr/>
	\$397 00
Balance due Port Chaplain.....	19 00
	<hr/>
	\$416 00

## CASH RECEIVED—PORT CHAPLAIN FUND.

1890.

His Excellency Lord Lisgar, Governor General.....	\$40 00
The Lord Bishop of Quebec.....	20 00
Edward Burstall, Esq., (dead).....	40 00
John Burstall & Co.....	40 00
R. R. Dobell & Co.....	40 00
Allan Gilmour & Co.....	40 00
Hamilton Brothers.....	40 00
Farnworth & Jardine.....	24 00
A. F. A. Knight, Esq.....	20 00
William Petry, Esq.....	10 00
William Rae, Esq.....	10 00
J. Roberts, Esq.....	10 00
R. H. Smith, Esq.....	10 00
G. A. L. Wood, Esq.....	10 00
Captain Armstrong, (Harbour Master).....	5 00
D. D. Calvin & Co.....	5 00
L. H. Dunn & Home.....	5 00
Rev. C. Hamilton.....	5 00
Miss Hamilton.....	5 00
Lane, Gibb & Co.....	5 00
Messrs. Russell, (Hotel).....	5 00
W. H. Tapp, Esq.....	5 00
John Baile, Esq.....	2 00
William Cream, Esq.....	2 00
William Drum, Esq.....	2 00
William McWilliam, Esq.....	2 00
	<hr/>
	\$402 00
Balance due Port Chaplain.....	14 00
	<hr/>
	\$416 00

## CASH RECEIVED—PORT CHAPLAIN FUND.

1871.

His Excellency Lord Lisgar, Governor General.....	\$40 00
The Lordship of Quebec.....	20 00
John Burstall & Co.....	40 00
R. R. Dobell & Co.....	40 00
Allan Gilmour & Co.....	40 00
Hamilton Brothers.....	40 00
Farnworth & Jardine.....	24 00
A. F. A. Knight, Esq.....	20 00
C. C. Smith, Esq.....	20 00
Wm. Petry, Esq.....	10 00
Wm. Rae, Esq.....	10 00
J. Roberts, Esq.....	10 00
R. H. Smith, Esq.....	10 00
G. A. L. Wood, Esq.....	10 00
Captain Armstrong, (Harbour Master).....	5 00
D. D. Calvin, Esq.....	5 00
L. H. Dunn & Home.....	5 00
Rev. C. Hamilton.....	5 00
Miss Hamilton.....	5 00
Messrs. Russell, (St. Louis Hotel).....	5 00
W. H. Tapp, Esq.....	5 00
George B. Hall, Esq.....	5 00
E. A. Jones, Esq.....	5 00
A Friend.....	2 00
Wm. McWilliam, Esq.....	2 00
Wm. Drum, Esq.....	2 00
W. Cream, Esq.....	2 00
W. & R. Brodie.....	2 00
John Baile, Esq.....	2 00
	<hr/>
	\$391 00
Balance due Port Chaplain.....	25 00
	<hr/>
	\$416 00



## CASH RECEIVED—PORT CHAPLAIN FUND.

1872.

The Lord Bishop of Quebec.....	\$20 00
John Burstall & Co.....	40 00
R. R. Dobell & Co.....	40 00
Allan Gilmour & Co .....	40 00
Hamilton Brothers.....	40 00
Farnworth & Jardine.....	24 00
A. F. A. Knight, Esq.....	20 00
Wm. Petry, Esq., (dead).....	10 00
Wm. Rae, Esq.....	10 00
J. Roberts, Esq.....	10 00
R. H. Smith, Esq.....	10 00
Mrs. J. A. L. Wood.....	10 00
D. D. Calvin, Esq.....	5 00
L. H. Dunn Brothers.....	5 00
Rev. C. Hamilton.....	5 00
Miss Hamilton.....	5 00
Messrs. Russell, (St. Louis Hotel).....	5 00
W. H. Tapp, Esq.....	5 00
George B. Hall, Esq.....	5 00
E. A. Jones, Esq.....	5 00
W. & R. Brodie, Esqrs.....	2 00
A Friend.....	2 00
Wm. McWilliams.....	2 00
W. Drum, Esq.....	2 00
W. Cream, Esq.....	2 00
John Baile, Esq.....	2 00
	<hr/>
	\$326 00
Balance due Port Chaplain.....	90 00
	<hr/>
	\$416 00

## CASH RECEIVED—PORT CHAPLAIN FUND.

1873.

The Lord Bishop of Quebec.....	\$20 00
John Burstall & Co.....	40 00
R. R. Dobell & Co.....	40 00
Allan Gilmour & Co.....	40 00
Hamilton Brothers.....	40 00
Farnworth & Jardine.....	24 00
A. F. A. Knight, Esq.....	20 00
Price Brothers.....	20 00
Wm. Rae, Esq.....	10 00
J. Roberts, Esq.....	10 00
R. H. Smith, Esq.....	10 00
Mrs. G. A. L. Wood.....	10 00
D. D. Calvin, Esq.....	5 00
L. H. Dunn Brothers.....	5 00
Rev. C. Hamilton.....	5 00
Miss Hamilton.....	5 00
Messrs. Russell, (St. Louis Hotel).....	5 00
W. H. Tapp, Esq.....	5 00
George B. Hall, Esq.....	5 00
E. A. Jones, Esq.....	5 00
Wentworth G. Petry, Esq.....	5 00
A Friend.....	2 00
Wm. McWilliam, Esq.....	2 00
W. Drum, Esq.....	2 00
W. Cream, Esq.....	2 00
W. & R. Brodie.....	2 00
John Baile, Esq.....	2 00
	<hr/>
	\$341 00
Balance due Port Chaplain.....	75 00
	<hr/>
	\$416 00

## CASH RECEIVED—PORT CHAPLAIN FUND.

1874.

The Lord Bishop of Quebec.....	\$20 00
John Burstall & Co.....	40 00
R. R. Dobell & Co.....	40 00
Allan Gilmour & Co.....	40 00
Hamilton Brothers.....	40 00
Farnworth & Jardine.....	24 00
A. F. A. Knight, Esq.....	20 00
Price Brothers & Co.....	20 00
Wm. Rae, Esq.....	10 00
J. Roberts, Esq.....	10 00
R. H. Smith, Esq.....	10 00
Mrs. G. A. L. Wood, (gone to England).....	10 00
D. D. Calvin, Esq.....	5 00
L. H. Dunn Brothers.....	5 00
Rev. C. Hamilton.....	5 00
Miss Hamilton.....	5 00
Messrs. Russell, (St. Louis Hotel). ....	5 00
W. H. Tapp, Esq.....	5 00
George B. Hall, Esq.....	5 00
E. A. Jones, Esq.....	5 00
Wentworth G. Petry, Esq.....	5 00
A Friend.....	2 00
Wm. McWilliam, Esq.....	2 00
Wm. Drum, Esq.....	2 00
W. Cream, Esq.....	2 00
W. & R. Brodie.....	2 00
John Baile, Esq.....	2 00
	<hr/>
	\$341 00
Balance due Port Chaplain.....	75 00
	<hr/>
	\$416 00

## CASH RECEIVED—PORT CHAPLAIN FUND.

1875.

The Lord Bishop of Quebec.....	\$20 00
John Barstall & Co.....	40 00
R. R. Dobell & Co.....	40 00
Allan Gilmour & Co.....	40 00
Hamilton Brothers.....	40 00
Farnworth & Jardine.....	24 00
Price Brothers.....	20 00
William Rae, Esq.....	10 00
J. Roberts, Esq.....	10 00
R. H. Smith, Esq.....	10 00
D. D. Calvin & Co.....	5 00
L. H. Dunn Brothers.....	5 00
Rev. C. Hamilton.....	5 00
Miss Hamilton.....	5 00
G. B. Hall, Esq.....	5 00
E. A. Jones, Esq.....	5 00
Messrs. Russell, (Hotel).....	5 00
Wentworth Petry, Esq.....	5 00
W. H. Tapp, Esq.....	5 00
John Baile, Esq.....	2 00
W. & R. Brodie, Esqs.....	2 00
William Cream, Esq.....	2 00
William Drum, Esq.....	2 00
William McWilliam, Esq.....	2 00
A Friend.....	2 00
	<hr/>
	\$311 00
Balance due Port Chaplain.....	105 00
	<hr/>
	\$416 00

## CASH RECEIVED—PORT CHAPLAIN FUND.

1876.

The Lord Bishop of Quebec.....	\$20 00
John Burstall & Co.....	40 00
R. R. Dobell & Co.....	40 00
Allan Gilmour & Co.....	40 00
Hamilton Brothers.....	40 00
Farnworth & Jardine.....	24 00
Price Brothers.....	20 00
William Rae, Esq.....	10 00
J. Roberts, Esq.....	10 00
R. H. Smith, Esq.....	10 00
D. D. Calvin & Co.....	5 00
L. H. Dunn Brothers.....	5 00
Rev. C. Hamilton.....	5 00
Miss Hamilton.....	5 00
G. B. Hall, Esq., (dead).....	5 00
E. A. Jones, Esq.....	5 00
Messrs. Russell, Esq., (Hotel).....	5 00
Wentworth Petry, Esq.....	5 00
W. H. Tapp, Esq.....	5 00
W. & R. Brodie, Esqs.....	2 00
John Baile, Esq.....	2 00
William Cream, Esq.....	2 00
William Drum, Esq., (dead).....	2 00
William McWilliam, Esq.....	2 00
A Friend.....	2 00

---

 \$311 00

Balance due Port Chaplain..... 105 00

---

 \$416 00

