

No.	Service:		Rank:	Names & Service Information:	Supporting Information:	
18.	Jun. 1887	Jan. 1889.	Captain	<p>George Digby Morant, K.C.B., R.N.</p> <p>B. 8 Aug 1837 Monkstown, Dublin, Ireland – D. 13 Feb 1921, Kensington, London.</p> <p>1841 Census shows [father] George Morant(1816)[25] -wife Lydia(1821)[20] [<i>nee Hemphill</i>] 3 children-George(1838)[3]-Mary(1839)[2]-Jane(1840)[1]-mother-in-law Barbara (Mary)Hemphill (1801)[40]-an her son Charles(1826)[15] and 4 servants, resident at Upway, Dorset, England. Dorset>Upway>Upway>Dorset>Dorset>9.</p> <p>George was educated at Burney's Royal Naval Academy, Gosport, Hampshire, England. Dr. Burney's Academy, founded 1791 by Dr. William Burney (1762–December 1832), it was a preparatory school or "crammer" school whose aim was to prepare young men for the Royal Navy's entrance examinations and a naval career, though many of its students went on to Army or civilian careers.</p> <p>1850 Entered the Navy as a Signal Midshipman on board the steam sloop "<i>Tenasserim</i>" during the Second Anglo-Burmese War 1852. She was a steam paddle sloop (Indian) Listed 1839-53.</p> <p>He was a midshipman of the "<i>Fox</i>" during the whole of the Burmese War of 1852-3, and was actively engaged in the capture of Rangoon, the storming of the Dollah stockades, the capture of Bassein, (and was mentioned in Despatches 20 May 1852). He was involved in minor operations in the Irrawaddy, being awarded the Burma medal and Pegu clasp. The "<i>Fox</i>" was a 5th Rate wooden sailing ship, launched 17 Aug 1829 from Portsmouth Dockyard, she was 1080 tons. She was of 159 ft. in length, carrying 46 guns. On the 18 Mar 1856 she was converted to screw Transport – store-ship vessel in the Portsmouth</p>	<p>1st and Eldest son of George Morant (B.18 Jan 1814, England –D. 07 Sep 1874 Weymouth, Dorset, England) Officer in the Grenadier Guards and Lydia Hemphill (B. 1818, Ireland-D. 12 Jan 1901, Weymouth Dorset) Married 31 Aug 1835.</p> <p>Together George and Lydia had the following issues: - 4 Boys and 9 girls.</p> <ol style="list-style-type: none"> George Digby Morant (B. 08 Aug 1837, Monkstown, Dublin, Ireland – 13 Feb 1921, Kensington, London.) later Admiral & Sir. Mary Barbara Morant (B. Oct 1838, New Forest, Hampshire – D.02 Oct 1852, Farnborough, Hampshire, England.) Jane Malvina Williamza Morant (B. 15 Jun 1840, Southampton, Hampshire – D. 21 Dec 1921, Bath, Somerset, England.) Lydia Emily Morant (B. 1843, Ireland – D. 27 Mar 1910, Weymouth, Dorset, England.) Charles Phillip Morant (B. Apr 1844, Weymouth, Dorset, England – D.Jan 1894, Plymouth, Devonshire, England.) Harret Louisa Horatia Morant (B. 1846 – D. 08 Sep 1933, Weymouth, Dorset, England.) John Hemphill Morant (B. 29 Apr 1847, Ireland – D. 1 Jun1892, Rio Grande-de-Norte, Brazil.) Railway Engineer - Institution of Civil Engineers Edward Morant (B. 1849, Monaghan, Ireland – D.29 Sep 1882, Roehampton, Surrey, England.) later Major in H.M. Army. Madelene Lora Georgina Morant (B. 05 Jun 1850, Carrickmacross, Monaghan, Ireland – D. 11 Apr 1933, New Forset, Hampshire, England.) Memoria Mary Morant (B. 1854, Ireland –D. 1881, Weymouth, Dorset, England.) Louisa Morant (B. 1856, Ireland – D. ?) Flora Ebuda Catherine Morant (B. 20 Aug 1856, Rothesay, Bute, Scotland – D. 14 Jul 1912, Windsor, Berkshire, England.) Phyllis Angelina Rosamond Morant (B. 1859, Ireland – D. 06 Jun 1952, Lamberhurst, Kent, England.) <p>18 Sep 1866 – At All Saints Church, Kingston-on-Thames, Surrey.George Digby - Married Sophia Georgina Eyres (B. Jan 1847, Bury St Edmunds, Suffolk, England – D. Jul 1911, Kensington, London.) youngest daughter of Colonel George William Eyres, of the Grenadier Guards. And Louisa (nee Parshbrook). George H W Eyres was also Chief Constable, of Bury St Edmonds,</p>	
	<i>Mason</i> 22 Jun 1887	<i>7 Jan</i> 1889				

Dockyard, her tonnage was not increased but she then had a displacement of 1780 ton. Her guns had been reduced to zero. As midshipman of the "**Prince Regent**" 120 guns, he served in the Baltic during the war with Russia in 1854, and was present at the bombardment of Hango Fort. "**Prince Regent**" was a 1st Rate wooden two-decker sailing ship of 2613 tons, launched 12 Apr 1823 from Chatham Dockyard. She was 218 ft. in length carrying 120 guns and a compliment of 830 of men. In Apr 1844-Sep 1847 She underwent "Razeed" [*her upper deck was reduced in height*] and her guns reduced to 92 guns. 3 Mar 1854-16 Dec 1854 She was commanded (until paying off at Portsmouth) by Captain Henry Smith, the Baltic during the Russian War. She was taken back to the Portsmouth Dockyard end of Dec 1854 and was converted to screw 27 May 1861 at Portsmouth Dockyard, her guns then reduced to 89. She was never fitted for sea as a screw. Breaking-up was completed 28 July 1873.

1853-1856 George was As a Mate, he served in the Crimean War, for which he received the Crimea Medal (two),

The next two years found him in the Black Sea and the Sea of Azoff, as midshipman of the "**Curlew**" 9, and for his services there he received the Crimean and Turkish medals, and the Sevastopol and Azoff clasps. "**Curlew**" was a wooden screw Sloop of 486 tons with a displacement of 625 tons. She was 139 ft. in length. She was launched 31 May 1854, from Deptford Dockyard, one of the *Swallow* class of vessels. She was commanded (from commissioning at Woolwich) 16 Aug 1854—1 Oct 1855, by Commander Rowley Lambert, on the Mediterranean station and in Black Sea during the Russian War. She was later commanded by Commander John James Kennedy, in the

Suffolk.

Together **George** and **Sophia** had the following **issues**: - *3 Boys and 4 girls.*

1. **Lydia Louisa Morant** (B. 1867, Walmer, Kent, England. – D. 14 Oct 1951, Hereford, Herefordshire, England)
2. **George Edward Jordan Morant** (B. 31 Jul 1868, Walmer, Kent, England. – D. 17 Jul 1945, Chard, Somerset, England.) Reverend.
3. **Llewelyn William Morant** (B. Jul 1847, Mold, Flintshire, Wales. – D. Jun 1907, Lambeth, London, England.)
4. **Edgar Robert Morant** (B. Apr 1874, Mold, Flintshire, Wales. – D.16 Mar 1931,Croydon, Surrey, England.) Retired Captain R.N.
5. **Sybil Mary Morant** (B.26 Nov 1877, Dublin, Ireland. – D.28 Jun 1966, Hastings, Sussex, England.)
6. **Sophy Alice Morant** (B. 15 May 1880, Devonport, Devon, England. – D. Sep 1973, New Forset, Hampshire, England.)
7. **Aileen Morant** (B. 11 May 1883, Devonport, Devon, England – D. Jun 1969, Millon, Cumberland, England.)



			<p>Mediterranean, 1 Oct 1855-1 Feb 1856.</p> <p>Apr 1858 George was awarded and received the Imperial Order of Medjidie, 5th Class, from the Sultan of Turkey.</p> <p>15 May 1858 George was promoted to the rank of Lieutenant.</p> <p>21 Jan 1859 George became an additional Lieutenant on the "Calcutta" 84, She was a 2nd Rate wooden sailing ship of 2299 tons, carrying 84 guns, launched 14 March 1831, which became a gunnery ship in 1865. She was commanded by Captain William King Hall, flagship of Rear-Admiral Michael Seymour, operating in the East Indies, and China (including involvement in the 2nd Anglo-Chinese War).</p>	<p><i>***The controversial Australian and Boer war criminal Harry 'Breaker' Harbord Morant (1864-1902), an Anglo-Australian drover, horseman, poet, soldier and convicted war criminal, claimed to be his illegitimate son. These claims (like others); to be his illegitimate son, but this appears to be fabrications. When caught and arrested in Australia, he was tried, he was found guilty of all charges and subsequently executed.</i></p>
			<p>9 Aug 1859 George became a Lieutenant in "Highflyer" 21; She was a wooden screw Corvette (re-classified as a Frigate-1852), launched 13 August 1851, 1153 tons with a displacement of 1902 tons, carrying 21 guns. She was the founder vessel of the <i>Highflyer</i> class, 192 ft. in length. Her last commission was 1868. She commanded (from commissioning at Portsmouth 1 Aug 1856 to 2 Jan 1860) by Captain Charles Frederick Alexander Shadwell, operating in the East Indies and China (especially, during the 2nd Anglo-Chinese War), at capture of Canton in December 1857, and attack on Peiho forts on 25 June 1859, when a wound rendered him permanently lame).</p> <p>1861 Census shows Sophia G. Eyres(1847)[14] with her family George and Louisa-sister-in-law, 9 servants resident in Surrey>Kingston>Dist.12.</p> <p>11 Jul 1862 George was appointed as Lieutenant in "Edgar" 91; she was a 2nd Rate wooden two decker screw ship of 3094 tons with a displacement of 5158 tons. Her length was 230 ft., carrying 860 men and 91 guns. She was launched 23 Oct 1858 from the Woolwich Dockyard, as part of the Agamemnon class. Her last Commission was 1865. She was commanded (from commissioning at Portsmouth, 11 Jul 1862 to 14 May 1863) by Captain Fitzgerald Algernon Charles Foley, flagship of Rear-Admiral Sidney Colpoys Dacres, second in command, operating as part of the Mediterranean squadron. 14 May 1863 to Sept 1865, she was commanded by Captain Geoffrey Thomas Phipps Hornby, still the flagship of Rear-Admiral Sidney Colpoys Dacres, now Commander-in-chief, as part of the Channel squadron.</p> <p>8 Mar 1864-31 August 1865 George was appointed as Lieutenant in the "Blenheim" 60. "Blenheim" was a 3rd Rate wooden sailing ship of 1747 tons, launched 31 May 1813 from the Deptford Dockyard; she was the leader of the <i>Blenheim</i> class, carrying 74 guns. She was 181 ft. in length. In Oct 1843 she was taken out of commission and converted to screw 27 Oct 1847, at Money Wigram & Son, Blackwall, as a Block-ship. She carried 600 men but guns were reduced to 60 guns. Her weight had increase to 1822 tons with a displacement of 2790 tons. Her last commission was 1865. She was commanded by Captain Frederick Herbert Kerr, 1 Apr 1861-2 Apr 1864, as the Coast Guard, Pembroke. She was later commanded by Captain Thomas Henry Mason, 2 Apr 1864-31 August 1865 still as the Coast Guard, Pembroke (she was replaced by the "Revenge") and broken up in 1865.</p> <p>23 Nov 1864 George was also appointed as acting commander of the "Grasshopper" 4, a wooden screw Gunboat of 232 tons, launched 8 Dec 1855, from the Pitcher yard,</p>	

Northfleet, as one of the *Albacore* class, carrying 4 guns. She was sold off Jun 1871 at Newchang. She was last commanded by Lieutenant Commander George Digby Morant, in the China Seas.

6 Feb 1866 George was increased in rank to Commander and was attached to the coastguard at Deal.

18 Sep 1866 married at Kingston-on-Thames, **Sophia Georgiana Eyres** youngest daughter of **Lieut.-Col. Eyres**, of the Grenadier Guards, & Chief Contestable of Suffolk.

11 Apr 1870-30 Aug 1871 George was appointed as Commander of the "**Enterprise**" 4. "**Enterprise**" was a screw Central battery ironclad ship, constructed of composite materials, of 993 tons, with a displacement of 1530 tons. She was launched 9 Feb 1864 and commissioned at Deptford. She had been laid down as "*Circassian*" a *Camelion* class wooden screw sloop before being modified on her stocks. She was commanded (until paying off at Sheerness 30 August 1871) by Commander George Digby Morant, operating in the Mediterranean squadron.

1871 Census shows George Digby Morant(1838)[33] married - commander of HMS "**Enterprise**", Armour-plated Steam Sloop. Located at the Piraeus of Athens. Royal Navy>Vessels>District Enterprise.

16 Feb 1872-13 Feb 1873 George was appointed as the Commander of "**Cockatrice**" 2, She was a wooden screw Gunboat of 268 tons, with a displacement of 330 tons, launched 26 May 1860 as one of the *Britomart* class, operating in the Mediterranean squadron, and on the River Danube. [In 1882 she was converted and used as YC.10 as luggage lighter].

13 Feb 1873 George was increased in rank and appointed as a Captain.

1873-Oct 1878 George was appointed as **Inspector of Irish Lights**. In this position he would formed part of the Commissioners' committee, which produced the Report to Commissioners of Irish Lights by Professor Tyndall, of Inspection of Galley-Head Lighthouse, May 1879; Observations by Inspector of Lights and Engineer, detailing possible improvements to aid navigation, harbours, shipping, etc. The report was presented to the House of Commons and Parliament. His knowledge of the area must have been the most important factor in George's appointment.
[The vessel "*Princess Alexandra*" was utilised for inspections and transit (1863–1904)].

1 Oct 1878-7 Oct 1882 George was appointed as Captain of "**Valorous**" 16; for a short period whilst awaiting Captain John A Fisher. She was a 2nd class wooden steam powered paddle Frigate of 1255 tons with a displacement of 2300 tons. She was launched 30 Apr 1851 from the Pembroke Royal Dockyard. She was part of the two-ship class of *Maqicienne* class 2nd second class paddle frigates.. Her dimensions were 210 ft. x 26 ft. She was the last paddle Frigate built. She was sold off 27 Feb 1891 to Marshall, Plymouth. She was commanded by Captain George Digby Morant, involved in particular service, she later accompanied the British Arctic Expedition ships "**Alert**" and "**Discovery**" as far as Godhavn in 1875. In 1878 she was commanded by of Captain John A Fisher (later to be the Admiral of the Fleet).

1881 Census shows Sophia G. Morant(1847)[34]-[nee Eyres] married to Capt. Morant R.N.- 6 children Lydia L.-George E.-Llewelyn W.-Edgar R.-Sybil M.-Sopley A. -together with 3 servants-resident at 1, Tamar Terrace, Stoke Damerel, Devonport.
Devon>Stoke Damerel>Stoke>Dist.1.

1883-1884 George was appointed as Captain of "**Achilles**" 20; "**Achilles**" was a Broadside ironclad armoured screw Frigate of 6121 tons with a displacement of 9820 tons. She was launched 23 Dec 1863, the 1st iron ship built in Royal Naval dockyard, Chatham Dockyard. She was commanded by Captain George Digby Morant as part of the Channel squadron.

14 Feb 1884-1887 George was appointed as the Commodore in "**Victor Emanuel**" 91, and the Commodore-in-Charge of dockyard and naval establishments, Hong Kong. "**Victor Emanuel**" was a 2nd Rate_wooden_2-decker_screw-ship_of 3087 tons, with a displacement of 4814 tons. She was 230 ft. long. She was launched as the "**Repulse**" from the Royal Pembroke Dockyard on 27 Feb 1855. After a Royal visit to the vessel she was renamed "**Victor Emanuel**" when he had visited. She carried 91 guns and a

			<p>complement of 860 men; she was of the <i>Agamemnon</i> class. She had served in the Mediterranean under two (2) different captains 27 Jul 1858-6 May 1862. After re-commissioning at Portsmouth, she became a hospital ship at Cape Coast Castile during the Third Ashanti Campaign and War 1873-4. After which she sailed for Hong Kong, arriving 11 Dec 1874, where she became a receiving ship, and replacing "<i>Princess Charlotte</i>" which was broken up at Canton 1875). "<i>Victor Emanuel</i>" was paid off 30 Sep 1897 and sold in 1899.</p> <p>22 Jan 1887-7 Jan 1889 George was appointed Captain and Superintendent of Pembroke Dockyard. He was fully familiar with the Dockyard and the area having worked and served in many of the ships constructed at the Pembroke Dockyard; and as Superintendent for the fittings of contract-built ships under Naval Defence Act, 1889.</p> <p>1 Jan 1889 George was raised in rank to the rank Rear Admiral, as was normal practice for Captain/Superintendents of Pembroke Dockyard. <i>[Some biographical sources state that he reached the rank of Rear Admiral "before 1895" and "Vice Admiral in Jun 1895", "Inspector of Irish Lights 1875-78" but this has not been confirmed].</i></p> <p>1891 during this period he took a prominent part in the organization of the Royal Naval Exhibition at Chelsea, as a member of the general and executive committees and as chairman of the sub-committee on models and exhibits of steering appliances.</p> <p>1891 Census shows George D Morant(1838)[53] Admiral R.N. living with mother Lydia Morant(1818)[73]-with her 3 daughters-Lydia E.(1844)[47]-Louisa (1856)[35]-Flora E.C.(1861)[30] and 3 servants –Resident at 10, Victoria Terrace, Melcombe Regis, Dorset. Dorest> Melcombe Regis>Dist.8.</p> <p>S. G. Morant(1847)[44] [Sophia Georgia nee Eyre][<i>wife of Captain Digby Morant</i>] 5 children – Lydia L. (1868)[23]-Geo. E. J. (1869)[22]-Sybil M.(1878)[13]-Alice M.(1881)[10]-Aileen (1884)[7] –and 7 visitors [Phillips [3] -North Wales + niece and others. And governess and 3 servants. All Resident at 84, Cambridge Gardens, Kensington, London. London>Kensington>Kensington Town>Dist.40.</p> <p>Jan 1890-1892 Supervisor of fitting of ships built by contract under the Naval Defence Act, 1889.</p> <p>25 Jan 1892-2 Sep 1895 George (Rear Admiral) was appointed Superintendent of Chatham dockyard.</p> <p>20 Jun 1895 George was appointed Vice Admiral, on the retirement of Admiral Maxwell.</p> <p>13 Mar 1901 George was appointed Admiral, replacing Admiral Culme Seymour, with whom he had served earlier.</p> <p>1901 Census shows George G. Morant (1838)[63] Admiral R.N.- wife Sophia G. (1847)[54] 3 children (all daughters) Lydia L.-Syble M.-Sophey and 2 servants, all resident at 31 Redcliffe Square, South Kensington, London. London>Kensington>Brompton>Dist.18.</p> <p>25 May 1901 George Digby Morant Retired as Admiral, on his own request.</p> <p>9 Nov 1901 George was awarded a K.C.B. (Knight Commander of the Bath) for his service, on and in the King's Birthday Honours List.</p> <p>1911 Census shows George Digby Morant (1838)[73] married 44 yrs.-wife Sophia Georgina (1847)[64] 2 daughters-Lydia Louisa(1868)[43]-Sophy Alice(1881)[30], 4 servants , all resident at 31 Redcliffe Square, South Kensington, London. London>Kensington>Kensington South>Dist.41.</p> <p>13 Feb 1921 George Died (at Kensington, London.)</p> <p>17 Feb 1921 Buried at Putney Vale Cemetery, Wandsworth, Surrey, England.</p>
			<p>Obituary from the <i>Times</i> newspaper 15 February 1921</p> <p style="text-align: center;">ADMIRAL SIR DIGBY MORANT.</p> <p>The death took place on Sunday, at his home in Redcliffe-square, S.W., of Admiral Sir Digby Morant, K.C.B., who retired from the Royal Navy in 1901, after a distinguished career of over 50 years, and for a long period served as chairman of the Royal Humane Society.</p>

			<p>George Digby Morant was the eldest son of George Morant, of the Grenadier Guards, and of Shirley House, Carrickmacross, Ireland, who died in 1874, and of Lydia, daughter of John Hemphill, of Rathkenny, Co. Tipperary, and sister of the first Baron Hemphill. Born in Dublin, in 1837, the Admiral was educated at Dr. Burney's Naval Academy, and passed into the Navy in 1850. He was destined to see much active service during his early years at sea.</p> <p>He was a midshipman of the "<i>Fox</i>" during the whole of the Burmese War of 1852-3, and was actively engaged in the capture of Rangoon, the storming of the Dollah stockades, the capture of Bassein, and minor operations in the Irrawaddy, being awarded the Burma medal and Pegu clasp. As midshipman of the "<i>Prince Regent</i>", he served in the Baltic during the war with Russia in 1854, and was present at the bombardment of Hango Fort. The next two years found him in the Black Sea and the Sea of Azoff, as midshipman of the "<i>Curlew</i>", and for his services there he received the Fifth Class of the Medjidieh, the Crimean and Turkish medals, and the Sevastopol and Azoff clasps. He became a lieutenant in 1858, and in the next year served in the Cormorant in the engagement between the squadron under Vice-Admiral Sir James Hope and the Taku forts during the war with China. He afterwards commanded the gunboat "<i>Grasshopper</i>", in 1865-6, in several successful operations against pirates. On one occasion he was specially thanked by the Admiralty and Foreign Office for destroying one pirate lorch and capturing two others, after an action lasting six hours, thereby liberating five cargo junks.</p> <p>This gallant affair brought him early promotion to commander on February 6, 1866, and after a period in the coastguard at Deal, he commanded the gunboat "<i>Cockatrice</i>" in the Mediterranean in 1872-3, after which he was promoted to captain. In this grade his first appointment was as Inspector of Irish Lights, which he held until October, 1878, when he was given command of the frigate "<i>Valorous</i>" on particular service, remaining in her for four years, when he was transferred to the "<i>Achilles</i>", in the Channel Squadron. After less than two years in the "<i>Achilles</i>", he went out to Hong-Kong as Commodore-in-Charge of the dockyard and naval establishments, where he served from 1884 to 1887. Returning home, he received a somewhat similar post as Superintendent of Pembroke Dockyard, and held this until promoted to rear-admiral on January 1, 1889. His special experience in the dockyards was utilized by the Admiralty in his being selected to supervise the supply of the fittings of ships building by contract under the Naval Defence Act of 1889. For two years he was employed in this duty, and during this period he took a prominent part in the organization of the Royal Naval Exhibition at Chelsea, in 1891, as a member of the general and executive committees and as chairman of the sub-committee on models and exhibits of steering appliances. In 1892 he became Admiral-Superintendent at Chatham Dockyard, where he remained until 1895, being promoted to vice-admiral during this period. He was advanced to full admiral on March 13, 1901, and on May 25 of that year retired from the Service. In the following November he was awarded the K.C.B.</p> <p>In the work of the Royal Humane Society Sir Digby Morant took a keen and practical interest, and was rarely absent from its meetings, in spite of his advancing years. He was also actively associated with various undertakings, industrial and other, connected with the Navy, including the Fairfield Shipbuilding Company, Limited, of which he was a director. His genial, cheery nature and success as a <i>raconteur</i> made him very popular among a wide circle of friends and acquaintances, by whom he will be sincerely missed. Sir Digby Morant married, in 1866, Sophia, the youngest daughter of Colonel Eyres, of the Grenadier Guards, and had three sons and four daughters. His youngest son, Commander Edgar R. Morant, R.N., was awarded the D.S.O. for bravery and devotion to duty during mine-sweeping and mine-laying operations in the war.</p> <p>The funeral will take place at St. Matthias', Earl's Court, at 1.30 on Thursday, and the interment at Putney Vale."</p>
			<p>6th February 1875 the Wrexham Guardian newspaper reported thus: -</p> <p style="text-align: center;">".....MOLD.</p> <p>THE ESCAPED PRISONER. - Samuel Woodvine, who was committed to take his trial at the next assizes for obtaining money under false pretences, and who effected his escape from Mold gaol last week, has not been heard of, and there is no clue as to his whereabouts. He is a native of Welshampton.</p> <p>We understand that Captain Digby Morant, R.N., brother-in-law to Captain Philips, of Rhual, and who has resided for some time in this neighbourhood, has been elected Inspector of Irish Lights, by the Irish Light Commissioners, out of sixty-seven candidates for the appointment. Captain Morant has seen active service on several occasions, and is decorated for his services in the Crimea, Burmah, and China, and has been especially mentioned in despatches."</p>
			<p>27th November 1875 the Wrexham and Denbighshire Advertiser and Cheshire, Shropshire and North Wales Register reported upon the death of Captain Morant's brother-in-law thus: - ...".....FUNERAL OF CAPTAIN PHILIPS.</p> <p>The funeral of this lamented gentleman took place on Saturday, and was made the occasion for a public demonstration in respect to his memory. At first it was understood the funeral would be a private one, and the Board of which the deceased was a member met on Thursday, when a vote of condolence with the family was passed; and it was resolved to meet at 10 45 at the County Hall field, and proceed thence to meet the funeral cortege. In answer to this, Captain Morant, R.N., who had undertaken the management, expressed a wish that the gentlemen would proceed up to the house at Rhual, and this plan was adopted. Soon after ten on Saturday morning the blinds were drawn in most of the private windows, while the whole of the shops were partially closed, and some-although it was market day, wholly closed. At eleven the <i>cortege</i> was formed, the Rev. H. Roberts, vicar of Gweraaffield, and Dr. Trubshaw being in front. The chief mourners were Captain Morant, R.N., and Colonel Ffolliot, brothers-in-law of the deceased; Mr</p>

			<p>Charles Eyres, brother-in-law; of the deceased; and Colonel George Johnson, R. A. and Captain W. Johnson, late- 90th Foot, cousins. The following magistrates of the county acted as pall-bearers :-Col. Wille, Major Roper, H. Potts, Esq., Capt. Pennant, Philip B. Davies Cooke, Esq., Col. Cooke, H. C- Raikes, Esq., M.P., T. W. Eyton, Etq., Captain. A. F. Jones, H. J. Potts, Esq., W. H. Buddicom, Esq., Horatio- Lloyd, Esq, (County Court judge), and Captain Conran, adjutant of the Denbighshire Volunteers. Then came several gentlemen, among whom were the Rev. Roger Edwards, chairman; Mr W. Catherall, vice-chairman;. Messrs T. T. Kelly, G. Bellis, W. Hopwood and O. Jones, members of the School Board, with Mr R. J. Williams, secretary; and of the members of the Burial Board, besides those already named, there were Messrs Edward Thompson- (chairman), E. P. Jones, J. Corbett, E, P. Edwards, and J. Forrest., Mr H. Roberts, being unavoidably absent through illness. Besides these we noticed several of the neighbouring gentry, and amongst them Messrs B. T. Roper, Leeswood Hall; A. T. Roberts and Captain A. P. Roberts, Coed Du; W. W. Shand, Gwyeaney; P. Lloyd Fletcher, Nerquis Hall; C. A. Ashton and C. H. Ashton, Llwynegrin; W. B. Marston, Bromfield Hall; G. Trevor Roper, Rhual Issa; A. T. Keene, Cefn Mawr; the Rev. D. B. Hooke; Messrs William Jones, ironmnger, A. J. Brereton, H. Lloyd Jones, B. Powell, J; Pryor, Gaffeth Jones, Humphrey Lewis, G. E. Adams, T. W. Bowdage, J. Lloyd ("<i>Antelope</i>"), S. Allen Jones,. T. Dean, J. L. Williams, J. E. Birch, J. W. Dalton, W. T. Thomas, J. K. Rothwell, T. Barton, J. S. Swift, T. Jones, Job Edwards, W. Pring, T. A. Lambert, James H. Jones, E. Jones, W. Brestnall, &c., &a. The rear of the procession was brought up by about 60 children from the Gweraffield National School, and the most eloquent tribute we saw paid to the memory of the late captain was the tears of two little girls of this school, whose age, could not be more than ten or eleven. As the procession neared the town it was joined by a large number of tradesmen, farmers, &c., from the' surrounding districts, until it became the largest and most imposing-we have ever seen in the town,. The church was reached by noon, when there was a short pause to allow the carriages containing Mrs Philips and the children, several other ladies, and the maid servants to come up. The bearers - tenants of the estate - then took up the coffin, which was covered with a pall of purple velvet, on which there were several wreaths of flowers, and on the fringe there appeared in Welsh-"Myhyw'r adgyodiad a'r bywyd", &c; (I am the resurrection and the life, &c.) The streets were thronged, with spectators, and it was with the greatest difficulty I that the police maintained a clear path for the procession, which, having been joined by Mrs Philips and the-children, amid the deepest manifestations of sympathy, went into the parish church, where the service was impressively read by the vicar, the Rev. R. Ellis; and at the conclusion, while the coffin was taken out, the "Dead March in Saul" was admirably played by Mr Lyle. The service at the grave was also read by the vicar, there scarcely being a dry eye among the thousands present, while some of the strongest and sternest men were completely mastered. There were many who lingered for some minutes to take the last look, and to take the last look, and then one of the gentlest men that ever breathed was left to rest. Mr J. W. Jones was the undertaker, and carried out all the arrangements in an excellent manner.</p> <p>From information kindly given us by one of the family, we learn that the late Captain Philips was born in April, 1830, and joined the 56th or West Essex Regiment as ensign in, 1849. At the commencement of the Crimean war his regiment was in Bermuda, but came home in the spring of 1855; and after a stay in England of only a few weeks, he accompanied his regiment to the Crimea, where he arrived in July. He was severely wounded in. the ear there by the bursting of a shell, and, after a stay at Scutari returned to England. He went again to the Crimea before the end of the war, where he got his captaincy, and exchanged, after his return to England, into the 36th or Worcestershire Regiment. This regiment was to proceed to India in the autumn of 1863, and in June of that year he was married, Mrs Philips being the eldest daughter of Colonel Eyres, late of the Grenadier Guards. He proceeded to India at the end of 1863, but returned home at the end of 1863, on the death of his brother, having sold out. He leaves a widow and three children, the eldest of whom is Basil, born in 1864; and in closing this notice of him, we can only repeat the prayer which is universal in Mold, that He who is the Father of the fatherless may be their protector always."</p>
--	--	--	--

			<p>27th March 1880 the Western Mail</p> <p style="text-align: center;">".....THE GOVERNMENT AND IRISH DISTRESS. FURTHER RELIEF MEASURES. VISIT OF THE DUKE OF EDINBURGH TO GALWAY AND MAYOT</p> <p>To allow for the relief of distress on Galway and Mayo being carried out effectively, the paddle frigate "<i>Valorous</i>", under the command of Captain Morant, has now been despatched on this service, in addition to the three gunboats hitherto employed. His Royal Highness the Duke of Edinburgh will shortly arrive on the West coast of Ireland in the "<i>Lively</i>", and will inspect the arrangements made by the Coastguard for the assistance of the distressed inhabitants of the islands."</p>
--	--	--	--

			<p>27th March 1880 the Western Mail newspaper reported: -</p> <p>" Prince Leopold will sail for Canada on the 29th proximo, in the Allan steamship "Sarmatian", the same vessel which conveyed the Princess Louise across the Atlantic from Canada,</p> <p>The paddle frigate "<i>Valorous</i>", under Captain Morant, has been despatched on service for the relief of distress on the Coast of Galway and Mayo. His Royal Highness the Duke of Edinburgh will shortly arrive in Ireland to inspect the relief arrangements made by the Coastguard. ..."</p>
--	--	--	--

			<p>29th December 1883 the South Wales Daily News reported on an incident involving the good Captain: - "...THE STRANDING OF THE EUPHRATES.</p> <p>A correspondent at Gibraltar sends the following account of the stranding of H.M. Indian troopship "<i>Euphrates</i>", near Tarifa: - On the evening of the 18th inst. a tremendous gale rose from the east, and continued all the following day, increasing towards evening when it reached its height. It was during this gala that the "<i>Euphrates</i>" went ashore. The first news of the disaster was brought to Gibraltar by a</p>
--	--	--	--

			<p>Spanish gun boat from Algeciras about 11.30 on the morning of the 20th. The gun boat "Grappler" at once went, with Captain the Hon. E. R. Fremantle on board, to the scene. It was found that the "Euphrates" was ashore about two miles west of Tarifa, on the sandy stretch of beach between Cabusas Point and Tarifa Town. Owing to the blinding spray and the rain it was impossible to see more than a ship's length ahead, when the "Euphrates" grounded with a fearful bump. Captain Cardale, with extreme difficulty, managed to get a stream anchor out astern, and manned the lifeboat to proceed to the town of Tarifa, the light of which was just visible through the darkness. The lifeboat was unable to land until daybreak, when the news was telegraphed to Algeciras and brought on to Gibraltar by the gunboat. Meanwhile the troops, who numbered about 1,400 men and 95 officers, composed of drafts of various regiments, and who were nearly all recruits, fell in on the respective troop decks in their messes, as for dinner, and remained standing with their officers as steady as if they were on parade until all danger was over. Not the slightest confusion was observed, and the discipline of all ranks was perfect. It was impossible to marshal the men on the upper deck as the sea was breaking over the ship. At the time of the accident the hammocks were slung for the night, and they had to be taken down and stowed away, so that the men could fall in; but all this was done in perfect order. The ladies and officers in the saloon were sitting down to dinner when the disaster occurred, but not a scream was heard. It was for some time impossible to ascertain where the ship had struck, or whether it would be dashed to pieces by the gale. Fortunately she had struck under the lee of Tarifa Point, which sheltered her in a great measure from the violence of the gale. At mid-night, about four hours after she struck, the gale began to moderate, and the wind went down very rapidly. The gale entirely ceased towards morning, but a threatening wind sprang up from the south-west, which was very dangerous while it lasted. It fortunately soon abated, and the sea went down. Meanwhile, Captain Cardale hailed a steamer, the "James Haynes", coming from Cadiz to Gibraltar, and placed on board, in charge of Major Hornby, the women, children, and invalids to be conveyed to Gibraltar, where they arrived on the night of the 20th. The ladies were accommodated by Lady Adye and the Governor in spare rooms at the Convent (the Governor's quarters). Measures were now taken to lighten the "Euphrates". Ninety tons of coal and one hundred and twenty tons of fresh water were taken out: four hundred officers and men were transhipped by boats to the screw steamer "Telephone", one of the many steamers which had by this time assembled. The operations for hauling the ship off the sands were commenced. A wire hawser was carried over the stern, and at about nine o'clock on the evening of the 20th the vessel was successfully floated, and anchored off Tarifa for the night. Early next morning she steamed into Gibraltar, which is 23 miles distant, and went alongside the New Mole. Divers were sent down to examine her bottom, and it was found that she had sustained very slight damage, and is fit to proceed on her voyage. All agree that the escape of the vessel was most providential. If the gale had not abated soon after she struck, she would have gone to pieces also the fact of her striking on the soft, sandy beach, and not on the rocks at Cabusas or Tarifa must be considered fortunate."</p> <p>Our correspondent with the Channel fleet, writing from Vigo on the 22nd inst., says: - "It was the intention of the Admiralty to have allowed the crews of the ships of the channel squadron to spend their Christmas Day at Vigo. On Thursday afternoon, however, Admiral Wilson received a telegram from the Admiralty ordering him to send a ship to the assistance of the "Euphrates", which vessel was ashore off Tarifa, at the entrance of the Gut of Gibraltar. H.M.S. "Sultan", Captain Sir Walter Hunt Grubbe, was accordingly despatched with all speed to the aid of the stranded troopship. On Friday the "Minotaur", Captain Fellowes, flying the flag of Rear Admiral the Duke of Edinburgh, and the "Achilles", Captain Morant, were observed off Vigo, and they speedily came in and took up their respective stations in the line. The "Agincourt" saluted the Duke's flag with 15 guns, and the customary exchange of naval courtesies took place between the "Minotaur" and the shore. Shortly after the Duke's arrival an order was received from the Admiralty to send another ship to the "Euphrates", and as the "Minotaur" had steam up his Royal Highness started as soon as possible, leaving Admiral Wilson behind with the "Agincourt", "Northumberland", "Neptune", and "Achilles". In the evening we learned by telegram that the "Euphrates" was afloat, and no further assistance was required. She must, therefore, have got off before the arrival of the "Sultan". As our Admiral, however, had gone, we all sailed this afternoon to re-join the flag, and so shall spend our Christmas at sea instead of in harbour."</p>
			<p>13th November 1886 the Aberdare Times and the Aberystwyth Observer reported on the following: -</p> <p>" The Lords Commissioners of the Admiralty have awarded the good service pension of £150 a year to Captain George Digby Morant, naval officer in charge at Hong-Kong, in succession to Captain George Parsons, placed on the retired list."</p>
			<p>27th September 1887 the South Wales Daily News; the Tenby Observer Weekly List of Visitors and Directory (29th September 1887) and the Pembrokeshire Herald and General Advertiser (30th September 1887): -</p> <p>".....LORDS OF THE ADMIRALTY AT PEMBROKE-DOCK.</p> <p>The Admiralty yacht "Enchantress", with the Lords of the Admiralty on board, arrived at Pembroke Dock on Sunday from Queenstown. On Monday morning their lordships landed at the dockyard, a salute of 19 guns being fired from the 9 defensible-fort. The visitors included Sir Anthony H. Hoskins, K.C.B., Naval Lord; Vice- Admiral Sir W. Graham, K.C.B., Controller of the Navy; Mr E. A. Ashmead-Bartlett, M.P., Civil Lord Colonel Percy Smith, Director of works Sir J. Reid, Medical Director General; Professor Elgar, Director of Dockyards; and Mr H. N. Stuart, one of the secretaries. They were received at the landing stage by a guard of honour from the Worcester Regiment, as well as by Captain Morant, Superintendent of the dockyard; Captain Chapple, H.M.S. "Nankin"; Mr J. C. Froyne, chief constructor, Mr G. Malpas,</p>

			<p>.....On Tuesday a Chinese commission paid a visit to Pembroke Dockyard, and were conducted through the various departments and over the ships under construction by Captain Morant, Superintendent of the yard, and Mr J. C. Froyne, chief constructor. They were afterwards conveyed in the steam launch to the monster steel-clad "<i>Nile</i>", lying at Hobb's Point. The august party appeared deeply interested in everything that came under their notice."</p>
			<p>24th August 1888 the <i>Pembrokeshire Herald</i> and <i>General Advertiser</i> addressed the following: -</p> <p style="text-align: center;">".....PEMBROKE. DOCK.</p> <p>CRICKET. - A match was played on the Barrack Hill last Saturday between Milford and Pembroke-Dock, resulting in a victory for the latter by 26 runs on the; first innings.</p> <p>VISIT OF LORDS OF THE ADMIRALTY. - On Tuesday morning the Lords of the Admiralty arrived off the Dockyard on board the yacht "<i>Enchantress</i>", from Queenstown. Their lordships landed at the Dockyard at ten o'clock, and were received by a guard of honour from the Worcester Regiment (the band also being in attendance), and by a salute of nineteen guns from the Hill Fort, fired by the Royal Artillery. Their lordships' party was composed as follows. - Admiral Hopkins K.C.B., Controller of the Navy; Admiral Hotham, C. B., Mr Ashmead-Bartlett, M.P.; Professor Elgar, director of dockyards; Major-General Percy Smith, director of works; Dr. J. N. Dick, medical director-general and Mr Yorke, Secretary. On landing, the distinguished party was met by Captain Morant, R.N., Superintendent of this naval establishment Captain Chapell, her Majesty's ship "<i>Nankin</i>"; Mr J. C. Froyne, chief constructor, and other officials. Their lordships proceeded to the Captain Superintendent's office, where official business was transacted and from thence proceeded to the dockyard church and inspected the organ in course of construction by Messrs Wade and Meggit, and also other alterations being made in the sacred edifice. Their lordships then visited the several vessels of war in course of construction and the various departments of work, which concluded the official annual visit of inspection. At 12:30 Admirals Hopkins and Hotham, and Mr Yorke proceeded by train to Tenby, and from thence to London (breaking the journey at Gloucester for the night), by the train leaving Tenby at 5.7 p.m."</p>
			<p>6th December 1888 the <i>Tenby Observer Weekly List of Visitors and Directory</i> covered the following: - ".....PEMBROKESHIRE HUNT BALL.</p> <p>The Pembrokeshire Hunt Ball was held in the Assembly Rooms, Haverfordwest, on Wednesday, the 28th ult. The stewards were Captain Philipps and Mr A. W. J. Stokes. An excellent string band, under the leadership of Mr J. Johnson, was in attendance. The supper was provided by Mr Moses in his usual grand style and gave great satisfaction. The following is a list of those present: -</p> <p><i>Ladies</i> - Mrs Lloyd Philipps, Miss Pryse, Miss F. Pryse, Miss Ap Adam, Mrs J. Higgon, Miss Jones Parry, Mrs Anthony Stokes, Mrs Lewis, Miss Lewis, Miss G. Lewis, Mrs Stokes, Miss Stokes, Miss E. Stokes, Miss Carrow, Mrs Bowen, Miss Hunter. Mrs R. P. L. Penn, Mrs Izard, Miss Foster, Mrs Bashford, Mrs Garlick, Miss Turner, Mrs Vaughan, Miss Vaughan, Miss Vigor, Miss M. Williams, Mrs Kennedy, Miss Phillips, Mrs Eaton Evans, Mrs Picton Evans, Miss Picton Evans, Mrs Baird, Mrs Samson, Miss Samson, Mrs Westby, Miss Beckwith, Miss Douglas-Willan, Mrs Harries, Miss Harries, Miss Phillips, Lady Philipps, Miss Philipps, Mrs Morant, Miss Morant, Mrs Price Lewis, Miss Price Lewis, and Miss Stannus.</p> <p><i>Gentlemen</i> - Captain Philipps, Lieut.-Colonel Mayhew, Captain Hilton, Captain Edwards, Mr Phillips, Captain Higgon, Major Allen, Mr Anthony Stokes, Mr Carrow, Mr Townsend Bowen, Mr Brenchley, Mr R. P. L. Penn, Mr Inys Stokes, Mr Nolan, Mr Owen, Mr H. W. Allen, Mr Jenkins, Mr W. L. Read, Mr Howard Davies, Mr Colin Davies, Mr M. B. Castle, Mr Vaughan, Mr Hird Williams, Mr Owen Williams, Mr Kennedy, Colonel Evans, Mr E. Eaton Evans, Mr Herbert Allen, Mr W. G. Eaton Evans, Mr F. Lort Phillips, Mr J. Harford, Mr Stewart Reid, Mr W. Allen, Mr De Falbe, Sir C. E. G. Philipps, Captain Morant, Major Pryse Lewes, Mr G. Saunders Davies, Mr S. H. Owen, Mr Gerald, and Mr Stannus. .."</p>
			<p>27th January 1892 the <i>Evening Express</i> reported on the following: -</p> <p style="text-align: center;">"....The Influenza.</p> <p>....Sir George Paget has had a good night, but the weakness continues.</p> <p>Rear-admiral Morant, superintendent of the Chatham Dockyard, is suffering from influenza.</p> <p>The President of Queen's College, Cambridge, has had some sleep, but continues to lose strength.</p> <p>Mr. H. S. Ring, M.P., who has been seriously ill in London from influenza, is now considered out of danger.</p> <p>Lord Winmarleigh is still weak to-day. His condition is precarious, but his medical advisers are not without hope of his ultimate recovery.</p> <p>Mr. Justice Butt was prevented from presiding in the Divorce Court to-day by an attack of influenza. His cases have been transferred to Mr. Justice Jeune.</p> <p>The Rev. H. Lloyd Jones, of Cardiff, has almost recovered from his recent attack of influenza, and hopes (D.V.) to preach next Sunday morning and evening.</p> <p style="text-align: center;">A Medical Man's Advice.</p> <p>A medical man, writing to the <i>St. James's Gazette</i> on the question, Can influenza be prevented? says: - The spread of influenza might be materially hindered, though probably not altogether stopped. But in London nothing can be done by the sanitary authorities on the present occasion nor in those places where the epidemic is in full blast. Where it has not yet appeared a good deal may still be done by placing it at once on the list of diseases to which notification, isolation, and disinfection are applicable. And the public may also do something for itself by avoiding crowded places, and by voluntary isolation when the disease has been contracted. To expect special hospitals for the purpose is to cry for the moon. Isolation and other precautionary measures must be practised at home under medical direction, as in scarlet fever or</p>

			measles. For the rest we can only grin and bear it and make up our minds to be better prepared next time; but it is quite in the order of things that, now that something has been decided, it will disappear for twenty of thirty years.”
			7th September 1895 the Rhyl Record and Advertiser reported the following: - “ Vice-Admiral George Digby Morant struck his flag on her Majesty's ship “ <i>Algiers</i> ” on Saturday on relinquishing his appointment as Admiral Superintendent of the Chatham dockyard.”
			19th April 1900 the Evening Express (Pink Edition); the Evening Express (First Edition) (20th April 1900); and Evening Express (Third Edition) all reported on the following: - “..... SLAVE DEALING. Cairo, Thursday. - Lieutenant-colonel Collinson has telegraphed from Kassala that, having heard that families of Hadendowas at KhorMaman-man had slave-dealing, he sent Captain Morant there on the 13th inst. with 50 men of the 9th Sudanese and an Arab battalion on camels. Captain Morant has reported he has recovered 33 slaves and taken sixteen Hadendowas prisoners. The Sheiks have escaped, but their flocks have been seized. - <i>Reuter.</i>”
			30th December 1910 the Pembroke County Guardian and Cardigan Reporter “.... The Rescue at Caerfai Bay, St. Davids. Those readers of the “ <i>County Guardian</i> ” who read the letter of Mr. Scott, of Westminster Abbey last September relating to this plucky rescue, of one of the Cathedral choristers from drowning, will be pleased to hear that the Royal Humane Society have recognised the same by awarding the following testimonial to Mr. Basil Biggerton-Evans for his gallant conduct. The wording of the document is as follows: - “At a meeting of the Royal Humane Society, held at their Office, 4, Trafalgar Square, London, on the 15th day November, 1910, Admiral Sir George Digby Morant] K.C.B. , in the chair, it was resolved unanimously that the Honorary Testimonial of the Society inscribed on parchment be hereby given to Basil Biggerton-Evans for having on the 29th August, 1910, gone to the rescue of Percy Morgan, who was in immediate danger of drowning in the sea at Caerfai Bay, St. David's, and whose life he gallantly saved. Signed G. DIGBY MORANT, Chairman. F. A. CLANGHTON, Secretary.” The certificate will be presented publicly to our plucky young citizen by the Very Rev. the Dean of St. David's on Tuesday, January 3rd, at the National Schoolroom, St. Davids.”