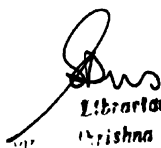


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BIOGRAPHICAL MEMOIR
OF
CAPTAIN GEORGE MUNDY, C.B.

“Thou wert swift, O Morax, as a roe on the desert; terrible as a meteor of fire. Thy wrath was as the storm. Thy sword in battle as lightning in the field. Many fell by thy arm; they were consumed in the flames of thy wrath. But when thou didst return from war, how peaceful was thy brow. Thy face was like the sun after rain; like the moon in the silence of the night, calm as the breeze of the lake when the loud wind is laid.”—OSSIAN.

PATRIOTISM, constancy, fortitude, and intrepidity, are the distinguishing traits of the British navy; qualities inseparable from that gallant profession; but when these qualities are associated in an individual, with the gentle virtues of generosity and humanity, a perfect urbanity of manner, and all the mild courtesies and accomplishments of the gentleman, the exhibition of such a character becomes almost a public duty. The following sketch, therefore, of the life and professional services of a distinguished officer now living, is presented to the public, in order that, by holding forth an example of existing and cotemporary excellence, it may serve as an honorable beacon to those youths who, on entering their profession, are in danger of being wrecked on the shoals of error, either from the baneful influence of prejudice, defective education, or evil example.

Doubtless the most beneficial effects result to youth, from recording the virtues and heroic deeds of the illustrious dead; but, it is presumed, the biography of modern characters, and the illustration of their merits, may more immediately and directly interest the feelings, and influence the moral conduct of many novices in their profession, who are apt to imagine that it is more difficult to do the great and good, and to acquire distinction in the present than in former times; than which a more erroneous notion cannot exist, for they may be assured, that there is no period, and no situation, wherein a steady adherence to the duties of their profession, integrity of principle, patience in dangers, perseverance in difficulties, good judgment, humanity, and, above all, a just and honorable

conduct towards their brother officers, will not lead to fair fame and honours, and to universal respect and esteem.

The following memoirs will furnish a striking application to the foregoing remarks.

Captain George Mundy is the third son of Edward Miller Mundy, Esq. of Shipley Hall, in Derbyshire, one of the representatives for that county, and of Frances, daughter of Godfrey Meynell, Esq. of Yeldersley, in the same county. He was born on the 3d March, 1777, and at an early age was sent to Eton School, where he remained until the year 1789, when he was removed to the Royal Naval College at Portsmouth; where having completed his studies, he was placed in his Majesty's frigate the *Blanche*, commanded by Captain Christopher Parker, father of the late Sir Peter Parker, Bart,* who fought so gallantly, and fell so gloriously in the late war with America. During the short period of his services under that excellent officer, Mr. Mundy experienced the most marked kindness and attention from him, of which he has ever retained the most grateful recollection.

The *Blanche* having sailed for the West Indies, touched at Madeira † and Teneriffe. At the latter place, from long exposure to fatigue and wet during an excursion up the country, Mr. Mundy contracted a severe illness, which had increased to such a degree by the time the *Blanche* arrived at Antigua, ‡ that his captain deemed it advisable to send him back to England without loss of time, and the *Perseus* being about to sail, he returned home in her.

His native air having re-established his health, he was appointed to the *Victory*, from whence he was removed into the *Juno* frigate, commanded by Captain Samuel Hood.§ It was under that inestimable officer, that our youth served, it may be said, the apprenticeship of his profession; and singular it would have been, if under the auspices of such a commander, he had not acquired

* For an account of this officer's death, *vide* vol. lxx. p. 314; and funeral, vol. lxxiii. p. 372; and at vol. xxxvii. page 419, 420, are some admirable Latin and English Lines to his Memory, written by his Brother-in-law, Master R. C. Dallas, son of Sir George Dallas, Bart. aged only eleven years.

† Different Views of the Island of Madeira are given in vols. xx. p. 386; xiii. p. 218; and xviii. p. 53.

‡ For a View of St. John's Harbour, Antigua, see N.C. vol. xi. p. 436.

§ *Vide* N.C. vol. xvii. p. 1, for a portrait and memoir of Sir Samuel Hood, with fac-simile of his writing before and after the loss of his arm.

that intimate knowledge of his duties, and those qualities of intrepidity and firmness of mind, which so peculiarly marked the character of that much lamented officer.

Having cruised some time in the Bay of Biscay, the *Juno* joined Vice-admiral Lord Hood's* fleet, which on the breaking out of the French revolutionary war, proceeded to the Mediterranean, and she was employed, with some other frigates, to visit the ports of Genoa, Leghorn, and Naples,† and to give convoy from them to Smyrna.

While in Genoa, the crews of the British ships had a serious fracas with the crew of the French frigate *Modeste*, who came on shore in a state of complete intoxication, having been celebrating the horrid tenth of August, and attacked with their cutlasses the British tars, who, having no other arms than boat-hooks and stretchers, gave them a sound drubbing, killing two of them.

The squadron having visited Smyrna, and Malta,‡ the *Juno* was detached from the latter place up the Adriatic to Ancona, where taking a convoy under her charge, she returned to Malta, and on the 3d of January, 1794, sailed for Toulon,§ in the harbour of which place that memorable incident occurred, in which the character of the British seaman for cool intrepidity and dauntless bravery shone so conspicuous. For the particulars of this gallant affair, the reader is referred to Captain Hood's official letter,|| which for manliness and energy of style cannot be surpassed, and which will ever prove a valuable record of English valour. After the above singular escape from Toulon, the *Juno* was employed in blockading Corsica until the siege of Fiorenzo, when she was ordered, in concert with the *Fortitude*, of 74 guns, to attack a martello tower,¶ mounting only two guns; on which occasion they were repulsed with some loss on the part of the latter ship. This new and formidable mode of defence at once astonished and confounded our naval officers. The courage of our

* For memoir of Admiral Lord Hood, see vol. ii. p. 1; and at page 403 of vol. xi. will be found an excellently engraved portrait of his Lordship.

† See N.C. vol. x. p. 51. for View of Naples Bay and Mount Vesuvius; and vol. xxvii. p. 324, for View of the Bay of Naples.

‡ In N.C. vol. viii. p. 121, is given a View of Malta.

§ *Ibid* vol. ii. pp. 297. 401, for a Current and View of Toulon.

¶ *Ibid* N.C. vol. p. . . .

* For View of a Martello Tower, see vol. xv. p. 107.

tars, however, was only increased by the resistance that was made. With incredible labour and perseverance they dragged cannon up the heights which commanded the forts and martello tower, and St. Fiorenzo surrendered.* In all these operations, Mr. Mundy bore a constant share.

Soon after this, our officer followed Captain Hood into L'Aigle frigate, which was actively employed in assisting the besiegers of Bastia* and Calvi. In October, 1794, L'Aigle sailed for Leghorn to refit, and was employed, during the ten succeeding months, in cruising in the Archipelago, and protecting the Smyrna convoys.

• Mr. Mundy having now completed the period of his services as midshipman, quitted his brave captain with unfeigned regret, and proceeded to St. Fiorenzo, where he was made lieutenant by Vice-admiral Sir John Jervis,† then commanding the fleet, into the St. George Captain Peard, his commission bearing date 27th January, 1796. In this ship, which was engaged in the blockade of Toulon under Sir John Jervis, he continued until the month of July following, when he was removed into the Blenheim, Captain Frederick,‡ which ship, soon after this period, accompanied the fleet to Corsica, and assisted at the evacuation of that island. In the latter end of November, the fleet sailed to Gibraltar.

In December, the fleet sailed for Lisbon; and in the middle of January, Sir J. Jervis, having refitted his fleet, sailed from the Tagus, and early in February was joined by six ships of the line from England, a most welcome and seasonable reinforcement, as he had received information from every vessel he had spoken with for several days past, that the Spanish fleet was out, and within a few leagues of him.

On the morning of the 14th, the enemy were joyfully descried by the British fleet, and soon after that glorious action commenced, which terminated so triumphantly in favor of the latter, whose promptitude of action, skill, and intrepidity unexampled, prevailed over a foe confident in his strength, and in his immense

* See vol. ii. p. 68, for a VIEW of Bastia.

† For portrait and memoir of Sir John Jervis, afterwards Earl St. Vincent, the reader is referred to vol. iv. p. 1.

‡ In vol. xxxvii. N.C. p. 263, is a biographical memoir of Captain, afterwards Rear-admiral Thomas Lenox Frederick.

superiority of numbers. The *Blenheim* was amongst the ships most warmly engaged, as her list of killed and wounded sufficiently indicated; *viz.* 12 of the former, and 45 of the latter. At one period of the action, she had a four-decked enemy's ship on her larboard beam, a three-decker on her larboard quarter, and another on her larboard bow, with three two-deckers a-stern of them, constantly firing upon her.

The British fleet sailed to Lisbon to refit, when Captain Frederick returning to England on his promotion, Lieutenant Mundy was removed into the *Victory*, in which he served as fourth lieutenant until the latter end of July, when she was ordered home. He was immediately appointed to the *Goliath*, Captain Foley, and joined her on the night of the bombardment of Cadiz. The *Goliath* composed part of a squadron that was principally employed in blockading that port, which being relieved by the squadron under the command of Sir Roger Curtis,* sailed to join Sir Horatio Nelson's † squadron off Toulon. On their arrival off this port, they learnt that the grand Egyptian armament, under Buonaparte, had sailed from thence a few days before. Sir Horatio Nelson immediately proceeded in quest of them, and after a pursuit of most extraordinary diligence and perseverance, his unwearied labours were repaid, on the first of August, by the most glorious and decisive victory that ever was gained by the British navy. ‡

So many detailed and accurate accounts have already been published of this action, that it would be superfluous here to enter into particulars thereof. Suffice it to say, that the *Goliath* had the distinguished honor to lead into action, which she did in great style, and attacked her opponent, *Le Conquerant*, followed by the *Zealous*, Captain Hood, who nobly seconded her, attacking *Le Guerrier*, who soon struck her colours.

At the awful period of the blowing up of *L'Orient*, many of the enemy had struck, but the action continued with the remainder until three o'clock in the morning. At daylight the gallant

* A portrait and memoir of Sir Roger Curtis will be found in vol. vi. p. 261.

† See N. C. vol. iii. p. 157, for portrait and biographical memoir of Admiral Lord Viscount Nelson.

‡ See N. C. vol. i. pp. 43. 521, for an engraved View of the Action between the French and English fleets in Aboukir Bay; and also official and other accounts relative to the action.

admiral found in his possession the whole of the ships which lay to the northward of L'Orient. Le Mercure and L'Heureux being observed a-ground, the Goliath and Theseus were ordered down to engage them, when they struck their colours. The Goliath suffered much in killed and wounded, and was so severely cut up in her sails and rigging, that when ordered to assist the Zealous in the pursuit which she had gallantly commenced of the two remaining French ships, Le Genereux, and Guillaume Tell,* she had not a single square sail to set.

Our readers will pardon us, if in this place we insert an extract from a publication of Mr. Coleridge, the intimate friend of Captain Ball, of the Alexander, detailing a very interesting incident relative to this action:—

“ In the plan of the battle of the Nile, it was Sir H. Nelson's design, that Captains Ball and Troubridge † should have led up the attack. The latter was stranded; and the former, by accident of the wind, could not bring his ship into the line of battle till some time after the engagement had become general. With his characteristic foresight and activity of (what may not be improperly called) practical imagination, he had made arrangements to meet every possible contingency. All the shrouds and sails of the ship not absolutely necessary for its immediate management, were thoroughly wetted, and so rolled up, that they were as hard, and as little inflammable, as so many solid cylinders of wood. Every spilor had his appropriate place and function, and a certain number were appointed as the firemen, whose sole duty it was to be on the watch if any part of the vessel should take fire, and to these men exclusively the charge of extinguishing it was committed. It was already dark when he brought his ship into action, and laid her alongside L'Orient.

“ One particular only I shall add to the known account of the memorable engagement between these two ships, and this I received from Sir Alexander Ball himself. He had previously made a combustible preparation, but which, from the nature of the engagement to be expected, he had purposed to reserve for the last emergency; but just at the time when, from several symptoms, he had every reason to believe that the enemy would soon strike to him, one of the lieutenants, without his knowledge, threw in the combustible matter, and this it was that occasioned the tremendous explosion of that vessel, which, with the deep silence and interruption of the

* See vol. iv. p. 235, for an engraved Plate representing Le Guillaume Tell, on the morning of her capture, in her escape from Malta.

† For biographical memoir and portrait of Admiral Sir Thomas Troubridge, Bart. see vol. xxiii. p. 1; and *Addenda to the memoir*, vol. xxxviii. p. 356.

engagement that succeeded to it, has been justly deemed the sublimest war incident recorded in history. Yet the incident which followed, and which has not, I believe, been publicly made known, is scarcely less impressive, though its sublimity is of a different description. At the renewal of the battle, Captain Ball, though his ship was then on fire in three different places, laid her alongside a French eighty-four, and a second longer obstinate contest began. The firing on the part of the French ship having at length for some time slackened, and then altogether ceased, and yet no sign given of surrender, the senior lieutenant came to Captain Ball, and informed him that the hearts of his men were as good as ever, but that they were so completely exhausted, that they were scarcely capable of lifting an arm. He asked therefore whether, as the enemy had ceased firing, the men might be permitted to lie down by their guns for a short time. After some reflexion, Captain Ball acceded to the proposal, taking of course the proper precautions to rouse them again at the moment he thought requisite. Accordingly, with the exception of himself, his officers, and the appointed watch, the ship's crew lay down, each in the place to which he was stationed, and slept there twenty minutes. They were then roused, and started up (as Captain Ball expresses it) more like men out of an ambush than from sleep, so coinstantaneously did they all obey the summons. They recommenced their fire, and in a few minutes the enemy surrendered; and it was soon after discovered, that during that interval, and almost immediately after the French ship had first ceased firing, her crew had sunk down by their guns, and there slept, almost by the side, as it were, of their sleeping enemy."

To return to our narrative :—The admiral having sailed with part of his fleet to Naples, left the *Goliah*, and two other ships of the line, in the Bay of Aboukir, where their boats were employed in many active services against the armed vessels of the enemy, and in annoying his detachments proceeding to Alexandria. The *Goliah* soon after joined the admiral at Naples, and proceeded early in October to Malta, and commenced, in conjunction with some other ships of the line, under the command of Captain Ball, the blockade of that island. The Isle of Goza soon surrendered, but Malta did not capitulate till after a blockade of two years; it was starved into a surrender.

The *Goliah* had not been on this station more than two months, when Lieutenant Mundy received the gratifying intelligence that he had been appointed by Lord St. Vincent to the command of the *Transfer* brig, of 14 guns, which he joined in the month of February, 1799, off Cadiz, which was at that period blockaded

by the fleet under the command of Lord Keith. During the whole time he commanded this small vessel, Captain Mundy was constantly engaged in operations of no small hazard and difficulty; this duty falling very heavy on him, on account of the great want of frigates and small craft in the British fleet. Early in March the *Transfer* sailed, under the orders of the *Majestic*, to cruise on the coast of Spain, between Malaga and Cape de Gatte. A few days after they fell in with a polacca French privateer, of the same force as the *Transfer*, and chased her into a small bay near the town of Salorna. Here she sheltered herself under a small circular fort of three long twenty-four pounders. The boats of the *Majestic* were sent in to destroy her, but were soon repulsed by the fort. The next morning the *Transfer* was signalled to cover the boats in the attack. Captain Mundy lost no time in fulfilling his orders, made sail into the bay, and notwithstanding the great disparity of force, anchored with a spring on his cable a-breast of the fort. The boats boarded and set fire to the brig, fortunately, without meeting the smallest resistance, the fort only firing one gun over the *Transfer*.

The *Transfer* rejoined the fleet off Cadiz * at the end of April, almost immediately after which, intelligence was received that the French fleet, of nineteen sail of the line, and several frigates, were close at hand, steering for Cadiz. Captain Mundy was ordered to look out to the westward, while the fleet got under weigh. The next morning the weather was thick and foggy, and when it cleared, the *Transfer* found herself within two miles of two French frigates, by whom she was nearly captured. The whole of the enemy's fleet appeared soon after. Lord Keith † immediately endeavoured to close with them, notwithstanding he found himself placed between two hostile fleets, superior in number. For three days, however, his attempts were baffled by continual gales of wind, his ships frequently drifting very close to the shore. At length the enemy was seen going round Trafalgar into the Straights, when the *Transfer* was despatched with the information to Lord St. Vincent, at Gibraltar. The fleet followed soon after,

* A VIEW of Cadiz from the southward is given in vol. xxiii. p. 45.

† See N.C. vol. x. p. 1, for portrait and memoir of Admiral Lord Keith.

sey. She sailed from Spithead in July, 1803, and continued on that anxious and fatiguing service until the summer of 1804, during which period Captain Mundy, by his vigilance and activity, succeeded in capturing three armed vessels of the enemy, and in harassing and interrupting his various convoys. In the course of the winter, the Hydra was several times in imminent danger of shipwreck, the service he was upon requiring him to keep very close in with the shore, and the navigation on that coast being intricate, and dangerous in rough weather.

Early in August, Captain Mundy sailed with convoy to Malta, and joined Lord Nelson's fleet off St. Sebastian,* on the coast of Spain, about the middle of October, 1804; soon after which, he was ordered off Toulon, to watch the French fleet, under the orders of the Hon. Captain Capel, of the Phebe. From that period he was employed in a variety of services under Lord Nelson, until the beginning of April, 1805, when, in consequence of intelligence arriving of the escape of the French fleet from Toulon, he received the following order from his Lordship, a *fac-simile* of whose signature we here present to the reader:—

SIR,

Victory, April 6th, 1805.

Proceed as expeditiously as possible along the coast of Sardinia, and off the Madalena Islands, but do not go into the harbour, or anchor; and send your boat on shore to the town of Madalena, to enquire if the governor has seen or heard of the French fleet's having passed the Straights of Bonafacio; you will then join me off Palermo, which is my next rendezvous.

After leaving Sardinia, should you see the Termint or Childers, you will direct them to join me; as this is a service of great importance, I rely upon your exertions to execute it.

I am, Sir, your most obedient servant,



Captain Mundy H.M.S. Hydra.

Not having been able to obtain any information of the enemy's fleet, Captain Mundy rejoined Lord Nelson, who having at length

* See vol. xxx. p. 416, N. C. for VIEW of St. Sebastian; and for Chart and Map of the same place, vols. xxi. p. 476; and xxiii. p. 473.

obtained intelligence that, in conjunction with the Spanish fleet, it had passed the Straights, immediately sailed in quest of it, leaving the *Hydra* under the orders of Vice-admiral Collingwood, who proceeded to blockade Cadiz harbour. On this duty he remained until the return of Lord Nelson's fleet in October, when Admiral Collingwood took occasion to express himself thus haughtily of Captain Mundy, in a letter to the gallant admiral:—"I am extremely well pleased with Captain Mundy. His vigilance and activity are exemplary.* Those only who know how to appreciate fair fame acquired by zealous and meritorious conduct, can estimate the value of the '*Laudari a laudato viro.*'" This cheering and animating feeling, oftentimes the only solace of the brave man, the "*mens conscia recti,*" has for the most part been the only recompence of the subject of the present memoir, through a long, and anxious series of services. Never having propitiated the blind and partial goddess, she never threw into his power the trade of his country's foes, whose capture has enriched and rendered independent so many of his brave associates in arms. His has been a life of watching, fatigue, and persevering zeal; and if ever he succeeded in capturing an enemy, it was an enemy with arms in his hands. To a mind animated with such feelings as his, what must have been his mortification, to be detached but a very few days previous to the ever-memorable action off Trafalgar, from his station off Cadiz (where he was watching, under the orders of Captain Blackwood, the enemy's combined fleet), to Tetuan and Gibraltar, to procure stores, water, and provisions, by which circumstance he was prevented being a partaker of the immortal glories of that day, that decisive day, which turned the destinies of Europe, gave a death blow to Buonaparte's favorite scheme, and ardent hopes of obtaining the empire of the seas, and when the sun of Gallia's naval glory set, perhaps, for ever.

Captain Mundy was now directed by Vice-admiral Lord Collingwood † to cruise off the Spanish coast; and received a special order from him to take his station off Cadiz light-house, for the purpose of closely blockading that port having the *Moselle* under his orders; in the execution of which duty his vigilance was soon

* *Vide* Clarke's *Life of Nelson*, page

† A portrait and biographical memoir of Vice-admiral Lord Collingwood, will be found, vol. xv. p. 353.

rewarded by the capture of a fine man of war brig, which he took in face of her consorts, a squadron of frigates, which were in the night observed by him making their escape from that harbour.

The following is a copy of his official letter on the subject:—

MY LORD,

H. M. S. Hydra, at Sea, February 27th, 1806.

I have the honor to represent, that at half-past 9 P.M. last evening, Cadiz light-house bearing east three miles, and standing in-shore with a strong easterly wind, we discovered the enemy's squadron of frigates already outside of us, the *Mozelle* making the signal for them at the same moment. I instantly bore up, intending to steer on a parallel with the enemy, in order to watch their movements. We had the satisfaction to find that we gained upon them. At eleven, seeing they steered a steady course, I commenced firing alarm guns, and throwing up rockets, and ordered Captain Carden, whose attention and assistance has been very great during the short time he has been under my command, to steer W. by N. in order to give your Lordship the intelligence. At two I found we had closed the squadron considerably, in consequence of their having altered their course one point to the westward; and on observing one of them to be much a-stern of the rest, I thought it very possible to cut her off; therefore hauled up, and after a chase of two hours, succeeded in coming up with her, she firing her broadside at our rigging, and surrendered. I find her to be *La Furet*, French man of war brig, commanded by Monsieur Demay, lieutenant de vaisseau, mounting eighteen long nine-pounders, with a complement of one hundred and thirty-two men, only four years old, and of the largest dimensions, stored and victualled for five months, of all species. The remaining part of the squadron, at the time we chased the above vessel, bore about S.E. by S. by compass, 40 miles from Cape St. Mary, and were steering W.N.W.

From the prisoners, we learn that the squadron consisted of *L'Hortense*, *La Themis*, *La Rhin*, and *L'Hermione* frigates, and *Le Furet*, captured by his Majesty's ship *Hydra*. The frigates are provisioned and stored for six months, and have each seven hundred men on board, the greater part soldiers.

I have the honor to be, &c.

*The Right Hon. Lord Col-
lingwood, Commander-
in-chief, &c.*



In the end of March, the *Hydra* sailed with her prize to Gibraltar to refit, and having soon after quitted that port, fell in with, and captured, after a chase of two hundred and thirty miles, the *Argonauta* Spanish schooner. She was a very fine vessel, and was proceeding to Buenos Ayres with despatches. In June following the *Hydra* was despatched to Sicily with a convoy of trans-

ports, having on board a brigade of infantry, under the command of the Hon. Brigadier-general Meade.

In September she sailed for Algiers, with the British Consul-general; and in November rejoined Lord Collingwood. No particular event occurred until the month of April, 1807, when Captain Mundy was directed to reconnoitre Malaga. Proceeding thither, he fell in with a division of Spanish gun-boats, which he immediately attacked and dispersed, taking one, and driving another on shore. The enemy lost an officer and fifty men. On the 16th of May he captured the Tigre Spanish schooner, letter of marque; and in the beginning of August following, while cruising off the coast of Catalonia, he chased three armed polaccas into the harbour of Begu, all of which were captured, after a most gallant conflict, the boats of the Hydra landing, and taking possession of the fort, mounting four twenty-six pounders. For this dashing enterprise, the Committee for the Patriotic Fund presented Captain Mundy with a sword, value one hundred guineas.

We cannot withhold from our readers Captain Mundy's interesting report of the action to Vice-admiral Lord Collingwood, with his Lordship's reply, together with Rear-admiral Purvis's letter, expressive of the approbation of the Lords Commissioners of the Admiralty, who, very much to their credit, immediately made Lieutenant Drury a commander, for his gallant conduct on the occasion.

MY LORD,

H.M.S. Hydra, at Sea, 7th August, 1807.

I have the honor to relate, that I chased three armed polaccas into the harbour of Begu, on the coast of Catalonia, late last night, and having reconnoitred this morning, deemed an attempt on them practicable, although under the close protection of a battery and tower.

At fifty minutes after noon the ship was anchored, with springs on the cables, at the entrance of the port, and began the attack. A smart fire was returned by the enemy, which however considerably slackened, after somewhat more than an hour's action; on perceiving which, I ordered a party of 50 seamen and marines, under the command of the second lieutenant, Mr. Drury, with Lieutenants Hayes and Pengelly, of the marines, Mr. Finlaison, midshipman, Mr. Goddard (clerk), volunteer, and Mr. Bayley, assistant-surgeon, to land on the flank of the enemy, and drive them from their guns, keeping up a heavy fire from the Hydra to cover the boats. Notwithstanding our endeavours to draw the particular attention of the battery, the detachment were soon exposed to a cross discharge of langrage from the shipping and fort, as well as musketry from

the rocks. Unshaken, however, they advanced; and having mounted the cliff, which was most difficult of access, they attacked the fort with such intrepidity, that the enemy did not think proper to await their closing, but spiking the guns, rushed out on the one side as our brave fellows entered at the other. The battery contained four twenty-six pounders. This gallant achievement gave me an opportunity of employing the broadside solely on the vessels, from which a constant fire was still kept on our people on shore. On gaining the guns, Mr. Drury advanced with the seamen and a few marines to the town, leaving Mr. Hayes and his party to retain them, and to occupy the heights that commanded the decks of the vessels, and from which he could annoy the enemy, who were in great numbers on the opposite side of the harbour, which is extremely narrow. As soon as the town was cleared of the enemy, the crews abandoned their vessels, but formed in groups of musketry among the rocks and bushes, firing on the seamen who had now seized the boats on the beach, and were boarding the polaccas, while another party of the enemy had gained a height above the marines, and kept them continually engaged, notwithstanding some guns were kept playing on them from the Hydra.

At half-past three, observing Mr. Drury in full possession of the vessels, I sent the rest of the boats under Lieutenant Little, to assist in towing them out; and at four had the satisfaction of seeing them rounding the point, when the marines re-embarked, under a heavy discharge of musketry, the enemy having collected their whole force to harass their retreat.

When I review the circumstances attending the embarkation of this handful of men, and reflect on the many difficulties they had to surmount in an attack on a fort strongly defended by nature as well as art, then opposed to more than three times their own force for two hours, succeeding in possessing themselves of the vessels, and deliberately laying out hawsers to the very rocks that were occupied by the enemy, and warping them out against a fresh breeze exposed to a galling fire of musketry. I feel perfectly incapable of writing a panegyric equal to their merits, but it has not required this exploit to stamp these officers with the character of cool judgment and determined bravery. During the term of four years, I have witnessed frequent instances of the gallantry of Lieutenants Drury and Hayes, and Lieutenant Pengelly (though not of so long a standing in the Hydra), has ever been a volunteer on such services. I have also the greatest pleasure in adding, that the above-mentioned officers speak in enthusiastic terms of the behaviour of all employed under them. To your Lordship's notice and protection, therefore, I beg most strongly to recommend them.

I further take the liberty of soliciting your Lordship's interest with the Lords Commissioners of the Admiralty, in favour of the promotion of Lieutenant Drury, of whose zeal and abilities as an officer I have the highest opinion.

The conduct of the rest of the officers and ship's company fully equalled my utmost wishes; to the tremendous fire they kept up I attribute the smallness of our loss and damage, namely, one killed, and two wounded

on board, and four wounded of the detachment. The fore and mizen-top-masts, and fore-top-sail yard shot through, a few shot in the hull, and the rigging triflingly cut, is all the damage.

To Mr. McKenzie, the first lieutenant, who has served with me the whole of the war, I feel much indebted, for his assistance in this latter enterprise.

A description of the captured vessels, and the names of the killed and wounded, I enclose for your Lordship's information; and have the satisfaction to state, that the Prince Eugene privateer was commanded by the famous Bevastro, who has long been the terror of our privateers, and very destructive to our trade. The Caroline was commanded by his brother, and both vessels were returning to Marseilles.

I have the honor to be, my Lord, &c.

Right Hon. Lord Collingwood, &c.

George Mundy.

A List of Vessels captured by H.M.S. Hydra, August 7th, 1807.

Names.	Description.	Men.	Guns.	Guns. p-drs.	Remarks.
Prince Eugene	Shp.	130	16	12	Pierced for 50.
Belle Caroline	Brig.	40	10	9	Ditto ---- 14.
Rosario	Brig.	20	4	6	Ditto ---- 10.

SIR,

Beacon, off Sicily, 13th October 1807.

I received with infinite satisfaction your letter of the 7th of August, relating your proceedings on that day, when you attacked and captured three of the enemy's armed ships in the Port of Beça, where they were securely moored in a narrow harbour, and defended by a battery of considerable force. The gallantry with which this service was achieved in all its parts, both on board the Hydra, and by the party which landed under Lieutenant Drury's command, was worthy of the judicious arrangement which was made at the commencement, and will doubtless be as highly satisfactory to the Lords Commissioners of the Admiralty, as it is gratifying to me to lay the high merits of the officers and ship's company of the Hydra before their Lordships.

I am, Sir, with great esteem,

Your obedient humble Servant,

Collingwood

Captain Mundy, Hydra.

SIR,

Atlas, off Cadiz, 30th October, 1807.

Having transmitted to my Lords Commissioners of the Admiralty a copy of your letter to Lord Collingwood, dated 7th of August last, giving his Lordship an account of the very gallant attack made by you the day before in His Majesty's ship *Hydra*, on three of the enemy's privateers, which had been chased into the Spanish port of Begu, and by a party of the seamen and marines under the direction of Lieutenant Drury, who after having gained possession of the battery which defended the harbour, and driven the enemy from the town, succeeded in capturing and bringing away the above privateers, with a trifling loss on the part of the captors, I have their Lordships' directions to express to you their satisfaction at the successful manner in which this enterprising attempt has been planned and executed; and their high approbation of the good conduct and gallantry displayed by you and the officers and men of the *Hydra*, and particularly by Lieutenant Drury, and the other officers, seamen, and marines, who were engaged with him on this occasion, to all of whom you will be pleased to make known their Lordships' high approbation.

I have the honor to be, &c.

*Captain Mundy, Hydra.**J. C. Purvis.*

Captain Mundy continued to cruise off the Spanish coast, and remained on this service until the 27th of February, 1807, when having been stationed off Carthagena to watch the enemy's squadron, which, it was apprehended, would make an attempt to form a junction with the combined fleets in Cadiz, he descried at sun-rise on that day six ships of the line standing out of the harbour. Aware of the importance of ascertaining the enemy's destination, he diligently followed their movements, and although from foggy and blowing weather, and other untoward circumstances, he frequently lost sight of them, yet by dint of perseverance and good judgment, he succeeded in dogging them into Palma bay, in the island of Majorca, on the 19th, from whence, having watched their movements until the 25th, and not perceived any disposition on their part to stir, he sailed for Gibraltar to complete his ship, which was in want of fuel, and to repair.

The *Hydra*, however, from the circumstances of her having been so long a float, had by this time become scarcely sea-worthy, so that a temporary repair being considered insufficient, Lord Collingwood found it expedient to send her home, and she arrived in England in the middle of July, with a convoy of upwards of one

hundred vessels under her protection, and bringing home Major-general Sir Charles Green from Malta.

The *Hydra* having undergone a complete repair, Captain Mundy sailed again in the month of November, with convoy for the Mediterranean; and soon after his arrival there, he was appointed by Lord Collingwood to a service of great importance and difficulty, in which, during the long period of its continuance, he displayed his accustomed zeal and intelligence.

Being despatched with the *Leonidas*, and some smaller armed vessels under his orders, to the coast of Catalonia, for the purpose of assisting, and giving countenance to the Spaniards, who had manifested much courage and resistance to the French forces in that province, Captain Mundy commenced his operations by attacking and intercepting the enemy's convoys and detachments passing from the eastward to Barcelona. The following is his first report to Lord Collingwood:—

MY LORD, *Hydra, at anchor off Masnan, Feb. 1, 1809.*

According with the orders of Vice admiral Thornborough, I have sent the *Cyane* to Minorca, to receive any instructions or orders that may be there for me; and I take the occasion to represent to your Lordship, that on receiving information on the 30th inst. that the French troops under the Governor of Barcelona, General Lecchi, had taken possession of Mataro but two days before, I immediately shaped a course for that place; but observing a party of French erecting a battery on Mongat, I anchored the ships, and drove them from their work; and finding that the station was extremely eligible in point of preventing the plunder and ammunition of the army from getting to Barcelona, as we completely commanded the beach over which all carriages must pass, as well as the bridge of Mongat, I determined to retain the anchorage, more especially as it appeared to give spirit and encouragement to the Simotines, an armed peasantry, who are in considerable numbers on the hills, and had already begun to harass the enemy, which were by us forced to take a route more inland.

On the first of the month, General Lecchi, with several hundred infantry and cavalry, made an attempt to get along the beach; but our fire turned him up the country, where he met with so warm a reception, that he got with great difficulty to Barcelona. The same evening I received information that forty waggons, laden with the plunder of the King's store at Mataro, containing flour, corn, &c. &c. were to pass during the night along the beach, under a strong escort. I therefore sent the boats of the *Hydra*, under the first lieutenant, Mr. Hawkins,* to lay on the beach

* This gallant officer was afterwards first lieutenant of the *Endymion*, and lost his life in a daring attack on a privateer off the coast of America, in the boats of that ship.

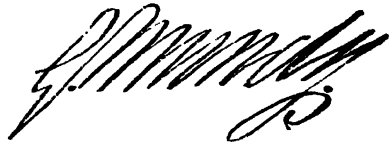
between the villages of Masnan and Premia, to look out for them, those of the Leonidas being to the westward of Monga, to prevent artillery or cavalry from passing from Barcelona. At about 9 P.M. the cavalry and waggons were heard, and the boats had the good fortune to get within twenty yards of them before they were discovered; and having given them several rounds of carronades, the people landed, drove the escort, consisting of near two hundred men, and seized some waggons laden with flour, killed two cuirasseurs and their horses, and wounded forty men, and all the draught horses, I am happy to state, without loss or hurt on our side. The rest of the waggons returned to Mataro. Every night since the boats have been in the same station, under the direction of Mr. Hawkins, and have each night killed some of the patrols, generally cavalry. The enemy have likewise lost a great number of men by the peasantry since we have been at the anchorage.

I calculate it at 200 killed, prisoners, wounded, and deserters, and 20 horses; and had I had at first a disposable force of five hundred men, with the assistance of the Simotines, I am sure we should have increased the enemy's loss to five times the number. The German and Italian troops desert hourly; and it is evident that the French army in this quarter are much in want of provisions, which has induced their general to attack Mataro, in order to provide his troops with bread. However, if the weather continues moderate, I trust we shall be able to prevent his getting much of the plunder to Barcelona. Captain Stavnes has been employed in embarking, and conveying the artillery of the Marquis de Lagos's army from St. Fito to Tarragona. By the deserters we learn that General Lecchi certainly intends to evacuate Mataro, as soon as he can get the plunder from it.

I have written the Captain-general, Reding, a statement of the business, of which I am surprised to find he is entirely ignorant.

I have the honor to be, &c.

Vice-admiral Lord
Collingwood.



In all his succeeding reports, Captain Mundy bore ample testimony to the noble and gallant spirit of the Simotines, whom he had constantly supplied with such arms and ammunition as he could obtain for them, which was the means of prolonging that obstinate resistance which was made by the irregulars of the province; and as he conceived that the Spanish authorities did not do sufficient justice to the exertions made by that spirited people, his humanity

was ever at work to advocate their cause, as will appear by one of the following letters addressed to the Junta of Mataro :—

*His Britannic Majesty's Ship the Hydra, at anchor
off Mongat, March 25th, 1809.*

EXCELLANT SIRS,

I have the honor to send such ammunition as can be spared from his Majesty's ship under my command, and wish it was more equal to the grateful service it will be employed upon, that of harassing the incendiary Lecchi,* on his return from Spain, in which, I trust, the province of Catalonia will show themselves worthy of being allied in the great and just cause with the heroes of Saragossa.—Gentlemen of the Junta, I call upon you, in the name of my country, that country which has shewn an unalterable attachment and zeal for your welfare, to exert the utmost of your power in raising the whole populace of Catalonia to harass the retreat of the army of Napoleon; indeed not only to harass, but to prevent their return to France: for it would be an everlasting stain on Catalonia, were she to permit those monsters who have plundered and ravaged her cities and cottages for more than two years, to repass in tranquillity the Pyrenean mountains, that barrier given by the Almighty to Spain.

It remains now for me to congratulate your Excellencies on the present promising and happy change in affairs, and I have the honor to be,† &c.

To the Junta of Mataro.

George Mundy.

SIR,

Hydra, off Badalona, August 6th, 1809.

I have long refrained from making any remarks on the treatment of the people of Badalona, trusting that the just representations of those people appointed by law as the Heads of the village, had been listened to by the Junta of Mataro, and their sufferings alleviated. However, observing no symptom of change in their favour, but on the contrary, that every day brings forth some new and fresh mark of severity towards that unfortunate people, I am inclined to suspect that this must arise from wrong and invidious representations having been made of their conduct. Under such conviction, therefore, I take upon me to address you on this interesting subject; and, first, will state, that my opinion of the zeal and conduct of the people of Badalona is even better than when I last had the honor to address you respecting them and the then officiating Baillie. When you appointed the present Heads of the village, you promised that the people should have a sufficiency to live upon, the Baillie being ordered to give permits according to the necessities of the inhabitants. This has not been the case; for the guard at Mongat have generally scrupled to allow to pass what was granted by the permit, and have actually refused more than sixty-four

* General Lecchi had evacuated Mataro, destroying the flour, burning and ravaging, as usual, in his retreat.

† In reply, the Junta informed Captain Mundy, that they had published his address, and given it circulation in the province.

leaves to pass in a day. I shall ask, Sir, whether any man can put his hand upon his heart, and declare upon his honour, that he considers that quantity a sufficiency for the families contained in the village of Badalona, consisting of near six hundred houses?

You require the Badalonians to furnish boats for letters, despatches, or any thing that may occur for the public service, and this, without allowing sufficient to eat. I only ask, is it justice to starve them?

You require the Simotines of Badalona to leave the advanced post on the river Besos, where they are stationed between the enemy and their own houses, families, and every thing that is dear to them; and order them to serve two miles in the rear, without placing others to occupy a post one foot in advance towards the enemy from Badalona. Yes, I know that for a few days a picket was placed *in open day* on this side of the river, and one of those pickets, composed of the inhabitants of Mataro, left that post, made use of their arms to force the people of Badalona to embark them, and convey them on board his Britannic Majesty's ship under my command, under the impudent pretence of having business with me. A becoming substitute for the hardy and vigilant Badalonians, who night and day watched on the other side of the river, and under the very walls of the citadel of St. Carlos. Had I acted with half the military severity towards them that the unfortunate Badalonians have met with, for wishing to regain the advanced guard, I should have sent the whole picket under a guard to Mataro, as soldiers who had deserted their post.

You have now disarmed the Simotines of Badalona, part of whom had been furnished with arms by Captain Taylor,* my predecessor, who had the intelligence to see through the dark clouds of clamour and accusation against that unfortunate people, and to discover that they were not surprised in zeal and patriotism by any of their neighbours. By so doing, you have deprived me of the only aid I possessed in the arduous task of blockading Barcelona, and defending the coast against the advances of the enemy, as you must be well aware that I have no assistance from the Spanish navy.

Having stated these few instances of what appears to me to be *Bad Policy*, and having made these representations under a conviction that they are just and true, and for the good of the cause in which the two nations are mutually embarked, I beg to assure you, that there is nothing meant personally in it, but that it is addressed to you as Supreme of the Junta of the district, and

I have the honour to be, &c.

To the Supreme of the Junta
of Mataro.

G. Mundy.

Had Captain Mundy's persevering exertions on this coast been met by a corresponding energy on the part of the Spanish leaders,

* This amiable and accomplished officer was some time afterwards unfortunately drowned in the harbour of Bandist, while returning to his ship from the shore.

and the enthusiastic spirit of the peasantry been seconded by able and active commanders, there is little doubt but that by a co-operation such as was proposed by Captain Mundy to General Reding, the commander of the forces, the city of Barcelona, and the fort of Montjuï, would ultimately have been compelled to surrender, and the French army forced to evacuate that province. But such was the apathy and inactivity of the Spanish leaders, that although the very animating and manly appeal addressed to the Junta in the first of the preceding letters, was printed and circulated with excellent effect, yet treachery thwarted, and incapacity paralysed, the ardent energies of the people, and the French general, Lecchi, was permitted to escape from Barcelona to Vich unmolested; nor was any attempt made on Barcelona, notwithstanding the garrison remaining in that fort amounted to no more than two thousand five hundred men.

Mortified as he was at such imbecile conduct on the part of his allies, Captain Mundy was nevertheless indefatigable in his exertions in the general cause, and by a spirited proclamation addressed to the Italian and German troops in the French army, promising protection on board the squadron, many were induced to desert, who were conveyed to Italy.

On the 26th April, 1810, while on his station off Badalona, a squadron of the enemy's ships of the line, with a number of transports, was observed standing in for Barcelona. A sloop of war was instantly despatched with the intelligence to Lord Collingwood, while the Hydra watched their movements. His Lordship, immediately on receiving the intelligence, sailed from Port Mahon, and arrived off Toulon on the first of May, where he found the Leonidas, which having by Captain Mundy's orders accompanied the enemy on their return from Barcelona, had seen them into Toulon on the evening of the 30th of April. The enemy had thus escaped his Lordship's fleet by a very few hours. On this occasion Lord Collingwood expressed himself highly satisfied with Captain Mundy's vigilance and promptness in making him acquainted with the enemy's movements.

On the 9th of May, a proposition was made to Captain Mundy, by the commander of the Spanish forces, to co-operate with him in an attack on the forts of Montjuï and Barcelona, which was

agreed to on the part of Captain Mundy. The following extract from his report to Lord Collingwood on the subject, will sufficiently explain why the attack did not take place; and will serve to demonstrate with what description of allies our gallant officer had to unite his services, how little reliance could be placed on their exertions, and how hopeless were all his views and efforts, under such circumstances, to effect any thing substantially favorable to the general cause. The Simotines, indeed, had always displayed much spirit and activity, and seldom neglected an opportunity of attacking the enemy; but without the aid of regular troops, and without discipline, they could accomplish no very essential service.

MY LORD,

Hydra, off Barcelona, May 13th, 1809.

On the day of the Apollo and Minstrel joining me, and of the fleet appearing off, I endeavoured to communicate with your Lordship, to explain a plan of attack on Barcelona, which had been submitted to my consideration, the outline of which was, that the officer in Montjuï being bought over, three or four hundred Spaniards were to proceed by night up to that fortress, and take possession, being provided however against any treachery on the part of the French.

On getting footing, the Spaniards were to commence a fire on the Torrassana, and gate of St. Antonio, on which the inhabitants were to rise, and seizing the various gates looking towards the land, were to let in Lieutenant-colonel Claros, with five hundred cavalry, and a strong force of Miguelets, and other troops. At the same moment the ships were to commence an attack on the citadel, to keep that garrison from lending their aid to those troops who were in the town.

This all appeared very well, provided every one acted his part. However, I did not consider the plan as definitively settled; but, on my return the next evening, I found that a letter had been received by Captain Taylor, from the commanders of the troops, stating "their full determination to attack the place at eleven at night," and requiring the assistance of the ships. The answer was returned, "that the ships would do their part, and be at their station, provided the wind and weather permitted them." To secure a diversion on the side of the citadel in case of calm, or the wind not answering for the ships, I sent the carronade boats, and two Spanish gun-boats, to take a position close in-shore, with orders to commence a fire on St. Carlos, on observing the appointed signal at Montjuï or the town. About ten; the wind came off the land; I weighed, but at half-past one finding no attack, and the wind dying away, I anchored. No symptom of attack did take place; and from what I have since learnt, it is most fortunate for the inhabitants that it did not. It appears, that the garrison of Montjuï was relieved on the day before, therefore that part of the plan was done away with; and I understand, as if with an intention of marring the whole affair, that General Coupigny had ordered (but the day before)

one of his aides-de-camp to proceed to Moulins de Re, and take the command of the whole. The imaginary laurels of the other chiefs now vanished from their sight, and "like true Spanish Patriots," they determined within themselves, that through their assistance the unwelcome aide-de-camp should not gain the wreath. They accordingly threw every difficulty in his way. Moreover, Colonel Green informs me, that this commander was quite appalled at the miserable banditti which had been placed under his orders. It consisted of two hundred hussars, the scum of a Spanish regiment, some Miguelets, and the rest Simotines. But, my Lord, the reply that was made by the officer at the head of General Coup-guy's staff, to the inquiry of Colonel Green, "what were likely to be the movements of the Spanish army of Tarragona," will better explain to your Lordship the style of action, and manner of thinking of the general and his advisers, than if I were to write volumes; viz. "That the troops would not change their quarters, until the result of the attack on Barcelona should be known." So that ten thousand regular troops were to rest upon their arms, and look on, while a handful of armed peasantry should attack one of the strongest fortresses in the Spanish dominions."

On the 11th of July, Captain Mundy writes thus to Lord Collingwood:—

MY LORD, *Hydra, at anchor off Badalona, 11th July, 1809.*

I have the honor to report, that the French general, Duhesme, came out of Barcelona on the night of the 7th instant, with a force of near two thousand troops, two howitzers, and three field pieces, and early the next morning occupied the heights in the rear of Madalona and Mongat, also those villages. His intention was to have surprised and surrounded the inhabitants of that part of the country, and to have forced them to repair the bridge and broken roads of Mongat, in order that he might get his artillery towards Mataro, and occupy the coast. The Spaniards, however, got previous notice of his project, and quitting their habitations, fled to the mountains. The enemy did not appear in any number until some hours after day-break, and when discovered, were only in small detachments. The carronade boats under the orders of Lieutenant Hawkins were sent to annoy them, which service was performed with such effect, that the enemy was obliged to bring the whole of his artillery on the beach to their support. The boats returned the fire with their usual firmness. I immediately weighed to cover them, and with a few well-directed broadsides obliged the guns to make a precipitate retreat into Barcelona, and with some loss.

The French troops now appeared in great force, and the ship and boats kept up a constant fire on them until sun-set, while the Simotines resisted their advances. We had the misfortune to have two men wounded by musketry in the boats.

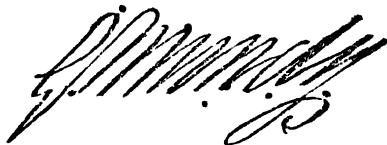
On the 9th the enemy still retained Badalona and Mongat, but the greatest part of the troops had marched up the mountains, and they

showed no guns, notwithstanding the boats kept up a continual fire. The Simotines acted with great spirit.

On the 10th, General Duhesme had not advanced his head-quarters from Badalona, but we were informed that he had moved his guns near Mongat. Yet the firing of the boats on his various scattered parties did not draw them out until late in the evening, when the enemy brought them down, and opened a fire of shot and shells behind some houses at the foot of Mongat, just at the moment four Spanish gun-boats arrived from Tarragona, which I immediately pushed in-shore, and with their assistance the fire of the enemy was silenced by eight o'clock, and the enemy thought it advisable to re-enter Barcelona at midnight, with the loss of near three hundred killed and wounded, among which are a large proportion of officers.

I have to regret that one of the launch's crew received a severe wound from a musket-ball this evening; and I beg leave to observe, that the spirit of enterprize and intrepidity of the officers and men employed in the boats during the period detailed, has been most creditable to the service, and that the gun-boats performed their part much to my satisfaction.

I have the honor to be, &c.



Right Hon. Lord Collingwood.

The following letter, addressed to the Marquis Wellesley about this period, strongly manifests the ever ardent zeal which, in spite of every discouragement, animated this active officer in the execution of the service imposed upon him:—

MY LORD,

Hedra, off Badalona, 8th August, 1809.

I have the honor to recommend to your Lordship's notice the bearer of this letter, Don Elias Arxas, an inhabitant of St. Filon de Mar, in the province of Catalonia, employed by the Junta of the Province on a mission to the Central Junta, and the British army. He is a real patriot, and one in whom perfect confidence may be placed, and is a staunch friend to the English.

I wish I could give your Lordship hopes of any thing being done in an offensive way by the army of Catalonia. Augereau still carries on the siege of Gerona, but he is most gallantly resisted. He has made six several assaults. The last was on the 4th of the month, in which he suffered an equal loss with the former, which was considerable. The force of the besiegers cannot amount to more than 10,000 men, and with the garrison of Barcelona, including the sick, of which there are several thousands, the whole force in Catalonia cannot exceed 13,000 men. It would require but

a small British army to annihilate this handful of troops, situated as they are at present, and having the whole of the country against them, and more particularly, if there were some English light infantry officers, with a general, to direct the exertions of the peasantry, who are most determinedly zealous in the cause.

I took the liberty of representing this to Sir John Stuart, who regretted his inability to detach officers or force from Sicily. He has since taken possession of the islands of Ischia and Procida; but did not attempt a landing on the Neapolitan coast.

I have the honor to be, &c.

His Excellency the Marquis Wellesley.

G. Mundy.

Had it been possible to have attended to the suggestions of Captain Mundy relative to the employment of a British force in Catalonia, and had the Spanish chief assented to the proposed disposition of their hitherto inactive naval force, much might have been effected in that quarter, but with respect to the latter nothing was done, and in the sequel all went wrong in Catalonia.

We here present an extract from a letter, expressive of the sense Lord Collingwood entertained of Captain Mundy's services on that station:—

SIR,

Ocean, at Sea, 26th March, 1809.

I have received your letters of the 22d instant, 4th, 6th, and 11th ultimo, detailing the proceedings of the Hydra, and ships on the coast of Catalonia, and beg to express to you the great satisfaction I feel in the activity and spirit of enterprise which is displayed on that service, and in which Lieutenant Hawkus bears so distinguished a part," &c.

And again his Lordship writes thus:—

Ville de Paris, off Toulon, 23d July, 1809.

The Herald has brought me your letters of the 11th and 17th instant, with their several inclosures.

The activity and skill which you have opposed to the enemy's progress, when he attempted to open a communication to the eastward, is rendering to the Spaniards the greatest benefit, and must reduce their force in Barcelona very much, and were the army of Taragona to take an active part on the other side, would soon bring their case to extremity." &c. &c. &c.

Collingwood

Captain Mundy, Hydra.

The *Hydra* continued on this harassing service until October, when she was ordered to Toulon, for the purpose of watching the enemy's fleet in that harbour. On this station she remained until February, 1810, when it appearing, on a survey being taken of her, that she was in a very defective state, she was sent to Gibraltar. In this port Captain Mundy remained, and acted as senior officer, until the month of August, 1810, when the *Hydra* being found to be totally unfit for service, was ordered home, and arrived in England in September, having under her convoy several sail of transports, with 1400 French prisoners (officers and non-commissioned officers) on board, whom the humanity of the British government had redeemed from the truly pitiable situation in which they had been so long held by the Spaniards in the barren island of Cabrera. They were the remnant of General Dupont's army, the greater part of which had perished on that miserably barren spot from want and starvation.

Upon the recovery of his health, which had been much impaired by his late services, Captain Mundy again solicited employment. Great, however, was the mortification of his sanguine spirit to be condemned for four years to a life of inactivity on shore; but it was a more especial chagrin to him not to have been enabled to unite his exertions with his gallant brethren in arms, in the latter glorious struggles which checked the career, and contributed to the temporary dethronement of the arch tyrant of France.

At the close of the year 1814, however, he was unexpectedly gratified by an appointment to the command of the *Ajax*, 74 guns; and in the month of March following he sailed to the Mediterranean, where he joined the fleet under the command of Admiral Lord Exmouth by whom he was soon employed on a service which required a no small degree of discretion and good judgment, and wherein he displayed his accustomed ability and discernment.

Buonaparte had again seized the throne of France, and was at this period, the beginning of June, making preparations for that grand conflict, which a few days afterwards decided his fate, and struck the last bolt off the fetters of Europe. Captain Mundy was despatched to Marseilles, with instructions to ascertain, if possible, the sentiments of the inhabitants of that city; and his proceedings there were to be regulated according to a discretionary

power vested in him by Lord Exmouth,* by such circumstances and events as might occur in the course of service wherein he was employed, and from the intelligence he might be able to obtain.

On his arrival off that port on the 16th, he reconnoitred close in with the town, and obtained information from the light-house, as well as from some fishermen, that almost all the forts and batteries had been dismantled, and the whole of the troops, with the exception of 300, had been marched over the mountains, that the people were very discontented, assassinations frequent, and that at the barracks, and there only, the white flag was hoisted. Captain Mundy immediately despatched this and other important intelligence to Lord Exmouth, and to his Royal Highness the Duke D'Angoulême at Barcelona, from the latter of whom he received the following reply:—

SIR,

Barcelona, June 30th, 1815:

I received yesterday, by the favour of Captain Lock, your letter of the 26th inst. and I return you my thanks for the interesting details you give on Marsailles and Toulon. I flatter myself that both these places, and all the country, will soon be delivered from the yoke, and able to testify their sentiments of loyalty.

Believe me, Sir, with an high regard,

Your most affectionate,

To Captain Mundy, his Britannic
Majesty's Ship Ajax.

Louis Antoine.

On the 29th, Captain Mundy sent another despatch to Lord Exmouth, which, together with his Lordship's reply, we here insert, because, for reasons which it is not our desire to inquire into, and we cannot explain, they never found their way into the public despatches. †

To deprive an officer of the fame he has acquired, either by intrepid conduct in battle, or by the exercise of superior judgment and ability in affairs of difficulty, is, in a manner, to deprive him

* A biographical memoir of Lord Exmouth, formerly Sir Edward Pellew, is given in N.C. vol. xviii. p. 441.

† We here avail ourselves of the opportunity to invite the communication of Letters on Service not published in the Gazette, from an apprehension that, in too many instances, the omission of them in the official and regular repository is more the result of personal than public considerations. The impartial and unbiased principles of the Naval Chronicle will always render it the ready vehicle of fair representation and just complaint.

of his moral existence. If, therefore, in the execution of a commission requiring the union of energy, good sense, and mild conciliation, he acquit himself to the satisfaction of his commander, is it just to withhold from him the invaluable medal of public applause, or to conceal from the high authorities of the naval department, those talents which, at a future period, might be selected by them for the fulfilment of important objects requiring more than ordinary address and management.

MY LORD,

Ajar, 29th June, 1815.

I have the honor to report, that yesterday morning a detachment from Marseilles came alongside, acquainting me that a great battle had been fought, in which Buonaparte's army had been defeated, that he had flown to Paris, and abdicated in favor of his son, which government Marseilles will not acknowledge, and had therefore hoisted the white flag, driven away the troops, and organised themselves, in number effective about 2500 men; at the same time giving me an invitation to an interview with the Royal Committee appointed as a Provisional Government, which I immediately attended. The enthusiasm of the multitude was great, and they greeted the English in common with the King.—On my appearing at the Prefecture, I was addressed by the President, congratulating me on the brilliant victory, and its consequences, and he begged me to assist them as much as lay in my power to forward their intentions of establishing the old monarchy. I offered to proceed immediately to Barcelona for the Duke d'Angoulesme, which, however, they requested I would not do, as the appearance of the ship would give confidence to the people, in case Murat should send the force from Toulon against them, and they requested me to anchor close to the town. This I promised to do, provided they shewed such confidence in me as to place the forts of Chateau d'If and Ratonneau in my hands, or allow half the garrison to be British. This question they retired to deliberate upon; and when they returned, gave it as their opinion, that they did not conceive themselves authorized to put the King's forts into the hands of foreigners; on which I told them that they could not expect me to remain in the situation they required without possessing the sea defences. They then requested I would supply them with such arms as I could spare, which I immediately did, requiring a receipt for the same. I then required three avisos, one to despatch to your Lordship, another to Major-general Sir Hudson Lowe, at Genoa, and a third to the Duke d'Angoulesme; which they have promised. The white flag, I am informed, is flying to-day at Cette and Arles. I have almost forgot to mention, that the Committee begged for some British troops. In consequence, I have written this morning to Sir Hudson Lowe, to beg such as he can spare, and have also informed Sir James Wood of the state of affairs here.

The Committee requested I would press your Lordship to shew yourself off here, and, if possible, to bring the troops. They do not seem to like

the idea of other than English troops, for the plain reason, I hinted to them, "that our Commissariat paid for every thing," which they candidly acknowledged.

Should the Volunteer appear off this place, I shall send her for his Royal Highness the Duke d'Angoulesme.

I have the honor to be, &c.

Admiral Lord Exmouth.

G. Mundy.

SIR,

Bona, off Genoa, 4th July, 1815.

I have received your letter of the 29th ultimo, with a full and satisfactory account of your proceedings before Marsilles, in the execution of the service confided to you. It affords me much satisfaction in assuring you, that I highly approve of all you have done, and that I consider you to have acted with great prudence and judgment in declining to place your ship within the command of the forts of Marsilles.

I am, Sir, &c.

Captain Mundy, *Jax.*

Exmouth.

The address presented to Captain Mundy by the deputation referred to in his despatch, was as follows:—

MONSIEUR LE COMMANDEANT,

Marsilles, 25th June, 1815.

Les brillans succes des Armes de notre Auguste et bien aimé souverain Louis XVIII. ont obligé Buonaparte à une nouvelle abdication.

Des Factieux se sont ergés en gouvernement provisoire Marseille, et toute la Provence, que ne veulent reconnaître que celui du meilleur des Rois, ont arboré hier le Drapeau Blanc.

Les proclamations ajoutées vous feront connaître l'établissement d'un comité provisoire investi de la confiance générale de toute la Provence. Il s'empresse d'ouvrir avec votre nation des relations d'amitié et de bonne intelligence.

Nous vous prions en conséquence de recevoir avec bienveillance la députation que nous vous adressons, composée de Messieurs de Malgouy, chef de bataillon, Ruffo de Bonnes d, &c. &c. de vouloir bien prendre en eux toute créance, et ajouter foi à ce qu'ils vous diront de notre part.

Nous vous prions également, Monsieur le Commandant d'acheminer à son Altesse Royale Monseigneur le Duc d'Angoulesme le ou dont nos députés sont porteurs. Nous avons l'honneur de vous saluer avec une grande considération.

{ Les Membres
du Comité
Royal Provisoire. }

Postan.
Rosely.
&c. &c. &c.

Soon after Lord Exmouth's arrival with the British troops, Captain Mundy was taken seriously ill, and was obliged to be removed on shore, where he was confined to his bed for a considerable time, and was for several days in great danger. During his indisposition, the Ajax was ordered to Hieres Bay, but he was not able to join her until December.

It may here be mentioned, that during the time Captain Mundy was employed before Marseilles, he made several good captures of French vessels, which by any other nation would have been deemed legal prizes, for notwithstanding they carried the white flag, the whole of their papers had Louis XVIII. a little erased, and "au nom de l'Empereur" inserted in lieu thereof. But policy, perhaps, dictated forbearance on the part of the British nation, and the prizes were restored to their respective owners.

At the close of this year, Captain Mundy had the gratification to learn, that the Prince Regent had conferred upon him the honorable distinction of Companion of the Bath, a distinction doubly valuable when recognised as the meed of long and honorable services.

After he had rejoined his ship, the fleet under Lord Exmouth was engaged in no service of importance until the month of March, 1816, when, in pursuance of instructions from his government, the commander-in-chief sailed for Algiers, where, after some hesitation on the part of the Dey, a treaty was concluded. the terms whereof are already before the public.* His Lordship then sailed for Tunis, and having with little difficulty concluded a treaty with the satrap of that place, proceeded to Tripoli, where having negotiated matters with similar success, his Lordship again steered for Algiers, and appearing before that city in the middle of May, he signified to the Dey, that he had in the treaty recently concluded with him, omitted an article, his compliance with which was indispensable. The Dey insisting that the former was a definitive treaty, peremptorily refused to subscribe to the new proposals submitted to him. Lord Exmouth immediately gave orders to prepare for action. The fleet consisted of six line-of-battle ships, six frigates, and other small vessels. Each ship prepared to take her station, and the signal for action was waited for with the utmost

* Vide N.C. vol. xxvi. p. 61.

anxiety, which, in the opinion of most of the officers present, would in the course of two hours, from the then unprepared and defenceless state of the place, have terminated in the complete defeat of the Moors; when lo, the signal was *hoisted* (and the ardent spirits of our tars coinstantaneously *lowered*), "that all was settled."

The disappointment of the fleet was extreme, but it was doomed to a more bitter mortification a short time afterwards, when it beheld other hands reaping those laurels which had been so near their grasp.

Lord Exmouth having fulfilled the objects of his mission to the Barbary Powers, returned with his fleet to England in the end of June, and found, on his arrival, that in consequence of renewed aggressions on the part of the Algerines, subsequent to his Lordship's departure from their coast, government had determined to inflict a signal chastisement on that nation; for which purpose they had selected him as commander of the expedition, who by his firm and intrepid conduct in the execution of his orders, fully proved how worthy he was of the commission entrusted to him. His Lordship received orders immediately to refit his fleet; but on his proceeding to Spithead to hoist his flag, he had the mortification to find, that the crews of the different ships declined volunteering for the expedition. From what motives this refusal proceeded, it is not our province to inquire. Suffice it to say, that to the captains and other officers in the fleet, it was a most mortifying circumstance not to have had an opportunity of contributing their gallant efforts towards the emancipation of enslaved Europe, and the destruction of the Barbarian fleet.

The Ajax was paid off in July, since which period Captain Mundy has been unemployed; nor is it likely, from the present view of affairs in Europe, that his services will very soon be required again; but to how many soever years of inaction he may be doomed, he will ever be consoled with the retrospective contemplation of a life devoted to his country's service, and with the consciousness of having always done his duty to the best of his abilities (and those abilities of no medium character); and it may be presumed, that when the herald of war shall again proclaim hostilities, the energies of this gallant, humane, and able

officer, will be called into action, and assigned to prominent services by those high authorities, on whose discriminating judgment, and wise management, the naval glory of Britain must ever depend.

It remains for us to add one particular more to the foregoing memoir.

In consequence of the late disturbances in the eastern part of Derbyshire, and of the disaffected state of mind of the lower classes, principally manufacturing, it was deemed expedient to raise additional corps of yeomanry cavalry. In one of these, Captain Mundy, with a spirit truly worthy of imitation, offered his services as a volunteer. He was immediately requested by the corps to take the command. Captain Mundy could not refuse so flattering a tribute to his character, and such were his exertions to complete his troop, that in three months from the period of their enrolment, they were armed, accoutred, and sufficiently disciplined to perform any service that might be required of them; and a more respectable, soldier-like, and efficient troop does not exist, than the East Derbyshire Yeomanry Cavalry.

Mr. Mundy, by his union with Miss Meynell, had six children; viz. Frances, married to Lord Charles Fitzroy, M. P. for Edmondsbury, a general in the army, colonel of the 48th regiment of foot, and brother to the Duke of Grafton. Edward Miller, a magistrate for the county of Derby, married Nelly, youngest daughter of James Barton, Esq. of Penwortham, in the county of Lancaster, by whom he has a numerous issue. Godfrey Basil, a major-general in the army, married to the Hon. Sarah Bridges, youngest daughter of the late illustrious Admiral Lord Rodney,* by whom he has had several children. George, the subject of our present memoir. Frederick, rector of Winston upon Tees, in the county of Durham; and Henry, in the service of the East India Company.

Mr. Mundy again married Georgiana, widow of the late Thomas Lord Middleton, in Warwickshire, by whom he had one daughter, Georgiana Elizabeth, married to Henry Pelham, Duke of Newcastle; from which union has sprung a numerous offspring.

Mr. Mundy married a third time Catherine, widow of Richard Barwell, Esq. of Stanstead, in Sussex, by whom he has a son, Robert, an infant.

* For biographical memoir of Admiral Lord Rodney, vol. i. p. 349; and portrait vol. xxv. p. 400.

NAUTICAL ANECDOTES AND SELECTIONS.

NEW-INVENTED FACILITY IN THE REPAIR OF SHIPS.

A STUDENT of the upper class of the new school of Naval Architecture of the Dock-yard, at Portsmouth, has invented a means of drawing vessels up the slip of the ways for their repair, in a manner to prevent the action of adhesion, friction, &c. and to save all the expense and avoid all the risks by occasion. The model of this plan is now submitted to the examination of the proper and competent persons in the naval department; by some of whom it is already thought well of, and deemed valuable. This is the first important invention or discovery by any student of this national establishment; if it have the merit and value, and meet with proper encouragement, distinction, and reward, it will have the good effect, not only of a stimulus to this promising young man, but to all the others on this foundation, and prove the spur of their exertion to improve in faculty, and a call and encouragement to the industry and genius of all—the important object of this new and useful branch of education and study; in which so much is still wanted among a people with whom the practice of navigation is so extensive, and its improvement and perfection so indispensable for them, in the novel and powerful competition they have now to expect from their cotemporaries of both hemispheres.

INVENTION OF A NEW NAUTICAL INSTRUMENT.

An ingenious instrument has lately been examined by a number of gentlemen in Glasgow. The following is a certificate of its usefulness, from the *Glasgow Observatory* :—

“ Mr. Hunter, of Edinburgh, has invented an instrument which is of great importance to the navigator. From two altitudes of the sun, and the interval of time between the observations, he can determine within five minutes after the second observation, the latitude of the place, the hour from noon, and the variation of the compass. According to the common form of calculation for double altitudes, the latitude by account is supposed to be known, which in the use of this instrument is not necessary. I have tried it in several examples, and always found the results very near the truth. If a vessel was driven from her course by storms or by currents, if the reckoning was altogether lost, and the mariner could not get a meridian observation, with this instrument and a chronometer, he could, in a few minutes after the second observation, ascertain his position on the ocean with accuracy. An invention of so much utility to navigation is worthy of encouragement from those concerned in the commerce of the country.

DREADFUL FIRES AT NEWFOUNDLAND.

By his Majesty's sloop Pike, Captain Buchan, lately arrived at Portsmouth from St. John's, Newfoundland, in eleven days, leaving there the

Sir Francis Drake (Vice-admiral Pickmore), Captain Bowker; Tamar, Captain Toker; Egeria, Captain Rowley; and the Fly, Captain Baldwin, accounts have been received of two most destructive fires at St. John's, which destroyed one-half of the houses, and the principal part of the property in the town. We extract the particulars from the *Royal Gazette* and the *Mercantile Journal* :—

From the Royal Gazette, November 18, 1817.

Painful and difficult is the task which devolves upon us, of recording the truly distressing fire with which this ill-fated town was again visited on Friday night, the 7th instant. The flames were first discovered about half-past ten o'clock, issuing from an uninhabited house, about 40 yards from the *Royal Gazette* Office, and in ten minutes communicated to the surrounding buildings; by this time the inhabitants had assembled, but the engines, with their united efforts, seemed of little use in checking this all-devouring element, which now began to assume an appearance that struck every beholder with terror and dismay. In the centre of the town, between two streets not exceeding 20 feet in width, all exertion was unavailing to stem the current of conflagration; the flames spread in every direction with the rapidity of lightning, until about six o'clock on Saturday morning, when the exertions of the more respectable part of the community, aided by the army and navy, succeeded in arresting its progress at the King's Wharf.

When the morning dawned, such a scene of desolation presented itself, as perhaps very few of the spectators ever before witnessed; and such as we sincerely hope they never may behold again; a space of ground extending nearly a quarter of a mile in length, and 300 yards in breadth, was cleared of the houses that stood thereon. From the dissenting meeting-house to the church-yard on the west side; all the buildings from the courthouse to the north-east boundary of Crawford's premises (both inclusive), on the east side of Duckworth's-street; from the corner of Church-hill, to Wm. Findlay's, on the upper side, and from J. and R. Brine's shop to the King's Wharf on the lower side of Water-street, including the stores and wharfs, were reduced to ashes, and with them the greater part of a very large stock of provisions, with which they were stored. What renders it more truly distressing is, that most of those who suffered so severely in the fire of the 18th of February, 1816, are again involved in the distress which we now attempt to describe—in that calamity, many respectable individuals lost their all, and are again reduced to a similar situation, without sheltering or covering, at this advanced season, of the year. Winter is approaching—a long dreary, Newfoundland winter—and the prospects before us are gloomy in the extreme; but we will not distress our readers by dwelling longer on this melancholy topic. We do, however, most sincerely hope that efficient measures will be speedily devised, and promptly executed, to save us from a repetition of the scene of last winter.

Amongst the causes of distress, not one has produced in our minds more powerful effects, or more unpleasant feelings, than the awful, we may say alarming depravity manifested in the extensive depredations committed

during the horrors and confusion of the night, by wretches totally devoid of all religious feeling—of all sense of moral obligation. We cannot embody our thoughts on this subject—such crimes bid defiance to expression; they could only proceed from the conjunction of the most brutal apathy and diabolical rejoicing in the misery of others. We hope the penetrating eye of justice will detect these hardened villains; we are sure that her arm can never inflict more deserving punishment than is due to such infamous miscreants. Nothing now, under any pretence, can be offered in extenuation; since places are appointed for the reception of such goods as may not be in the possession or under the controul of its lawful owners.

So far as we have been able to ascertain, thirteen mercantile establishments, and among them the extensive concerns of Hart, Robbinson, and Co.; Hunters and Co.; Peter Henderson (late James Macbraire and Co.); Bulleys, Job, and Cross; Parker, Cheever, and Co.; W. B. Thomas; Attwood and Haynes; Peter le Mesurier, and at least 135 dwelling-houses, occupied by not less than 1100 persons, have been consumed; and it is calculated that the amount of property destroyed cannot be less than from four to five hundred thousand pounds. In consequence of a Proclamation issued by his Excellency the Governor, all vessels and boats are prevented from leaving this port till the quantity of provisions in the town be ascertained; this we are in hopes will have the good effect of securing to the community whatever may be yet remaining, but that itself, with the addition of what is expected, will not, we apprehend, be near sufficient to supply our wants, till our navigation opens in the spring of the year. In addition, owing to the quantity of fuel consumed, there is a scarcity of that valuable article. The major part of our printing materials having been destroyed, the proprietor of the *Mercantile Journal* has, with great kindness, offered us the use of his types, &c.

ANOTHER CALAMITOUS FIRE.

From the Mercantile Journal, November 21, 1817.

About half-past three o'clock this morning, just as we were about to put our paper to press, we were alarmed by a signal for fire; and we have now the painful task to record, after a short lapse of time, another extensive and distressing conflagration. It appears that the fire was observed in the premises of Messrs. Hule, Reed, and Co. in Water-street, and soon extended its ravages to the westward, as far as the house of Mr. B. Bowring, on the upper side, and the store of Mr. R. Nevins, on the lower side, where, by very powerful exertions, it was stopped in its westerly direction, but continued advancing eastward until about half-past nine o'clock, by which time it had burnt the premises of Mr. James Clift, where great exertions were required, and were happily exerted, to save the premises of Messrs. Perkins and Winter, upon which depended the safety of the whole range of houses on the Church Hill, on the upper side, and the stores of Messrs. Trimmings and Co. on the lower side, just where the late fire was stopped in its progress westward; all of which buildings narrowly escaped on the 7th instant.

Thus a great part of the western half of the town, which we contemplated as a shelter for the then distressed, is laid in ashes, and many families have to lament and feel the painful distress of a second time being burnt out of their dwellings in the short space of fourteen days—by what means many of them will find shelter in the approaching winter, we are at a loss to conjecture, should they even be fortunate enough to have the means of purchasing necessaries.

In this hasty account we cannot enter fully into particulars, nor can we at this short notice pretend to estimate the aggregate amount of the damage done: the very extensive stores and dwelling of Messrs. Cunningham, Bell, and Co. and those of Messrs. Hule, Reed, and Co. Ryan and Sons, Mr Robert Nevins, Mr. James Clift, Mr. John Burke, and several other mercantile establishments, have fallen a sacrifice to the devouring flames; the dwelling-house, shop, &c. of Mr. Nevins, were preserved.

Various conjectures are a float as to the cause of this disaster, but we will not at present hazard an opinion. We have great confidence that the Proclamations of his Excellency the Governor, and the decisive measures adopted by the Civil Authorities, relative to depredations committed on the property of sufferers in the late fire, will have the effect of preventing, in a great degree, similar atrocities on the present occasion.

REVENUE.

The following is the produce of the revenue from the 10th of October to the 26th of December, 1817, with the corresponding period in 1816:—

Produce from the 10th of October to the 26th of December,	
1816	7,977,306
Produce from the 10th of October to the 26th of December,	
1817	8,588,669
Being an increase of	611,363
In the excise duties there is an increase beyond the corresponding period last year of	180,970
Stamps, an increase of	212,094
Incidents, an increase of	264,569
	<hr/>
	657,623
In the customs there is a small decrease of	23,260
In the post-office a decrease of	23,000
	<hr/>
Total	£611,363

In the account of the produce of the revenue for the period of 1816, is not included the receipt upon the general article of excise, nor the stamp duties for the last week, the receipt upon these branches of revenue not having been paid into the Exchequer, on account of the holidays, till the subsequent week; therefore, from the above increase should be deducted the sum of about 320,694*l.* leaving the increase 290,669*l.*

TO THE
FLAG-OFFICERS, CAPTAINS, AND OTHER OFFICERS
OF THE ROYAL NAVY,
THE CAPTAINS AND OFFICERS
OF THE EAST INDIA COMPANY'S SHIPS,

&c. &c. &c.

GENTLEMEN,

IN commencing the XXXIXth Volume of the **NAVAL CHRONICLE**, as Proprietor of the Work, I feel it due to your constant and liberal support to return you, in addition to the Editor's acknowledgments in the Preface to the preceding Volume, my personal and more especial thanks. The patriotic views with which the Publication was first instituted, I have invariably adhered to; and, by admitting all the arguments offered on both sides of every public question, have, I trust, evinced my unbiassed and impartial zeal for the public good, clear of all party or personal considerations. The strenuous exertions made to promote science, and to record useful discoveries,—to point out and advocate, and sustain, useful and necessary improvements and alterations in our naval system; all which have been greatly forwarded, and many of them originally suggested, in the pages of the **NAVAL CHRONICLE** will I trust still farther recommend it to public patronage. In recording the services of the Officers of the British Navy, no man's character has suffered under the Editor's remarks—but many, through his means, have been brought forward to public notice, and their fair fame handed down as examples to posterity. His ambition has been to promote their best interests, and he trusts to their liberal and zealous support as the essential foundation of his labours [in their service.

It is on this open ground that I also rest my claim to the *general* support of the Officers of the British navy, in keeping still open a Chronicle to record their services, and to advocate their interests. But while thus professing my request, I hope not to be mistaken as using the language of complaint. I am happy and proud in acknowledging the countenance and support of many of the *flag*, and other superior Officers of the British Navy, and mean no more than to state the ground of my request, that the patronage of the higher ranks of the profession may be still more general; as to them the price of the publication cannot be an object.

To the inferior Officers, I hope I have only to suggest the easy terms on which, by a small individual subscription, one, two, or more copies, according to the rate of the ship, might be received, to render the reception general throughout the British Navy in commission.

CORRESPONDENCE.

To the Naval Officers of the East India Company's Service, and in the Merchant Service generally, I respectfully recommend the NAVAL CHRONICLE as a work of demand and interest in the East and West Indies, and throughout the whole of the British Colonies. And I at the same time engage, on my part, that, no means, whether of labour or expense, shall be omitted to render the NAVAL CHRONICLE a Work worthy of the patronage and support here solicited by,

GENTLEMEN,

Your most obedient Servant,

Joyce Gold

NAVAL CHRONICLE OFFICE,
1st January, 1817.

CORRESPONDENCE.

On the Increase of our Naval Force.

LETTER I.

MR. EDITOR,

1st September, 1817.

IN a former letter, I addressed some remarks to your naval readers, on the necessity which seems to exist in the present state of our navy, looking at that of other powers, for rendering it more numerous and effective, by an increased degree of vigour and exertion in our dock-yards: nor, I think, will this be denied; for if it is not at present absolutely necessary, it must at least be allowed to be expedient, as our number of ships is now so greatly *below* the amount we possessed at the end of the war, and which we required, to cope with the fleets and squadrons of our enemies. But, it will be said, admitting all this, in the present state of the finances of the country, however willing ministers may be to rebuild and repair a formidable naval force worthy of Britain to possess, yet we cannot at once rush into the great and unavoidable expense necessary to accomplish this object, however desirable it may be. My purpose, therefore, is, not to propose the immediate completion of this mighty work, for it admits not of being done in one year, but must be the work of many, but only to commence operations, and that on such a scale, as shall, if happily persevered in, give us at the end of ten or a dozen years, what every Englishman who glories in his country's greatness will desire to see—a Navy—able to resist and to overcome the united power of the world. For this purpose I would propose that our naval estimates shall *henceforth* be framed with a view to provide not only for the repairs of a certain number of ships which

can be conveniently taken into dock, but for laying down such a number of line-of-battle ships and frigates, as will allow at least six or seven of the former, and ten or twelve of the latter, to be launched annually; and in order to prevent the bad consequences invariably found to result from building too rapidly, and of unseasoned timber, I think the time bestowed on building ships of the line may be computed at four years, and for frigates three; so that in order to launch annually the number of ships proposed, (*viz.* six or seven of the line), twenty-five would be required to be always on the stocks, and progressively advancing; and of frigates, thirty-six. The next consideration, however, comes to be, whether the royal dock-yards are equal to the preparation of such numbers, without entirely excluding the ships requiring repairs: if, indeed, it should unfortunately be the case, that this could not be done, I must observe, that as few line of battle ships are required during a period of peace, it is to be hoped that, in the course of a very short time, many of them needing repairs will be put out of hand; and although I am not exactly certain as to the number which could then be worked upon, as the establishments of the different yards now stand, yet I would hope, that there could not be any great difficulty in making such increased exertions, as would be required to effect all I have ventured to recommend; for at present I believe there are nearly twenty ships of the line on the stocks, and very nearly the number of frigates I have mentioned, *viz.* 36, have been named and ordered to be laid down, although it is not meant, I fancy, to work upon the whole at once. By the plan now proposed (and I am sure it will not be considered too large), whilst a great, and I hope a durable, addition to our navy would be annually made, I am inclined to think the increase of expense would not be found to be so great as at first sight might be expected; it would principally consist in the timber and naval stores required for properly constructing the new ships; and no one will deny the pressing necessity which exists for a new, and better system, in building ships for the royal navy; so that they may not be *here-to-day, and gone to-morrow*, as we have found, to our cost, to have lately been the case. What is now done, should at any rate be well done; and the ships now built, whether few or many, be such as may prove calculated to stem the ocean's stormy billows, if required, for years to come. These hints, Mr. Editor, I send you, not presuming on my own ability to direct those in power on this subject, but hoping they may lead others more able to advise, to give *their* opinions, on a subject of such vast and incalculable importance to the whole British empire; and, Sir, I should not do justice to my own feelings, were I to neglect again bearing testimony to the great exertions which the present Board of Admiralty are making, not only to replace and repair our ships, as far as the means committed to them will permit, but also to correct and eradicate those errors which must have crept in and prevailed during a long continuance of war. Let them, then, persevere in this great and necessary work; assured that their exertions will not pass unnoticed, nor unrewarded, if the testimony of approbation, that best reward, from all lovers of their country, and from all interested in the welfare and prosperity of the naval profession, may be considered a reward, it must I think, be highly gratifying to them.

I hope Sir, that our days of distress and mourning are gone by, and that a long and prosperous period of peace awaits our still happy England; so that by making due and adequate preparation now of a navy, worthy of her greatness, the British Lion, if again roused, may still be able to dash off the assailing foe, as the rock of Gibraltar does the united waters of the Atlantic Ocean and Mediterranean Sea.

Robur.

TO THE RIGHT HONORABLE LORD MELVILLE.

On Impressment, its Evils, and Consequences—Its gradual Abolition recommended; and Plan for rewarding and encouraging Seamen suggested.

“Then, be this truth the star by which we steer,
Above all else, our Country we hold dear.”

The wise and active conquer difficulties by daring to attempt them.

MY LORD,

21st Dec. 1817.

I AM induced to address your Lordship again on this important subject, from perceiving that there is considerable hope entertained by Mr. Urquhart, and the other friends to the abolition of impressment, of its being submitted to the consideration of Parliament, and referred to a Committee in the course of the ensuing Session. I sincerely hope, that in this expectation they will not be disappointed, but that their patriotic exertions will be zealously supported by the great body of merchants and ship-owners, countenanced by your Lordship and the Board of Admiralty; and I am sure applauded by the nation at large. To make any rash or inconsiderate changes, my Lord, is far from being my wish, aim, or object; all that is wanted, is a dispassionate inquiry into this subject, and not on it only, but on the general nature of our marine laws, and maritime policy; and I need not remind your Lordship, or those interested in these great and important inquiries, of the beneficial consequences which have arisen, or of the great improvements which have taken place, from the able, and admirable reports on other interesting and important national questions, which have certainly done immortal honour to the parliament, and which will render its annals and records memorable in English history: these, my Lord, I presume to say, afford a sure and infallible pledge of what might be expected, were a similar plan now pursued with regard to impressment.

We have been long accustomed, my Lord, to man our fleets in time of war in a great measure by means of it; but in times of quiet like the present, it surely will not be considered a useless inquiry, if we attempt to discover some preferable, some less cruel, and also more efficient plan, for raising men for the royal navy. Of the grievous hardships and many evils arising from the system of impressment, it is I think quite unnecessary to

say more, than that they are well known to all from description (and it is not easy to exaggerate in this case), and to many, very many, from actual experience, or ocular demonstration: every humane mind, therefore, and a great proportion, I believe, of our naval officers, must be, and I am convinced are, very desirous to see other measures adopted for getting seamen, less revolting to the best feelings of our nature, and far more congenial to the principles of Englishmen. The natural and unavoidable consequences of impressment, if war continues long, are, desertion. Now, if we narrowly examine into all the circumstances, can this be much wondered at; for seamen pressed into the service, and retained in it for an indefinite number of years, to which they can observe no approaching end, perhaps, too, subject to severe and rigid discipline, nay, to tyrannical and oppressive conduct on the part of their superiors, must become restless, tired, and disgusted.

These disagreeable consequences were felt, my Lord, in a more especial manner, towards the end of the late war; they were no doubt increased and aggravated by the seductions of our trans-atlantic enemies; but to no other cause can the desertion of so many seamen be ascribed; except to these, from all others, it is inexplicable: but this was not all; it is also certain that such desertion unfortunately contributed, eminently contributed, to the mortifying, although short-lived success of the American navy; and you must no doubt recollect how inferior were the crews of many of our men of war at that time, to what they were at an earlier period of the long-protracted struggle we were then engaged in; the general voice of indignation which was heard throughout the nation, at these unexpected triumphs on the part of this new rival on the ocean, your Lordship cannot yet have forgotten. I hope it will not soon be forgotten; for we ought to be ready and prepared to renew the contest when called on, and with the fullest and most decisive effect. But let us only look back so far, my Lord, as to ensure our now looking around with attention, and more than ordinary circumspection; let us not allow either a negligent indifference, or irremovable prejudices, to lay such fast hold of our minds, as to render us *spell-bound*, alike deaf to the voice of reason, patriotism, or positive experience: for, my Lord, if we are found in an unprepared state, when the trump of war shall again sound (and who can tell how soon), either from across the Atlantic, the Baltic, or the Channel, be assured we shall reap the bitter fruits of our neglect, and the trident of the ocean be exposed to be torn from our grasp. The trident of Neptune Englishmen have long been accustomed to consider *theirs* by birth-right; it was won by the blood and valour of their forefathers, under Russel, Hawke, and Boscawen, preserved by that of their fathers, under Rodney, Howe, St. Vincent, and Duncan; and for which *we* are ready to fight, and, like Nelson, to die: but, my Lord, it is no plaything, no useless toy, but a great and serious charge, and Heaven forbid it should ever fall into the hands of those presiding at the head of our naval affairs, who did not feel, and duly appreciate, all the magnitude and responsibility of their charge, involving both the highest honours and dearest interests of their country. In your hands, my Lord, and that of your able professional assistants, I

think it is safe; but we must watch over, and guard it, as our most precious treasure, coveted and desired by many rivals.

In a former letter, I took the liberty of suggesting, that by perhaps confining the limits of impressment to seamen who had not already served their country for seven years, one important step would be made at least towards its general abolition. I esteem it to be a clear and indispensable duty and obligation in every seaman, to serve in the navy for a certain limited period in time of war; and the regulation of *this* period, and other requisite encouragements, to be given to seamen who enter the navy and continue in it, are, I humbly think, the great points to be taken into consideration; and I trust, my Lord, that the necessity being proved, neither useless delay, nor cold indifference, will be permitted to withhold, or prevent that inquiry which circumstances demand. With this hope, I shall proceed to state my ideas as to the plan of encouragement necessary to induce a voluntary entry into the navy, and a continuance of seamen in the service; for although our gallant tars are ever ready to fight the battles of their country, and to come forward at the beginning of a war, yet to require their unlimited services, without holding forth adequate inducements, appears to me more than can be reasonably expected; the present pay is no doubt sufficient for present wants, but it provides not for futurity, neither is it at all equal to the wages in the merchant service in time of war. We have besides the actual experience of the consequences resulting from the present plan, as the desertion of our men, and their reluctance to re-enter on the peace establishment, have fully brought them before our eyes. If, then, *something more* is necessary, perhaps the following new regulations, or similar ones, might be found worthy of consideration.

I have already said, that every British seaman is to be considered as bound to serve his country in time of war for a certain period, say for seven years; to every seaman who enters a bounty ought certainly to be given, *higher* than has yet been in use; after the expiry of that period, on re-entry, *an increase of wages*,* of at least 5s. per month to able seamen, ought to be allowed; and at the conclusion of the war an annual bounty, or retaining half-pay, of 5l. or 6l. per annum, be bestowed on every man who has behaved well, and served seven years. By this means, my Lord, the country will, I think, well and effectually reward the former, and secure the future services of our invaluable race of seamen; for in times of peace this small pension will be of great consequence to them, when employed in the merchant service on reduced wages; and by judicious regulations, there would be no more difficulty in securing their future services when required, than there will, by a similar arrangement of half-pay pensions, very wisely made, with respect to petty and warrant officers, at the conclusion of the late war. The only great objection to it, is the expense; and in our present situation, when reduction and economy are so imperiously necessary, to speak of increase may be deemed rash: but, my Lord, why should not the droits of Admiralty be employed to such a noble

* As in the Army.

purpose—to, I verily believe, their legitimate and proper purpose? or why should not a *per centage* be retained from all prize-money—it would, in fact, be only laying it up* for our seamen until they more required it.

It certainly is my opinion, my Lord, as well as that of many others well acquainted with naval affairs, that a plan of this kind would be found effectual for securing the services of a sufficient number of seamen for the royal navy during ordinary wars, without having recourse to impressment, or at any rate not extending it to those who had previously served the appointed time of seven years: it must also be very evident, that the hardship of it would be greatly diminished; for I hold it not the service, but the *duration* of that service, together with some other well understood grievances, which a fixed system of command would greatly, if not entirely remove, that produces the real and serious evils of impressment. If it can be shewn, my Lord, that these evils are capable of diminution, I need not say that the country will naturally expect the Admiralty to adopt such measures as may promote an end so benevolent, and so fraught with advantage, honor, and security to the nation. Let only proper inquiry be made into this matter, and I ask no more. The most fit place for such investigation as it must precede any change in our maritime policy, is the House of Commons; in a Committee of that Honorable House, it will receive the fullest consideration; before it, will be summoned those most experienced and capable of giving the fullest information on all maritime subjects; and, my Lord, you cannot be insensible to the exertions, nor to the many important facts already presented to your Lordship by Mr. Urquhart, whose perseverance ought finally to prevail. It is not for me to suggest to your Lordship what should be the conduct of the Board of Admiralty on this occasion; if it resists the inquiry now called for so generally and strongly, *much* responsibility will attach to it: if, however, the feelings of that Board are in unison with those of the public, then it will propose and conduct such inquiry, and the merit will belong to it, of promoting and introducing, I hope, a very efficient and praise-worthy system, however different from the old; whilst the responsibility of the measure will rest where it ought, with the two Houses of Parliament. I cannot doubt, my Lord, that after a report from a Committee of the House of Commons, composed of naval and commercial men, and enlightened statesmen, has embodied and detailed the fullest information on this momentous subject, I cannot for a moment doubt, my Lord, that it would then be your Lordship's *inclination*, as it would be your duty and provision, to carry the suggestions of that Committee into full effect, by act of Parliament or otherwise, as may be advised. I cannot forget, neither can British seamen cease to remember, *what* your noble father did for them; he accomplished much, and he wished and intended to do more; you, my Lord, have the same noble field open for patriotic exertion; and from what has already been done both for officers and men during the former part of your Lordship's administration, and from the great improvements

* I think the establishment of Saving Banks for seamen in time of war might do much good to themselves and families.

and excellent regulations already introduced into the service, there can be no reason to doubt that its honor and prosperity are your great object, and a truly noble one it is. I trust, my Lord, these will long be upheld, and that the glory of the British navy will long continue undiminished and unimpaired. Thrice happy shall I be, should these few observations be found so far deserving of your Lordship's attention, as to lead in the smallest degree to a serious consideration and investigation of the subject of impressment generally; I am confident they *may* promote, and cannot injure, the good of my country; its chief bulwark is its navy, and to make *that* arm of defence as *complete*, as *efficient*, and as *formidable* as possible, will be the true and best policy of the British government. Our armies may be disbanded, and our ships be paid off; but if we do not labour to acquire a sufficient number of large ships, and secure efficient crews, to be ready when wanted, we risk having the sceptre of the ocean wrested from our grasp. I am not an advocate for war, but I call for activity and vigilance. We should beware "of entrance to a quarrel; but being in, bear it so, that our enemies may fear us."

With these observations, my Lord, I take my leave, not without wishing your Lordship and family a happy new year. May it also be full of prosperity to Britain; may her commerce flourish, and her councils be wise and successful; this is the fervent wish of

Albion.

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*On Naval Biography.*

MR. EDITOR,

28th November, 1817.

THERE is no part of your highly entertaining, useful, and interesting work, which I conceive better deserves the support of the public, and of professional men; than that of its biography, which records the services of their country's naval defenders; and I am certain that many gallant exploits have never found their way to public notice, *merely from a disinclination* on the part of those who performed them, to be the heralds of their own praise, or to proclaim their own gallant deeds.

That such modesty is commendable, every one must readily allow; yet it is certainly to be regretted, that it should so often and so materially interfere with the introduction of valour and merit to public notice and approbation: it is this modesty which makes it so difficult to obtain any full or particular account of the biographical services of many most meritorious, brave, and deserving officers in his Majesty's navy; services which would adorn the pages of the Naval Chronicle, and immortalize the names of illustrious heroes—to serve at once as memorials of Britain's naval achievements, add to point out the path of honour, glory, and distinction to the rising, youthful generation, just entering into all the activity of a naval life. Such being the advantages of continuing to adorn your work with the memoirs of eminent naval officers, I trust, Mr. Editor, you will be enabled to do so, by receiving the cordial support and assistance of those who have it in their power to supply you with such communications, particularly rela-



tives to *deceased* officers, many of whom I could name, whose lives were highly distinguished, both as excellent men, and able officers, and yet have found no friend to pay this *last*, this *lasting* tribute to their worth. Friends, indeed, are often prevented from sending you such communications, from believing, that except they can furnish the fullest and most ample detail of the operations and services in which their friends were concerned, that they would not be considered fit for your purpose; this, however, does not appear to me a well-founded objection; as I have, in perusing your work, met with many short, but still very valuable biographical sketches of this kind, and I refer to two instances in particular; *viz.* that of the late Captains Riou and Byron, recorded in the 5th and 6th Volumes of the Naval Chronicle, and which I am sure will be read with interest by every one; the gallant son of the latter gentleman is now a post captain in the same honourable service, and equally the object of esteem as his father was, and destined, I hope, to a larger career of brilliant professional services. These tributes of regard to departed friends are easily bestowed, and will record the virtues and gallant deeds in arms of naval officers, in a far more lasting and imperishable manner, than by erecting expensive tomb-stones to their memory; and I trust, whilst so many distinguished men belonging to the naval profession are annually going to that bourne from whence no traveller returns, that their services will not be suffered to fall into oblivion; but that surviving friends will consider it their duty to pay this last sorrowful, yet pleasing, mark of respect to their memory, and furnish you, Mr. Editor, with materials for handing down their honorable names to posterity. If recent instances are wanting of what is required for this purpose, I would again refer to the more recently inserted memoirs of Captain H. Whitby, and of Captain Fothergill,\* in your last Number; but these are only two out of very many, whose memoirs ought to appear; and I conceive, that were my suggestions listened to by naval gentlemen, few officers of post rank, or upwards (all ranks are open for insertion), would descend into the grave, without their names and services being adequately noticed and recorded in your biographical sketches; for however interesting may be the memoirs of *living* officers, they must be always considered less perfect than those of the deceased; we cannot forget, that it was a memorable part of Egyptian Wisdom, never to determine the characters of men before they had been sealed by the tomb; this decision, when pronounced on departed merit, pays the full tribute of honor to virtues that are no more, accompanied, no doubt, by the painful regret, that they can no longer display their exemplary lustre. Hoping, Mr. Editor, that your support in every department of your useful work will be in proportion to its merit, I am, &c.

1767.

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\* Why is not Sir P. Parker's memoir given? I mean late of the *Mencius* frigate.

*Remarks on the Landed Interest.*

MR. EDITOR,

December 10th, 1817.

NOT having the presumption to imagine myself infallible, like his Holiness the Pope, if any thing I may advance in your valuable publication should be judged incorrect by your intelligent Correspondents, I trust I shall ever be ready to listen with patience to their corrective suggestions; and as from the imperfections and too often selfish bias of our notions, we may behold various transactions in a different point of view, if I cannot coincide in their opinions, I will at least give some reason why I adhere to my own.

I must therefore own my obligations to your valuable Correspondent, J. C. for endeavouring to give me some more correct views of the situation of the landed interest in this Island, than it appears to him I have hitherto been able to attain.—I certainly feel some reluctance in again noticing the subject, as it must encroach on the pages of a work chiefly devoted to promote the maritime interests of Great Britain.

I mean not to follow your Correspondent in the regular succession of his remarks, which might draw me to greater length than your readers might desire, but merely to reply in a few observations.

He has not proved, that after the commencement of the war of the French Revolution, while the funded property of the nation was suddenly depressed to near one-half of its value, the landed was not doubled in a few years. This remark was drawn forth by observations made in a certain place, where more liberal sentiments might have been expected, “that as the value of land had fallen, and the funds had advanced, therefore the latter should be subject to the property tax, while the former was exempted.” It must be apparent to every one, that this suggestion was as equitable, as if the funded property had said after its depression,—the land is doubled in value, therefore, let it pay the income tax, but the former go free.—Is there any error, or partiality in this assertion?

In the string of items which J. C. has enumerated, to which the landed interest is subject, are there any to which it was not so previous to 1792?

I never should have thought of comparing the farmer, at any time, to the ox treading out the corn.—If any comparison of this sort were judged necessary for the elucidation of the subject, perhaps, many might think it more applicable, previous to 1815, to the stalled ox, whose sides were grunting, and his dewlap hanging below his knees.

Another expression, which your Correspondent J. C. may have overlooked, does not sound altogether harmonious in my ears—“The army and navy, who are led by government.”—This is, indeed, something in the ox-style; or it may be intended in the style of Sir Joseph Mawbey’s probationary pig-stye Ode, for the laureate; which perhaps might be inadvertently intended; as we are told afterwards, that a celebrated minister “compared the commercial and manufacturing community to pigs in a stye;” which, “before he could touch a bristle of one, the whole were in a grunting, munching, and foaming uproar.” I shall make no remark on this asser-

tion; but proceed to notice another, made by the same celebrated minister; that, while the former was as represented, "the land-holder" was at the same time like the QUIET SHEEP, allowing himself to be shorn without a struggle.

The majority of your readers will, no doubt, Sir, be ready to imagine this must have been previous to 1792; for if we look at some late transactions, not a few might be inclined to compare him in those days, to the bellowing bull, tearing up the earth, and threatening destruction to all who attempted to invade his favorite haunt.

But, Sir, as I have a great dislike to comparisons that may appear sarcastic, I shall only farther observe, that the "celebrated minister's" saying does not appear applicable to the present time.

As *J. C.* in order to elucidate his argument, has produced a string of queries, it may not be amiss to set others against them, as the shortest way of replying.

Were not the rent tolls of estates generally doubled between 1792 and 1802, where the leases expired? Where farmers held them any considerable time after 1792, under former covenants, did they not become in a great measure independent, where prudence was exercised? Generally throughout the kingdom, was not this mode of living changed into more expensive habits? Did not all this take place amidst an increase of taxes and poor's rates, and all imposts to which the holders of land had been usually subjected? To what cause was this prosperity and increase of wealth to be ascribed? Was it from any new discoveries in the culture of land? Was it by the aid of agricultural reports, or chymical composts, that brought into the barn double crops? Or was it by the increased commerce of the country, which strengthened the nation, and caused prosperity to flow through all her veins? If from the latter, as most undoubtedly it was, does not this most clearly point out the intimate feeling there is between the commerce of the country and the landed interest? Did not the shock which the former received at the peace, immediately recoil upon the latter, and paralyse its whole body? Did not this undeniable fact justify the observation, that if the landed interest sought, or shall seek, to improve itself at the expense of commerce, it would only be fighting against itself? But if the necessaries of life, and especially BREAD, can only be had in this country, at a rate of one-third higher, or near double, to what it can be purchased in other countries, must not this have a manifest tendency to depress and shackle commerce?

It is true, the landed interest can exist without commerce; but by no means in its present state of magnificence and splendour; in its princely income and establishments; in its palaces, and retinue that wallows in the profusion, not only of the necessaries, but of the luxuries of life; which even a general officer in the army, or a flag officer in the navy, who has nothing but the pay allowed from the country, cannot pretend to vie with.

I can assure your Correspondent *J. C.* that I am so far from desiring, that I even have not the most distant wish that the landed interest should not have a remunerating price for its produce; but what that remuneration ought to be, may be the cause of opinions widely different.—Did not Sir

J. Graham, when the corn bill was under discussion, assert, that himself and many others would think themselves strongly enough protected for a just remuneration, if the importation restriction extended to *sixty-six shillings per quarter*? Was it not observed by others, that by making it so high as it now stands, they would appear as legislating for themselves, and not for the general good of the country? Of the truth of this observation, few impartial minds will have any doubt; and as to the measure, that is the corn bill, having only brought forth a mouse, the greater part of the community may be disposed, not only to think, but to assert, from the testimony of respectable evidence, that it has brought forth a *swarm* of devouring rats.—How your Correspondent can make it appear, that corn has been cheaper ever since the corn bill was enacted, is beyond my power of comprehension. Was it to be expected that its operation could be instantaneous as the lightning? Did it not require time to have proof of its effects? If it were a bad harvest in this country last year, so was it generally throughout Europe: yet it is asserted, that the foreign wheat of that year's growth, imported from the Baltic, after being warehoused in London, and all charges paid, cost but *fifty-six shillings* the quarter. If, then, the remunerating price of the Baltic landlord and farmers were *fifty-shillings* in a year of scarcity, what ought those in this country to receive?

When the difference of taxation is allowed, ought not this in justice to be the standard? J. C. asks, if I am "aware, with the present enormous pressure upon the land, what a quarter of wheat costs the grower?"—The mode of asking this question is calculated to excite alarm, as if some fearful secret was veiled from the eyes of the people, and the land only groaned under the embarrassment which has assailed and oppressed all ranks of the community; and none more than the commercial, although it may not have been loudest in its complaints. Instead of giving an opinion of my own, I shall answer this question by the declaration of several intelligent and respectable farmers, who held estates at double the rent which had formerly been paid, that is within the period of fifteen years, besides being subject to all outgoings but the property-tax. These men declared they would be perfectly satisfied, could they obtain *sixty-seven* or *sixty-six* shillings the quarter, without looking for any deduction of rent. Again, I am asked, if I "expect it afforded to the public for less than its original cost?" This question implies so much injustice of expectation, that it deserves no answer. Those whom the landholder may think are bound quiescently to coincide in his opinion of a remunerating price, may not all be so disposed, "the rich, who can afford to pay a rewarding price," estimated by the landholder, may not object; I am sure those of the army and navy, who are in this class will have no objection to render justice to their fellow-subjects; neither will the whole body, as far as they are able. But when it is considered, that there are thousands in the army and navy whose pittance of half-pay does not exceed ninety pounds per annum, and that many of those have families to support, can it be matter of surprise that they, as well as other classes of the community, should earnestly desire to see wheat at three pounds per quarter; which would be an advance of

twenty per cent. since 1792. Many years since that period, it has been at an advance of eighty, an hundred, and even an hundred and twenty per cent.; and for the two last years has been from eighty to an hundred.

I agree with J. C. that much of the profits extorted from the public for the produce of land, especially corn and butcher's meat, has not come into the pocket either of the farmer or landlord. This is an evil which calls loud for examination and legislative interference; and nothing more so, than the manner of determining the price of corn at Mark-lane. If report be but near the truth, the scenes there transacted ought to be unveiled, and the nation no longer left a prey to the unfeeling extortioner, and avaricious griper; to the soul absorbed by the love of gain, which would smile at a starving population, could it enrich itself. None ought to be more intent on exposing such acts than the landholder himself.

"Estimating the gross rental of the kingdom at thirty millions, and the poor's rates at ten millions," your Correspondent then inquires, "does not the landholder give up to the poor one-third of his income?" This, if true, would certainly be an immense sacrifice. But perhaps it would be nearer the truth to estimate the nett rental of the kingdom at more than thirty millions, clear of poor's rates and tythes. For, have not the rental of lands and houses been generally doubled? and almost every where considerably advanced? And has not all this increase of rental been discharged by the occupiers, besides poor's rates and tythes, and generally all imposts whatever, the land and property taxes excepted?

Long before Mr. Pitt's death, the rental of houses was estimated at six millions. Cannot the inhabitants of houses in every city and town bear testimony to their advance of rent, besides defraying the poor's rates? How then does the landholder pay them? Shall we be told that he would receive more rent, if the poor's rates were less? this would be a mere deception. Is it not evident that the owner of houses and land, when his rental is advanced, clear of all imposts but those to which all other classes of the community are subject, must be a gainer to the amount of the advance? Is it not also evident, that an annuitant, of equal income, who formerly rented a house, at any sum, but who afterwards paid one-half more, besides an advance of poor's rates, window tax, and house duty, must have been deficient every year by their aggregate amount, besides being subject, equal with his landlord, to all the advance on the necessaries of life? Who then had a right to make the loudest complaint?

Every one acquainted with past events must allow, that from the enormous advance that had taken place on all the produce of land, the eagerness with which agriculturists sought after estates; their worrying one another at auctions, and undermining one another by those sly gripers sealed tenders, and from those causes the enormous advance that had been given on rents, that whenever the doors of commerce were closed, which gave life and vent to all these transactions, an immediate revulsion was to be expected.

The case mentioned by J. C. respecting the poor's rates, appears rather singular. I knew a parish, not many years since, altogether agricultural, where the rental might be near 10,000*l.* per annum, and the poor's rate not

more than 150*l.*—Let us hope that this fearful *Evil*, which is now preying upon the vitals of the country, by abetting indolence, vice, and profligacy, and holding out a lure to their eyes, will meet with an effectual check.

*Arion.*

*On the Manners, &c. of the Navy.*

MR. EDITOR,

London, Jan. 10th, 1812.

IN addressing you thus early in the year, permit me to congratulate you, on my being able to discern, from two or three of your last numbers, that the interests of the navy are taken up by your different Correspondents with more spirit, while at the same time, their remarks are free from that abuse, which characterised some months back, a few of the public journals on the same subject. This, Sir, is as it should be, both equally advantageous to the service and the government; for the latter cannot tell what is, or what is not a grievance, until told it is so, by those who feel the *pressure*; and the former cannot expect to have its wrongs redressed, if the representation be made in unbecoming language.

There is a certain respect due, *even from ENGLISHMEN*, to men in office; as there is, also, a reciprocal respect due from them, towards all those who are in any way connected with their authority. A violation of respect on either side, naturally generates a feeling of corresponding contempt on the other. But, to return to the position from whence I set out, I must again repeat, that I congratulate you on the spirit of your Correspondents, and particularly on a very able advocate in your last number, who signed himself *T. H.* and who, I think, professed not to belong to the navy. This gentleman, while he takes up the subject on the side of “the wooden-walls,” has told you, like a true-hearted Englishman, that he “loves to see our military patriots honoured and rewarded,” &c. In short, the whole letter does equal honour, both to the head and the heart that composed it; and it gives me sincere pleasure, observing, as every one must, that the “Gentlemen of England” are getting more and more alive to the neglect of our natural defence; our defence on the ocean.

It is this circumstance alone, which augurs well for the future prospects of the British navy, and which renders useless, my insisting upon some topics that I had otherwise intended. The great misfortune of the navy, in my estimation, has been the indifference with which they have looked upon their own degradation, and with which each rank has viewed the interests of those below it; not considering the whole, but a part; and not considering, that what wounds a limb, must ultimately be ruinous to the body. Not considering, that the more respectable the midshipman, the more respectable must be the lieutenant; the more dignified the captain, the more dignified will be the admiral. For it is impossible the top of a building can stand upon nothing; there must be a foundation, and the more solid the latter, the higher the former may be raised. Upon this principle, the pay, which is now so generally complained of, would

from necessity increase; because, if the very lowest officer was well paid, the next above him in rank, must consequently be so likewise; and thus, to a certainty, it would continue upwards to the highest; it would, in fact, by this means, be more equally divided, and proportioned, which are now so slow, would take place more frequently. But the army in this, as, indeed, in many other things, is an example for imitation. You never find the colonel so proud to walk with the ensign. You never find him against supporting that ensign in his just and lawful claims; or against associating with him, provided his conduct be correct, upon all occasions: by which means the ensign has an opportunity of imitating the language and manners of his superiors, has no inducement to mix in low company, or to make use of vulgarity, by which alone he is able to shine, where there is neither age, except profligate age, check, or decorum. If it was otherwise in the army, where would be the wonder if courtiers should find the officers of that service, to be any thing but gentlemen? If the fountain-head be impure, what will be the stream that flows from it? "Tell me your company, and I'll tell you who you are" may serve to illustrate the foregoing observations. Let the navy, then, while it solicits the redress of existing abuses, on the part of the government, set about, at the same time, redressing those, which they themselves have created. Let the admirals and captains who have the honour to be employed during the peace, endeavour to introduce a reform, with respect to the young gentlemen, which they may very well accomplish. Surely, Sir, it is the wish of every naval officer to see the service, of which he is a member, on as respectable a footing as possible. And if this be the case, let every one in his individual capacity, study not only in his own conduct, but also in influencing the conduct of others, how to increase its honours, not only on the ocean, but on the land; and not only in his own person, but in the person of every member of the service.

In saying thus much, I by no means wish to have it thought, that officers of rank, are not as much accomplished in the navy as in the army; but, the manner of associating on board, has unfortunately thrown off that restraint, which ought continually to be exercised over boys and very young men.

Neither do I wish to see the navy all Chesterfields; there is a becoming roughness in the profession, which is, perhaps, not only proper, but even pleasing in society. But, what I particularly object to, is, that midshipmen and very young lieutenants should, in order to show that they belong to a highly honourable profession, make use of the very lowest and most vulgar idioms of the men they were intended to commend.

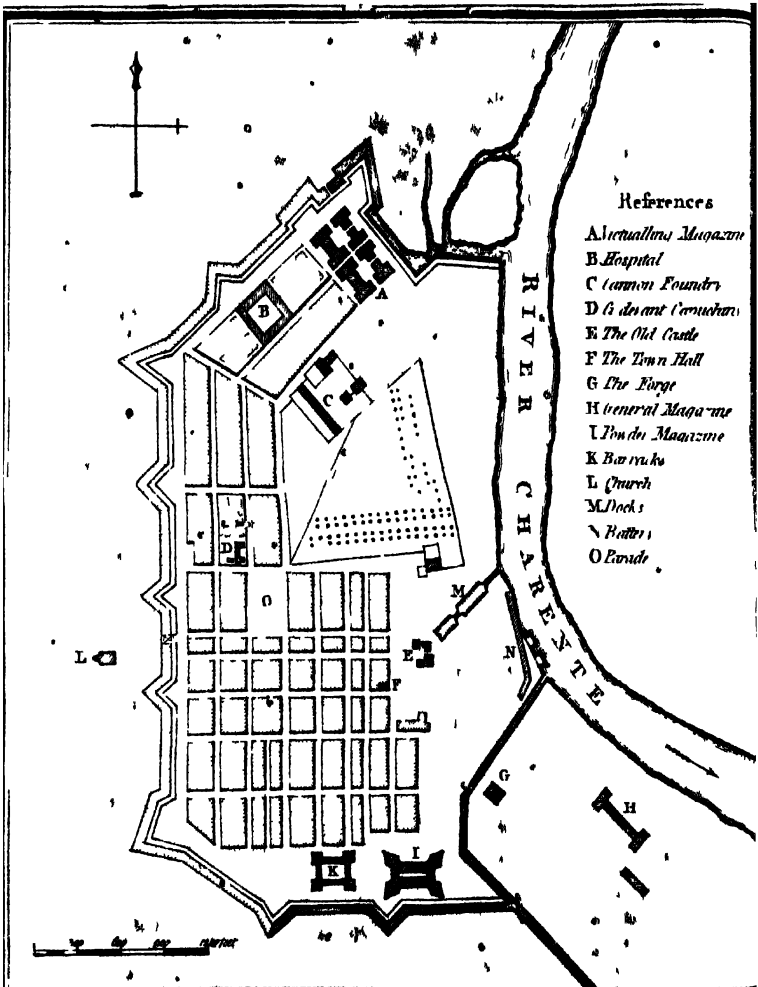
It is this, that brings disgrace upon the service; it is this, to which we ought to find a remedy; and, it is this, alone, against which I have been writing. But the youngsters of the navy associate with their superiors, and we shall very soon see a great alteration for the better. This is the sincere opinion of

*A Clerk of the Weather-Office.*





# ROCHFORT..



Rochfort, a Town & Port of France in the Department of Lower Charente It was built by Louis 11 and is the great deposit of Naval Stores from whence supplies of every kind are sent to Toulon Brest L'Orient &c. It is 127 miles S W of Paris Latitude 45 56 North Longitude 0 57 West from London

*Mr. George Rynn in reply to Mr. Thomas Urquhart.*

MR. EDITOR.

London, Dec. 18th. 1817.

THE "Naval Chronicle" for last month, contains an address to the Shipping Committee, by Mr. Thomas Urquhart, in which I am charged with having, in a letter inserted in the *Public Ledger*, of the 28 of October, signed "a Ship-Owner," given an incorrect statement of what passed respecting the resolutions passed by that gentleman, at the last annual meeting of the Society of Ship-Owners of Great Britain."

I certainly do admit that I wrote the letter in question, and did, shortly after its publication, voluntarily make that acknowledgment to Mr. Urquhart himself, though I never imagined he would have taken advantage of my candid avowal, to bring my name before the public without my consent, and, certainly, very much against my inclination. But I do, most positively deny, that Mr. U. can have the slightest grounds for his alleged presumption that I wrote it at the instigation of the Shipping Committee, or any of its members. It was written and sent to the above-mentioned paper for insertion, after I had seen Mr. Urquhart's advertisement, without consulting any person whatever in the matter, or in his consent; nor was it previously read by any one but the clerk who copied it—whatever, therefore, may be its errors, I only am accountable for them, and should be sorry to see thrown upon others, any part of that responsibility, which in justice attaches to me alone. This consideration has induced me, though with extreme reluctance, more than any merely personal one, to notice Mr. U.'s address; for, without sheltering myself under the plea of inexperience, which he has kindly offered me, for venturing to state what I saw and heard at a Public Meeting, I should certainly have left the points on which we are at issue, without any comment of going to the decision of the gentlemen present at the Meeting, as the tribunal the most fully competent to determine them—I cannot help thinking, however, that Mr. Urquhart's own report of the proceedings of this Meeting, if attentively examined, would render such an appeal hardly necessary for my justification, for he admits the inconsistency there obviously would have been, in sanctioning a resolution directly at variance with a report which had been read and *unanimously approved* by the Meeting a few minutes before. he admits, also, that Mr. Huggin and Mr. Gillespy, the only gentlemen who made any observations upon the subject, previous to the resolutions being withdrawn, stated, "that the Meeting was taken by surprise"—"that the question was premature"—and, "that few gentlemen had sufficient knowledge of the subject to pledge themselves thereupon at that time, although they thought it deserving the attention and consideration of the Committee"—Yet immediately after having stated this, Mr. U. comes to this strange conclusion that is expressed by him, "and this can only be construed as an *unanimous admission* of the principle of the resolution."—By what singular logical process, Mr. Urquhart can reconcile his inference with the premises, I am utterly at a loss to conceive.

Mr. U. then triumphantly asks me, on what grounds, beyond my own

opinion, I can deny that it was *generally approved by the Meeting*; and before he finishes the period, he seems desirous of furnishing me with a satisfactory answer, by immediately adding, "and I will venture further to assert for his information, that nine out of ten, particularly nautical men, are decidedly for the question, though I have my doubt, if *one in ten would dare publicly to offer his real sentiments upon it.*" This observation will of itself, I think, sufficiently account for any misconception on my part, (if I have really formed any) respecting the sense of the Meeting upon his Resolutions.

With respect to Mr. Urquhart's animadversions on the conduct and proceedings of the Committee, it is neither my intention, nor my province, to reply to them; but, I cannot help observing, that Mr. U.'s mode of argument is convenient and easy, if not very ingenious;—he assumes, as uncontroversial positions, which it is probable none but himself would admit, and then boldly deduces such conclusions from them, as he conceives will best accord with the opinions he wishes to establish.

The conduct of the Shipping Committee, however, needs no defence of mine; what it has already done, and is doing, without moving out of its legitimate sphere of action, to promote the commercial and maritime interests of the country, must be sufficiently obvious to all who have read its annual reports, and while it continues to act upon the principles which have hitherto influenced and directed *all its proceedings*, it will possess powerful claims to the gratitude and support of every intelligent and unprejudiced merchant and ship-owner.

I am, Sir, your obedient Servant,

*George Lyall.*

*On the Misnomered U. S. Ship Franklin.*

MR. EDITOR,

Bristol, 13th Jan. 1818.

**B**E it ever remembered, that the artifice practised by Jonathan last war, in designating their line of battle ships to be frigates of equal force with ours, (which for a time gave them a partial success over our small frigates, that had the temerity to engage ships every way so vastly their superior;) was done with a view not only to impress the minds of their then allies, but that of all Europe; of their having attained a superiority over us in naval tactics. The same artifice, is now, not only continued, but most artfully extended; and that in such a subtle manner, as not to be liable to the least suspicion, consequently detection.

The newspapers have just informed us, that the United States ship, the Franklin, of 74 guns, has arrived at Portsmouth; and, by their own accounts, she is reported to be a two-decker; flush, fore and aft, and mounts 86 36-pounders in three tiers.

The United States have thought proper to rate this ship as a 74, although mounting in a regular manner 86 guns. The fact is, be her rating whatever

they may be pleased to prescribe, a 64 or a 44, if they so will it, she is as much superior to our 74's, (armed as they now are) and more so, than their extra large frigates were last war, to our small ones; and in case a contest should ever singly take place between them, the result must inevitably be similar.

Their superiority does not proceed, as many imagine, from their ships being of a superior size to our's, or from their crews being more numerous, or more efficient from discipline, &c.; although either of these undoubtedly is productive of great advantage, however important they may be, even collectively, they are but secondary to the prime cause, and which proceeds solely from their arming their ships with guns of a larger calibre than we do; by which means, they discharge a heavier weight of shot than we; and this circumstance in an engagement, either by land or sea, must ever prove decisive. The importance of this subject, has several times induced me to take the liberty of drawing your attention to it, as will appear by a reference to your truly valuable Chronicle, since Jan. 1813.

In order to shew the disadvantage our 74's would have to contend with, by entering singly into a contest with the Franklin, or any ship of this class: it is necessary to state the weight of shot that each can discharge in a broadside—our 74's discharge only 867lbs. weight of shot, whilst the Franklin discharges 1584lbs.; admitting the nature of her guns to be such as they have described them, that is, of their receiving an iron shot weighing 36lbs.; but, I am credibly informed, that they have not a gun in their service whose bore will receive a 36lb. shot English weight, but that of a 42-pounder, which is much too large for an iron shot of this weight. The same principle that actuated them in lowering the rating of their ships, has also induced them most artfully to designate their 42-pounders, to be only 36-pounders, availing themselves of the facility, that a French 36lb. shot affords them for so doing, by its corresponding so nearly in size with our 42lb. shot, that one (shot) gauge serves for both kinds of shot. The Franklin's guns being then in fact 42-pounders (and not 36-pounders English, as they would have us to believe), her broadside amounts to the very great weight of 1806lbs. of shot, making a difference at all times, and in all weathers, of more than two to one against our 74's: this is a formidable odds. Our 100 gun-ships, can discharge only 1262lbs. of shot at a broadside, which is less than the Franklin's by 544lbs.; making a difference equal to the weight of shot in a broadside from her lower-deck guns; and, in case the weather should be such as not to permit either ship to use their lower-deck guns, this already great disparity of force, would then be increased as two is to one.

The Franklin is styled simply a two-decker; but, by the above statement, it appears, she carries three more formidable tiers of guns, than our finest 1st rate can at present pretend to, and would enter into a contest with either of them with every prospect of success.

I trust, this statement will, in some measure, be the means of inducing those, whose province it is, to immediately commence revising the present Naval Regulations for arming our ships of war; from mere lapse of time,

they have become nearly obsolete, and what is worse, *insignificant*. They ought seriously to reflect on the peculiar hazardous state our navy is placed in, by the improvements adopted by the Americans, toward which they have manifested no small attention and care, so that nothing which genius, skill, or foresight could devise, toward their building, arming, and equipping, has been omitted, in bringing their line of battle ships into their present state of perfection, which has rendered them nearly irresistible in single conflicts, for which they appear peculiarly adapted; and in the event of hostilities taking place, this will certainly be their mode of fighting, in preference to that of fleets; where numbers would tend to embarrass their manœuvres, and in case of an accident, might prove fatal to their plan of operations. Let our board further recollect, that the vital interests of this country is in their hands, and calls imperiously on them, to immediately prepare ships of equal, if not of superior force, to that of the Americans.

The readiest way of attaining an equality, or nearly so, until ships can be built, will be, to select from among our 74 and 80-gun ships, those that will answer, and have them equipped and armed as nearly as possible, to the American standard; and, in case these classes should not afford a sufficient number, recourse must be had to our three-deckers. I strongly recommend, *that whatever is intended to be done, let it be done quickly*; for it is evident, that the Americans are now looking forward to the time, when they shall be fully supplied with the means of successfully disputing with us, the sovereignty of the ocean; and when this period shall arrive, we may expect their cruizers to be the first carriers of this unwelcome news, by sweeping our coasts, before we shall have ascertained that hostilities were even in contemplation: without Russia should, in order to forward her ambitious views on India and Turkey, be the means of instigating them to commence hostilities before they are perfectly ready.

Your obedient Servant,

*Iron Gun.*

*England's best Bulwarks are her Wooden Walls!*

Then oh protect the hardy Tar, &c.

MR. EDITOR,

Cornwall, 14th January, 1818.

**Y**OUR able Correspondent, *Albion*, truly foretold that America would soon send her Ambassador to us in a line of battle ship; for our newspapers are now full of the wonderful equipment of the Franklin at Portsmouth, her men, guns, discipline, &c. and one very respectable paper tells us, that from their state of preparation, the American ships go in action with a confidence that ensures victory; and that this ship must prove irresistible in single combat.

As an Englishman I do not admire this, but trust, that while our glorious old union (as the gallant Broke emphatically calls it) is borne into action by British heart of oak, it will always be supported by that confidence we have hitherto called our own. I can well believe the Franklin is equipped

in a superior style; and I hope our naval men have well observed her, that in a future war we may be prepared to meet her or her superiors, in single combat or in line.

The Americans have acted with a wise policy; they have fitted out but few ships; yet avoiding the faults of their rivals, they have never sent to sea a single ship but what has been every way superior to all of the same class or denomination in every other navy. This they continue to do, and the Franklin was sent as a pattern ship to astonish us. Their ships in the Mediterranean are all calculated to raise their national importance among the European powers. Are they not paraded about from port to port, and puffed and blazoned in all the continental papers? The last American war should be a warning to us to have ships of every class equal to those of any power we may be opposed to, and I shall be glad to hear soon that some Anti-Franklins are in progress. While we had ten or twelve hundred ships in commission, we could not expect they should be all well equipped and manned; but why should our small peace establishment be outshone by any? As it is small it should be well chosen. As our enemy the dry-dock is equally destructive in port as at sea. Should not our ships now in employ be the finest, the best manned, and best equipped, in the world? to show that our navy is still what it ought to be.

The American navy must and will improve and increase, for is it not their country's pride? The darling object of their ruler's care? While I fear our British navy is no longer our boast or care! I say not this in dispraise of the present Admiralty, which I believe as zealous and efficient as any we have had for years, but its powers are very limited. We have no patrons aloft; and, 'Tis the master's eye maketh the horse fat!!

The battle of Trafalgar, that greatest and most glorious of our victories, has done great injury to our navy; for by leaving no rival fleets on the ocean, and our's became but the convoys and carriers of our armies, and while thus employed in a secondary sphere, our navy lost its former estimation with the country, whose whole attention was now given to our conquering armies, forgetful that those armies owed their very existence, their daily supplies to the protection of the fleet. As a Briton, I glory in the achievements of our gallant troops; but every reflecting man must know, that when our navy ceases to be the first in the world, it is not the finest army in Europe that can save us—it would be worse than useless to us. Let then our rulers and people join to cherish and restore our navy. Let them save and relieve, all that remain of our once gallant seamen. Save them from following where many have already gone, to serve those powers who may, ere long, send them to war against us.†

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When before the last American war their Constitution came to Portsmouth, she excited no curiosity; few people visited or noticed her, much to the surprise of her officers, who knew we had none like her. She went to Cherbourg and the Texel, where she was inspected and admired by all scientific and professional men. No wonder then we so little knew their force.

† A letter from a British seaman in the Franklin at Portsmouth, to his agent at Plymouth, claiming prize-money, says, there are twenty British seamen in that ship having similar claims!!

Many of your respectable correspondents urge the necessity of building as fast as possible, to replace our decaying ships. I so far disagree with them as to think, that while our dreadful scourge, the dry-rot, continues in power, our building should be with great caution, and with choicest timber. I much question if one hundred ships of the line (74 and upwards) with a proportion of frigates, would not be enough for us in peace, with about thirty in frame under cover, and a large supply of timber in the yards. Our navy, thus limited, we could keep in good condition for immediate service, and in case of war could increase it much faster than we could man it. I am sorry to see so many small frigates ordered to be built, we should watch those powers whose navies may be opposed to us, and build to match them.

It would much recommend your valuable work, if it oftener contained information of the present state of the navies of foreign powers; their numbers, names and force, increase, improvements, and inventions.

We have had wonderful accounts in the papers of the American steam frigates; some particulars of them would, I doubt not, prove gratifying to many of your readers. I should be happy were it in my power to communicate any such information.

I am, Mr. Editor,

Your constant reader for several years,

*A Half-pay Officer.*

P.S. A portrait of the round-sterned Kent would be a desirable ornament to a future Chronicle, perhaps some of your Plymouth correspondents might furnish one.

*To William Wilberforce, Esq. M.P.*

SIR,

18th Jan. 1818.

IT gave me infinite satisfaction to perceive the benevolent and active part which you have taken in presiding over, and forwarding the labours of the committee of which you have been so properly and honourably chosen chairman, for relieving the distress of British Seamen in London, many of whom had served in the royal navy. Their destitute and forlorn situation has been fully and too sensibly brought home to the hearts and feelings of that committee; and I trust, and cannot doubt, that the hearts and purses of their fellow citizens will be opened and enlarged in proportion to the demands which the destitute situation of those poor wanderers may render necessary.

I would hope, however, that all that is at present requisite for them, may be supplied without much difficulty, or very great expense, for food and raiment are the first consideration; but after that, immediate employment must and will be found for them, on board our numerous merchantmen fitting for the spring and summer voyages to all quarters of the world. But, Sir, having once generously come forward in behalf of British seamen—of that invaluable race of men who are the natural Palladium, the best bulwark of the state, I trust your labours in their cause

wal not cease with the immediate provision of those now out of employ. I hope, sir, as a member of the legislature, who has already spent so many useful years in promoting the good of your country, and the well-being of your fellow men, you will now be induced to turn your serious attention to the best means of effectually protecting and nourishing British seamen, to the general revision and improvement of our marine laws and policy, and to the consideration of the expediency and practicability of abandoning, or at least restricting the system of impressment in time of war, and substituting in its place the more effective and generous one of voluntary entry for limited service, with the same encouragement as is given to our soldiers. I hope, sir, that the consideration of this great national question of political expediency will be fairly gone into; and that it will be referred to a committee of the legislature, where every possible enquiry can be most properly made, and the fullest information obtained, for caution is necessary; and enquiry and free discussion must precede the adoption of any alteration in our present laws and usages; but, sir, as all seem agreed that the time for investigation is arrived, and that the present is the fittest and most proper time for going into it, as it is also understood (at least I hope it is so) that the Lords of the Admiralty are not unfriendly to such inquiry, I do sincerely and anxiously hope, it will be your happy and fortunate lot to successfully advocate the cause of British seamen in the House of Commons; to obtain for them all that a generous country can possibly bestow; *viz.* emancipation from impressment, if practicable; and the appropriation, in all future wars, of the droits of Admiralty to their true and legitimate end—a provision for the reward and encouragement of our naval defenders. It is very true, that our pension list is already very much extended; but as voluntary service is always preferable, and as the attention of our seamen in our own service is indispensable, I hold it as our truest and wisest policy to bind them to the state by superior acts of kindness and encouragement, and no longer to resort to those revolting means, the employment of press-gangs, and too severe discipline. The hearts and affections of seamen, sir, are to be won like those of other men; and many officers in the navy have proved this to their own comfort and happiness, as well as theirs; but, sir, our officers unfortunately are not all of this disposition, or accustomed to rule in the hearts of their men; their rule has often been an iron one; and they have thus driven many brave and excellent seamen into the arms of our trans-atlantic rivals. Hoping that the consideration of this important subject is near at hand, and that you will generously stand forward as the continued protector and encourager of our seamen, whether in time of peace or war,

I am, Sir, &c.

*The Sailor's Friend.*



*Mode of increasing the Strength of Timber.*

MR. EDITOR,

Jan. 17, 1818.

AS the subject of the decay of timber occasions so much of the public attention at the present moment, I have ventured to extract from the pages of a Periodical Publication, long since defunct, the following observations on that subject, which, by insertion in your Work, may at the same time be saved from oblivion, and prove of service to the naval and mercantile interests of the country.

E. W.

“ Before I quit this subject, I must beg leave to take notice of another great evil, which is of so much consequence to the public, as to deserve their utmost attention; it is that of cutting down the oaks in the spring of the year, at the time when the sap is flowing. This is done for the sake of the bark, which will then peel off easily—and for this purpose, I think there is a law, whereby people are obliged to cut down their timber at this season. By so doing, the timber is not half so durable as that which is felled in the winter; so that the ships which have been built of this spring-cut timber, have decayed more in seven or eight years, than others, which were built with timber cut in the winter, have done, in twenty or thirty. And this our neighbours the French have experienced; and, therefore, have wisely ordered that the bark should be taken off the trees while standing, at the proper time; but, the trees are left till the next, and sometimes until the second winter, before they are cut down; and the timber of these are found to be more durable and better for use, than that of any trees which have not been peeled.”

“ The Count de Buffon has determined, by a series of experiments, conducted with the greatest accuracy, that the barking of trees whilst standing, is attended with the most beneficial effects in augmenting the strength of timber.”

“ A piece of a tree, which had been barked standing, 14 feet 6 inches square, and weighing 212lbs., broke under 7940lbs. A piece from a similar tree, but unbarked, and of the same dimensions, weighing 234lbs., broke under a pressure of 7320lbs.”

“ A similar piece of barked, weight 249lbs., broke under 8362lbs.”

“ Its companion unbarked, weight 236lbs., broke under 7385lbs.”

“ Two others of the same dimensions, (supposed the best timber) the barked weighing 263lbs., bore, before it broke, 9046lbs. The unbarked piece, weighing 238lbs., broke under 7500lb.”

“ The above trials are sufficient to shew, that wood stripped of its bark, and dried whilst standing, is always heavier, and much stronger than wood kept in its bark.”

“ That the sacrifice of the timber for the sake of the bark is totally unnecessary, is also proved by the experiments of Mr. Biggin and Mr. Davy.” (See *Philos. Trans.* for 1799, page 263.—Ditto for 1803, page 239.)

To the Right Hon. George Rose,\* Treasurer of the Navy.

SIR,

20th Jan. 1818.

HAVING been the original projector and unwearied promoter of Saving Banks throughout the kingdom, to which excellent institutions you have undoubtedly contributed more than any other single individual either in the government or the country, I cannot but suppose, that you may have before now turned your attention to the great utility of extending this truly saving system to the navy.

In time of peace, indeed, little comparative benefit can be hoped from such institutions for seamen; but, in time of war, were there receptacles of this kind, where the men could deposit their wages or prize-money, instead of spending it in the way they too often do, what incalculable benefit would arise to themselves and families. I am induced to bring forward the suggestion at the present moment, because the public attention is now fully engaged, and their benevolence called into activity, by the number of destitute seamen found begging in London, without employment, and without means of subsistence. I am well aware, that there might be difficulties occur in the prosecution of such an undertaking, but I think the unquestionable importance in a national point of view, of minutely and diligently examining into every means of encouraging and protecting our seamen, of attaching them to their country, by making their interest, their happiness and glory, to emanate and spring from its great and useful institutions. These great considerations, Sir, induce me to address you on the subject, because, if now properly digested, and wise regulations framed on this, and other no less important parts of our marine system, which calls for immediate enquiry and amendment; when war breaks out again, England will then see with pride and exultation, her chosen heroes of the ocean, eagerly coming forward in defence of her shores, and after glorious victory has crowned them with laurels, and, I hope, filled many of their purses also, we shall then see, on the return of peace, certainly *far less* of those scenes of misery and destitution, which the Committee for the relief of Seamen have unhappily now witnessed. For that Committee, and its most benevolent labours, I entertain the very highest respect, and I trust their exertions will not be entirely confined, although first directed, to the relief of the seamen now in want. I hope they will look forward, and around them, to see if there are no means within their reach, or if not, upon their earnest suggestion within the reach of government, which might prevent, if possible, any recurrence at the conclusion of war, of similar misery being felt by our seamen, those gallant defenders on whom our chief confidence rests. Nor, Sir, is less approbation due to Lord Melville, for his handsome subscription for their relief, and his ready accession to the Committee's request of ships, in which to place these houseless wanderers.

To you, Sir, I would with confidence look as the sailor's old and well-tried friend, for the introduction of Saving Banks for seamen.

*Amicus.*

\* Received a few days subsequent to the Gentleman's death.

*Arrangements for the Relief of Distressed Seamen.*

MR. EDITOR,

London, 23d January, 1818.

**I** SEIZE the first moments I have to spare to forward you an abstract of what has been done in the truly great undertaking for the relief of Destitute Seamen.

The Committee meet daily at 11 o'clock; it is branched off into The *Shipping, Provision, and Clothing Finance*, and *Examining* Sub-committees. I have the honor to be Secretary to the first; viz. *Shipping, Provision, and Clothing*. The members of this are Captains Brenton and Willoughby, R.N.; Captain Cowles, R.N. Captains Halkett and Franklin and Lock, E.I.S. Lieut. Brown, R.N.; Messrs. Bunn, Hmby, Buckle, Dawson, Drinkald, Deacon, McKerrill, Chapman, Sturge, jun. Dawson, and Captain Lochner, E.I.S.

The business of this Sub-committee is, to prepare the Ships, store and victual them, procure clothing and distribute it, appoint officers to the ships and regulate them, provide for the sick, and distribute the men, &c.

Seven ships are lent by the Admiralty; viz. *Abundance*, moored off the Tower, appropriated as a receiving ship; *Plover*, at Wapping; *Perseus* and *Dromedary*, at Greenwich; the latter is to be the sick ship; *Nautilus*, *Sapphire*, and *Dasher*, at Blackwall, or the Rock.

The ships are fitted in ordinary; the warrant officers remain on board, and are allowed by the Committee 1s. per day, with a ration as per following scale for victualling :

|            | Biscuit. | Beef.           | Potatoes. | Herrings. | Vegetables for Soup. | Oatmeal.        | Salt. |
|------------|----------|-----------------|-----------|-----------|----------------------|-----------------|-------|
|            | oz.      | oz.             | lb        | No.       | lb.                  | Pints.          | oz.   |
| MONDAY.    | 10       | 10              |           |           | $\frac{1}{2}$        | $\frac{1}{4}$   | 2     |
| TUESDAY.   | 10       |                 | 2         | 2         |                      | $\frac{1}{4}$   |       |
| WEDNESDAY. | 10       | 10              |           |           | $\frac{1}{2}$        | $\frac{1}{4}$   |       |
| THURSDAY.  | 10       |                 | 2         | 2         |                      | $\frac{1}{4}$   |       |
| FRIDAY.    | 10       | 10              |           |           | $\frac{1}{2}$        | $\frac{1}{4}$   |       |
| SATURDAY.  | 10       |                 | 2         | 2         |                      | $\frac{1}{4}$   |       |
| SUNDAY.    | 10       | 10              |           |           | $\frac{1}{2}$        | $\frac{1}{4}$   |       |
|            | lb. oz.  | lb.             | lb.       | No.       | lb.                  | Pints.          | oz.   |
|            | 4 6      | 2 $\frac{1}{2}$ | 6         | 6         | 2                    | 1 $\frac{1}{4}$ | 2     |

4lb. 6oz. Biscuit, at 3d. is . . . . 1s. 1d.

2 $\frac{1}{2}$ lb. Beef, at 3 $\frac{1}{2}$  . . . . . 0 8 $\frac{1}{2}$

6lb. Potatoes, at  $\frac{1}{2}$  . . . . . 0 3

6 Herrings, at  $\frac{1}{2}$  . . . . . 0 3

2lb. Vegetables, at  $\frac{1}{4}$  . . . . . 0 1 $\frac{1}{2}$

1 $\frac{1}{4}$  pints Oatmeal at 3 $\frac{1}{2}$  per qt. 0 3

2 oz. Salt, at 5 $\frac{1}{2}$  per lb. 0  $\frac{1}{4}$

One Man per Week 0

per Day 0 4 $\frac{1}{2}$

the best Ox Beef is offered by contract, at 3 $\frac{1}{2}$  per lb.

Vegetables for Soup,

$\frac{1}{2}$  Cabbages.

$\frac{1}{4}$  Turneps.

$\frac{1}{4}$  Potatoes.

The ships are commanded, five by lieutenants, and two by persons of good character, who have served many years in the navy as master and mate.

The lieutenants are Barker, Somerville, Purches, Chappell, and Brooks; the other commanders, Mathews, and Harmsworth. The pay of each commander is 5s. per day, with a ration as per scale, at 2s. per day table money.

Each ship has a mate selected from masters and mates of merchantmen; pay 3s. per day, with a ration, and 1s. and 6d. table money.

A clerk to each ship, who also does the duty of steward, at 2s. per day, a ration, and 1s. table money.

Mr. Robinson, surgeon, R.N. superintends the medical department; has under him Mr. Pollock, surgeon, R.N. and Mr. Griffiths, assistant surgeon, R.N.

A daily report is made every morning, and at the office by 11 o'clock; it contains the account of receipts and occurrences, with provisions and stores wanted.

The 7 ships are calculated to accommodate about 1000; about 600 are at present received.

12 men have been shipped in the H.C.S. *Dunira*; 12 ditto, *Castle Huntly*; 3 ditto, *Prezzyante*; about 50 go to an outward bound ship.

Lord Sidmouth has supplied 300 suits of clothing. The Marine Society 100 suits of excellent old stores. Amongst the subscribers of old clothes, &c. several deserve notice; one of the letters is as follows.—

“The mite of a sailor, who after 11 years hard struggling in his country's service, his top-gallant-masts shot away, for want of supply, and hull much damaged, unable to weather *Cape Desart*, was setting fast towards the breakers in *Dispondance Bay*, when he was taken in tow by *A Friend* for a-while; which twig to-windward, with the canvas he can spread, will, he trusts, by God's help, enable him to round the Cape, or on the other tack fetch the anchorage of *Comptong*.”

The unremitting exertions of the Committee are beyond all praise, particularly Messrs. Sturge, Bucle, Dawson, &c. &c. These gentlemen are all concerned in extensive business; and the sacrifice they make, by devoting nearly the whole of the day to this subject, must be great.

I am, &c.

2.

## PLATE 502.

*City of Rochefort.*

**R**OCHEFORT, is a handsome town of France in the territory of Aunis. It was constructed by Louis the Fourteenth, and is built in the midst of marshes drained for that purpose. It has a department of the *Nab. Chron.* Vol. XXXIX. **k**

marine, and has large magazines of naval stores. There is also one of the finest halls of arms in the kingdom, and a great many workmen employed in making them; there are also forges for anchors, and work-houses for ship carpenters, who are employed in every thing that relates to the fitting out of ships that come within the compass of their province. They likewise cast great guns here; and have artists, whose employment is sculpture and painting. There are also stocks for building men of war, ropewalks, magazines of provisions and powder, a manufactory of sail cloth, a hospital for sailors, and proper places to clean the ships, the houses of the intendant, the square of the capuchins, and the superb structure which contains lodgings for 300 marine guards, where they are taught the business and exercises belonging to seamen, and officers who go on board the men of war. In the year 1756, a fruitless expedition against this place was projected, under the command of Sir Edward Hawke.

The town is situated on the river Charente, about five leagues from its mouth, and was fortified by Louis XIV. at the time he constructed it; but its situation is at so considerable a distance from the sea, as to render it sufficiently secure from any attack, and the fortifications have been therefore neglected. The streets are all very broad and strait, extending through the whole place from side to side, but the buildings do not correspond with them as they are mostly low and irregular. W. long.  $0^{\circ} 54'$ . N. Lat.  $46^{\circ} 3'$ .

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## HYDROGRAPHY, PILOTAGE, &c.

*Chart Office, East India House,  
14th January, 1818.*

MR. HYDROGRAPHER.

**I** ENCLOSE the account of a dangerous shoal, the existence of which has hitherto been thought rather doubtful by some navigators; it may therefore be useful to make it public, by giving it a place in the Naval Chronicle.

*Jas. Horsburgh*

*Cumbrian's Reef, or Gadd's Rock.*

The Shoal named Cumbrian's Reef, or Gadd's Rock, is no longer doubtful, Lieutenant D. Ross, marine surveyor to the Hon. E. I. Company, in the Eastern Seas, having examined it on the 9th of January, 1817. He found it to be a small and very dangerous shoal, about 100

yards long, upon which the boat found 2 fathoms water about the middle of the Rock, and it is situated in lat.  $21^{\circ} 43' N.$  bearing  $S. 2^{\circ} E.$  from the highest part of Little Botel Tobago Ximas.

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## PARLIAMENTARY PAPER.

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### SIXTH REPORT FROM THE SELECT COMMITTEE ON FINANCE.

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#### NAVY.

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*Ordered, by The House of Commons, 23d June, 1817.*

*(Continued from vol. xxxviii. page 480)*

#### VICTUALLING OFFICE AND VICTUALLING YARDS.

**W**ITH reference to these departments, your Committee have examined the Chairman of the Victualling Board.

The expense in London appears to have decreased by a sum of 3,645*l.* while the charges in the Victualling Yards have been a little enlarged; but the difference between the whole expense of 1813 and the present year, amounts to a saving of 18,355*l.* This year Committee cannot think to be an adequate reduction from the establishment for victualling 145,000 men, to that which has to provide only for 19,000.

On the recent suppression of the Transport Board already noticed, the duties formerly executed by the Board for Sick and Hurt were transferred to the Victualling Office, which in a future year must swell the expense of that department, though there will in fact be on the whole a considerable saving to the public.

It is proper to observe, that the clerks in the Victualling Department are included in the arrangements made by the Order in Council before mentioned, of January 1816.

#### NUMBER OF OFFICERS, SHIPKEEPERS, AND MEN, BORNE IN THE SEVERAL SHIPS IN ORDINARY.

This head of charge has been diminished since last year, partly by the breaking up of unserviceable ships, and partly by a new system which has been adopted by the Admiralty, of employing a small number of commissioned officers, with some addition to their half-pay, and a reduced

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\* Or only  $\frac{1}{2}$  a mile different from its situation, as stated in page 332 of Vol. 2d of Horsburgh's India Directory, 2d edition, from the observations of Lieut Wm. Smyth.

number of men, in the care of the ordinary. This, besides the obvious and important advantage of diminishing expense, to which, as your Committee are informed, to the more effectual care of the ships, and the preservation of good order in his Majesty's harbours; and they therefore deem it right to express their entire approbation of that plan. The expense for this year, under the former system, would have been 271,031*l.*; of the present system the expense is 221,117*l.*; being a saving of 39,934*l.*; from which, however, must be deducted pensions to the amount of 18,965*l.* granted to 353 warrant officers, who have been superannuated, making an actual diminution of expense of 20,969*l.* for the present year, which advantage will be further increased every year as these pensions fall in.

#### HARBOUR VICTUALS.

Your Committee having required information as to the reason why 1*s.* 3*d.* per diem is charged for victualling the great body of men employed in the harbours, and 1*s.* 5*d.* for a much smaller number, the following satisfactory explanation has been given them; and they further remark, that an old practice which appears to have grown up through inadvertence, of taking the sum at a fixed charge per man, has been of late discontinued, so that it now varies from year to year, with the fluctuating prices of provisions, and the real expense, is given as nearly as it can be computed.

“ Referring to the ordinary estimate, under the head of Harbour Victuals, and in explanation of the difference of expense, it is proper to state, that it is occasioned by a proportion of the persons borne in the ordinary being victualled at the sea rate, in consequence of their being employed in transports and sea-going vessels, where the waste of provisions and the wear and tear of casks, is greater than on board the ships in ordinary.”

#### HARBOUR MOORING AND RIGGING.

##### ORDINARY REPAIRS.

On these two items, your Committee feel themselves bound to remark, that although there do not appear any reasons for doubting the expediency of voting these large sums, which exceed the amount under the same head, during several years of war, but are diminished by almost 200,000*l.* since the last year; yet as estimates, they convey no information whatever for the guidance of the House. Your Committee observe, that they include such heterogeneous articles as timber, tar, oil and blunstone, iron work, storehouses, buildings, fences, &c. and also that all works in the foreign yards, and in the present instance, works of great magnitude now in progress at Gibraltar, are included in this general mass.

They therefore recommend, that in future estimates, these general charges be as far as possible divided and classed under some distinct and appropriate heads; and that above all, no new work, nor any thing beyond what can truly be termed common and ordinary repairs, be undertaken without appearing as a special item in the extraordinary estimate.

HALF PAY, MILITARY SUPERANNUATIONS, PENSIONS AND ALLOWANCES.

CIVIL PENSIONS, SUPERANNUATIONS AND ALLOWANCES.

In considering these two divisions of the estimate, your Committee would have felt it a very unpleasant task to select the names of individuals for observation; and they the more readily abstain from doing so, from a confident hope that this species of public remuneration will henceforward be strictly confined within the limits which the Act. 50 Geo. III. cap. 117, contemplates, and which your Committee are satisfied it demands.

They observe that several names occur more than once on these, and on the pension and superannuation lists of other departments, some with different designations, and obtaining from the public in scattered portions, an amount of income which would never have been given as a single grant; and the list now before them suggests one instance of an individual holding two grants of the nature of retired pension or superannuation, together with a very lucrative and easy employment under government. And there are, your Committee are sorry to think, more than one, in which an officer enjoying an active, profitable, and efficient employment, will be found to receive out of other funds, a pension of which the department to which he belongs, and by which any pensions for public service should be recommended, was entirely ignorant.

This appears to your Committee to be an abuse which, in as far as it is in the power of government to deal with any of these grants, ought to be corrected.

Your Committee are disposed to respect vested rights in the most equitable and even liberal interpretation, when they rest on long usage, and were esteemed vested rights, as well by the persons making as by those receiving the grants; but in the cases above referred to, where the grants have been made at different times, on different pretences, or by different departments, without a full and distinct explanation and knowledge of the aggregate amount thus granted; or where the sum has been granted as a superannuation allowance to a person who nevertheless had health and strength afterwards to hold other active and lucrative situations, your Committee feel that the public have an undoubted right to revise the whole of such grants, and to curtail and modify them in a way which may answer to the intentions which would have influenced the original grantors, if the whole case had been fairly before them. Your Committee therefore feel it to be their indispensable duty to recommend, that such revision should take place before the annual estimates, in which the grants alluded to are comprised, are again presented to Parliament.

Your Committee also observe, that pensions are granted out of the naval funds to ladies, the wives of officers, and civil servants, commencing from the date of the grant, instead of being contingent on their becoming widows. This practice, which is sometimes attended with a separate pension to the husband, seems but too liable to the observation just made, as it in fact is conferring two pensions on the same person, though under



different names. They therefore think that pensions of this nature may fairly be revised and reconsidered, with respect to the real circumstances of the parties.

Your Committee have also to observe, that in pursuance of, they believe, a practice of considerable duration, pensions have been granted upon retirement to Commissioners of the navy, and (which they believe to be of more recent practice) to Commissioners of the other boards. Your Committee do not object to this principle, when the pension is granted to an officer whose health really renders him incapable of further public service, and when the amount bears a fair proportion to his original salary; but your Committee have reason to apprehend, that some of the pensions now under observation have not been limited by these considerations.

There are instances in which the superannuation actually exceeds the amount of the original salary. This is effected by granting to the officer an allowance in lieu of half-pay, which, with the retiring pension, exceeds, as has been stated, the original salary, which was incompatible with the receipt of half-pay.

This, your Committee also consider as requiring correction, at least for the future. And with regard to the Commissioners of the navy who may be sea officers, they are decidedly of opinion, that they ought only to be entitled to the retiring pension, in the event of their having (as it is technically termed) "Passed their Flag," that is, resigned the rank and growing emoluments of the military branch of the service; but that in all other cases, on their ceasing to be Commissioners, either at home or abroad, they should revert to their half-pay, in the same manner that their brother officers do who are employed in the no less arduous duties of commanding his Majesty's ships afloat.

The retirements to secretaries and clerks are regulated by divers orders in council, on a principle which your Committee approve; namely, on a combined consideration of the necessity (from infirmity or other cause of inability) for the retirement of the individual, and of his length of service; but in order to establish as much uniformity as may be practicable, they recommend that in any cases already unprovided for, which may hereafter arise, the principles laid down in the Act 50 Geo. III. cap. 117, should be adopted.

With regard to the control of the Treasury, over all grants of this nature, in every department of the State, your Committee will make some observations in a subsequent part of this report. They will here only observe, that the board of Admiralty have never, in any instance, as they are informed, granted any pension or allowance whatsoever, as of its own authority. It is true, the opinion of that board is usually adopted by the King in council, with regard to persons in the naval department, but the real authority and final determination rests with his Majesty in council; and it is, therefore, between the Council Office and the Treasury, that your Committee apprehend the previous understanding must exist.

In conclusion, on this important question, your committee recommend, as two general rules to be adopted in all future cases, that certain lengths of service be required, as indispensable qualifications, for a pension or

superannuation; that only certain portions, excepting in very rare cases of extreme length of service, of the original emoluments, be granted to the retiring officer; and that a condition be always annexed for abating the pension, either in the whole or in part, in case the grantee accepts, or as long as he shall hold any situation or place under government to a certain amount; and this principle should also be acted upon in the cases which your Committee have recommended for immediate revision.

Upon the subject of half-pay, your Committee observe, that in addition to recent and considerable increases to all ranks of officers, this advantage has been lately extended to a class who did not before receive it; namely, the Purser. The old system was, that every ship in the navy had a Purser, who like the other warrant officers, whether she was in commission or in ordinary, lived on board and received his wages and victuals. And when occasionally a ship was lost or broken up, if a vacancy could not be found in some other ship, the individual was placed on what was called the check of the yard, that is to say, he received the pay of one shilling a day and his victuals. In process of time, the custom of limiting the number of Purser to the number of ships, was superseded by this custom of bearing them on the check, and their number latterly came to be considered as indefinite. The Board of Admiralty were of opinion, that it was better to establish a moderate half-pay, which should be in some degree limited as to the number of persons receiving it, than to continue the system of bearing Purser in ordinary and on the check, which must have been nearly as expensive to government in point of amount, and certainly much more so if the numbers were to go on increasing. Your Committee, therefore, do not see any cause to object to the establishment of the rate of half-pay for Purser, at the following amount:—

|                                |               |
|--------------------------------|---------------|
| To the 100 Senior on the List, | 5s. per diem. |
| Next 200 .....                 | 4s.           |
| The remainder .....            | 3s.           |

accompanied, as it is, with the following restrictions:—

“that in order to prevent any improvident or unnecessary increase in the number of Purser, no person shall be warranted as such until the number of purser be reduced to the number of ships on the list of the royal navy, exclusive of such as are building and have not been launched, and that hereafter the number of purser shall never exceed the number of such ships.”

The number of Purser on the list when this regulation was adopted, was 996; it is now reduced to 903; and the number of ships which would have borne purser under the old system, is 430.

With regard to the pensions to wounded officers, your Committee have only here to repeat the opinion, which they have before stated, of the inexpediency of continuing the late regulation, by which pensions for wounds received in an inferior rank are permitted to increase, as if the wound had been received in every higher rank to which the officer may attain. This is in fact, as they before observed, to give a continually increasing remuneration for wounds, which are not so serious as to prevent an officer's

continuing in active service, and attaining higher rank and greater emoluments, and to allot the lowest rate of pension to him whose wounds may have so utterly disabled him, as to oblige him to quit the active line and forego the improving prospects of his profession.

[To be continued.]

## NAVAL HISTORY OF THE PRESENT YEAR 1817-18.

(December—January.)

### RETROSPECTIVE AND MISCELLANEOUS.

**T**HE commencement of this year is marked by a signal act of charity. On Friday, the 2d of January, a Meeting was held at the King's Head Tavern, to take into consideration some plan of relief to the unemployed seamen, wandering through the streets of the Metropolis in a state of pauperism. The chair was taken by Mr. Macauley, in the absence of the Lord Mayor, who did not arrive at the appointed time, and having stated the object of the Meeting, and read the names of a Committee which had been previously appointed, Mr. Payne, chief clerk of the Justice Room, at Guildhall, expressed himself actuated by a sense of the sufferings of our seamen, and said, that he had presented a memorial on the subject to the Common Council, on the 11th of December, and had been referred to the Committee of City Lands; certain points, however, of city etiquette had obstructed his progress in this humane design; he then read the memorial and proposed calling on the parishes for a general contribution, and assigning a temporary asylum for these unfortunate sufferers, until Parliament could devise some more permanent mode of relief.

After various observations by Mr. Payne, the Lord Mayor, and the Chairman, it was finally proposed by the latter, that the different papers and suggestions should be referred to a committee of five, who should have power to add to their numbers, and that they should report thereon, to a general meeting to be held on the following Monday at one o'clock.

On Monday, Jan. 5th, at a quarter past two o'clock, the Committee presented themselves to a respectable assemblage of merchants, ship-owners, and others, at the City of London Tavern, and the chair was taken by Mr. Wilberforce. The business of the meeting was then opened by Mr. Martin, who said, "It was most distressing to every feeling heart, to think, that men who had fought the battles of their country, and who had fought successfully too, were now out of employ, and starving about the streets; and, when it was considered that these men had performed such services, their situation must have a stronger hold on the public feeling, than that of any other class of mendicants. He should not take up any more of the time of the meeting, but read the first resolution he meant to propose. The resolution was to this effect: "That the streets of the Metropolis had lately, and particularly within the last few weeks, been crowded with mendicants in the dress and character of distressed seamen."

Some remarks from Mr. Dornford, Mr. Rowcroft, and Mr. Friend, in

tervened, and the second resolution was read and carried, "That the case of seamen in distress, is one which must make a forcible appeal to British benevolence."

Another resolution was, "That all mendicants in the dress of sailors should be carefully examined, in order that those who were found to be deserving objects should be rewarded; and, that those who were impostors, should be punished according to law.

The next resolution was, "That a subscription be immediately opened for the purpose of relieving distressed seamen." In proposing this resolution, Mr. Martin said, that application had been made to the Board of Admiralty by the Committee, and that the board had signified their wish to assist in the business in any way which was in their power.

The subject was then taken up and viewed in various lights, accompanied with various observations collateral and direct, relative and extraneous, by Mr. Drinkald, Mr. Stephen, Mr. Methuen, Mr. Darnford, Sir James Shaw, Mr. Omeley, Captain Franklin, Lieutenant Gordon, the Lord Mayor, Lord Cochrane, Mr. Sturge, Mr. Rowcroft, &c.

Thus have the distresses of our discharged seamen at length become so general and extreme, that the public eye can no longer view them with indifference. Our pages have long urged the necessity and justice of this relief. It is, however, well come at last, and much gratified we are to see the humane institutors of the subscription so liberally and actively supported. We have, indeed, witnessed too long our brave Tars "begging bitter bread through realms their valour saved;" and most cordially do we rejoice, in seeing them rescued from that sad employment; an employment not less unworthy of their character, than disgraceful to ours in permitting it. But the gift solely of food, clothing, and shelter, is not all that is requisite—a restoration of health and spirits will soon be the happy result of this humane relief. And then their state of dependence on the hand of common charity, will become a state of revolting humiliation—employment must be contrived for them, either in the fisheries, in expeditions of nautical discovery, mercantile voyages, or in some way by which that feeling of independence may be preserved, which is so essential to the British character, and so especially essential to the martial character of Britons.

The liberal and laudable subscription which is still open for the relief of these worthy objects of public beneficence is truly gratifying, and the systematic arrangement for the administration of it, is honorable in the highest degree to all concerned in it.\* We hope it will be long ere the services of these brave fellows shall be demanded for the purposes of war; but, as in the ordinary course of human affairs, that period must be sooner or later looked for, we doubt not they will, whenever it shall arrive, cheerfully and readily repay the protection they now receive.

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\* *Ibid.* page 64.

There are 70,000 seamen and marines at present on the pension list, and probably twice as many soldiers!

American papers have arrived to the 18th of Dec. An expedition was preparing at St. Mary's, to proceed to occupy Amelia Island. It is said that the Venezuelan Deputy had sent orders to Commodore Aury to defend the place to the last; and, if compelled to yield by superior force, to surrender himself and his garrison, under protest, as prisoners of war.—The Congress frigate had sailed from the Chesapeake with the commissioners for South America, and would, it was supposed, *en passant*, assist in the reduction.

We are glad to find, that the House of Representatives have passed a resolution, which is likely to remove a frequent cause of dispute between England and the United States. One of their committees has been directed to enquire into the expediency of providing for the apprehension of foreign seamen, deserters from their vessels in the North American harbours. As they are chiefly British seamen who commit this offence, and as it leads to their employment in the American ships of war, the resolution may be considered as a strong symptom of a proper feeling in the House towards England.

The general idea in England, Ireland, and Scotland, with respect to the United States, is, that *let emigrants land where they will, they are sure of employment and good wages.* Hence thousands of poor families have proceeded to the cities of New York, New London, and other eastern ports as far as Boston, the most expensive cities that are in the United States. The emigrants, in many instances take no letters of introduction; they have no idea of the geography of the country—the vast extent of territory from Boston south and west, on the Monongahela, Allegany, Ohio, and Mississippi, and the tributary streams, a distance of 3000 miles and upwards; and they are at a loss how to act or where to go, consequently they suffer many and serious inconveniences; disappointment and dissatisfaction follow, and they wish themselves back again. Others sail to ports south of the Chesapeake or stop at ports in Chesapeake-bay below Baltimore, which is equally improper, as they, in either case, increase their expenses in proportion to the distance.

A meeting took place on the 25th of November, at New York, for the purpose of providing means of subsistence and employment for Irish Emigrants.

By the last accounts from New York it appears, that two thirds of the American navy are in commission and afloat, and that every exertion was making in all the naval yard within the Union, to complete the ships now building there. That for some time past a rendezvous for seamen has been opened in New York, and placards posted up, offering three months pay down to sailors on their entering; that several English seamen had not been able to withstand so great a temptation, and were now serving on board of American ships of war.

The American papers report that Mr. Bagot, the British Minister has protested against the seizure of East Florida by the United States. East

Florida may be regarded as the absolute key of many of the British West India Islands.

It is stated in a letter from Spain, that the Russian squadron, now detained at Spithead by foul winds, is to escort the expedition which is fitting out at Cadiz, for the Spanish Colonies; and that the Spanish Commissioners will be empowered to make pacific proposals to the Insurgents, or to direct hostilities, according to circumstances.

Two Portuguese frigates are stationed in the Straits of Gibraltar, to prevent the Tunisian corsairs from passing into the Atlantic, until their government shall have renewed the armistice with Portugal. They expected a reinforcement from Lisbon, on the arrival of which, they were to proceed to blockade the port of Tunis.

Intelligence has been received at Marseilles, that an American squadron of eight ships of war had been before Tunis. The Bey entered into a negotiation with the Commodore, and the differences between the Regency and United States were amicably arranged by means of a sum of money paid by the Bey. The American Consul had been reinstated at Tunis. According to the same letters, the plague continued its ravages at Bona, on the frontiers of Tunis.

A letter from Sierra Leone, mentions the return to that place of the British scientific expedition for exploring the interior of Africa. They were completely unsuccessful, having advanced only about 150 miles into the interior, from Rio Nunez. Their progress was there stopped by a Chief of the country.—Nearly all the animals had died. Several officers died; and, what is remarkable, but one private, besides one drowned, of about 200. Captain Campbell died two days after their return to Rio Nunez, and was buried with another officer, in the same spot where Major Peddie, and one of his officers, were buried on their advance.

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## THE SPEECH OF THE LORDS COMMISSIONERS TO BOTH HOUSES OF PARLIAMENT,

ON TUESDAY, JANUARY 27, 1818.

*My Lords, and Gentlemen,*

**W**E are commanded by his Royal Highness the Prince Regent to inform you, that it is with great concern that he is obliged to announce to you the continuance of his Majesty's lamented indisposition.

The Prince Regent is persuaded that you will deeply participate in the affliction with which his Royal Highness has been visited, by the calamitous and untimely death of his beloved and only child the Princess Charlotte.

Under this awful dispensation of Providence, it has been a soothing consolation to the Prince Regent's heart, to receive from all descriptions of his Majesty's subjects the most cordial assurances both of their just sense of the loss which they have sustained, and of their sympathy with his parental sorrow: And, amidst his own sufferings, his Royal Highness has not been unmindful of the effect

which this sad event must have on the interests and future Prospects of the kingdom.

We are commanded to acquaint you, that the Prince Regent continues to receive from Foreign Powers the strongest assurances of their friendly disposition towards this Country, and of their desire to maintain the general tranquillity.

His Royal Highness has the satisfaction of being able to assure you, that the confidence which he has invariably felt in the stability of the great sources of our national prosperity has not been disappointed.

The improvement which has taken place in the course of the last year, in almost every branch of our domestic industry, and the present state of public credit, afford abundant proof that the difficulties under which the country was labouring were chiefly to be ascribed to temporary causes.

So important a change could not fail to withdraw from the disaffected the principal means of which they had availed themselves for the purpose of fomenting a spirit of discontent, which unhappily led to acts of insurrection and treason: And his Royal Highness entertains the most confident expectation, that the state of peace and tranquillity to which the country is now restored, will be maintained against all attempts to disturb it, by the persevering vigilance of the Magistracy, and by the loyalty and good sense of the people.

*Gentlemen of the House of Commons,*

The Prince Regent has directed the Estimates for the current year to be laid before you.

His Royal Highness recommends to your continued attention the state of the Public Income and Expenditure; and he is most happy in being able to acquaint you, that, since you were last assembled in Parliament, the Revenue has been in a state of progressive improvement in its most important branches.

*My Lords, and Gentlemen,*

We are commanded by the Prince Regent to inform you, that he has concluded Treaties with the courts of *Spain* and *Portugal*, on the important subject of the Abolition of the Slave Trade.

His Royal Highness has directed that a copy of the former Treaty should be immediately laid before you; and he will order a similar communication to be made of the latter treaty, as soon as the ratification of it shall have been exchanged.

In these negotiations it has been his Royal Highness's endeavour, as far as circumstances would permit, to give effect to the recommendations contained in the joint Addresses of the two Houses of Parliament: And his Royal Highness has a full reliance on your readiness to adopt such measures as may be necessary for fulfilling the engagement into which he has entered for that purpose.

The Prince Regent has commanded us to direct your particular attention to the deficiency which has so long existed in the number of places of public worship belonging to the Established Church, when compared with the increased and increasing population of the country.

His Royal Highness most earnestly recommends this important subject to your early consideration, deeply impressed, as he has no doubt you are, with a just sense of the many blessings which this country by the favour of Divine Providence has enjoyed; and with the conviction, that the religious and moral habits of the people are the most sure and firm foundation of national prosperity.

## Poetry.

## THE FAMILY VOYAGE.

**T**HIS twice five years, and something more,  
 Since we left England's happy shore,  
 To cross the western main :  
 The time was long from friends to part,  
 And wishes moved each kindred heart,  
 For our return again.

To India's shores we bent our way,  
 Doom'd for a length of time to stay,  
 But such was fate's decrec :  
 Our object being fully gain'd,  
 For which we had so long remain'd,  
 We homeward cross'd the sea.

Anxious we look'd for fav'ring gales,  
 To fill our widely-spreading sails,  
 And drive us quickly on :  
 More than a hundred miles each day,  
 We travell'd on our wat'ry way,  
 To gain our native home.

Anchor'd at length, our voyage o'er,  
 Our eyes turn'd wistfully to shore,  
 Though darkness reign'd around :  
 Gladly we heard the captain say,  
 He would not wait for coming day,  
 To land on British ground.

Still was the night, and calm the sea,  
 The rowers pull'd most manfully,  
 To gain the destin'd strand :  
 Phosphoric light shone on the wave,  
 Each stroke the sturdy boatmen gave,  
 'Twas fire on either hand.

Thus our eventful journal ends,  
 Soon we embrac'd our joyful friends,  
 Who welcom'd our return.  
 Promis'd we ne'er would roam again,  
 But here contented to remain.  
 Nor give them cause to mourn.



## EXTRACTS FROM MRS. M'MULLAN'S POEM;

## "THE CRESCENT."

**T**HE Grecian Cohorts, and the Trojan name,  
 The Spartan phalanx, and the Roman fame,  
 Ammon's proud son, and Cæsar's mighty arm,  
 The o'erwhelming Goths, the Vandals' rude alarm,  
 Traced on immortal tablets bright, were long  
 The painter's subject and the poet's song;  
 While empires flourish'd, and while empires fell,  
 And age to age of slaughter'd millions tell.—  
 Europe emerged :—still hostile sceptres sway'd,  
 The jav'lin flew, the intrepid war-horse neigh'd;  
 Still clashing sabres cleft the helmet-plume;  
 Each life a warfare, and each mound a tomb.

Omniscient Powers beheld the endless strife,  
 As Mercy mourn'd the waste of human life :—  
 The plaint was heard,—Atlantic met their smile,  
 The halo rested on Britannia's Isle!  
 But, ere her glory reach'd its mountain-height,  
 Some adverse clouds eclipsed her brilliant light—  
 These vanished when her plume-crown'd Edward came,  
 And Conquest waited on Fifth Henry's name:  
 On Cressy's plain, in Agincourt's proud field,  
 The Gauls were taught that Britons never yield;  
 Their English spirit scorned a foreign yoke—  
 Proud and unbending as their native oak.  
 Heaven's charter this, "The Brave shall e'er be Free!  
 "Then Britain take the Empire of the Sea!"

Her red-cross waved—her thousand masts uprear'd—  
 Her commerce spread—her virgin Queen appear'd.  
 Her arm now thunder'd, and her voice gave laws,  
 To Honour time, and firm in Justice' cause.  
 Her naval champions fought, till every wave  
 Eusanguined, told the triumphs of the brave;  
 Vanquish'd Armadas, with their wondrous host,  
 In fragments floated to their native coast;  
 Where'er her standard met the ocean-breeze,  
 Each vessel own'd her Empress of the seas.  
 To crown her glory, and to guide her car,  
 The Brunswick came :—Hail, Albion's happy star!

Exposing navies still their force display'd,  
 Often advancing,—but as oft dismay'd ;  
 Batavia, Gallia, and Iberia frown'd,  
 Gave Cadmus' harvest to Columbia's ground :  
 France were the contests, countless on the main  
 The shatter'd bulwarks, and the heroes slain.  
 Ever victorious, Britain's flag upfur'd  
 Her great defiance to an envious world.  
 Thy memory, Howe ! to every tar is dear,  
 And gallant Duncan merits well the tear,  
 St. Vincent's rock proclaims a glorious tale,  
 While Nelson's deeds are known to every vale.  
 What British heart but throbs from youth to age  
 To read these registers in Britain's page !  
 From East to West her laurels proudly grew,  
 The North, the South, her daring prowess knew :  
 In Scotia's land rear'd many a valiant son,  
 And from green Erin call'd her Wellington !  
 Exiled the Despot from a land of slaves,  
 And sooth'd the ghosts on Wright's and Enghein's graves.

*Written on being told that I should endeavour to obtain the Good Will of every Person.*

**T**HERE are, whose praises I am proud to gain ;—  
 There are whose praise my character would stain ;—  
 There are too those whose censure I would fly ;—  
 There are whose censure would be eulogy !—  
 Why then should sages preach to simple youth  
 The love of worldly prudence ? which, in sooth,  
 But chills the Heav'n sprung ardor of the breast,  
 By teaching him submission when oppress.  
 Hence with such foul philosophy !—the mind,  
 For nobler ends by Deity design'd,  
 Should rouse at honor's call and scorn to yield  
 To gaunt injustice, though he stalk the field :—  
 Firm in itself, and, conscious of its power,  
 Smile at the threatening storm tho' dark it lower,  
 And shunning error, doimg what is right,  
 Shine like the diamond in its native light.—  
 The good man's praise such conduct will obtain,  
 The bad man's censure I regard as vain.

*Halifax.*

*H.*

# RESULTS OF A METEOROLOGICAL REGISTER

*Kept at the Observatory of the Naval Academy, Gosport, in 1817.*

Lat. 50° 47' 53" N. Long. 1° 6' 4" W. in Time, 4° 24' 3". By WILLIAM BURNEX, LL.D.

The present mean diurnal Variation of the magnetic Needle here is 23° West.

| Months.   | BAROMETER. |          |         |                       |                 | SIX'S THERMOMETER. |                            |          |          |         | WINDS. |                            |               |              |              | WEATHER.       |                |                |                |                    |                           |                   |                      |                 |                    |                            |                     |
|-----------|------------|----------|---------|-----------------------|-----------------|--------------------|----------------------------|----------|----------|---------|--------|----------------------------|---------------|--------------|--------------|----------------|----------------|----------------|----------------|--------------------|---------------------------|-------------------|----------------------|-----------------|--------------------|----------------------------|---------------------|
|           | Maximum.   | Minimum. | Medium. | Range of the Mercury. | No. of changes. | Spaces described.  | Greatest Var. in 24 hours. | Maximum. | Minimum. | Medium. | Range. | Greatest Var. in 24 hours. | Maximum at 8. | Medium at 2. | Medium at 8. | North to East. | East to South. | South to West. | West to North. | Total No. of Days. | A transparent Atmosphere. | Sun, with Clouds. | Overcast, foggy, &c. | Rain, hail, &c. | Total No. of Days. | Evaporation in Inches, &c. | Rain in Inches, &c. |
| January   | 30.70      | 28.96    | 29.97   | 1.80                  | 31              | 9.43               | .06                        | 57       | 21       | 43.11   | .20    | 30.77                      | 47.00         | 45.45        | 30.77        | 6              | 3              | 14             | 14             | 31                 | 3                         | 4                 | 8                    | 16              | 31                 | .30                        | 4.64                |
| February  | 30.61      | 29.64    | 30.14   | 1.05                  | 23              | 6.01               | .62                        | 57       | 35       | 46.25   | .22    | 44.03                      | 51.46         | 43.00        | 44.03        | 8              | 10             | 10             | 15             | 28                 | 2                         | 11                | 3                    | 12              | 28                 | .91                        | .91                 |
| March     | 30.74      | 29.06    | 30.00   | 1.68                  | 26              | 6.25               | .44                        | 62       | 24       | 44.48   | .36    | 41.71                      | 57.32         | 44.37        | 41.71        | 1              | 5              | 12             | 13             | 31                 | 4                         | 13                | 4                    | 10              | 31                 | 1.77                       | 1.77                |
| April     | 30.74      | 29.96    | 30.57   | .78                   | 26              | 3.98               | .40                        | 66       | 27       | 47.50   | .28    | 43.73                      | 57.00         | 43.30        | 43.73        | 11             | 5              | 2              | 12             | 30                 | 9                         | 18                | 3                    | 30              | 30                 | 3.80                       | 3.80                |
| May       | 30.40      | 29.22    | 29.83   | 1.18                  | 21              | 4.39               | .38                        | 70       | 35       | 32.20   | .35    | 31.61                      | 62.00         | 49.00        | 31.61        | 4              | 7              | 10             | 10             | 31                 | 3                         | 13                | 5                    | 10              | 31                 | 3.45                       | 3.18                |
| June      | 30.48      | 29.39    | 30.00   | 1.09                  | 19              | 6.21               | .62                        | 88       | 43       | 60.25   | .17    | 63.23                      | 71.33         | 59.80        | 63.23        | 2              | 7              | 17             | 4              | 30                 | 5                         | 13                | 3                    | 7               | 30                 | 6.60                       | 2.36                |
| July      | 30.22      | 29.32    | 29.91   | 1.00                  | 23              | 5.58               | .60                        | 73       | 46       | 50.81   | .27    | 61.32                      | 68.84         | 58.58        | 61.32        | 2              | 5              | 19             | 7              | 31                 | 2                         | 13                | 2                    | 14              | 31                 | 4.85                       | 3.67                |
| August    | 30.26      | 29.99    | 29.88   | 1.27                  | 20              | 7.41               | .61                        | 74       | 41       | 60.12   | .30    | 60.09                      | 67.77         | 57.39        | 60.09        | 2              | 7              | 19             | 3              | 31                 | 2                         | 13                | 3                    | 15              | 31                 | 4.15                       | 4.67                |
| September | 30.34      | 29.43    | 30.07   | .91                   | 20              | 4.46               | .45                        | 76       | 40       | 57.00   | .30    | 58.00                      | 66.30         | 57.00        | 58.00        | 12             | 7              | 6              | 5              | 30                 | 6                         | 15                | 6                    | 16              | 30                 | 4.45                       | 2.09                |
| October   | 30.41      | 29.43    | 30.34   | .99                   | 25              | 4.44               | .64                        | 58       | 32       | 43.60   | .26    | 41.60                      | 51.41         | 49.31        | 41.60        | 20             | 1              | 6              | 5              | 30                 | 2                         | 10                | 6                    | 12              | 30                 | 2.40                       | 1.30                |
| November  | 30.61      | 29.40    | 30.16   | 1.21                  | 17              | 6.22               | .84                        | 59       | 31       | 49.10   | .28    | 47.07                      | 53.56         | 47.87        | 47.07        | 9              | 1              | 11             | 9              | 30                 | 2                         | 10                | 6                    | 12              | 30                 | .85                        | 2.14                |
| December  | 30.26      | 28.68    | 29.70   | 1.58                  | 25              | 8.63               | .82                        | 56       | 22       | 33.30   | .34    | 30.03                      | 43.64         | 30.90        | 30.03        | 7              | 1              | 8              | 15             | 31                 | 7                         | 10                | 4                    | 10              | 31                 | .37                        | 3.84                |
|           | 30.74      | 28.68    | 30.06   | 1.20                  | 278             | 175.55             | .96                        | 88       | 21       | 50.54   | .53    | 49.43                      | 57.765        | 49.896       | 49.43        | 67             | 54             | 134            | 110            | 365                | 50                        | 147               | 50                   | 118             | 365                | 34.13                      | 50.37               |

ANNUAL RESULTS.

BAROMETER.

|                                                 | Wind W. | Ditto W.N.W. | Inches. |
|-------------------------------------------------|---------|--------------|---------|
| Highest Observation, March 5th.                 | 30.74   | 28.68        | 30.74   |
| Lowest Ditto, Dec. 8th.                         | 28.68   | 28.68        | 28.68   |
| Range of the Mercury                            | 2.06    | 30.008       | 2.06    |
| Mean annual barometrical pressure               | 30.008  | 1.80         | 30.008  |
| Greatest range of the Mercury in January        | 1.80    | .78          | 1.80    |
| Least range of Ditto in April                   | .78     | 1.504        | .78     |
| Mean annual range of Ditto                      | 1.504   | 75.35        | 1.504   |
| Spaces described by Ditto in rising and falling | 75.35   | .96          | 75.35   |
| Greatest Variation in 24 hours, in January      | .96     | .38          | .96     |
| Least Ditto in 24 hours, in May                 | .38     | 278          | .38     |
| Total number of Changes in the year             | 278     |              | 278     |

SIX'S THERMOMETER.

|                                           | Wind N. and S. | Wind N.W. | Days.  |
|-------------------------------------------|----------------|-----------|--------|
| Greatest heat, June 22d and 23d.          | 88°            | 21        | 88°    |
| Least Ditto, January 11th.                | 21             | 67        | 21     |
| Range of the Mercury in the Thermometer   | 67             | 50.545    | 67     |
| Mean annual Temperature of the Atmosphere | 50.545         | 49.432    | 50.545 |
| Mean Ditto of Ditto at 8 A.M.             | 49.432         | 57.765    | 49.432 |
| Mean Ditto of Ditto at 2 P.M.             | 57.765         | 48.896    | 57.765 |
| Mean Ditto of Ditto at 8 P.M.             | 48.896         | 45        | 48.896 |
| Greatest range in June                    | 45             | 42        | 45     |
| Least Ditto in February                   | 42             | 33        | 42     |
| Mean annual Ditto                         | 33             | 29        | 33     |
| Greatest Variation in 24 hours            | 29             |           | 29     |

WINDS.

|                    | Days. |
|--------------------|-------|
| From North to East | 67    |
| From East to South | 54    |
| From South to West | 134   |
| From West to North | 110   |
| Total              | 365   |

WEATHER.

|                                               | Days. |
|-----------------------------------------------|-------|
| A transparent Atmosphere                      | 50    |
| Sunshine, with various modifications of cloud | 147   |
| An overcast sky, foggy, &c. without rain      | 50    |
| Rain, hail, snow, and sleet                   | 118   |
| Total                                         | 365   |

EVAPORATION.

|                                       | Inches. |
|---------------------------------------|---------|
| Greatest quantity in June             | 0.00    |
| Smallest Ditto in January             | .30     |
| Total quantity evaporated in the year | 34.13   |

RAIN.

|                                            | Inches. |
|--------------------------------------------|---------|
| Greatest quantity in August                | 4.67    |
| None in April (See the state of the Winds) |         |
| Total quantity that fell here in the year  | 30.57   |

\* A tremendous storm of wind, rain, sleet, hailstones, (some of them half an inch in diameter, with icy nuclei), lightning and thunder, for several days in a S.W. direction, put a period to this excess of heat, at 4 P.M. on the 25d of June.

N.B. The Barometer is hung up in the Observatory, about 30 feet above the level of the Sea; and the Thermometer is placed in a northern aspect, out of the reach of the Sun, 10 feet above the Garden ground. The Thermometer stands clear of all obstructions on the top of the Observatory, 22 feet above the Garden ground; and the Evaporation vessel, near the same place, is exposed to the Sun and Wind in dry weather. For brevity's sake, the four cardinal points only are put down in the Table, to show the number of days the Winds have blown from each quarter in each month.

With regard to the difference in the state of the Weather between 1816 and 1817—this year we find that the quantity of Rain is 3 inches less than that of last year, and the quantity of Evaporation 1 1/2 inches more. Now, the comparative difference in the two year's Rain is not of a detrimental consequence; but it must be admitted, that the additional quantity of Evaporation, which is nearly half as much more as in 1816, is a surprising difference, and will in some measure account for the retardation of Solar Influence that year, perhaps from the Spots on the Sun, or the cavities in the Atmosphere, which, in the Spring and Summer months were very numerous, and, in some instances, prodigious, as ascertained by our own telescopic observations thereon.

The number of rainy days is also less this year than the preceding, by 15; but the number of brilliant and cloudless days is nearly on a par.

The annual mean state of the Barometer is 30.171, or nearly  $\frac{1}{2}$  of an inch higher, and the annual mean thermometrical heat between  $2^{\circ}$  and  $3^{\circ}$  more: these favourable indications further corroborate the ungenial weather of that year.

The annual mean barometrical pressure, from three observations each day in 1817, is as follows; at 8 o'clock A.M. 30.002 inches; at 2 P.M. 30.005 inches; and at 8 in the evening, 30.017 inches. Thus, from 8 in the morning till 8 in the evening, a small rise of the mercury is discovered: but notwithstanding the increase from 8 A.M. till 2 P.M., the mercury, from one hour before till two hours after noon, suffers a simultaneous depression of about  $\frac{1}{100}$ th of an inch (in summer time more) almost every sunny and fair day: this change we suppose to arise from solar influence; but the aggregate diurnal increase does, in all probability, arise from a combination of causes, as caloric downwards, nor-electric winds, &c.

The annual mean diurnal temperature of the upper room in the Observatory, where no fire was kept, is about  $4^{\circ}$  higher than the annual mean diurnal temperature without door; and the annual mean nocturnal temperature  $5^{\circ}$  higher. This difference undoubtedly arises from two causes; viz. the loss of the caloric or dark rays that steal imperceptibly on, and raise the Thermometer placed without door; and the want of free air. We make this remark merely to point out to those who keep regular journals of the weather, the real difference that will arise from registering from a Thermometer within, and from a Six's placed in the free air in a northern aspect, out of the rays of the sun: and we are confident in stating, that similar observations made in the same city, town, or village, will ever vary considerably, without regard to placing the instruments for meteorological purposes in suitable situations.

#### *Atmospheric Phenomena.*

The following atmospheric phenomena, which we have selected, as a piece of curiosity, from our monthly Meteorological Journal, have come within our observation this year—namely, lightning 14 different days; thunder, 11; hail, 12; snow, 6; and a quiescent barometer, 6. 42 gales of wind from different quarters; viz. 4 from the N. 2 from the N.E. 17 from the S.W. 10 from the W. and 9 from the N.W. 14 rainbows, eight of which were perfect, with their proper colours. 16 solar halos; 15 lunar halos; 20 lunar coronas; 1 lunar iris; and 1 coloured paraselene, which appeared on the 30th of July, between 11 and 12 P.M. 18 small meteors, commonly called falling or shooting stars, and 2 large ones, half the apparent size of the moon at her greatest altitude: also 2 aurora boreales, or northern lights. All the modifications of cloud adopted in the nomenclature, appeared here on the 1st of September.

#### *Ocular Appearances.*

**SOLAR HALO.** The most beautiful of the solar halos appeared on the 5th of June, from 7 till  $\frac{1}{2}$  past 9 A.M. on the vesiculae of æthin vapour or haze, which was at that time descending slowly into the lower medium; it measured  $44^{\circ}$  in diameter, horizontally, and several of the prismatic colours

that formed it were tolerably bright: the atmosphere from the interior edge of the halo to the light yellow concentric corona immediately around the sun, was to all appearance darker and denser than that outside of the coloured circle. At 1 P.M. the following day, two semicircular parts of a halo of the same diameter appeared round the sun, formed on thick lofty *cirri*, but they gradually disappeared as these light clouds moved out of the vicinity of the sun towards the east.

**LUNAR HALO.** The most beautiful of the lunar halos appeared on the 24th of November, at 9 P.M.; it was formed on passing beds of lofty attenuated *cirrocumulus* from the N.W. and exhibited four lively prismatic colours: its horizontal diameter, measured by a sextant, was  $45^{\circ}$  capella, in the constellation Auriga, being  $22^{\circ} 30'$  from the moon's centre, and on the exterior edge of the halo, which measurement doubled gives  $45^{\circ}$ . Its periphery was most perfect at midnight, when the moon's altitude was greatest, for the perpendicular diameter of a lunar or solar halo, when between the horizon and the zenith, is always somewhat greater than its horizontal diameter. Both solar and lunar halos are harbingers of falling weather; as rain generally follows in 12 or 24 hours, and sometimes sooner, after their appearance, particularly if the wind come in a westerly direction over the Atlantic Ocean.

To discover a solar HALO. Accustom yourself to look closely into the atmosphere within a few degrees of the sun, when the sunshine is rather faint, and no appearance of clouds near the sun at the time.

A lunar halo is more easily discovered, from the moonlight being feeble, and less brilliant than the solar rays.

**RAINBOW.** The widest and most perfect rainbow appeared on the 12th of October, at  $\frac{1}{2}$  past 4 P.M.; the diameter of its exterior bow along the earth, as measured by the sextant, was rather more than  $100^{\circ}$ , which is the widest we can possibly see.

The lunar Iris or Rainbow appeared on the 25th of August, at  $\frac{1}{2}$  past 8 o'clock in the evening, for about 10 minutes, on a large *nimbus* in the N.W. the moon being nearly at the full, and shining brightly in the S.E.: the prismatic colours of this rare phenomenon were distinctly seen, but they were considerably fainter than those which constitute the solar bow. The lunar iris is nearly of the same extent as the solar, and formed in a similar manner; namely, by the refraction of the moon's rays in the drops of rain in the night.

**AURORA BOREALIS.** The first appearance of the *aurora borealis* was from 8 till 10 P.M. on the 8th of February; but as that part of the northern hemisphere from the horizon to  $70^{\circ}$  in altitude, was almost overcast with *cirrostratus*, its appearance here was not very remarkable, except in the instance of a few of the coloured coruscations that extended beyond the zenith southward. The sky being partly clear in the north the following evening, the lights were more distinctly seen; they frequently appeared in perpendicular columns, at other times arched, and varied in colour in proportion to the different degrees of rarefaction of the air which they passed through.

The last appearance was on the 19th of September, from  $\frac{1}{2}$  past 8 till 9 P.M. between the N.W. b. N. and N. by E. points: there was only a low *cirrostratus* cloud near the horizon at the time, above which the *aurora* ascended in thick and slender pillars of a whitish light. Eight perpendicular columns appeared at intervals, nearly equidistant from each other; the highest was full  $40^{\circ}$  above the horizon, under *Stella Polaris*, and the thickest directly under *Benetnasch*, in the tail of *ursa major*: they sometimes terminated like the top of a cone, and at others like the long flame of a candle.

# A METEOROLOGICAL JOURNAL,

KEPT AT THE OBSERVATORY OF THE NAVAL ACADEMY, GOSPORT,

From the 20th of December, 1817, to the 20th of January, 1818.

| 1817<br>& 1818. | Winds.               | BAROMETER. |       |        | THERMOMETER |      |      | Temp.<br>in In.<br>&c. | Rain<br>in In.<br>&c. |
|-----------------|----------------------|------------|-------|--------|-------------|------|------|------------------------|-----------------------|
|                 |                      | Max.       | Min.  | Med.   | Max.        | Min. | Med. |                        |                       |
|                 |                      | In.        | In.   | In.    |             |      |      |                        |                       |
| Dec. 21         | E.                   | 29.55      | 29.52 | 29.533 | 41          | 33   | 37   | —                      | .02                   |
| 22              | E. to N.             | 29.60      | 29.58 | 29.590 | 40          | 30   | 35   | —                      | —                     |
| 23              | N.E. to E.           | 29.61      | 29.61 | 29.610 | 36          | 24   | 30   | .05                    | —                     |
| 24              | E. to N.             | 29.89      | 29.70 | 29.795 | 36          | 28   | 32   | —                      | —                     |
| 25              | N.E. to N.           | 30.13      | 30.02 | 30.075 | 38          | 22   | 30   | —                      | —                     |
| 26              | N.W.                 | 30.21      | 30.18 | 30.195 | 39          | 31   | 35   | .02                    | .12                   |
| 27              | W.                   | 30.00      | 29.77 | 29.885 | 42          | 30   | 36   | —                      | .04                   |
| 28              | W.b.N. to N.b.W.     | 29.99      | 29.70 | 29.845 | 39          | 23   | 31   | —                      | —                     |
| 29              | N.b.W. to W.S.W.     | 30.26      | 30.23 | 30.245 | 38          | 32   | 35   | —                      | .04                   |
| 30              | W.S.W.               | 30.17      | 30.10 | 30.135 | 46          | 37   | 41.5 | —                      | .03                   |
| 31              | N.E. to E.           | 30.12      | 30.10 | 30.110 | 43          | 29   | 36   | .08                    | —                     |
| Jan. 1          | E. b. N.             | 30.08      | 30.06 | 30.070 | 38          | 30   | 34   | —                      | —                     |
| 2               | E. b. N.             | 30.07      | 29.98 | 30     | 38          | 32   | 35   | —                      | —                     |
| 3               | E. b. N. to S. b. E. | 29.64      | 29.62 | 29.630 | 43          | 30   | 39.5 | —                      | .12                   |
| 4               | S. b. W. to W.       | 29.77      | 29.54 | 29.655 | 46          | 36   | 41   | —                      | .11                   |
| 5               | S. W. to W. b. W.    | 29.64      | 29.48 | 29.560 | 46          | 30   | 38   | —                      | .32                   |
| 6               | N.W.                 | 30.30      | 30.00 | 30.150 | 42          | 33   | 37.5 | —                      | —                     |
| 7               | W.S.W. to W.         | 30.29      | 30.11 | 30.200 | 50          | 37   | 43.5 | —                      | .07                   |
| 8               | N.W. to W.S.W.       | 30.38      | 30.23 | 30.305 | 44          | 36   | 40   | .05                    | .02                   |
| 9               | S.W. to W.S.W.       | 30.04      | 30.07 | 30.155 | 48          | 44   | 46   | —                      | .15                   |
| 10              | W. to W.S.W.         | 29.98      | 29.95 | 29.965 | 52          | 46   | 49   | —                      | .02                   |
| 11              | W.S.W.               | 29.90      | 29.76 | 29.830 | 51          | 38   | 44.5 | .05                    | .21                   |
| 12              | W. b. N. to S. W.    | 30.20      | 29.98 | 30.090 | 48          | 40   | 44   | —                      | .11                   |
| 13              | W.S.W.               | 30.03      | 29.97 | 30     | 53          | 44   | 48.5 | —                      | .14                   |
| 14              | W.S.W. to W.         | 30.08      | 29.94 | 30.010 | 50          | 44   | 47   | —                      | .16                   |
| 15              | W.                   | 29.91      | 29.87 | 29.890 | 52          | 48   | 50   | —                      | —                     |
| 16              | W.                   | 30.02      | 29.82 | 29.920 | 54          | 38   | 46   | —                      | .18                   |
| 17              | W. to W.N.W.         | 30.09      | 29.94 | 30.015 | 45          | 38   | 41.5 | .10                    | —                     |
| 18              | W.N.W.               | 30.36      | 30.06 | 30.210 | 45          | 29   | 37   | —                      | —                     |
| 19              | N.W. to S.W.         | 30.58      | 30.54 | 30.560 | 44          | 32   | 38   | —                      | —                     |
| 20              | S.S.W. to S.         | 30.46      | 30.27 | 30.365 | 44          | 39   | 41.5 | .05                    | —                     |
|                 |                      | 30.58      | 29.48 | 29.987 | 54          | 22   | 39.3 | .40                    | 1.78                  |

The observations in each line of this table are for a period of 24 hours, beginning at 8 A.M.

### RESULTS.

|                                    |             |           |                           |
|------------------------------------|-------------|-----------|---------------------------|
|                                    | Inches.     |           |                           |
| BAROMETER                          | { Maximum.. | 30.58     | January 19th, Wind S.W.   |
|                                    | { Minimum.. | 29.48     | Ditto 5th, Ditto N. by W. |
| Range of the Mercury               | ....        | 1.10      |                           |
| Mean barometrical pressure         | ..          | 29.987    |                           |
| Greatest variation in 24 hours     | ..          | .70       |                           |
| Spaces described                   | .....       | 7.85      |                           |
| Number of Changes                  | .....       | 29        |                           |
|                                    |             |           |                           |
| THERMOMETER                        | { Maximum.. | 54°       | January 16th, Wind W.     |
|                                    | { Minimum.. | 22        | Ditto 26th, Ditto N.W.    |
| Range                              | .....       | 32        |                           |
| Mean temperature of the Atmosphere | .....       | 39.3      |                           |
| Greatest variation in 24 hours     | ..          | 17        |                           |
| Evaporation during the period      | ..          | .40 Inch. |                           |
| Rain, hail, and snow, ditto        | ..          | 1.78 Do.  |                           |

### Scale of the prevailing Winds.

|    |      |    |    |      |    |            |
|----|------|----|----|------|----|------------|
| N. | N.E. | E. | S. | S.W. | W. | N.W.       |
| 2  | 2    | 5  | 1  | 9    | 5  | 7=51 Days. |

REMARKS ON THE WEATHER.

DECEMBER 21. At 8 A.M. a shower of small transparent hail, followed by *cumulostratus* and intervals of sunshine till noon: P.M. an overcast sky, and a cold breeze from the east.

22. Overcast till 9 A.M. then fine, with *cirrus*, *cirrocumuli*, and *cumuli* in all quarters near the horizon: the night fair and frosty.

23. A veil of *cirrostratus*, which broke away at 10 A.M.; then fine, with plumose *cirrus*, and *cirrocumulus* till sun-set: the night as the preceding; and a quiescent barometer during the last 24 hours.

24. A.M. fine, with *cumuli*, and a stiff easterly breeze: P.M. clear and frosty.

25. A.M. hoar frost early: sunshine, with *cumulus* below *cirrocumulus*: P.M. as the preceding.

26. Hoar frost, and a *stratus* on the harbour and at Spithead: a transparent atmosphere and calm all day: haze after sun-set, followed by rain; the maximum of temperature at midnight.

27. The day nearly as the preceding: a strong westerly gale, and rain at night.

28. A.M. fine, with *cirrocumulus* and *cirrostratus*: P.M. clear and frosty.

29. A.M. hoar frost with ice, and a cloudless sky: P.M. linear *cirri* from the W. and N.W.; as the upper atmosphere became calm, we had an opportunity of seeing those soft delicate clouds descend gradually, and soon after sun-set they passed to *cirrostrati*, while a slow depression was observed on the mercury in the barometer: showers of rain and hail in the night, when the maximum of temperature occurred.

30. Much *cirrostratus* in flocks and in beds, and intervals of sunshine: the sky overcast at night, followed by a little rain.

31. Overcast and foggy till 10 A.M. then *cirrostratus* appeared: from noon till sun-set a clear sky: the night cloudy and fine.

JANUARY 1, 1818. A.M. hoar frost, with ice, a cold easterly wind, and sunshine, with low *cumulus* clouds: P.M. a clear sky.

2. A light hoar frost, afterwards heavy *cumulostratus*, and but little sunshine through the small openings of this compound modification: a heavy gale from the east till midnight.

3. At 9 A.M.  $1\frac{1}{2}$  inch of snow, which fell in pretty large flocks or tufts, the aggregate of each tuft was composed of short fine bars, of a cylindrical shape—P.M. overcast, and rain—the maximum of temperature in the night.

4. Heavy *cumulostratus* early, followed by *nimbi* and showers, with intervals of sunshine—maximum of temperature in the night.



5. A strong gale from the S.W. from 5 A.M. till noon: a rainy day, and a fine night.

6. A little hoar frost and ice; a brilliant and cloudless day, and a rising barometer: a beautiful blush on the twilight, both in the eastern and western sky, followed by a descent of haze.

7. A.M. fine with *cirrus* passing rapidly to *cirrostratus*; afterwards low *cumulus* clouds: P.M. a brisk gale from the west, accompanied with rain.

8. A fine day, with plumose *cirrus*, and attenuated *cirrostratus*: at sun-set there was a beautiful display of light red *cirri*, fretted and embossed, and *cirrocumuli* in the S. and S.W.; the upper edge of a *cirrostratus* cloud, arched like a rainbow from N.N.W. to S.E. was also tinged with a very deep red: hazy through the night.

9. A rainy and windy day.

10. Drizzling rain till 2 P.M. when the lower *stratum* of cloud broke away, and for about an hour *cirrocumulus* appeared in flocks, well formed from the *cirrus* above.

11. Drizzling rain nearly all day: *nimbi* and smart showers at night.

12. A grey morning: at noon a beautiful solar halo  $44^{\circ}$  in horizontal diameter, appeared on a veil of thick *cirrus*, which in the afternoon passed to attenuated *cirrostratus*: wind and rain after 5 P.M.

13. Wet and windy—a lunar corona at  $\frac{1}{2}$  past 10 P.M.

14. A.M. as the preceding, and a gale from the W.S.W. heavy *cumulostratus* and sunshine in the afternoon.

15. An overcast sky all day and night, and a strong gale from the west.

16. Part of a solar halo from 9 till 10 A.M.: at noon rain, followed immediately by a hard gale from the west.

17. A fine sunny day, with *cirrostratus* early, and a constant flow of lofty *cumuli*: a gold-coloured sun-set, and a clear moonlight night.

18. Nearly as the preceding, with lofty *cumuli*, and *cumulostratus*.

19. A.M. a light hoar frost, calm, and a transparent atmosphere: the afternoon fine, with *cirrus* and *cumulus* clouds: a clear sky at night, but hazy below.

20. A light hoar frost early: a fine sunny day, with plumose *cirri*, *cirrocumuli*, and distant *cirrostratus*: the passing *cirrus* was tinged with red at sun-set; and there was a blush on the twilight, both in the eastern and western sky; a close corona round the moon from 5 till 6 P.M. the night as the preceding.

### Promotions and Appointments.

#### Captains, &c. appointed.

Capt. E. Bernard, to be post-captain.

Charles H. Reed, to the *Driver*, on the *Leith station*, *vice* Capt. Ross, appointed to prosecute the northern discoveries.

Right Hon. Lord H. F. Thynne, is promoted to the rank of a lieutenant, and appointed to the *Tagus*; Hon. Edward Gore, to the rank of lieutenant, and to the *Fly sloop*; John Roberts, and Thomas Harding, to the rank of lieutenants; C. C. Dent, to be a lieutenant, and to the *Challenger*; J. W. Cairnes, to the *Island of Ascension*; C. R. Milborne, to the *Ganymede*; L. D. Mitchell, to the *Larne*; T. R. Brigstoke, to the *Lec*; H. Jellicoe, and Wm. Saunders, to the *Erne*; John Barclay, to the *Esk*; G. C. Gambier, to the *Orlando*; J. G. Nops, to the *Cadmus*; William Morrell, to one of the ships bound on discoveries.

Admiral Sir Richard Bickerton, Bart. is appointed Lieut.-General of the Royal Marine Forces, *vice* Sir Richard Onslow, Bart. deceased; and Rear-admiral Sir George Hope, K.C.B. is appointed Major-general, *vice* Sir Richard Bickerton.

Captain Clotworthy Upton, is appointed Naval Commissioner at Trincomalee, East Indias, *vice* Peter Puget.

Capt. E. Bernard, to the *Conway*; Timothy Scriven, C.B. to the *Erne*; Charles H. Reed, to the *Driver*; D. Buchan, and John Ross, to the command of two of the ships intended to prosecute the northern discoveries.

Captain Robert Larkan of Gosport, is appointed to Greenwich Hospital, *vice* Rutherford, deceased.

D. Down, surgeon of the flag ship in the Mediterranean, is appointed Physician Extraordinary to the Duke of Clarence.

Doctors James Gillies, Surgeons, R.N. and Wm. Beatty, the latter Physician to the Channel fleet, are appointed Physicians Extraordinary to His Royal Highness the Prince Regent for Scotland.

Mr. W. H. Orton, of the superior class of shipwrights, having served his time in the school for naval architecture, is appointed to Sheerness dock-yard; Mr. William Morgan, from the same establishment, is appointed to Deptford dock-yard; Mr. Charles Bonnycastle, to Woolwich dock-yard; and Mr. Francis Leiard, to Portsmouth dock-yard.

#### DEATHS.

Lately, at her residence in the Edgware-road, after a few days illness, aged 34 years, the lady of Rear-admiral Charles Dudley Pater.

Lately, at his seat at Cuffnells, in Hants, aged 72 years, Right Hon. George Rose, M.P. Treasurer of H.M. Navy, President of the Board of Trade, Clerk of Parliament, &c. &c.

Lately, was drowned in a boat race, from Plymouth, round the Eddy-stone, by the upsetting of the boat in which he was sailing, Lieut. J. W. Dyer, R.N. Date of commission, 31st March, 1812.

On the 22d October, at Bonington House, Lanarkshire, Lady Ross Baillie, of Lamington, relict of the late Vice-admiral Sir John Lockhart Ross of Balnagown, Baronet.

On the 26th December, in London, aged 36 years, Captain George Bulley, R.N. Date of commission, 17th Jan. 1814.

Suddenly, at Havre de Grace, on the evening of the 27th December, Capt. G. R. Douglas, R.N. he was carried to the grave by eight of his brother officers, attended as chief mourner by the British Consul. Date of commission, 28th Feb, 1812.

On the 29th Dec. in the 82d year of his age, Mr. W. Goddard, father of Thomas Goddard, Esq. Purser of the Royal George Yacht.

On the 3d of January, at Southampton, aged 77 years, Sir Richard Onslow, Bart. G.C.B. Admiral of the Red, and Lieut.-General of the Royal Marine Forces; he was next Father of the Fleet to Earl St. Vincent. Sir Richard was esteemed, in the extended sense—a good officer. He commenced his naval career at a very early period of life. His first appointment as lieutenant, bears the date of December, 17, 1758. On the 11th of July, 1761, he was advanced to the rank of commander; and on the 14th of April, 1762, he was made post into the Humber, a 40-gun ship. Captain Onslow was in the squadron under the command of Lord Howe, at Sandy Hook, in July, 1778, and accompanied that officer in his expedition to Rhode Island, in August following, in quest of the French fleet. In July, 1780, when in command of the Bellona, 74, he captured the Dutch ship of war, Princess Caroline, of 54 guns, and 300 men. In 1790, Captain Onslow was appointed to the Magnificent, 74, one of the fleet intended for the Channel service, and equipped through apprehensions of a war with Spain relative to Nootka Sound. That alarm, however, having blown over, he quitted his command, and was never employed again as a private captain. On the 1st of July, 1793, he was advanced to Rear-admiral of the White. In 1796, Rear-admiral Onslow was, for a short time, Port-admiral at Plymouth, and was soon afterwards appointed second in command of the fleet under the late Lord Duncan in the North Seas; where he distinguished himself in the Monarch, 74, in the defeat of the Dutch fleet under Admiral de Winter; his ship commenced the action, and sustained greater than any one in the British fleet, the Ardent excepted; the Vice-admiral Rentjies, in the Jupiter, 74, and 500 men, struck to the Monarch. For his gallant conduct in this action he was created a Baronet; received the thanks of both Houses of Parliament; and was presented with the freedom of the City of London, and a sword of one hundred guineas value. Sir Richard retained his command in the North Sea Fleet, but without any further opportunity of distinguishing himself, till the year 1799, when he resigned. On the 14th of July, 1799, he was promoted to be Admiral of the Blue Squadron, and subsequently obtained the distinguished honour of being appointed Lieutenant-general of Marines, and was created Grand Cross of the order of the Bath.

On the 4th January, in an apoplectic fit, at Woolwich, Mr. James Braine, of H.M. dock-yard at that place. Mr. Braine had been for several years a faithful servant of the public, and is much regretted, and was greatly respected by all who knew him.

On the 10th January, Mr. John Innes, Purser Royal, at his residence near Portsmouth. Date of warrant, 27th January, 1804.

On the 14th January, at his apartments in Greenwich Hospital, deeply lamented by a numerous circle of brother officers and friends, Captain W. G. Rutherford, R.N. C.B. Captain Rutherford was one of the heroes of Trafalgar, having the honor to command H.M.S. Swiftsure, of 74 guns, in that ever-memorable battle. Capt. R. was a most gentlemanly character, and a highly respected naval officer. Date of commission, 15th Nov. 1796.

On the 19th January, at Portsmouth, of an apoplectic fit, Mr. Wm. Browne, gunner of H.M. Briton.

#### Errata.

Vol xxviii. page 504, line 14, for "edem," read "eadem;" line 32, delete "the entrance of;" and line 36 of the same page, for "cause of retributive justice," read "course of retributive justice."

At page 493, line 30, for "sons" read "roses."

— 494, line 11, for "forget," read "forgot."

BIOGRAPHICAL MEMOIR.  
 OF THE LATE  
**SIR HUGH PALLISER, BART.**  
 ADMIRAL OF THE WHITE, &c.

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—— We read lectures to you,  
 How youngly he began to serve his country,  
 How long continued, and what stock he springs of.  
 SHAKESPEARE.

**T**HE professional services of this gentleman were connected with a long and interesting portion of British History; and it will be seen even in the slight sketch of them that we are enabled to give, that they were performed with a zeal and ability highly honorable to his character, although the most prominent feature of his history consists in the question of them. Success is perhaps in too many instances viewed as the criterion of both, or rather the failure of it is too often considered as justifiable ground for doubting either the existence or the exertion of those essential qualities. We should indeed not too easily acquiesce in, or excuse defeat, let the purpose be what it may; but as the issue of all enterprise is controlled by a superior hand, and especially in affairs which involve the interests of whole nations, if on a fair, unbiassed scrutiny, we shall be found to have deserved success, we are entitled to somewhat like the credit of it. We are told that "Time and Chance happeneth to all:" whatever may strictly be understood by Chance, we certainly find that success does not happen to all—but the reverse, we fear, to the far greater number—with this, however, as a general question, we have no present concern—the naval career of Sir Hugh presents repeated instances in which his zeal and ability were evinced by the gratifying test of success.

The family of this gentleman was ancient, and respectable, and possessed of a considerable estate at Newbywisik, in Yorkshire. His father was a captain in the army, and the younger son of a

numerous family. He had, also two uncles, who died with the rank of lieutenant-colonels. His mother was the daughter of Humphrey Robinson, Esq. of Thickett-Mall, in the county of York. Of his father we have no farther information, than that he was wounded severely in the battle of Almanza. The family estate it appears was greatly encumbered by the eldest of his uncles, whose prodigality had brought it nearly to a state of ruin, but who in the course of a long life, (he having lived to the period of 100 years), and a timely retreat from the vortex of dissipation, removed the incumbrances, and entailed on the respected subject of this memoir six hundred pounds a year. Another member of the family lived in habits of friendship with the celebrated Locke, and died Archbishop of Cashel; to this gentleman, the College of Dublin is indebted for some valuable endowments.

Sir Hugh was born at Kirk Deighton, in the county of York, on the 26th of February, 1722. To gentlemen of his rank in life, the Army, Navy, Church, or Bar, present the only ready avenues to suitable employment. He had shewn an inclination to the navy, and was placed at an early age under the care of a relation, then a captain in the service. When inclination leads, exertion follows; the whole art of seamanship was sedulously studied, and actively practised, in all the various duties of a naval officer—and among the early friends which his good conduct gained him, he had soon the honour to number, Lord Anson, Admiral Boscawen, and Sir Charles Saunders.

In the year 1742, Mr. Palliser was made lieutenant; and in the engagement off Toulon on the 11th of February, 1744, we find him first of the *Essex*, commanded by Captain Norris, who having disgraced himself in the action, subsequently absconded, and was struck off the list. It appears, however, from Schomberg's account, that on the 21st of May following, Captain Norris, in the *Essex*, destroyed several armed xebecs, settees laden with stores, provisions, and ammunition, bound to Antibes, which had taken shelter in Cassi creek.

The character of Mr. Palliser was, however, in no degree affected by the disgrace of his commander; in July, 1746, he was advanced to the rank of commander, and appointed to the *Weazle* sloop, in which he captured four French privateers while on his

station off Beachy Head. The capture of two of them was noticed in the following official letter :—

“ *Admiralty Office, October 14, 1746.* ”

“ Captain Palliser, in his Majesty's sloop the *Weazle*, being on a cruise off the Isle of Wight, on the 8th instant, at ten in the morning, saw a shallop, which he gave chase to, and at once came up with her and took her; she was called the *Jeantie*, a French privateer belonging to Boulogne, mounting six carriage and six swivel guns, and had forty-eight men on board, and was commanded by Antoine Colloit.

“ When Captain Palliser had shifted the prisoners, he gave chase to another vessel, and at dark came up with and took her. She was called the *Fortune*, a French privateer of Honfleur, mounting ten carriage and ten swivel guns, and had ninety-five men on board, commanded by John Gilliere. Both the prizes are brought into port.”

On the 25th of November, in the same year, he was promoted to post rank, and commissioned to the Captain, in the squadron of Commodore Legge, appointed commander-in-chief at the Leeward Islands; and on the death of that gentleman soon after, he removed into the *Sutherland*, of 50 guns, the Captain, as a larger ship, being assigned to the senior captain, afterwards Sir George Pococke.

In the month of October, 1747, Admiral Hawke, who had been despatched with orders to cruise off Cape Finisterre with fourteen sail of the line, to intercept a fleet of French merchantmen, fell in with it, and engaged the squadron by which it was protected, and captured six of the enemy's ships, but the convoy escaped; the admiral then despatched the *Weazle* sloop, with information to the commander-in-chief on the Leeward Island station, and a great part of the convoy was taken; but the *Sutherland* having lost her masts in a hurricane, was unable to share in the capture. To this misfortune shortly after succeeded another. In a cruise to the leeward of Martinico, he put into Prince Rupert's Bay, Dominica, for water. The island being in the sole possession of the French, and native Indians, it was necessary that a party of marines should be landed for the protection of the waterers. The armourer, in taking the arms out of the chest on the quarter-deck, struck fire, which communicating to the cartridge boxes therein, occasioned all the arms to go off. Captain Palliser was sitting on the opposite side of the deck, on the other

arm chest, and was immediately wounded by a ball which entered on the left side of his back, and was taken out at his right groin; another struck his right hip, and a third his left shoulder. The armourer and his mate were both killed, but the captain, contrary to the expectation of the surgeons themselves, recovered. He, however, remained lame ever after in the left leg, with a perpetual and sometimes excruciating pain, which ultimately occasioned his death.

His inclination to the service was not, however, in any degree diminished by this accident. To a service so peculiarly and necessarily fraught with peril, no one, indeed, should offer himself, but with the voluntary and complete devotion of his person. In the year 1748, on the peace with France and Spain being accomplished, Captain Palliser was appointed to the Sheerness frigate, and ordered to proceed to the East Indies to inform Admiral Boscawen of that event, which service being performed, he was, in 1750, commissioned to the Yarmouth guard-ship, in which he did not long remain, for in consequence of certain schemes projected by the disaffected Scotch with the Court of France, for returning to Scotland with a view of exciting fresh disturbances there, he was ordered in the Seahorse, a 20-gun ship, to cruise off the coast of Scotland to intercept them, should the attempt be made. The natural ill-will excited against him there by the baffling service he was sent upon, vented itself in many contrivances by the Pretender's party to distress him and defeat his purpose, and among others the following: The captain, by his instructions, was empowered to accept the services of all such men as voluntarily offered themselves, it being presumed the most likely means of keeping up a loyal crew. For one of these volunteers they forged an indenture, and having claimed him as an apprentice, proceeded against the captain in the Vice-Admiralty Court of Scotland, for entering him; and refusing to discharge him, the first time that the captain went on shore, he was arrested by the Judge's warrant, and confined in the Tolbooth several days, until the Lords of Session interposing their authority, superseded the warrant, and released him. The master of the vessel who countenanced the forged indenture, fled.

He was next appointed to the Bristol, of 50 guns, commissioned as a guard-ship at Plymouth. But on this station he did not long

remain. The encroachments of the French on the back settlements of Virginia, had become so bold and determined, as no longer to be viewed with indifference. Disputes had previously arisen with respect to the limits of Acadia; and while the adjustment of these differences was in agitation between the commissaries of the two Crowns at Paris, the French were in order to engross the whole of the fur-trade of America; extending a chain of forts along the lakes Erie and Ontario, for the purpose of excluding us from all commerce with the Indian nations. These encroachments had been for many years gradually ventured, and on the part of the English connived at, from a consideration of the costs of war so far preponderating against the loss of commercial profit, and other colonial difficulties. Thus encouraged, the French afterwards carried on their progressive invasion upon the territory of New York, and boldly, and still without opposition, built the fort of Crown Point. In this manner, from year to year, they had added trespass to trespass; fruitless remonstrances had been made, and at the period to which the course of our biography has brought us, while the French Court were pretending to settle at home the just boundaries of their possessions in America, it was secretly countenancing the forcible extension of them, by a usurpation of ours respecting which no question had been made. It was therefore resolved by our government, that an army should be immediately sent to Virginia, to drive the French from their encroachments on that province. Commodore Keppel was accordingly ordered to proceed thither, with two fifty gun ships and some frigates, and Captain Palliser, with the *Seahorse* and *Nightingale*, was appointed to convoy the transports.

To whatever may be attributed the subsequent differences between these two highly respectable officers, we are inclined to think that a spirit of emulation (which although generally productive of much public good, is always alloyed by a certain portion of personal jealousy) on the part of Captain Palliser, had some remote influence in the production of them.

The commodore had sailed in September 1754; Captain Palliser in January 1755, and avoiding the usual tract, he ran southward as far as the Tropic. By this judicious course he effected the happy result of preserving his ships from the heavy gales found in the ordinary passage, and the troops from sickness. The commodore,



who had reached the place of destination, Hampton, but a very short time before, brought his ships in a state of great damage, and his ship's companies extremely sickly; whereas Captain Palliser, on his arrival, produced his ships in good condition, the troops in good health, and the hospitals that had been provided by the commodore, in the expectation that the men he brought with him would be in a similar state of ill health with his own, he shewed to be unnecessary. Here was the service of the country highly promoted, and the thanks and congratulation of the commodore no doubt paid him, as most justly due; but it is scarcely to be supposed that there was no sense of private mortification on one side, and of proud superiority on the other.

Captain Palliser proceeded immediately with the troops up the river Potomack to Alexandria, where the first Congress was held, consisting of the commanding general and commodore, and the governors of all his Majesty's colonies; and here the provincial troops of Virginia, under Captain Washington, afterwards so justly celebrated as a general and statesman, joined the King's troops.

The failure of this expedition is well known, and fairly attributable to the indiscretion of General Braddock, who, although possessed of undoubted courage, may be said to have sacrificed his life and the interests of his country to his personal haughtiness and obstinacy; he was ably supported by the naval part of the expedition, but he was not a man to be advised, and ruin was the consequence. Captain Palliser returned in the Seahorse to England, and the commodore returned with him as a passenger.

Captain Palliser was in the same year appointed to command the *Eagle*, of 60 guns; and on the 30th May, in the following year, he, in company with the *Medway*, cruising off Ushant, fell in with a French East India ship, mounting 50 guns, to which they gave chase, and after a short but severe action, captured her, having killed fifty-one of her men, passed ninety-seven shot through both sides of her, and brought down her main and mizen-masts. The *Eagle* had ten men killed, thirty-two wounded, and twenty-one shot through her sides.

From the *Eagle*, Captain Palliser was, in the beginning of the year 1758, appointed to the *Shrewsbury*, of 74 guns; and in July, the same year, he was detached by Lord Anson, with a squadron to watch the French fleet in Brest Road. In the course

of this service he fell in with a fleet of coasters, under convoy of two frigates, the frigates he drove on shore at the entrance of the Bay D'Hodiernes, and captured some of the trading vessels.

In 1759, the memorable expedition against Quebec was completed, and about the middle of February sailed for Cape Breton, under the command of Admirals Saunders and Holmes. To this expedition Captain Palliser was attached, in the *Shrewsbury*, to the squadron commanded by Admiral Saunders. On the 21st of April, they came in sight of Louisbourg, but could not enter the harbour, it being blocked up with ice. The squadron then bore away for Halifax, whence Rear-Admiral Durell was despatched, with a small squadron, to the river St. Lawrence, to intercept any supplies to the enemy. He arrived, however, too late to prevent seventeen sail, laden with provisions, stores, and recruits, under convoy of three frigates, from reaching Quebec. In the meanwhile, Admiral Saunders having entered the harbour of Louisbourg, embarked eight thousand troops, and proceeded up the river St. Lawrence, it having been previously surveyed by the immortal Cook, then serving obscurely in the squadron of Admiral Saunders. On the 26th of June, the forces were disembarked upon the isle of Orleans, and a manifesto was immediately published, promising protection to the peaceable inhabitants, and professing the competency of their power to quell all resistance. The opposition of the enemy, however, was not to be paralyzed by professions; he was prepared at all points, and put the British commanders to the necessity of exerting all their talents, naval and military, to proceed with any chance of success. Nor were talents of the very first description wanting. Never did the thirst of glory, or the dread of disgrace, operate more powerfully than in the breast of Wolfe, and although in the course of this ever-memorable siege he was driven by the difficulties that presented themselves to a state bordering on a desperation of success, he was determined to sacrifice every thing to the least possible chance of preventing an inglorious result to the enterprise. Being informed that a body of the enemy was posted with cannon at Point Levi, opposite the city of Quebec, he detached four battalions, under Brigadier Monckton, who passed the river at night, and in the morning drove them from their post. Another detachment took possession of the western point of the

island of Orleans, which in the hands of the enemy would have prevented any ship from lying at anchor within two miles of Quebec.

While erecting a battery on Point Levi, and rendering it effective against the city, the fleet was exposed to the utmost danger. Soon after landing the troops, a violent storm arose, and the wind blew with such impetuosity, that several of the transports were driven foul of each other and disabled. Many of the large ships lost their anchors, and a number of boats and small craft foundered. The enemy, taking advantage of this distress and confusion, got ready seven fire-ships, which at midnight they sent down from Quebec among the transports; but though skillfully directed, their purpose was defeated, by the judgment of the admiral, and the courage and dexterity of the seamen, who boarded the fire-ships, and towed them a-ground, where they burnt harmless to the water's edge. A similar attempt was made, though of a more formidable description, a month afterwards, and rendered abortive by the like resolution and activity.

Having made the hospital and stores secure on the island of Orleans, the forces crossed the north channel, and encamped on the side of the river Montmorenci. Many objections have been made to the general's choice of situation by the Falls of Montmorenci, which it is not now of importance to inquire into. On the 18th of July, the admiral, at his request, sent two ships of war, two armed sloops, and some transports with troops. In this little armament, the general himself reconnoitered the banks of the river St. Lawrence, in search of a place most favorable for a descent, with a view to bring on a general engagement. But difficulties every where presented themselves, and left him only the choice of them.

After some trifling success at Point au Tremble, he returned to Montmorenci, where Brigadier Townshend had prevented the erection of a battery on the opposite side of the river, which would have commanded the British camp. The general here resolved to attack them, and first to reduce a redoubt close to the water's edge, preparations for which were accordingly made.

On the 31st of July, part of Brigadier Monckton's brigade was embarked in the boats of the fleet at Point Levi. The brigades of Townshend and Murray were in readiness to pass the ford

when it should be necessary; and the admiral had stationed the *Centurion* in the channel to check the fire of the lower battery, which commanded the ford; a numerous train of artillery was placed upon the eminence, to batter and enfilade the left of the enemy's entrenchment, and two flat-bottomed armed vessels were run a-ground to favor the descent of the forces.

By this judicious arrangement, and a well-directed fire from the *Centurion*, the enemy was confused, and the general resolved to avail himself of their confusion to storm his entrenchment. He ordered that the three brigadiers should put their troops in motion at a certain signal; but the best arranged plan is liable to accident, several of the boats from Point Levi ran a-ground, disorder ensued, time was lost, and the march of Brigadier Townshend's corps, then in motion, was ordered to be stopped. The boats were after a while floated, and advanced through a heavy fire of shot and shells, the General in person sounding the shore, and pointing out the most eligible place for disembarkation. Thirteen companies of grenadiers, and two hundred men of the second American battalion were first landed. They were ordered to form in four distinct bodies, and await the support of the other troops. "The better part of valour is discretion."—The ardour of the troops was such, that before Monckton had landed, and while Townshend was on his march at a considerable distance, the grenadiers, without even waiting to be drawn up in any regular form, rushed impetuously and in disorder towards the enemy's entrenchments. The first fire they received did such execution among them, that they were compelled to shelter themselves under the redoubt which the enemy had left. There they remained, unable to form, notwithstanding the endeavours of their officers, many of whom lost their lives in the attempt.

The General, seeing their exertions useless, ordered them to retreat behind Monckton's brigade, which had now landed, and was drawn up in order on the beach. They accordingly retired in confusion, leaving numbers on the field to the barbarity of the Indians, who massacred the living, and scalped the dead, even in sight of their indignant companions.\*

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\* The following anecdote is so remarkable, and tends so much to the honour of the British soldiery, that we insert it without fear of the reader's disapprobation: Captain Ochterlony and Ensign Peyton belonged to the regiment of Brigadier-

Various considerations now induced the general to retire to the other side of the river Montmorenci, and the admiral accordingly

General Monckton. They were nearly of an age, which did not exceed thirty: the first was a North Briton, the other a native of Ireland. Both were agreeable in person and unblemished in character, and connected together by the ties of mutual friendship and esteem. On the day that preceded the battle, Captain Ochterlony had been obliged to fight a duel with a German officer; in which, though he wounded and disarmed his antagonist, yet he himself received a dangerous hurt under the right arm: in consequence of which, his friends insisted on his remaining in camp, during the action of the next day; but his spirit was too great to comply with this remonstrance. He declared it should never be said that a scratch, received in a private rencounter, had prevented him from doing his duty when his country required his service; and he took the field with a fusil in his hand, though he was hardly able to carry his arms. In leading up his men to the enemy's entrenchments, he was shot through the lungs with a musket-ball; an accident which obliged him to part with his fusil, but he still continued advancing, until by loss of blood he became too weak to proceed farther. About the same time, Mr. Peyton was lamed by a shot, which shattered the small bone of his left leg. The soldiers in their retreat earnestly begged, with tears in their eyes, that Captain Ochterlony would allow them to carry him and the Ensign off the field. But he was so bigotted to a severe point of honour that he would not quit the ground, though he desired they would take care of his Ensign. Mr. Peyton, with a generous disdain, rejected their good offices, declaring that he would not leave his Captain in such a situation; and in a little time they remained the sole survivors on that part of the field.

Captain Ochterlony sat down by his friend; and as they expected nothing but immediate death, they took leave of each other. Yet they were not altogether abandoned by the hope of being protected as prisoners; for the Captain seeing a French soldier with two indians approach, started up, and accosting them in the French language, which he spoke perfectly well, expressed his expectation that they would treat him and his companion as officers, prisoners, and gentlemen. The two indians seemed to be entirely under the conduct of the Frenchman, who coming up to Mr. Peyton as he sat on the ground, snatched his laced hat from his head, and robbed the Captain of his watch and money. This outrage was a signal to the indians for murder and pillage. One of them clubbing his firelock, struck at him behind with a view to knock him down; but the blow missing his head, took place on his shoulder. At the same instant, the other indian poured his shot into the breast of this unfortunate young gentleman, who cried out, "Oh, Peyton! the villain has shot me." Not yet satiated with cruelty, the barbarian sprung upon him, and stabbed him in the belly with his scalping-knife. The Captain having parted with his fusil, had no weapon for his defence, as none of the officers wore swords in the action. The three ruffians, finding him still alive, endeavoured to strangle him with his own sash: and he was now upon his knees struggling against them with surprising exertion. Mr. Peyton, at this juncture, having a double-barrelled musket in his hand, and seeing the distress of his friend, fired at one of the indians, who dropped dead upon the spot. The other, thinking the Ensign would now be an easy prey, advanced towards him; and Mr. Peyton, having taken good aim at the distance of four yards, discharged his piece the second time, but it seemed to take no effect. The savage found in

ordered the two vessels which were a-ground to be set on fire. Some minor operations were successfully performed; but the wind

his turn, and wounded the Ensign in the shoulder; then rushing upon him, thrust his bayonet through his body. He repeated the blow, which Mr. Peyton attempting to parry, received another wound in his left hand; nevertheless, he seized the indian's musket with the same hand, pulled him forwards, and with his right drawing a dagger which hung by his side, plunged it in the barbarian's side. A violent struggle ensued; but at length Mr. Peyton was uppermost, and with repeated strokes of his dagger killed his antagonist outright. Here he was seized with an unaccountable emotion of curiosity, to know whether or not his shot had taken place on the body of the Indian; he accordingly turned him up, and stripping off his blanket, perceived the ball had penetrated quite through the cavity of the breast. Having thus obtained a dear-bought victory, he started up on one leg, and saw Captain Ochterlony standing at the distance of sixty yards, close by the enemy's breastwork, with the French soldier attending him. Mr. Peyton then called aloud, "Captain Ochterlony, I am glad to see you have at last got under protection. Beware of that villain who is more barbarous than the savages. God bless you, my dear Captain! I see a party of indians coming this way, and expect to be murdered immediately." A number of those barbarians had for some time been employed on the left in scalping and pillaging the dying and the dead that were left upon the field of battle, and about thirty of them were in full march to destroy Mr. Peyton. This gentleman knew he had no mercy to expect; for should his life be spared for the present, they would have afterwards insisted upon sacrificing him to the manes of their brethren, whom he had slain; and in that case he would have been put to death by the most excruciating tortures. Full of this idea, he snatched up his musket, and notwithstanding his broken leg, ran above forty yards without halting; feeling himself now totally disabled and incapable of proceeding one step farther, he loaded his piece, and presented it to the two foremost Indians, who stood aloof, waiting to be joined by their fellows, while the French from their breastworks kept up a continual fire of cannon and small arms upon this poor, solitary, and maimed, gentleman. In this uncomfortable situation he stood, when he discerned at a distance a Highland officer with a party of his men skirting the plain towards the field of battle. He forthwith waved his hand in signal of distress; and being perceived by the officer, he detached three of his men to his assistance. These brave fellows hastened to him through the midst of a terrible fire, and one of them bore him off upon his shoulders. The Highland Officer was Captain Macdonald, of Colonel Frazier's battalion, who, understanding that a young gentleman, his kinsman, had dropped on the field of battle, had put himself at the head of this party, with which he penetrated to the middle of the field, drove a considerable number of the French and indians before him, and finding his relation still unscalped, carried him off in triumph. Poor Captain Ochterlony was conveyed to Quebec, where in a few days he died of his wounds. After the reduction of that place, the French surgeons who attended him, declared, that in all probability he would have recovered of the two shots he had received in his breast, had he not been mortally wounded in the belly by the Indian's scalping-knife.

As this very remarkable scene was acted in sight of both armies, General Townshend in the sequel, expostulated with the French officers upon the inhumanity of keeping up such a severe fire against two wounded gentlemen who

of his general was much hurt by the failure at the Falls of Montmorenci, and he was seized with fever and dysentry, the consequence of his extreme vexation. It was now resolved to break up the camp at Montmorenci, and the troops were reembarked and landed at Point Levi.

We come next to the final and most arduous enterprise, the ascending the Heights of Abraham, a plan of attack, the execution of which could only have been conceived by the spirit of desperation. A rapid stream—a shelving shore—the bank of the river lined with sentinels—and if the landing, against all human probability, were effected—heights craggy, and of almost perpendicular ascent, were such obstacles as men in a state of cool consideration would have declared insuperable. In whose mind the scheme originated does not appear, or whether the other commanders partook of the general's despondency; he had desired a consultation, which was held, but the measures then suggested were deemed impracticable; the General had been heard to say that he would never return home unsuccessful, and this resolution may account for his afterwards adopting, without hesitation, although aware of its difficulties, a plan which could not disgrace him in its failure, and must astonish if successful.

As a previous measure, Admiral Holmes moved with his squadron about three leagues farther up the river than the place destined for disembarkation, in order to amuse M. de Bougainville, who had been detached with 1,500 men to watch the motions of the squadron.

On the 12th September, an hour after midnight, the first embarkation was made, consisting of four regiments, the light infantry commanded by Colonel Howe, a detachment of Highlanders, and the American grenadiers, commanded by the Brigadiers Monckton and Murray, accompanied by the General. They fell down with the tide, the boats gliding gently along, but owing to the rapidity of the tide, and the darkness of the night, they overshot the intended place of disembarkation.\* The second embarkation was super-

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were disabled, and destitute of all hope of escaping. They answered that the fire was not made by the regulars, but by the Canadians and savages whom it was not in the power of discipline to restrain.

\* How far the success of this attempt depended upon accident, may be conceived from the following particulars:—In the twilight, two French deserters were carried on board a ship of war, commanded by Captain Smith, and lying at

intended by Brigadier Townshend, and both being completely effected, the heights were ascended, the battle so generally known, and ever-memorable, was fought, the general was killed, and the victory won.

On the 17th, the Admirals Saunders, Durell, and Holmes sailed with all the ships of war to attack the lower town, but before any battery could be finished, the town capitulated, and Captain Palliser, with a body of seamen, took possession of it,

anchor near the north shore. They told him that the garrison of Quebec expected that night to receive a convoy of provisions, sent down the river in boats from the detachment above, commanded by M de Bougainville. These deserters standing upon deck, and perceiving the English boats with the troops gliding down the river in the dark, began to shout and make a noise, declaring they were a part of the expected convoy. Captain Smith, who was ignorant of general Wolfe's design, believing their affirmation, had actually given orders to point the guns at the British troops; when the General, perceiving a commotion on board, rowed along side in person and prevented the discharge, which would have alarmed the town and entirely frustrated the attempt.

The French had posted sentries along shore, to challenge boats and vessels, and give the alarm occasionally. The first boat that contained the English troops being questioned accordingly, a Captain of Frazer's regiment who had served in Holland, and who was perfectly well acquainted with the French language and customs, answered without hesitation to *qui vit*, which is their challenging word, *la France* nor was he at a loss to answer the second question, which was much more particular and difficult—When the sentinel demanded *a quel regiment?* To what regiment. The Captain replied, *de la Reine*, which he knew by accident to be one of those that composed the body commanded by Bougainville. The soldier took it for granted this was the expected convoy, and saying *passé*, allowed all the boats to proceed without farther question. In the same manner the other sentries were deceived, though one, more wary than the rest, came running down to the water's edge, and called "*Pourquoi est ce que vous ne parlez plus haut?*" "Why don't you speak with an audible voice?" To this interrogation, which implied doubt, the Captain answered with admirable presence of mind, in a soft tone of voice, "*Las toi! nous serons entendres.*" "Hush! we shall be overheard and discovered." Thus cautioned, the sentry retired without farther altercation. The Milshipman who piloted the first boat passing by the landing place in the dark, the same Captain who knew it from his having been posted formerly with his company on the other side of the river, insisted upon the pilot's being mistaken, and commanded the rowers to put ashore in the proper place, or very near it.

When General Wolfe landed and saw the difficulty of ascending the precipice, he said to the same officer in a familiar strain, "I don't believe there is any possibility of getting up but you must do your endeavour." The narrow path that slanted up the hill from the landing-place the enemy had broken up, and rendered impassable by cross ditches, besides the entrenchments at the top, in every other part, the hill was so steep and dangerous, that the soldiers were obliged to pull themselves up by the roots and boughs of trees growing on both sides of the path.



at the same time that the land forces took possession of Québec on the land side.

In the following year Captain Pafiser, still attached to the fleet of Admiral Saunders, was detached in pursuit of a small French squadron which had slipped out from Toulon, to make a false show of liberty to the Turks. The captain chased them into the Turkish ports, and could have destroyed the whole, but respecting the neutrality of the Grand Signior, he merely enabled the British ambassador to expose the fallacy of the representation which the French intended to make.

His services were, in 1762, required for the recapture of St. John's, Newfoundland, and three ships of the line and a frigate were assigned him for that purpose; but he found the recapture already effected by Lord Colville and Colonel Amherst. On the accession of Peace, he was ordered, in the character of governor and commodore, to protect the Fishery against the French, whose disposition to encroachment still existed. On his arrival, he found a French commodore, with a force similar to his own, under a pretext of regulation, infringing all rule, and the British commodore was obliged to warn him in the most positive terms before he could induce him to quit the coast.

In 1770, he was appointed comptroller of the navy, and elected an elder brother of the Trinity House. In 1773, he was created a Baronet. In 1774, chosen member for Scarborough, and in 1775, promoted to be a flag-officer. This latter promotion necessarily deprived him of his comptrollership, and he was appointed one of the Lords of the Admiralty, in the place of the Earl of Bristol. His friend Sir Charles Saunders died in the same year, and left him a legacy of 5,000*l.* and he succeeded him as lieutenant-general of marines. On the 29th of January, 1778, he was advanced to the rank of vicesadmiral of the blue.

Thus did riches and honours flow in upon him, but pleasing and powerful as they are, they cannot insure us from vexation, and are indeed not unfrequently the cause of it. The revolt of the American colonies in 1775, had drawn on them the consequent resentment of the Mother country, who confiding in her power to chastise her rebellious children, without considering with sufficient earnestness the aid they might obtain from her envious neighbours, had ventured impositions which she soon found herself unable to

enforce. The contest had been maintained three years, when the French Court, seeing the possibility of extracting one of the brightest jewels from the British Crown; manifested its intention of doing it, and among other ostensible preparations, those at Brest were rendered especially noticeable by a professed purpose of invasion being annexed to them.

At this time Admiral Keppel was on the Continent, and although men of opposite party inclinations, the Admiral and Sir Hugh were in habits of correspondence. The necessity of a fleet to oppose that preparing at Brest was evident, and the command of it was solicited by Sir Hugh for Admiral Keppel, himself being appointed third in command.

The French had as yet committed no other direct act of aggression, than that of leagueing with the revolted colonies. On the 13th of June, the admiral sailed from St. Helen's, with a discretionary power of acting according to circumstances. The French were, however, not long without giving him ample warrant for attack. On the 17th of the same month two French frigates, the *Licorne* and the *Belle Poule*, were observed in earnest observation of the British fleet. Having refused to bring-to, an order for chase was given, and towards evening the *Licorne* was overtaken by several ships of the fleet, with which she consented to sail during the night; but attempting to get off in the morning, a shot was fired across her way, upon which she fired a whole broadside into the American line-of-battle ship, which happened to be nearest to her, and that at the very moment that Lord Longford, the commander, was in friendly converse with the French captain. The British captain did no more than order her, immediately after the broadside (she having struck her colours), under the stern of Admiral Keppel's ship the *Victory*. The information obtained from the papers on board the *Licorne*, induced the admiral to return to port for a reinforcement, and in the middle of July, he again sailed, with an addition of ten ships of the line.

The French fleet, consisting of thirty-two ships of the line, commanded by Count D'Orvilliers, sailed from Brest, and general letters of reprisal were issued by the court of France. On the 23d of July, in the afternoon, the two fleets came in sight of each other, and the signal was made by the British admiral for forming the line; but the ships being much dispersed, it was night before

They could all take their stations, and before the morning the enemy got the weather-gage, which with the reluctance of the French admiral to engage, occasioned a chase of four days duration to the British commander, before he could bring the enemy to action.

In the morning of the 27th, a slight variation of the wind in favour of the British, at length brought the two fleets to an actionable distance, but a dark squall suddenly coming on, upon the clearing of the weather half an hour after, the enemy was seen to leeward, and so near the leading ships in the van of the British fleet, commanded by Sir Robert Harland, as to begin to cannonade them. The action was now continued for two hours, the fleets passing on contrary tacks, and in opposite directions. When they had cleared each other, the British admiral wore his ship to return upon the enemy, and threw out a signal for the rest of the fleet to form the line, but observing some of his ships disabled, fallen to leeward, and in danger of being cut off, he was in the first place obliged to look to their safety. By the time this was effected, and the damages sustained by the ships of the rear division under Sir Hugh, which had come last out of the action, were repaired, the day was too far spent, and left them nothing but a hope that the French would renew the fight the next day. They manifested an intention of doing so, but in the night steered away for the coast of France. The following is the official account of the action:—

SIR,

*Victory, at Sea, July 30, 1778.*

My letters of the 23d and 24th instant, by the Peggy and Union cutters, acquainted you, for their Lordships' information, that I was in pursuit, with the King's fleet under my command, of a numerous fleet of French ships of war.

From that time till the 27th, the winds constantly in the S.W. and N.W. quarters, sometimes blowing strong, and the French fleet always to windward going off, I made use of every method to close in with them that was possible, keeping the King's ships, at the same time, collected, as much as the nature of a pursuit would admit of, and which became necessary from the cautious manner the French proceeded in, and the disinclination that appeared in them to allow of my bringing the King's ships close up to a regular engagement: this left but little other chance of getting in with them, than by seizing the opportunity that offered, the morning of the 27th, by the wind's admitting of the van of the King's fleet under my command, leading up with, and closing with, their centre and rear.

The French began firing upon the headmost of Vice-admiral Sir Robert Harland's division, and the ships with him, as they led up; which cannot

And the leading ships and the vice-admiral soon returned, as did every ship that could close up: the chase had occasioned their being extended; nevertheless they were all soon in battle.

The fleets, being upon different tacks, passed each other very close; the object of the French seemed to be the disabling of the King's ships in their masts and sails, in which they so far succeeded as to prevent many of the ships of my fleet being able to follow me when I wore to stand after the French fleet; this obliged me to wear again to join those ships, and thereby allowed of the French forming their fleet again, and ranging it in a line to leeward of the King's fleet towards the close of the day; which I did not discourage, but allowed of their doing it without firing upon them, thinking they meant handsomely to try their force with us the next morning; but they had been so beaten in the day, that they took the advantage of the night to go off.

The wind and weather being such that they could reach their own shores before there was any chance of the King's fleet getting up with them, in the state the ships were in in their masts, yards, and sails, left me no choice of what was proper and advisable to do.

The spirited conduct of Vice-admiral Sir Robert Harland, Vice-admiral Sir Hugh Palliser, and the captains of the fleet, supported by their officers and men, deserves much commendation.

A list of the killed and wounded is herewith inclosed.

I send Captain Faulkener, captain of the Victory, with this account to their Lordships, and am, Sir, your most obedient,

And very humble servant,

*Philip Stevens, Esq. Secretary to the Admiralty.*      *A. Koppel.*

This action, although indecisive and inglorious, enabled the homeward merchantmen to arrive safe in port. But the expectations of the public were disappointed, and the strictures of party attributing the failure respectively to the commander-in-chief and to the Sir Hugh Palliser. those two gentlemen were soon involved in a course of mutual recrimination.

Sir Hugh called upon the admiral to contradict certain aspersions tending to charge him with disobedience of orders; the admiral refused to comply. Sir Hugh then defended himself by a statement in one of the morning papers, of the particulars of the action, in which he brought the admiral's conduct into question. On the 26th of November, being the first day of the Sessions, the subject was warmly debated in the House of Lords, and still more so subsequently in the House of Commons, in which debate both the admiral and the vice-admiral spoke personally, when the latter

declared, "That finding he could not obtain justice by any personal application, and that no public motives could induce the admiral to bring forward any charge against him, which might afford an opportunity for the vindication of his character, he had been driven by necessity (not having a right to demand a trial on himself) in order to repair the injury done to his honour, to lay several articles of accusation against Admiral Keppel, tending to shew, as he would hereafter demonstrate, that the failure of success on the 27th of July, with the subsequent consequences, and disappointment to the nation, were owing to the misconduct and fault of that commander."

Directions were accordingly given by the Board of Admiralty, and on the 7th of January the trial commenced at Portsmouth, and closed on the 11th of the following month. The commander-in-chief was not only acquitted, but the charges against him were declared malicious and ill-founded, and much tumultuous exultation succeeded. Sir Hugh afterwards obtained a court martial on himself, and an acquittal, but not without a slight censure, "the court were of opinion, that his conduct and behaviour on those days were in many respects highly exemplary and meritorious; at the same time, cannot help thinking it was incumbent upon him to have made known to his commander-in-chief the disabled state of the Formidable, which he might have done by the Fox, at the time she joined him, or by other means. Notwithstanding his omission in that particular, the court are of opinion he is not, in any other respect, chargeable with misconduct or misbehaviour on the days above mentioned; and therefore they acquit him, and he is hereby acquitted accordingly."

In a speech delivered by Sir Hugh in the House of Commons, on the 4th December, 1780, he thus farther defends himself:—

"The event of my trial confirmed me in the expectation with which I had before consoled myself. My judges proved superior to the influence of party and the dread of unmerited unpopularity, discharged their office with a determined impartiality, and the result was a sentence, which I shall ever think most honourable to me. In the introductory part of it my judges declared, that my conduct and behaviour were, in many respects, highly exemplary and meritorious. Though, too, the court had scrutinized into every part of my conduct with an almost unexampled strictness, the only omission which could be suggested was, that I did not inform the commander-in-chief of the disabled state of the Formidable: but so far was the

court from imputing this to a blameable cause, or from attributing the least ill consequence to it, that they stated it in dubious and reluctant terms, simply pointing it out as a matter of opinion; and having so done, they concluded with an absolute acquittal. Indeed, had I conceived that there was a probability of imputing such an omission to me, I should have been more full in my explanation on this head. I did take notice that the signal of distress, in the fighting instructions, was not applicable, and that the condition of the Formidable was so apparent, as to make any information from me unnecessary, I also noticed, that I had no frigate by which I could send information; the Milford, which was the only frigate in my division, having been taken from me, by Mr. Keppel, early in the afternoon. But I might have advanced several steps further to obviate the idea of omission. Till the Fox reached me between seven and eight at night, Mr. Keppel's own conduct did not leave me the least room to suppose him ignorant of the Formidable's inability to reach the length of my station in the line, for he not only did not make any enforcing signal to signify his expectation of seeing my division in the line, till thirteen minutes after six, when the signal for coming into his wake was hoisted a second time; but also, on putting out the pendants of several ships of my division at half an hour after six, he did not think fit to make my pendant one of the number; whence I concluded that he knew my condition, and therefore did not expect me. In respect to afterwards sending information by the Fox, if I had thought it necessary I had not the opportunity, the Fox having separated from me before I could finish what I had begun to say to her captain. What other means I could have devised to send an explanation to Mr. Keppel, time enough to answer my purpose, I am still to learn: but all this is not of importance to me; the terms in which the omission is stated, with the acquittal which follows, sufficiently protect my character, being repugnant to the most remote idea of criminal imputation.

“ Since my trial, I have patiently waited for the subsiding of the public prejudices; and, so far as regards my exculpation from the charges for my conduct on the day of engagement, I have reason to believe, that the proceedings on my own trial have opened the eyes of many, who, before they knew what was my defence, had been seduced into an injurious opinion of me; and, I trust, that the more thoroughly the grounds on which my judges acted are examined and understood, the more convincing the proofs of my innocence will appear.

“ But still some unfavourable impressions continue to operate against me, on account of my accusation of Mr. Keppel; and for this I have been blamed, even by some persons of great respect, who were far from being indisposed to form an impartial judgment, if they were furnished with the necessary materials.

“ In this part of the case my ill fortune exposes me to the most embarrassing disadvantages. On the one hand, there is a sentence acquitting Admiral Keppel, and declaring my charges malicious and ill-founded: but, on the other hand, the manner in which I was urged and driven to become an accuser, and the grounds on which I could have sustained my charges, are not only ill understood, but, in truth, have never yet been explained.

by myself. The proper time for discussing this matter was when Mr. Keppel was on his trial, but then the opportunity was denied me. The trial being closed, and a judgment of acquittal irrevocably pronounced, it might seem invidious and unbecoming on my part to publish to the world what I should have offered in support of my charges: such a measure I have therefore declined hitherto, nor will I be ever induced to adopt it by any thing less than its being authoritatively called for, or the most apparent impossibility of otherwise resisting the attempts to complete my ruin: but then the difficulty is, how to avoid such an extremity without surrendering myself a quiet victim to the persecuting spirit of my enemies. The leaders of them have continually been loading my name with reproaches; and though some of them on many accounts have a title to much respect, yet even those so far forget all manliness of character, as to assail me with the most embittered eloquence in this House, when it was known that I could not be present to defend myself: now too that I am present, they know the advantage they derive from my being undowered with qualifications for a popular assembly, and thence they are encouraged to recommence their attacks, though surely they cannot imagine that I shall sit still without at least endeavouring to give a check to any aspersion aimed at me personally; under these circumstances, should I continue acquiescing in these public attacks of my character, without any attempt to repel them, more especially at this time, when I am threatened with new efforts to keep me out of the service of my country, I should establish the credit of the misrepresentations by which I deem myself so highly injured; some explanation on my part is, therefore, immediately requisite, to disappoint my enemies of the final accomplishment of their designs.

“ It is not, however, my intention to revive the consideration of the past transactions relative to Admiral Keppel and myself, further than he and his friends shall compel me by their hostilities. I am well convinced not only that very ill consequences have already arisen to the public service from the contest between that gentleman and me, but that new mischiefs will be generated if the subject is resumed; under this impression I think it incumbent on me to make great sacrifices of my own private feelings, rather than administer the least pretence for any further discussion of the grievances of which the honourable admiral and I respectively complain: therefore on the present occasion I shall avoid speaking to many points in which my character is interested, and I shall keep within much narrower limits than I should prescribe to myself, if I aimed at the full defence of my conduct towards the honourable admiral who is opposed to me.

“ The friends of the honourable admiral, in their invectives against me, seem to place their chief reliance on the sentence pronounced by his court-martial; I mean that part of the sentence which declares my charges malicious and ill-founded. This is the bitter spring from which my enemies draw poison to impregnate their licentious declamations.

“ If the admiral's friends were content with appealing to this sentence as a testimony of his innocence, I, on my part, for the sake of public tranquillity, would forbear all complaint and objections: but when the admiral or his friends, aiming at a further persecution of me, apply that sentence

to fix upon me the stigma of being a false and malicious accuser, I cannot acquiesce: the injury is too gross to be patiently submitted to; as such I feel, and will resist it.

“ It has been urged against me, that I was too late in my accusation; and that, if I had thought the honourable admiral guilty of misconduct, I ought to have avowed my sentiments immediately, and without waiting till he accused me. I answer thus: from the beginning, the conduct of the admiral was not adequate to my expectations. I thought that the engagement of the 27th of July was injudiciously conducted; that the manner of carrying us into action was disorderly; that there was too much neglect of manœuvres, too much contempt of the enemy, too much confidence at first, too much awe of the enemy, too much distance from them, and too much diffidence of ourselves afterwards. But my friendship and esteem for the admiral, his previous services to his country, his high name in the world; these moved me to a favourable construction: and thus influenced, I imputed the miscarriage of the day to error of judgment, to ill health, to ill advice, to ill fortune, to every thing devoid of that evident and positive criminality which might force me to undertake the painful office of accusing one whom I then deemed my friend. As there was not room for praise, I did not bestow it; and as I then conceived that the admiral's failures might not be wilful, I both avoided public accusation, and most rigidly abstained from secret detraction: but new lights and new occurrences presented to my mind a very different view of the admiral's conduct. When the discontents increased through the nation, in consequence of the reflection that a superior fleet of England had, for a time, declined continuing to engage an inferior one of France, and permitted it to return into port in the middle of summer, unpursued, the officers, relations, friends, and dependants, of the honourable admiral, thought fit to account for this new phenomenon, at the expense of my reputation; and, for that purpose, some of them published to the world, that my defaults had prevented a second engagement. Being thus injuriously attacked, I both personally and by letter solicited the honourable admiral to give a check to such aspersions: but he refused to do this justice to my character; and on conversing with him and his first captain, I found that they not only countenanced the slanders against me, but added to their number, by refusing to acknowledge, either that on coming out of the action I instantly wore to return to the enemy, or that they had even once seen me on the proper tack for that purpose. This explanation from the honourable admiral and his first captain, excited both astonishment and suspicion. I was amazed at their denial of such incontrovertible facts, and at the admiral's adopting a language so inconsistent with the high commendation of me in his public letter; and I then saw that there was a plot concerted to destroy my character without a trial, and so to make me chargeable for the admiral's failures. My feelings on the occasion were the stronger, because I was conscious that the chief part of the battle had fallen to the share of me and my division; that I had set an example of forwardness to pursue our blow, by instantly returning upon the enemy, and continuing to stand towards them again; that though the last out of the engagement, I was advancing



to be the first in the renewal of it; and that I should have had that honour, if the admiral had not declined renewing the action, and taken his fleet in a direction from the enemy. Under these circumstances, it was natural that I should scrutinize the admiral's conduct more rigidly, and no longer see it with the partial eyes of a friend; and on such a view of the unhappy miscarriage, I, at length, imputed to real neglect, what I before had ascribed to causes which might be pardoned, more especially in consideration of former services, and such as at first did not seem to me to preclude the hopes of better management, in case of again meeting the enemy. Indeed, if in Mr. Keppel's place there had been a man indifferent to me, one of whom I had not before formed a very high opinion, it is probable that my mind would have shaped a different course: probably my first judgment of the matter might have been the same harsh one as is conveyed by the charges against the admiral. But what apology can he make for the lateness of his accusation; he who had the charge of the fleet and the command in chief; he in whom the nation reposed its confidence, not only for the discharge of his own duty, but to see that those under him completely performed what they owed to the state? What apology can he make, for first praising me by a public letter, and in equal degree with Sir Robert Harland, and afterwards accusing me for the same affair? Shall he be at liberty to retract his applause, and to substitute accusation for it? Shall he be allowed to say that his heart dictated censure, whilst his pen wrote praise? And shall mere silence restrain me from accusation, or be imputed to me as insincerity and inconsistency?

“As to the state of the proofs on the two trials, I purposely avoid all comparison, because that would be entering into the merits of them, which I think would at this time be improper.”

Sir Hugh successively resigned his place at the Admiralty Board, his lieutenant-generalship of marines, his government of Scarborough Castle, and vacated his seat in the House of Commons.

Such were the vexations which terminated this brave officer's career of active service; we say brave, for his courage has never been impeached. It is affirmed by Charnock, that he died admiral of the white, governor of Scarborough Castle, one of the elder brethren of the Trinity-House, &c. at his country seat, the Vache, in Buckinghamshire, on the 19th of March, 1796, aged seventy-four, in consequence of a disorder induced by the wounds received on board the *Sutherland*, in 1747, as mentioned in the former part of this narrative.\* The title descended to his great nephew, Hugh Palliser Walters, Esq. and he left considerable sums for charitable purposes, with many legacies; but the bulk of his fortune, real and personal, he willed to his natural son, George Palliser, Esq. A suitable monument is erected to his memory in

\* See page 91.

the parish church of St. Giles, in the county of Bucks, where his remains are interred.

An anonymous writer,\* who certainly was no relative or interested person, from his having much mis-stated the manner in which he received his fatal hurt, gives the following character of him :—

“As a professional man, he was found superior to most of his cotemporaries in maritime skill, judicious in his dispositions, and decisive in their consequent operations; in private life, conciliating in his manners and unshaken in his friendships; the wise and salutary laws which he caused to be enacted for the benefit of his country, and the comfort and happiness of the poor fishermen in Newfoundland, during his government of that island, are proofs of a sound mind, of a humane and benevolent disposition.”

To this character we have briefly to add from Charnock, “That however his friends may wish he had in some few points acted differently from what he did, his most violent enemies cannot but confess their own malignity, in having endeavoured to attach, as crimes to him, things which never existed even in his thought, and in having reprobated those very errors which their own conduct fatally gave birth to.\*

“It is no difficult matter to draw a conclusion from facts after they have taken place; and we believe no moderate man will, at the present day, deny, that if the popular voice had been less clamorous, neither party would have proceeded to the lengths they did; the service would not have been rent into contending factions and parties, and the public cause of the country would have been materially benefited. No one can dispute on the other hand, that the vice-admiral possessed a warm temper, and in too great a degree for a cautious or designing man; so on the other can no one disbelieve him to have possessed honour, judgment, and intrepidity.

“For more than the last fifteen or sixteen years of his life, he seldom or never lay down on a bed, from the constant pain in his leg, which he bore with the most manly fortitude. He was under the necessity of composing himself in an easy chair, sleeping at intervals; and when awake he placed the wounded limb on the

\* Time verifies many surmises.—From the death of a repentant flag-officer, (then in a subordinate situation) it appears that the whole mischief originated in his strange and wanton propensity to scribbling.

contrary knee, in which position he employed himself in rubbing the bone (for it was literally no more), to assuage the pain till sleep again overtook him."

## NAUTICAL ANECDOTES AND SELECTIONS.

REPORT OF THE GENERAL COMMITTEE FOR THE RELIEF OF DISTRESSED SEAMEN, FEB. 6, 1818.

**T**HE meeting held at the City of London Tavern on the 5th of January, last, having appointed a Committee, consisting of fifty-eight persons (with power to add to their number); and subscribed the sum of 250*l.*—the gentlemen nominated met the next day at the King's Head Tavern in the Poultry, for the purpose of arranging a plan for carrying into immediate effect the intention of the meeting, which was—to clear the metropolis of the destitute and diseased persons in the garb of seamen, who appeared in the streets and environs.

As these persons were known to be numerous, the Committee were desirous of engaging premises for temporary offices in some convenient place; but on the very first day of their meeting, so great was the throng, and so urgent the distress of the poor people, that every other consideration gave way to that of affording them relief in the shortest possible time; and therefore, as Mr. Bickaden liberally consented to allow the Committee to occupy the requisite number of rooms, on very moderate terms (although he was exposed to serious inconvenience by the number of miserable objects who, for several days, rendered his house almost inaccessible) the committee have continued to transact their business at his tavern.

Many gentlemen having offered themselves as members of the Committee (which has at length increased to the number of seventy) it was judged expedient to divide and apportion the duties to be performed, among them; and accordingly the following Sub-committees were immediately formed: viz.—

- 1st.—A Depot Committee; to whom was charged the care of providing temporary lodging and food for the men.
- 2nd.—An Examining Committee; (consisting principally of captains and officers of his Majesty's navy; commanders in the East India Company's Service; Elder Brethren of the Trinity House, and Masters of merchant ships) to whom was entrusted the selection of such of the poor people as were really seamen in distress.
- 3d.—A Finance Committee; to receive subscriptions, audit accounts, and make payments.
- 4th.—A Shipping Committee; (consisting chiefly of nautical men) who undertook to attend to the embarking and making arrangements for the men on board the receiving ships; for which ships application was made to the Lords of the Admiralty.
- 5th.—A Clothing and Provision Committee.
- 6th.—A Committee of Disposal.

By this arrangement, the inconvenience caused by the press of gentlemen offering their assistance and advice, was as much as possible obviated; and those duties were assigned to them respectively, which, from circumstances, they were most competent, or willing to perform.

In a few days it was found practicable to consolidate these Sub-Committees into three; viz.

*Examining—Shipping—and Finance.*

By whom, under the direction of the General Committee, the operations of the charity has since been conducted.

Such was the forlorn and destitute condition of the poor people who flocked for relief, that the Committee deemed it a most fortunate circumstance that, on the first day of their meeting, they were able to engage room in a house belonging to Mrs. Hayes of Newington, in which 200 could be received, and sheltered from the weather.

The London workhouse also admitted 100 of the men.

In both these places their immediate wants were attended to.

Whilst these measures were in progress, application was made to the Lords of the Admiralty for receiving vessels, to be moored in convenient stations on the river; who granted the request without the delay of an hour.

It had been a very general belief, that a great proportion of the persons appearing in the streets as distressed seamen, were not really so, but had assumed that garb, the better to excite compassion; but, either the idea was without foundation, or the impostors were deterred from making their appearance, by the rigid scrutiny of the Examining Committee; the fact being, that very few men have presented themselves, who have not served at sea; and the far greater part of them on board ships of war.

The examination of the men has been very strict, and conducted by certain rules, whereby the Committee have been enabled to obtain a registry of the age; place of birth; height; date of service, and, on board of what ships; date of discharge, and qualifications of each man. By a reference to this registry, any one of the men may be identified upon any future occasion.

As the applicants in the course of the first few days, exceeded by some hundreds the number for whom it was possible to provide lodging, without incurring considerable hazard, not only to themselves, but also to the public health (a very large proportion being sick or diseased) it was deemed advisable to admit into the general depôt such only as were free from infectious disorders, giving those for whom such accommodation could not (from those considerations) be immediately made; or for whom admittance into the hospitals could not be obtained, a daily supply of bread and money, until fit places could be procured for their reception.

In as short a time as it was possible to get the Dromedary prepared for their accommodation, the sick men were lodged on board her, under the care of Dr. Robertson, and the necessary assistants.

Such is a brief outline of the proceedings of the Committee.—They purposely abstain from entering into the minor details of the measures adopted by them to guard against the application of the funds, to the relief of other

objects than those for whom the subscription was entered into;—or the influx of distressed seamen from other parts of the kingdom. They have also been cautious not to increase the existing evil (which appears in a great measure to have been the consequence of a temporary superabundance of seamen) by the adoption of measures for obtaining immediate engagements for these poor men in vessels outward-bound, to the exclusion of other seamen, who might thereby have been exposed to difficulty in obtaining employment.

The general result of the proceedings, which the public benevolence has thus enabled the Committee to adopt, are as follows: 1230 men have been received on board of the seven vessels granted by the Admiralty for that purpose, and supplied with necessary clothing.

Of these 349 have been disposed of in the navy, in the merchant's service, or otherwise provided for; and many others are expected to be provided with ships in a few days.

162 are on board the Dromedary, appropriated exclusively to the sick; of whom 61 are serious cases.

8 have been sent on shore for misconduct.

5 have died.

711 remain on board the receiving ships (besides the 162 sick.)

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1230

who may be thus classed; viz.

|                                                              |       |
|--------------------------------------------------------------|-------|
| Fit for service .....                                        | 351   |
| Healthy men, but unfit for the merchant service .....        | 180   |
| Infirm, and on that account unfit .....                      | 66    |
| Foreigners, of whom 30 are fit for employ, the rest unfit .. | 47    |
| Foreigners desirous of being sent home .....                 | 12    |
| Black men, of whom 20 are fit for employ, the rest unfit ..  | 47    |
| Men wanting to be sent to their parishes .....               | 8.    |
|                                                              | <hr/> |
|                                                              | 711   |
|                                                              | <hr/> |

The Committee have great satisfaction in stating, that it appears from the report of the examining Committee, who daily visit the receiving ships, that the men are in general *clean*;—as comfortable as circumstances will admit;—and, with very few exceptions, *grateful*.

[Here follows a scale of victualling allowance, which we have already given at page 61.]

A liberal issue has been made of soap, razors, combs, brushes, &c.; and, besides an additional allowance of clothing, each man has a blanket given him on joining a ship.

The establishment of officers on board of each ship, consists of a commander, mate, and clerk; and the warrant officers of the ship remain on board to assist in preserving discipline.

The average expense of this establishment, including table-money to officers, is 17s. 10d. per day for each ship.

\* The expense of the medical department is about 1l. 12s. per day.

The Committee cannot make this report without acknowledging the prompt attention which has been paid to the several applications which the Committee have had occasion to make to the Lords of the Admiralty, for vessels, stores, and medicines; to which attention they feel that the success of their exertions in speedily relieving the distress of the unfortunate objects of their care, is very materially to be attributed. The Committee have also received 300 suits of clothing, from the Secretary of State for the Home Department.

#### *Employment.*

A certain number of gentlemen have undertaken to superintend the employment of the Seamen, and the Admiralty have given directions to the Navy Board to supply a quantity of junk, to be made into points, gaskets, &c.

The solicitude to be useful (which has been strikingly manifested by the attention of the nautical members of the Committee) has been confined to no particular class or sect. And the Committee have not been unmindful of the moral improvement of the men—the Rev. James Rudge, A.M. and Mr. Maule, have repeatedly performed Divine Service on board the several receiving ships—Bibles have been distributed—and the general conduct of the men during Divine Service has been most exemplary.—Dr. Blake, R.N. and Dr. Rankin, of the Hon. E. I. C. S. have gratuitously contributed their medical aid.

The Committee considering that the objects for which they have been appointed, will have been effected by the 14th of this month, have given notice, that after that day, no application for relief will be attended to; except from such seamen as shall be actually diseased, or disabled from labour by age, bodily defect, or infirmity.

The Committee consider it of importance that the public should be informed of their having prolonged the period of their examinations to the above date, in order to afford an opportunity to every proper object within the metropolis, of becoming an applicant for the benefits of the charity (of whom very few have lately presented themselves); and that, therefore, such as continue to infest the streets of Westminster, and places at a distance from the immediate operations of the Committee, may, generally speaking, if not always, be deemed to be impostors.

The Committee desire in conclusion, to express a hope that the means adopted by them (due allowance being made for the little time allowed for deliberation) are such as the public will approve. They can assure the subscribers, that never was charity bestowed upon objects of greater interest, or by whom it was more wanted, or more gratefully acknowledged; and, for themselves, the Committee can with truth add, never was their time employed more to the gratification of the best feelings of their nature.

The Committee of Finance report, that the total amount of subscriptions received by the Treasurer is, eleven thousand, nine hundred, and thirty-eight pounds, fourteen shillings and tenpence.

The monthly expenditure of the establishment is about one thousand pounds, exclusive of cloaths, bedding, and ship chandlery.

As soon after the 14th current as the Committee shall be able to ascertain the number of individuals composing the various classes described by their arrangement, they will report for the information of subscribers the measures proposed for the ultimate disposal of the whole remaining on board.

*J. E. Gordon,* (Hon. Secretary).

INSTRUCTION AND INFORMATION TO OFFICERS COMMANDING RECEIVING SHIPS, RELATIVE TO THEIR DUTY, AND THE OBJECT OF THE COMMITTEE FOR DESTITUTE SEAMEN.

In consequence of numerous sailors begging in the streets, this Committee was formed for the purpose of affording protection to such as were deserving, destitute seamen, in order that no such seamen might be compelled to beg; and that such as, from idleness and choice, prefer that sort of life, might be discovered and duly punished by the civil magistrate.

I. The commanding officers are to inform the men on board their respective ships, that the provision now making for them, is purely from good will, not obligatory; and that the rations of provision issued to each man, are such as the Committee allows.

II. The commanding officers are to obey and put in practice all orders from the Shipping and Provision Committee, signed by the Chairman for the time being, and one Member.

III. All commanding and subordinate officers are to sleep on board their respective ships. In case particular business requires them to be on shore during a night, they must apply, by letter, to the Shipping and Provision Committee for that liberty, without which permission they are expected to be found on board.

IV. All commanding officers will be held responsible for all stores and provisions sent on board, and are expected to take care that the officers under them issue the stores according to the directions of the Committee.

V. In case the subordinate officers are not attentive to the orders of the superior officer in command, he is expected to report them, in order that they may be removed. They may be reported in the first case to the Visiting Committee, or to the Shipping Committee, in the daily report.

VI. The Visiting Committee have the power of giving instructions to the commanding officers, more particularly as to the arrangements to be made on board.

VII. The commanding officer has the power to permit such of the men to go on shore, during the day, as, on good reason given, he may think needful; but is on no account to allow it to become a practice in any individual.

VIII. The commanding officer has the power to discharge any man who wishes to leave the protection of the Committee; first taking a very minute and particular description of his person, in order that such description may

be given to the civil magistrates, who, in the event of his afterwards being found begging, will deal with him according to the severity of the law.

IX. No person, going with leave on shore, will be allowed to have more than his red flannel shirt, blue trowsers, a pair of shoes and stockings, and cap on. Those who are discharged, and have parted with their own clothes in exchange for the above, may be permitted to take with them the clothing mentioned in this article.

X. Such men whose clothes are decent and fit to wear, in the opinion of the commanding officer, are not to be supplied with clothing from the Committee at present.

XI. The commanding officers to send a written report, daily, to the Provision and Shipping Committee, by eleven o'clock in the morning, stating all stores received, what are wanted, and general observations of occurrences on board during the last twenty-four hours, and the number of men victualled.

XII. If any man on board behave ill, his conduct is to be reported to the Visiting Committee, that they may order his discharge, if necessary.

XIII. All lights and fires to be put out by nine o'clock at night.

XIV. The commanding officer is to pay particular attention that the ship be kept clean; also that the men keep themselves washed, shaved, and have their hair in good order, and to promote their taking as much exercise as circumstances will admit.

XV. The commanding officer is in no case to leave his ship until he has given her in charge to a responsible person.

XVI. The commanding officer of each ship may select twelve trusty men, who volunteer, to remain with him to assist him in his duty.

XVII. The Committee empower the commanding officer to defray such small expenses for the sick as the surgeon conceives needful, of which they are to keep a particular account, in a book for that purpose, to be sent up every Monday morning, to be inspected by the Shipping and Provision Committee, signed by the surgeon.

XVIII. The surgeon will visit the ships daily, and report the state of the sick to the officer, who shall report to the Visiting Committee such cases as require their immediate attention.

XIX. The commanding officer is to afford every facility to such persons as are desirous of manning their ships, &c; and particularly to endeavour to acquaint himself with the characters of his men, that he may be able to point out the most deserving to the Visiting Committee.

XX. The tobacco sent on board is not a regular ration; but is to be given under the discretion of the commanding officer to such men as need it, and, by their orderly conduct, merit encouragement.

XXI. The commanding officer is to inform the masters of ships who come on board for men, that the clothing which will be entrusted to his care for them, is not a gift to the men, but a loan from the Committee; that, in order to prevent its sale, it will be marked on the inside. And when a number of men are chosen, the commanding officer is to send, without delay, the names of the men, of the vessel, and the master, to Mr. John Drinkald, No. 19, Beer-lane, Tower-street, who has obligingly



promised immediately to direct the clothing to be sent to Mr. Spraggon, at Gravesend, who will deliver it up on receiving a receipt for the same, as provided in the following rule.

XXII. Masters of ships who take men from the Committee, will be entrusted with the following articles for each man; viz. one red flannel shirt, one blue jacket, one pair of stockings, one handkerchief, and one blanket, for which they are to sign a receipt (in a book for that purpose), expressing their name and that of their ship, which articles are marked D S on one side; and, in case the men do not sail with them, masters of vessels are requested to return their clothing, directed to the Committee for Destitute Seamen, and to land them at Gravesend, to the care of Mr. Spraggon, who will take charge of them. Masters of ships are not to give the clothing to the men until they have left the port; and the commanding officers are authorized, in order to render every assistance to masters of vessels, to deliver the before-named clothing, at the same time they are to guard against imposition from persons who would take the men with a design of not sending them to sea.

XXIII. The commanding officers are, as much as possible, to class their men in the following order:

First class to consist of able and ordinary seamen fit for immediate service.

Second, such as are unfit for immediate service, and yet desirous of going to sea.

Third, such as are desirous of being sent to their parishes.

Fourth, such as from infirmity are deserving protection, and not fit to go to sea.

Fifth, such foreigners as wish to return to their respective countries.

List of the whole to be made out, stating particulars of the cases, and forwarded to the Shipping and Provision Committee.

XXIV. The chief officer in command is on no account to permit any women to come or be on board ship, excepting his own wife, and those of the warrant officers.

#### VOYAGE TO THE NORTHERN REGIONS.

THE four ships now fitting out at Deptford, for a voyage to the North Pole, and for the discovery of a north-west passage, are actively preparing for their destinations. It appears from the best-informed Greenland captains, that great quantities of ice have broken away from the north-east coast of Greenland, and one ship made her way last year to  $83\frac{1}{2}$  degrees. It is doubtful if the northern parts of Baffin's Bay have ever been visited; Baffin gives names to several inlets situated there; but in his original manuscript journal and charts, now in the possession of the Lords of the Admiralty, no mention or notice is taken of his ever having passed the Straights. In fact, all beyond 76 degrees on the Greenland coast, is still unknown.—It is supposed, that the ice breaks away from the Pole during the summer, and is driven by winds and currents to the south, till it grounds, and then forms the barrier which Captain Phipps mentions in his voyage. That it shifts about it is certain. The sun's rays, during the

summer solstice, being incessantly on the Pole, must naturally create great warmth; indeed, greater than a few degrees to the south, where the atmosphere is cooled during the night. The conjecture, that the Pole is clear from ice during the summer, is founded on that hypothesis.—Sir Joseph Banks has given every assistance in his power to the success of this national undertaking.

THE AFRICAN TRAVELLER BURKHARD.

The *Journal de Frankfort* contains an article dated Basle, Jan. 17, which says, that we have received from Cairo the melancholy news, that Mr. Louis Burkhard, the youngest son of Colonel Geddeon Burkhard, had died there of a dysentery, under his assumed name of Sheik Ibrahim. Mr. Louis Burkhard, who was ardent, enterprising, and animated with the desire of acquiring knowledge, being in England, offered his services to the English Association for making discoveries in the interior of Africa. After having learned the languages, and acquired the knowledge necessary for a journey of this kind, he set off some years ago, and repaired to Cairo, to join the caravan, which comes every year from Tombuctoo, and to penetrate into that country, which has hitherto been inaccessible to Europeans; but some troubles which broke out in that part of the world hindered the arrival of this caravan for a whole year. Aided by his Mussulman costume, and his perfect knowledge of the Arabic and Turkish languages, Mr. Burkhard had made a great number of new and important discoveries, which the English Association will probably publish. At length this caravan, which had been so long and impatiently expected, arrived; but before he could depart with it, Mr. Burkhard sunk under the disorder, and his death has destroyed the most flattering hopes. This distance from his own country had not lessened his attachment to it; in the course of last winter, he sent a bill of exchange for a considerable sum for the relief of the poor.

BRITISH COMMERCIAL CLAIMS.

By a Convention, signed the 20th of Nov. 1815, by Lord Castlereagh, the Duke of Wellington, and M. Richelieu, in conformity to the Additional Act of the Treaty of Paris, 1814, certain confiscations or sequestrations of British property were to be examined, and, in consideration of the sacrifice of a much larger sum due to this country for prisoners of war, to be paid by the French government to the sufferers by the injustice of those acts, Louis XVIII. was restored, and French and English commissioners appointed to investigate and determine these claims. This joint commission has now lasted three years, and notwithstanding a full and expensive compliance on the part of the claimants, with the forms required, nothing has yet been done by the commissioners to render justice in any one of the numerous commercial claims, founded on the 6th Article of the Convention. As there is every reason to suspect evasion on the side of the French commissioners, or want of zeal in the English, it is, we hear, intended to petition Parliament on the subject, that France may not, to the benefit which she, at the instant, derived from this Convention, add the further advantage, which would result to her, from success in the attempt to cajole the British merchant.

## CORRESPONDENCE.

*On the Increase of our Naval Force.*

## LETTER II.

MR. EDITOR,

18th October, 1817.

**A**LTHOUGH we continue to enjoy a profound state of peace, and there appears no speck in the settled horizon of Europe, from which any portentous cloud may arise to overshadow its beautiful and pleasing serenity, yet assuredly it is the best policy of every country, more especially of Britain, so subject to be involved in its future quarrels, to be attentive to what is passing around her, and to take care that her exertions keep pace with, and by no means fall short of those of other countries.

It is certainly matter of regret, although perhaps it ought not to be one of very much surprise, that whilst other nations, particularly America and Russia, are straining every nerve to acquire formidable navies, and whilst it has been already proved, that what ships they now have are well and durably constructed, it is matter of regret, I say, that to ourselves has fallen the disagreeable task of taking to pieces for sale, one half nearly of the navy of Britain, as it stood at the end of the war in 1815. But, Sir, I have said that this necessity ought not to occasion surprise, as it is to be accounted for from the rapidity with which many of our ships were built— from the want of proper and well-seasoned and proportioned timber; and from the fair wear and tear occasioned by a war of such unexampled magnitude and duration. Such being the causes which have occasioned that great reduction of our naval force, the next consideration of course comes to be, how that force, so essential to the power and pre-eminence of Britain, is to be replaced and made good. The severe pressure on the finances of the country, in consequence of our unparalleled exertions in the cause of Europe, has made it imperious on our government to lessen and diminish every branch of public expenditure to the utmost; but I am glad to observe, that whilst they have done so, as appears from the Sixth Report on the Naval Estimates for the present year, they contemplate with seriousness the evident necessity which exists for proceeding as soon and as quickly as possible, to increase and re-establish our naval force, and to put it into such an effective state, as shall at once secure our supremacy on the ocean, and enable us to look forward without anxiety to the approach of any new war, which it is well known is more likely to happen when unprepared, than when the contrary is the case. Since the country has returned to a state of profound peace, the government certainly have not been inattentive to the best interests of the navy; they have, as far as their means admitted, been assiduous in repairing those ships requiring, and worthy of receiving them; they have ordered a considerable number of new frigates to be laid down (but, I think, on too small a scale); and they have, in the New Naval Regulations, not been unmindful of the many improvements

which our naval system requires, after such a long period of war. But, Sir, although during the present year, perhaps, we could not expect more to be done, either in re-building our navy, or in redressing its grievances, yet, I must express my decided opinion, and firm conviction, that more must be done *in future years*, in order to keep pace with the unremitting and strenuous exertions of other naval powers, who will evidently in a very short time prove very formidable rivals on the ocean. During the last year, I think we have been able to launch only three sail of the line, and six frigates, a force certainly too small to enable us in any moderate time to command a preponderating force; nay, I question if it will answer even the wear and tear of a state of peace; for I am afraid we have lost during this year more frigates than have been launched: but be this as it may, we must, in order to regain a formidable and durable navy, be able to launch, at the very least, double the number of ships above stated; and I need not repeat what has been already so strenuously and properly urged by other Correspondents (ALBION and G. C.) that it is absolutely necessary these ships should be well and durably built, and constructed on the model and establishment of the American men of war. Allow me only, Sir, just to recall your attention, and that of your readers, to the latest accounts from that country, relative to their navy. It is stated, that their naval commissioners, Decatur and Rogers, had been on a tour of inspection, and had ordered the keels of three or four new ships of the line to be laid down; that money was actually voted for increasing their navy to 12 sail of the line, 18 frigates, and 30 sloops, which would all be completed in two years: their report also states the completely effective state of their old ships, and the determination of the question as to the most proper place for constructing dock-yards and naval arsenals. We hear from Russia, also, that the Emperor is preparing eighty sail of the line, and although the finances of France and Holland may retard their exertions for a little, we know that when ready to commence with vigour, they possess every facility, very speedily to prepare a great naval force. Let this country, then, and its government, lay these things seriously and speedily to heart, and let us not procrastinate or delay too long; for however necessary it may be (and I admit the necessity to be great) to husband our resources, and to restore the finances of the country by economy and reduction, it would assuredly be a very short-sighted policy, and a foolish economy, to withhold, even now, what is so evidently necessary for putting our naval force into such a state of preparation, as shall enable it to meet any enemy, on equal terms; and it is to be hoped, when this determination is adopted (and government are evidently inclined to it), they will take every possible precaution in preventing any waste of money recurring again, by building too rapidly, or of unseasoned materials. I am confident the country will cheerfully go hand in hand in this great and necessary work; for it never has, and never will, call that ill done, which is calculated to strengthen and improve our navy, or add to the comforts of its gallant officers and seamen.

*Robur*

## TO THE RIGHT HON. VISCOUNT MELVILLE:

MY LORD,

January 16th, 1818.

**I**N the belief that the pages of the Naval Chronicle may have at times assisted the deliberations of His Majesty's Councils, and that their voice has penetrated the interior of the Admiralty, from different regulations that have taken place in the promotion of master's-mates and midshipmen—the footing on which these officers are now placed, after having served a certain period, and are found qualified, to what they formerly were—the appointing *some* captains and lieutenants to ships in ordinary; although not in any manner equal to what some might think would be more beneficial to the service—the fixing of the whole of the pay of sea officers at a certain rate, and doing away what was denominated compensation—granting a more liberal allowance to warrant officers than formerly, and to first lieutenants (a little more to all of this class would be very beneficial); half-pay officers being allowed to draw for their pay quarterly, &c. &c. Believing that the Naval Chronicle may have had some effect in producing those benefits, I again address your Lordship through it, on a subject of great importance to the navy.

Your Lordship has proved to the country, by the beneficial arrangements enumerated, and others not mentioned, your desire to promote the interests of the navy; and, from what has been done, and, it may be hoped, is in your Lordship's power farther to effect, it may be allowed for naval men to hope that the name of Melville will have strong claims for standing high in their estimation; and you need only to consult the naval history of the country to be assured that it will be there embalmed, and handed down to posterity with honour, if your Lordship continue firmly and undiminished to tread in the path for promoting the naval interests of Great Britain, by preparing ships of war for future service that shall be every way adequate to meet those of any nation of the same rate; and in attending to the just claims of those who, in a warfare of a quarter of a century, encountered upon the ocean the maritime power of all the nations upon the face of the globe, that would leave their ports and seek the combat, or braved them upon their own shores.

In that tremendous conflict they quelled<sup>d</sup> the haughty and over-bearing spirit of revolutionary France in fierce combat upon the Atlantic; chased and defeated her on her western and southern shores; overwhelmed her fleet on the shores of Egypt, and drove her from the Archipelago; forced the passage of the Dardanelles; destroyed the walls and navy of piratical Algiers; and gave the law from the Nile to the straits of Gibraltar; overthrew and nearly destroyed the combined navies of France and Spain on the shore of Cadiz; dissolved the northern confederacy before the walls of Copenhagen, amidst the slaughter and ruin of the Danish defences; rode triumphant through the Baltic; defeated, in obstinate battle, the valiant Hollanders on their own shores; and wrested the sceptres of both the Indies from the power of Europe; and performed many other innumerable and deathless exploits which the faithful page of history will not fail to record.

Whatever may be thought of such deeds by some men, even in this country, their fame has encompassed the globe, and sounded from pole to pole; and no one can better appreciate their importance to the country than your Lordship.

The voice of peace having hushed the thunder of war, and cut off the expectation of naval promotion but to a favoured few, it is but just that a port of hope should be opened to old officers, who can have no other source for obtaining a reasonable compensation, after a servitude of perhaps *forty years*. It must then, enliven their hopes, if rumour speak the truth, that retired lists of post captains and commanders are to be formed, in addition to that of lieutenants.

I have already offered some observations to your Lordship upon this subject, and would now respectfully offer them again at this time.

The next step to an old post captain, is to that of rear-admiral, with an additional half-pay of ten shillings and sixpence per diem. This is a most important consideration, and perhaps few near the top of the list would give up so beneficial a chance for a small consideration. Indeed it would be trifling with and insulting to their feelings to offer it; it ought not, therefore, to be less than one half of what the next step of promotion would give them; or, perhaps, two thirds could not be reckoned too much for a certain number, and one half for another number; that is, 22s. for the first class, and 20s. for the second class.

The next rank of officers is commanders; and their next step of promotion will only give them *sixpence* per diem additional half pay. This would only be tickling their mouth with a feather—a mere nominal favour without any ingredient of consolation, unless the step of promotion should be imagined to convey some unknown favour to old officers of this rank, without the healing balm given to post captains retired. As the oldest commanders have only *four shillings and sixpence* less half-pay per diem than the oldest post captains; so their retired lists ought to bear some similar proportion, although not in the same degree.

As it would be the last boon of the country to this class of officers, and as they have no prospect of addition in their own rank, and but a mere trifle in their next step of promotion, the number ought to be more extended than that of post captains; perhaps, under all considerations of the case, it might not be thought too great at double the number.

There is already a retired list of lieutenants at an addition of one shilling and sixpence per diem to their next step of promotion; this is three times as much as the commanders' next step of promotion will give.

In justice to this class of officers, as many of them have waded through an ocean of service in different situations, their retired list ought to be extended; 300 might not be too many, with three gradations; the lowest being at the present rate.

In a former letter to your Lordship on this subject, in the *Naval Chronicle*, vol. xxxiii. page 28, lists of seniority of servitude are proposed, after *thirty-five* or *forty years* servitude, from the age of *sixteen*, having been *twenty* of those commissioned officers; when all should be eligible to the retired lists, however they might stand on the lists of seniority of rank.

The justice of this proposition will appear when it is considered that the length of service, from sixteen years of age would determine the claim, which none could be entitled to under *fifty-six* years of age, if the time of service were to be fixed at forty years.

Could fortunate officers with justice object to the claims of their less fortunate brethren, founded upon the length of their servitude? If an officer, after *twenty-five* years servitude, has been a post captain *ten, twelve, or even fifteen* years, and may be from 36 to 40 years of age, what just objection could he have for a junior post captain or a commander retiring with a greater allowance than his present half-pay, who may have served fifteen years longer than himself? He, probably, would disdain the retired list, looking forward to a higher rank with ardent desires, to active employment; and, from early promotion, may, probably, have made prize-money that places him in affluence far above all those who would enter the retired lists.

And here, my Lord, I leave the subject to your serious consideration, and to that of all his Majesty's Ministers.

I am,

Your Lordship's humble Servant,

*Arion.*

*Extracts from "The Soldiers of Venezuela."*

MR. EDITOR,

London, Jan. 10th, 1818.

**T**HE enclosed extracts are from a work that has just appeared, and which, I think, cannot but be interesting to all classes of society. The insertion of them will oblige a constant reader, though

*An Idler,*

"The cables loosened—the anchor up—the sails unfurled—the pilot at the helm—the shrill pipe echoing to the breeze, and cheerful activity in every countenance, was a combination delightful in itself, but distressing in its associate reflections to the mind of Eugene. He climbed to the mast-head to take a heart-wrung farewell of his native land. The spray of the wave was no longer visible on the beach—the headlands dwindled to a point, and the white cliffs of Albion mingled with the sky. The vast expanse of ocean is, probably, creative of the most sublime ideas a contemplative mind can receive. Separate, distinct, and abstracted from the works of art, with the only exclusive instance of the vehicle that conducts you over the pathless sea; which is the most wonderful and complex piece of machinery the inventions of science, and the skill of the artificer, ever brought to perfection. Beyond that medium (dispensed to the prayers of the navigator) all is the grand operation of nature to the sea-voyager's meditations.

"What more impressively sublime than the successive fabric of waves,

when agitated into commotion by the bolder breath of heaven? What more wonderful than the deep plunging of the bark, and her recoveries from the gulphs that seemed closing over her masts? The voyager's mind, fatigued by contemplations so vast, and his eye weary of the boundless scenes of mingled sea and sky, he contracts his view to his habitation. The chart teaches him the rapidity of his course in that machine, which not only contains supplies for his natural wants, but accommodations for their use; a safe lodging on the liquid element, and as fearless a capacity of speed, during the shades of night, as when travelling by the meridian beam. Furnished with the means of defence, and often thundering in the voice of conquest, till ocean crimsoned at the sound—that wafts the blessings of peace in the bales of commerce—conveys the offerings of knowledge to the acceptance of the uninstructed—transports the fragrant productions of the east to the zephyrs of the west; and gives the warmth of the south to the shivering tenants of the north—protects the sovereignty of her own dominions, and secures the rights of other nations;—the merchant's hope, the sailor's pride, freedom's bulwark, and the warrior's triumph.

“ Eugene had commenced an acquaintance with a sea-life, influenced by many of those prejudices too apt to have sway, ere opportunity may offer for correcting pre-conceived opinions. He was prepared to expect the accommodations of a prison, and the society of an heterogeneous number of the semi-civilized, ignorant of all matters not immediately marine; and unacquainted with all language not distinctly technical.

“ The first week of the voyage the winds were light and variable, and when from the deck time passed drearily with Eugene: but in that interval he became reconciled to the newness of aquatic existence. The hoarse command, and the blunt affirmative, the apparent confusion, yet course regularity, the extraordinary phraseology and rough appearance of the ship's crew, present a motley specimen of nautical concerns; yet the impression is only temporary; it banishes on an extended acquaintance with the profession and its gallant sons.

Eugene did not allow himself to become disgusted with the moral exterior of the persons by whom he was surrounded; he determined to become familiar with them, and found it no difficult task. Ceremony is not an ingredient in the heart of an honest sailor. Treat him with frankness and good humour, praise his ship, and extol her sailing, and you become, at once, the sailor's friend. Meet him if your situation be distressful, and he will relieve you to the utmost of his ability. Observe him in his prosperity, and you will only regret the profusion of his inconsiderate generosity. Singular in their feelings as unequalled in their profession, they imbibe prejudices, and encourage predilections that are unknown to all other classes of society; and by these prejudices and predilections, they are held in greater subjection than either by discipline or coercion. Let them become attached to a commander, and they will sacrifice their lives in battle, or exertion, at his wish: but once determined to condemn, no implied concession can regain their attachment. No men are more sensible to the voice of praise, and to the good opinion of their country; nor



are they satisfied with the consciousness of bravery, till their countrymen bear public testimony to their merits."

"The dismemberment of the South American colonies from the dominion of Spain, began at this period to form a leading point of speculation in most societies. The politician viewed it as of considerable importance, not to Spain only, but in its bearings, materially affecting all the European States. The merchant and the manufacturer hailed the probability of those shackles ignorance and despotism impose on commerce being loosened in so extensive a part of the globe. The moralist and the philosopher eagerly anticipated the happy result of so immense a number of the human race being emancipated from the oppressive hand of bigotry, superstition, and intolerance. Indeed every extensive mind, where intellect acts in the atmosphere of true religion, unbiassed by sects, and independent of prejudices, saw in this revolt the retributive hand of Divine Justice,—measured the map from the western to the Pacific Ocean, and invoked the shades of Cortez and Pizarro to behold the effects, resulting, though late, from the systems of perfidy, treachery, and cruelty! pointing to the enfeebled genius of Spain, who, unnerved by her foreign possessions, is become the victim of intolerance and the prey of superstition, unable to resist the factious, or repress the discontented, without resorting to cruelty, which as truly marks a degenerate state as a degenerate mind. The once vital energy of Spain mourns over her annihilated greatness; she looks at the archives of the thirteenth century, and doubts if any revolutionary change could re-animate that principle of which recent events more than prophecy the utter extinction. She sees the canker-worm of sloth preying on the body politic, and, with a sigh, observes its similarity to the body natural, contending with a general stagnation in the circulating system. Whatever Spain might solicit, or Ferdinand expect, those who turn to the pages of political events must agree, that the utmost forbearance of Britain could but offer neutrality: for her magnanimity is above the littleness of retaliation. Did her character as a nation not reach so high, her government might claim so fair an opportunity to convince Spain that the period when the North American States threw off their allegiance from Britain is not faded from remembrance. Retrace when the Bourbons, in their family compact and foreign alliances, joyed in the presumed extinction of Britain on the list of nations: then how must posterity admire her conduct, at once noble, generous, god-like, indicative of the sublime faith she professes, when they read the records of European history, and see her sustaining her fallen enemies, and, eventually, restoring the Bourbons to the thrones which their vacillation obliged them to abdicate, and their weakness precluded them, unassisted, from re-ascending!"

## LETTER II. .

TO THE RIGHT HON. LORD MELVILLE.

*On Impressment, &c. &c.*

————— I've heard it said,  
 Honour and policy, like unsever'd friends,  
 If the war do grow together; grant that, and tell me,  
 In peace, what each of them by th' other lose,  
 That they combine not then.

MY LORD,

1st February, 1817.

IN my last letter to your Lordship on this subject, I endeavoured to point out some of the many injurious consequences arising from a system whose *only* defence is its long continuance or antiquity—its *sole* recommendation its supposed necessity; no other means having yet been successfully used for manning our ships. That it has been the practice to man our fleets by impressment in time of war, ever since Britain possessed a navy, I shall not dispute; but I certainly am by no means convinced that in any time of war hitherto, every practicable method was tried to procure men for the navy without resorting to impressment; for, if bounties were occasionally given to seamen to enter, these bounties were very small, and they were thus limited, because if they were not accepted the men could be taken, could be impressed, and none required; neither was there any pension or reward bestowed, except to the wounded, until the termination of the late war, when it was your Lordship's wise and excellent policy to extend this reward to long service and meritorious exertions. I think, my Lord, by increasing these bounties, and properly regulating and extending these pensions for long services, and by the adoption of entries for more limited services, *very much* might be done to diminish, at least, if not do away altogether the necessity for impressment; and if this could be done, surely it would be matter of joy and rejoicing to every Englishman, and would justly confer more honour on the name of that man who accomplished it, than if he had even gained the most brilliant victories. With regard to entering men for limited service, it has been stated, and undoubtedly with a great deal of justice, that if seamen were entered to serve for five or seven years, and if, at the expiring of that period, the war is not over, much inconvenience would arise to the service from discharging our seamen, perhaps at the very moment when our fleets were watching those of the enemy; to obviate this difficulty, therefore, the men must be either retained contrary to agreement, if they will not re-enter, or we must at once enter them to serve *during the war*, and until their ships are paid off after its conclusion; by doing so government will obtain the important and valuable service of the seamen as long as wanted; and the seamen are, in fact, little if at all affected by such a change of period; because, when £ nominated *seven* as the number of years for service, I adverted entirely to the ordinary duration of wars, and it may often happen, that their period of service will be shortened and not increased by entering them for service *during the war*.

This is by far the heaviest objection I have yet heard to the plan of limited service, and I hope I have been able to remove it. Perhaps, my Lord, you may be surpris'd to hear, that it is nearly an hundred years since the impolicy and hardshipp of the system of impressment very seriously attracted the attention and incurred the reprehension, not of the public only, but even of the Board of Admiralty itself, as appears from an excellent naval work, compiled by Josiah Burchett, Esq. then secretary to the Admiralty, under the title of "A Complete History of the most Remarkable Transactions at Sea, &c. &c." A part of this valuable work is devoted to the explanation of the duties of all public officers connected with the naval department and, in fact, nothing belonging to the service is omitted. The following valuable extracts from this work, I think, may be proper and useful now to quote—"Touching the sea-faring people of Great Britain. Having said thus much relating to the navy itself, let us, in the next place, consider the circumstances of the sea-faring men of Great Britain; a race of people who, as they are the most valuable, because the fleets wherein they serve are our chief defence, so, consequently, the greatest care ought to be taken to treat them in such a manner as that it may encourage their increase, and leave them as little room as possible for complaints of hardships. I do heartily wish that some such methods could be come at as might effectually contribute hereunto; for, as they are a body of brave men, subjected to the greatest hazards and dangers, not only from the enemy, but from many quarters besides, so may they with kind usage be wrought upon, and induc'd with uncommon cheerfulness to serve their country and look death in the face on all occasions; wherefore, since they are so intrinsically valuable in themselves, all that is possible should be done towards rendering the public service both easy and desirable to them. If some other method could be found out to bring them into the service of the crown, when there shall be occasion, than that which hath for so many years been practis'd, of forcing great numbers thereunto by impressment, as it would doubtless be much more agreeable, so might it induce numbers of young people to betake themselves to a seafaring life, who now shew a total dislike thereto on that account: such method might probably be come at, either by a general registry, which besides adequate encouragement, ought to carry with it penalties also, or in some other way less grievous than pressing: until this shall take place, however, it may be now proper to advise those gentlemen who shall be employ'd in raising men for the fleet, to cause them to be treated with all possible care and tenderness, that so they may be induc'd with the greater cheerfulness to perform their duty to their king and country."

Again, under the head of "The inconveniēce of impressing seamen, and of registering of sea-faring men," Mr. Burchett says, "The present method of impressing men for the royal navy is not only attend'd with great inconveniencies to the men themselves, but it also causes very great interruption to trade; for, very often, when there hath been occasion for an extraordinary number of men to serve in the fleets, it hath been found necessary to put almost a total stop for some time to the sailing of all outward bound ships: whereas, if some measures could be taken by a registry as

aforsaid, or otherwise, so as to come at the certain knowledge of every seaman or sea-faring man in the kingdom; together with their ages and descriptions, and that such an account were, from time to time, kept complete and perfect, as they shall vary from death or other circumstances, at a particular office to be established for the purpose, the Lord High Admiral, or Commissioners for executing that office, might not only be constantly informed what numbers are actually in the nation, but an account might likewise be kept, from time to time, of which of them are employed in the king's or merchant service, and when they shall have been discharged from the one or other, with the period of their service, &c. &c. Besides, it might be so provided for, that after having been employed a certain time in the service of the crown, they should be *then* relieved of all obligations to serve again, except by voluntary entry, or in very great exigences, when the whole naval force was put in requisition; such occasions might be rare, but ought, nevertheless, to be provided for. Somewhat of this kind, if properly set on foot, would be of singular benefit to all concerned in time of war; for the government would not be put to more expense than now in raising seamen, even if they granted small bounties, and the merchants would be relieved from the heavy losses they are liable to from their ships being detained for men; and the seamen themselves, knowing exactly how they stood, and whether they were subject to detention or not, would in most cases choose to make out their periods of service to government in time of war, voluntarily. As a thing of this sort is of such a nature as to require no small application to render it effectual, I have only hinted at it here; but if it shall be judged proper to put in practice, and it shall please God to bless me with the continuance of life and health, I will most readily\* contribute all I am able towards establishing what, in my humble opinion, may so greatly tend towards the good of my country."

Such, my Lord, were the views taken, and such the opinions held by the worthy Mr. Burchett, who was secretary of the Admiralty in 1720—an hundred years ago: and, although little change seems to have been effected in the mode of raising men for the navy since that time, yet the truths he states, and the inferences he draws are not the less worthy of attentive and serious consideration *now*; he is aware of, and clearly states the evils and inconveniences of impressment, and proposes remedies. The passage I have quoted only came under my eye a few days ago, and I was both astonished and pleased to find such a coincidence of opinion between the quondam secretary and what I took the liberty of stating to your Lordship in my former letter; there are, however, two things omitted in his plan of *amelioration*, which I think quite indispensable at the present time, whatever might have been the case in his day; *viz.* fair bounties on entering into the service, and something in the shape of half-pay or pension to those who have faithfully served their king and country a certain number of years, on being discharged; already, my Lord, you have the honour and satisfaction of having introduced the latter method of reward and encou-

\* I trust our present learned and able Secretaries will do the same.

agement; and, by extending it somewhat further, I have no doubt it may be easily rendered a sure means of retaining seamen for the king's service; but, in all future wars, I trust the country will see our seamen rewarded, and the pensions provided for from a fund which I conceive they are entitled to consider, and the country will henceforth look to, as the means of providing in some degree for their comfort and support, when war is over; that fund, my Lord, is "*the droits of Admiralty.*"

Having now submitted to your Lordship some of the opinions I hold on this important subject, I should not wish to encroach further on your attention than is necessary, and shall, therefore, briefly recapitulate the alterations I would recommend—not to be made without due and ample consideration, but to be submitted for consideration to Parliament from your Lordship's Honourable Board; they are as follows—

1st. The relieving from impressment all seamen who have already served in the royal navy for seven years; if, however, the exigencies of the service require it, all seamen to be still at the call of their king and country, but to be discharged again as soon as possible.

2dly. All seamen who have not served seven years, and who shall not enter on bounty, to be still liable to be taken to serve in time of war.

3dly. Handsome bounties to be given to those who voluntarily enter to serve during the war, and certain allowances or retaining pensions to be allowed them, on being paid off, after serving in the royal navy so many years (say seven) faithfully and with good characters.

4thly. Registers of seamen to be kept at each port of the United Kingdom by the Collectors of the Customs, every ship-master regularly furnishing the names and descriptions of his men, &c.

These are the principal points for consideration so far as impressment is concerned; and to these I mean at present chiefly to confine myself; but I cannot avoid remarking, and agreeing entirely with Mr. Urquhart, that much appears wanting to render complete and effectual the system of our marine law and policy generally, and, I trust, considering the lamentable and destitute state of so many seamen in the metropolis during the present season, the consideration of these no less important objects will not be lost sight of by that generous and truly benevolent body of gentlemen who form the Committee for investigating and relieving their wants; it is not present relief alone that will satisfy these exertions, I hope, that they will point out also what is wanting, and necessary to prevent a recurrence of similar misery,\* permit me, my Lord, to suggest to you and this Committee the institution of Saving Banks for seamen. I think that much money formerly squandered by sailors at all times, but especially during war, would be there deposited, were they established within their reach, at the principal sea-ports; and in times like the last and present years, what relief, what advantage might not have been thereby afforded.

I trust, my Lord, the scenes we have so lately seen may have made a deep impression on all honourable and benevolent minds, and have con-

\* The Admiralty Board never can contemplate these scenes with indifference. —I know it does not.

vinced the understandings of all naval, mercantile, and patriotic men, of the necessity which now exists for investigating these important matters, *fully, attentively, and dispassionately*. This, in my opinion, can be only done effectually in a committee of the legislature; and I trust and ardently hope that the present session will not pass away without our marine laws and policy being brought under consideration. In forwarding such an investigation, your Lordship will derive no small honour for what you have *already done*, and will, I hope, receive every support and encouragement in continuing to do *more*, for it is very obvious that more remains to be done, and that without the sanction and approbation of Parliament, your Lordship and the Board may wish to pause before making improvements whereby a system so long acted on may require to be changed or modified. Before I conclude, I certainly wish to bestow my humble tribute of approbation on your Lordship's attention to two points of duty, both very important, and so anxiously looked for by all patriotic naval and scientific men; these are, giving orders for the immediate construction of *larger* and heavier ships of the line, and for the equipment of vessels to proceed this spring in voyages of discovery to Davis's Straits and Greenland.

In approving of these things, my Lord, I have the highest pleasure and gratification: and be assured, that this is the common feeling of your gallant countrymen. Let us, my Lord, be *vigilant, assiduous, and diligent*, in correcting errors and guarding against future dangers, and *all will be well*.

While Heaven in mercy deigns to smile  
 Propitious on her favorite isle,  
 United—firm—and free—  
 The threats of foes are wild and vain;  
 Not e'en the world in arms shall gain  
 The empire of the sea.

Still shall Britain's wooden walls continue to endure every storm, and prove impregnable to every foe.

I am,

Your Lordship's obedient humble Servant,

— — —

*Albion.*

*Original Letter of Admiral Lord Nelson.*

MY DEAR \_\_\_\_\_,

*Victory, off Toulon, Oct. 14th, 1803.*

YOUR letter of July 24th came to me in the Childers, Sir William Bolton; and I assure you that I feel very much obliged by your kind hint, but I do not believe one word of your information; malicious liars are always travelling about doing evil: if he comes out here I shall be heartily glad to see him. I *well* know his reasons for coming out, and even \_\_\_\_\_, was he an ill disposed man, could that hurt me; can my mind be turned against my King by any beings on the earth: besides, what is there to find out here, only what he knows, and every man in England and



light appearance of British men of war, as they existed in the days of Howe, St. Vincent, Duncan, or Nelson.

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of

On Voyages of Discovery.

MR. EDITOR,

December 2d, 1817.

I WAS happy to observe it stated in the papers, that government meant to fit out an expedition for the purpose of attempting a North West Passage, in consequence of the favourable appearance which the ice presented last year, some foreign ships employed at the whale fishery having penetrated to a higher latitude than had ever been reached before. I hope, Mr. Editor, both this statement, and also what I have heard relative to preparations for a Voyage of Discovery on a large scale to the South Seas, is correct: for although our attempts to explore the interior of Africa, undertaken by the amiable and unfortunate Park, Tuckey, and Campbell, have not been crowned with success, yet it is to be hoped the exertions to be used in prosecuting useful and scientific discoveries in other quarters, would be much more successful; and on some future occasion, I doubt not, some other followers in the road to fame will attain what the gentlemen before mentioned have sacrificed their lives in the noble pursuit of. It will, indeed, be matter of great surprise, if during peace, Great Britain should be the last naval power to undertake expeditions for useful discovery: we are not ignorant, that France, Russia, and America have already got the start of us in point of time, as large expeditions from all these countries have already proceeded to their respective destinations. What can be so delightful to the minds of our young naval officers, as being employed in the pursuit of such noble objects, whilst the European world happily remains at peace? What can contribute so much to make them able officers, and scientific practical seamen and navigators, as expeditions for nautical research and discovery? and whilst I would urge by every argument (but surely to an enlightened Board of Admiralty these are unnecessary) the fitting out such expeditions, I would also suggest the utility of our men of war employed in the Indian Seas being engaged in surveys of the different coasts and shoals which have proved so destructive to our ships; and it is equally necessary that those on the West India and North American stations should undertake the same useful work on the coast of Newfoundland, and around the Bahamas, where so many shipwrecks, attended with the most distressing circumstances, so repeatedly have happened, many of them of recent date.

Your's, &c.

Neptunus.

Mr. Urquhart in Reply to Mr. Lyall.

MR. EDITOR,

I OBSERVE in your last number for January, a reply by Mr. Lyall to a part of my letter,* addressed to the Ship Owner's Society. I beg in the first place to observe, that the leading subjects of my letter were the *fundamental principles and duties of the Corporation of the Trinity House*, which Mr. L. has carefully avoided to mention. I therefore send you for publication, the answer which I have received from the Ship Owners' Society, to my letter before mentioned. On which, after returning my *most grateful thanks* to them for their *gracious condescension* in taking my letter into their most deliberate consideration, I have only to add at this time the following brief remarks.

When Buonaparte first attempted to conquer the powers of Europe, he adopted a new system of military tactics, by which he accomplished his purpose. To do away the evils of impressment, undoubtedly requires some system which has never yet been adopted.

Had I offered my opinions on the subject of the Corporation of the Trinity House, in a private letter to the Ship Owners' Society in the first instance, instead of expressing them at their late general meeting in September last, and afterwards publishing them through your Chronicle, it cannot be doubted, that they would, in imitation of great men in office, have returned a polite answer to my communication, without taking any further notice of the subject, except in so far as it might hereafter prove beneficial to their particular interests. This, I hope, will plead an apology to the public, for my *indecorous conduct*,† if such it can be deemed, towards them, and which they have so *generously and feelingly* overlooked.

In due time, and at my convenience, I intend to offer some further remarks upon it, and try that patriotic spirit they profess to indulge towards their country, and British seamen, by publicly, not *privately*, submitting a specific case, not readily to be evaded, for their *deliberate consideration*: and which, I presume, will prove my assertions, that the Corporation of the Trinity House requires a *public investigation*, both as regards its present measures, and the principles upon which it was founded; the object of these are the good of the country in all its maritime concerns, and particularly as regards the seamen of this realm.

I am, &c. &c.

Lloyd's Coffee-House,
Feb. 16, 1818.

Thos. Urquhart

* Vide vol. xxxviii. p. 382.

† I have no doubt, when Nelson broke the line at the battle of Trafalgar, that Frenchmen deemed his actions indecorous; and I have no doubt the Corporation of the Trinity House are of the same opinion with respect to my actions towards them.

(COPY.)

SIR,

Ship Owner's Society, 8th January, 1818.

THE Committee have had under consideration your letter of the 9th ult. and its inclosures; and although your having caused copies of them to be published in the *Naval Chronicle* previously to sending them to the Committee, and indulged in personal allusions, has occasioned them some embarrassment, since, by such proceeding, they feel that they should have been justified in not taking any notice whatever of your communications; yet the Committee, giving you full credit for a sincere and ardent desire to promote the welfare of British seamen; and being anxious to avail themselves of the opinions and experience of a gentleman who has devoted so much of his time and thoughts to that subject, have, in this instance, determined to overlook what, upon reflection, they are sure you will feel to be the indecorum of your proceeding; and have accordingly taken your said statements into their most deliberate consideration.

Upon much of your letter, the Committee feel themselves at a loss to make out the specific object at which you aim: two points, however, they comprehend; viz. •

1st. That, in your opinion, they should have commenced their labours by endeavours to procure the abolition of the practice of impressing seamen.

2dly. That they should petition Parliament to interfere to correct certain abuses or negligencies into which the Trinity Board have fallen.

Upon the first point, the Committee desire to remark, that as the evil of impressment ceased with the war, or was at least suspended by the peace, the immediate investigation of the subject did not appear to them to be necessary; but, on the contrary, they were of opinion, that it would have been unseasonable, at a period when so many other important and pressing matters required all the attention which it was in their power to bestow.

The Committee are nevertheless of opinion, that the subject is one which it may be highly expedient for them at some future time to take into consideration; and they will at all times be grateful for any information or suggestions which you may be pleased to favour them with.

With regard to the 2d point, the Committee desire me to observe, that admitting that cases of neglect or mismanagement on the part of the Elder Brethren can be shewn, or may arise, in which it may be proper for the Committee to interfere, it would be at least premature in them to adopt any proceeding, until some specific and clearly substantiated charges shall be brought against that Board, which they do not find to have been done in your present communications.

I am directed in conclusion to add, that although the Committee will be ready at all times to perform their duties to the Ship Owners, by exerting themselves to remedy evils by which the shipping interest may be prejudiced, regardless of who may be the official parties affected by such exertions; yet they will never intentionally become instrumental to the casting of reflections upon any man, or set of men, without the fullest conviction

that their complaints are well founded; nor will they intentionally interfere in any matters whatever, until they shall be satisfied that they come within the scope of their duty; as a Committee of British Ship Owners.

I have the honour to be, Sir,

Your very obedient humble servant,

Thomas Urquhart, Esq.

(Signed) *J. Cock*, Secretary.

Commendation of a recent Work called "The Retrospect."

MR. EDITOR,

Yorkshire, 13th January, 1818.

IMPRESSED with a sense of obligation for your unremitting exertions in defence and support of the royal navy, every month giving some new proof of the increasing worth of this impartial vehicle of general information, whether considered as a record of maritime events, or as a channel of universal instruction; and influenced exclusively by the sincerest regard for the welfare and improvement of our naval service (for the truth of which I appeal to the Searcher of all hearts), I take the liberty to request you will be so kind as to do me the favour of inserting this letter in the N.C. for February, as I am particularly anxious to recommend to all mariners a most useful and interesting book, addressed to naval officers, which has recently fallen into my hands, entitled, *The Retrospect* (price 5s.) written under the name of Aliquis, by a gentleman who was once a lieutenant in the navy. It is calculated to instruct every naval character in his *first and most important duty*, and was it more generally known that such an excellent work existed, I feel satisfied that it would be read with infinite delight, and might, I trust, prove highly beneficial to many. I assure you, Sir, my sole motive for venturing to name this book is, that others may participate in the enjoyment I have experienced from meeting with it; and I do not hesitate to say, that it would afford me considerable pleasure to learn, that it has found its way on board every ship afloat.

That I may not be accused of sinister motives for thus intruding myself on the attention of your readers, it may be proper for me to observe, that I have not the happiness of knowing who is the author of it; which assertion may more easily gain credence, when you are informed, that I have lately returned from a foreign station, after being absent for ten years; my absence, however, has by no means made me indifferent to the real interests of my countrymen; on the contrary, I return with inexpressible gratitude, more than ever convinced, that England is pre-eminently favoured by blessings peculiarly her own, for which, whether considered as a nation or individually, we cannot be sufficiently thankful to the Great Disposer of all things.

Nemos.

Confusion to Thessaly's Curious Letter.

MR. EDITOR,

OBSERVING in your last volume of the N. C. p. 469, a list of a great number of the ships of our navy, in a letter from Mr. Ryder, sent through Thessaly, I thought it was a pity that on so large a list of officers as we have, that a crew was not selected from it to man one of them, if even for a pleasure-boat, in these times of Peace; so without more ado, I put myself on one of my Father's *Young* coach-horses, and set out for *Berkeley*, where I thought, as I had to travel *West*, I should avoid the sight of the *SAVAGE*, and cruel sport of a rabbit *Warren*, where a party were assembled with a *Smith* and his wife, who was a great *Trollop*, to wash and clean their guns as fast as they were fouled by the incessant firing at the rabbits, which, in spite of my efforts to avoid seeing, I could not help it.

It being time for general sport, I had little further to go before I saw a gentleman pull an amazing large *Fish* out of a river, and on inquiry who he was, was told he was a *Knight* Commander of the Bath, lately from *Exmouth*, to enjoy the more pleasant fishing in that river; but the cold he had taken, nearly requiring a *Coffin* for him, he was advised to go to the *Bristol Hot Wells* for the recovery of his health.

A shoe coming off my horse's foot, I stopped at the sign of the *Martin*, and sent for a *Smith*, who shod him so well, that he now travelled with me like a *Hunter* of *Stirling* worth; nay, too gay for me by half, set off in full gallop, took me over a *Sawyer* in his pit, and for all the *Gould* in the world, I could not stop him without the risk of knocking myself to *Shivers*; but an honest old *Tyler*, who stood near a *Lake* which I had to pass, came up in a most *Manty* manner, and taking my horse by the bridle, said, nobody should *Bury* a man who fell from a horse, while he could stop the *York* mail without the assistance of his friend at *Haywell*, (who was a *Gardner*), though it was going in full speed.

Thinking myself very lucky, and as lappy as a *King* at this unexpected release, I dismounted and walked on *Foot* a little, getting under the *Lee* of a grove of trees, but happening to scratch my *Legg* against a furze bush growing against a finger-post pointing the road to *Durham*, I rubbed it, in the *Hope* of its being but a trifle, but to my sorrow, it became very painful; and to add to my troubles, I had torn my garters, and was obliged to get a *Taylor* at the *Brown Bear* and *Martin*, a small public-house kept by a *Carpenter*, who is a *Moor*, and rents his house of a *Scott*.

A *Gore* being put in my gaiter, I now felt myself as plump as a *Bull* and I gave a young *Gosselin* such a crack with my whip, that the owner threatened an action against me, saying, he was a relation of the Master of the *Rolls*, by way of intimidating me. I, however, told him, he might *Lock* up such nonsense from me, that he was a *Young Bear*, and all his sorrows were to come, and that he and all his *Chancery* relations were a pack of d—d stupid *Fellors*, and was so vex'd at his folly, as well as my own, that I turned about my horse, and rode home again.

As I only propose these gentlemen (being Admirals,) to man one of the

Royal yachts, I shall now endeavour to give you a sloop of war's crew of Post Captains, or a frigate's crew with Captains and Commanders, and next a 74's crew from the Lieutenants.

A.

State of the British Navy in 1754.

MR. EDITOR,

20th Feb. 1818.

OBSERVING that there is at present a considerable degree of discussion prevailing with respect to the great diminution of our navy, and the defective state of our newest ships, I think it may perhaps be useful to furnish you with a statement of the British Navy as it stood in the year 1754, nearly 70 years ago, in order that by comparing it with our present force, it may be seen whether the apprehensions now prevailing, are *well* or *ill* founded.

1 Ship of 110 guns,	4 Ships of 44
5 of 100 "	96 of 40
13 of 90 "	42 of 20
8 of 80 "	4 of 18
5 of 74 "	2 of 16
29 of 70 "	11 of 14
4 of 66 "	13 of 12
34 of 60 "	2 of 10
3 of 54 "	
28 of 50 "	114

130 of the line, besides bombs, fire-ships, and tenders.

From this statement it will appear, that we had then 130 sail of the line, (50 gun-ships being then taken into it,) and 80 frigates: our force at present is not, I apprehend, greater. I am afraid, even including ships on the stocks, we have not quite so many of the line, and our number of frigates at the greatest, is not by any means sufficient, when we recollect, that before the conclusion of the war in 1814, we had in commission 160 sail of the line, and a still greater number of frigates; and that our force now reduced so much, (fully one-half,) then stood as follows:—

Of the line. 50's and frigates.

In commission	151	175
Ordinary	70	75
Building	24	18
	<hr/>	<hr/>
	252	268

Besides sloops, &c. in all above One Thousand sail.

From this statement, every one may clearly perceive how the matter stands, that *active* and *unremitting* exertions are necessary to increase our navy, and to bring it into such a state of efficiency, as may enable us to contemplate the aggression of any number of enemies without apprehension. I have forwarded to you, Mr. Editor, these statements, because I

consider the observations of Robur well entitled to consideration, and trust our naval rulers will not fail to comply, as soon as possible, with the united wishes of the country, on a subject so deeply interesting to it; for however serene the aspect of affairs may be at present, we ought to be fully and speedily prepared to preserve our maritime supremacy, and this we may find it difficult to do (brave and zealous as are our officers and seamen,) with a limited number of ships—or ships not possessing equal powers and force with these of our rival.



Mentor.

On our Naval Force, &c. &c.

MR. EDITOR,

February 10, 1818.

I PERCEIVE with great satisfaction, that the attention of the public, and the feeling of the nation, (and it is a truly English feeling) is completely roused, and become quite alive to the rapid progress which the United States of America are making in acquiring a navy;—some time ago, I mentioned my conviction, that this was from every appearance the decided determination of the American government, and the united wish of the people, encouraged greatly, no doubt, by their easy success in the last war, which led them to think they had only to persevere, in order to become masters of the ocean; but, Sir, before its close, these gallant officers, Sir Philip Broke, and Captains Hope, and Hillyar, gave them in their turn, a lesson of experience, and showed them that however the British Lion may slumber, when roused to action, he is and must be King, and Britain, now put on her guard, will maintain the empire of the sea in despite of all her foes.

Nevertheless she must be active and watchful; having seen the power, and ascertained the views of her trans-atlantic brethren, she must (except her councils are *misguided* more than I hope and believe they will be), make *immediate* and *adequate* preparation, so that when the day of trial and contest shall again arrive, she may possess full means in powerful ships, and willing and determined crews, headed by her chosen and experienced officers, to give a good account of her enemy. The observations made on this interesting subject in your last Number, by *Iron Gun*, and an *Half-pay Officer*, in consequence of the arrival of the Franklin (as I ventured to predict would be the case), are, in my humble opinion, *well* deserving the attention of those in power, who sit at the helm. It is in vain for us to expect success commensurate with our wishes, with our present ships, against such mighty odds; we must build without delay ships of *corresponding size and power of all classes*, and *then*, with such officers and men as Britain possesses, “what enemy shall prevail against us?” Then only, however, shall we be fully prepared. If we remain blind and careless, sooner or later the sceptre of the Ocean will drop from our grasp. The country is now fully alive to this great truth; and, when the naval estimates came before Parliament, I am persuaded, money will be readily granted to

begin and carry on this necessary and truly national object. I am persuaded also, the Board of Admiralty must be well alive to these considerations. I will close these few remarks, with expressing my satisfaction at seeing several frigates and sloops commissioned at the present moment, which will be the judicious means of giving employment to many of the poor seamen now so happily relieved by the great exertions of the community, and of the committee in particular, who have proved themselves truly the seamen's friends. I am also glad to observe, that as Sir Charles Penrose, (who is a good officer) is soon to be relieved, he is to be succeeded by one of the present valuable assistants at the Board of Admiralty, Sir Graham Moor: the Mediterranean is an important station on many accounts, and he is *the very man* to have that command. I hope a successor worthy of him, will occupy his vacant seat: much important business must occupy the attention of that Board even during peace, and able naval advisers ought always to be seated there.

I hope, Sir, that in fitting out our ships for foreign stations, every attention will henceforth be paid, in order that they may not shew any inferiority in any respect, to the ships of other powers; to this inferiority Britain is unaccustomed, and all economy founded on that, is false, impolitic, and ruinous. Our force on every foreign station, ought to be respectable, and corresponding to the naval power and superiority of Britain.

Albion.

MANUSCRIPT FROM ST. HELENA.

[TRANSLATED BY THE EDITOR.]

[The following Sketch of the Public Life of Buonaparte professes it to have been written by himself; and, from the style and matter, we have no reason to doubt it. It comes to us in a cloud; but the reason of it is assigned in the second paragraph. It is certainly not devoid of interest, although the circumstances are very slightly touched upon, and especially those which terminated his very extraordinary career.]

I WRITE not commentaries, because the events of my reign are well known, and I have therefore no public curiosity to gratify. My wish is merely to publish a summary of those events, by which my character and intentions may have been misconstrued by the world, that my son, and posterity, may know me as I was.

This is the sole design of the paper which I am thus induced to publish, though by *indirect* means—as I am certain, should it fall into the hands of the *English ministers*, it would be buried in their secretaries.

My life has been so extraordinary, that those who have wondered at my power have asserted it surprising even from my infancy. My early years, however, were not remarkable—as a child, I was merely obstinate and inquisitive. The first stage of my education, as it generally is in Corsica, was a miserable one. I learned French with great facility from the soldiers of the garrison, with whom I passed my time.

As what I undertook was generally with a strong inclination, I was always successful—what I willed, I willed positively—decision was the prominent feature of my character—I never hesitated; and this gave me the superiority over every one. But the will depends on the temperament of the individual—neither can every one be master of his own will.

My disposition led me to detest duplicity. I discerned the truth at first sight; and thus no one could equal me in penetrating the bottom of things. I viewed the world as it is, not as it ought to be. In this quality I have rarely had my equal; my disposition inclined me always to live apart from the rest of mankind.

I never could perceive the advantage of a course of studies, at least I have never derived any, except that they taught me *method*. The mathematics alone were useful to me; the rest of my studies I pursued from mere vanity.

My intellectual faculties expanded, however, spontaneously—they consisted only in an extraordinary mobility, or vibration of the fibres of my brain. I thought much more rapidly than other men, and had thus always more time for reflection than they; and here is the whole secret of my profound capacity.

My head was too active to be amused with the ordinary diversions of youth. Not that I was absolutely indifferent to them, but my mind was in the midst of them occupied with things more interesting to me. This disposition threw me into a kind of solitude, in which I encountered nothing but my own thoughts; and in this kind of abstraction I indulged, in all the various situations of my life.

I took great pleasure in resolving problems, and sought them in the mathematics—but I found the *material* class very limited; I resorted to the *moral*, and it was there that I laboured with the greatest interest, and made the greatest advances. These researches became at length habitual; and to them is due the great proficiency I made in war and politics.

I was by birth destined to military service, and was accordingly placed in the military schools; and at the commencement of the revolution obtained a lieutenant's commission; and of all my titles, none ever gave me so much pleasure as this. The whole of my ambition was at that time limited to the one day heading a couple of dragoons—a colonel of artillery appeared to me the *ne plus ultra* of human greatness.

At this time I was too young to take any serious interest in politics; I had not yet begun to consider mankind in the mass; I neither felt fear nor astonishment at the disorders of the time, for I could not compare it with any other. I accommodated myself to circumstances as they occurred, and was not nice in doing so.

I was employed with the army of the Alps. This army did nothing that an army ought to do. It was equally a stranger to discipline and war. I was, in fact, in a most wretched school. It is true we had no enemy to contend with—our sole business was to prevent the Piedmontese from passing the Alps, and there was nothing more easy than to do it.

In our cantonments all was anarchy and confusion. The soldier paid no respect to his officer, nor did the officer respect the general; and both

soldiers and officers were daily dismissed by the Representatives of the People. To these last alone did the army annex any idea of power—the idea which of all others has the greatest influence upon the human mind. I, from that time, saw the danger resulting from the influence of the civil power over the military, and succeeded afterwards in subjecting it.

Not talents, but loquacity alone, gained credit in the army—all there depended on popular favour; and popular favour was only to be won by vociferation. I have never fraternized with the sentiments of the multitude, which it is necessary to adopt if we would acquire the eloquence of the streets. I, therefore, not possessing the talent of moving the people, made no figure in the army; I, however, gained more time for reflection.

I studied war, not upon paper, but in the field. The first time I stood fire, was in a little skirmish on the side of Mount Genevre. The balls fell thin, and but few were wounded. I felt no fear, nor was there any cause for it; it was evident to me that neither side had any intention that their discharges should have any result—they only fired to discharge their consciences, and because it is the custom of war. But this nullity of object vexed me—roused me to resistance. I reconnoitered our ground—seized the musquet of a wounded man, and obliged the good man who commanded us as captain to maintain his fire, while I with a dozen men went to cut off the retreat of the Piedmontese.

It appeared to me no difficult matter to occupy a height which commanded their position, by crossing through a grove of poplars which sheltered our left wing. Our captain bestirred himself—his men gained ground—the enemy fell back; and when I saw him lose his footing, I brought forth my men. Our fire baffled his retreat—we killed some of his men—made twenty prisoners, and the rest escaped.

I have related my first military feat, not because to it I owed my promotion to the rank of Captain, but because it initiated me in the art and mystery of war. I saw that it was easier than is generally believed to beat an enemy—and that the whole of this great art consists, in not groping our way to victory, but in attempting always decisive movements, because it is only thus that the enthusiasm of the soldier is excited.

Having come off well in my first attempt, I considered myself now as a man of great experience. Henceforth I began to feel a strong inclination for an employment that so happily fulfilled the measure of my desires. I thought of nothing else, and resigned myself wholly to the exercise of resolving all the possible problems which a field of battle could present. I then wished very much to study war, also from books, but I had them not. I began to recollect the little I had read in history, and compared it with the scene before me. Thus did I form a theory of war, which time developed and confirmed its efficiency.

My life until the blockade of Toulon, was insignificant. At this period, however, I was advanced to the command of a battalion, and in that situation had some influence on the success of that blockade.

Never was an army so badly commanded as was ours then. In fact, no one knew who really were the commanders. The generals presumed not to assume command for fear of the representatives of the people—and

these were equally in fear of the Committee of Public Safety. The commissaries robbed—the officers got drunk, and the soldiers died with hunger; but they appeared indifferent—and had courage. The disorder that prevailed seemed to render them more intrepid than discipline. I was then convinced that mechanic armies are good for nothing—and they afterwards proved so.

In the camp every thing was carried by proposal and acclamation. I could not reconcile myself to it; but as I could not prevent it, I yielded with indifference, and proceeded on my own plans as far as I could, to my own purpose. I was perhaps the only one in the army who had any fixed purpose, and my sole pleasure was in accelerating it. I was continually occupied in examining both the enemy's positions and our own. I compared his physical means with our., and saw that we had all, and he had none. His expedition was a wretched testimony, that he clearly foresaw the catastrophe; and no one should ever consider himself a brave man who can see the result before hand.

I considered which were the best points of attack, calculated the commanding distances of our batteries, and pointed out the positions in which they should be formed. The experienced officers thought them dangerous, but battles are never won by experience only. I persisted in my plan, and showed it to Barras: he had been in the Marine, and such men although they know nothing of war are always daring. Barras approved of it because he wished to see an end to the affair, and moreover told the convention that they must not demand an account of legs and arms, but a successful result of the battle.

My artillerymen were courageous and bold, although inexperienced—the best quality a soldier can have. Our attacks were successful—the enemy was intimidated, and no longer dared to attempt any thing against us. They only fired some balls, which fell at random and without effect. The fire which I directed was more effectual. My zeal was great, for it was stimulated by the hope of advancement; but I was also much gratified by the mere success of the action. I spent all my time in the batteries, and slept upon our fortifications. Nothing is well done but that which is done under our personal direction. The prisoners told us that every thing went to the devil within the place; and it was at length, in a most horrid manner evacuated.

We had deserved well of our country, and I was nominated general of brigade. I was afterwards employed—denounced—dismissed, and ill-treated by the intrigues of factions. I viewed with horror the anarchy which then had reached its acmé—I could never be brought to countenance it. A government of assassins, was to me intolerable. It was not only a mad government—preying upon instead of protecting the people—it even preyed upon itself. It was a perpetual revolution in which the chiefs themselves knew not how to establish themselves on any permanent basis.

A General, but without employment, I went to Paris, because it was only there that favour was to be obtained. I attached myself to Barras, for to him only I was known. Robespierre was dead, and Barras was a

distinguished a top in public affairs. It was necessary that I should attach myself to some person, and some thing.

The question of the Sections was in agitation, but I took no great interest in it, for I then blamed men more with error than politics; nor did I think myself qualified to make any figure in that business; however Barras proposed my commanding under his orders the force ~~sent~~ against the insurgents.

I would rather have seen myself as a General in front of the troops, than bandying with the Sections with whom I had no business.

We had to defend the Chamber of Government, with a handful of men and two field-pieces. A column of Sectionaries came to attack us—I ordered the pieces to be fired—they fled—I pursued them—and they took shelter within the works of St. Roche. The street was so narrow that it was with difficulty one single piece of cannon could be drawn, and with that we fired on the multitude, which dispersed, leaving some dead this affair was begun and ended in ten minutes.

Although in itself a small matter, its success had great consequences—it prevented the Revolution from retrograding. I naturally attached myself to the party in favour of whom I had fought, and thus found myself involved in the cause of the Revolution. I then began to consider it, and was convinced that it would be successful, because it had on its side opinion, numbers, and audacity.

The battle of the Sections gained me the commission of General of Division, and with it a degree of celebrity. As the successful party did not by the late victory consider itself yet sufficiently secure, I was induced to remain in Paris, notwithstanding my great repugnance to it, for at that time I had no other ambition than of serving in the army under my new commission.

[To be continued]

PLATE 503.

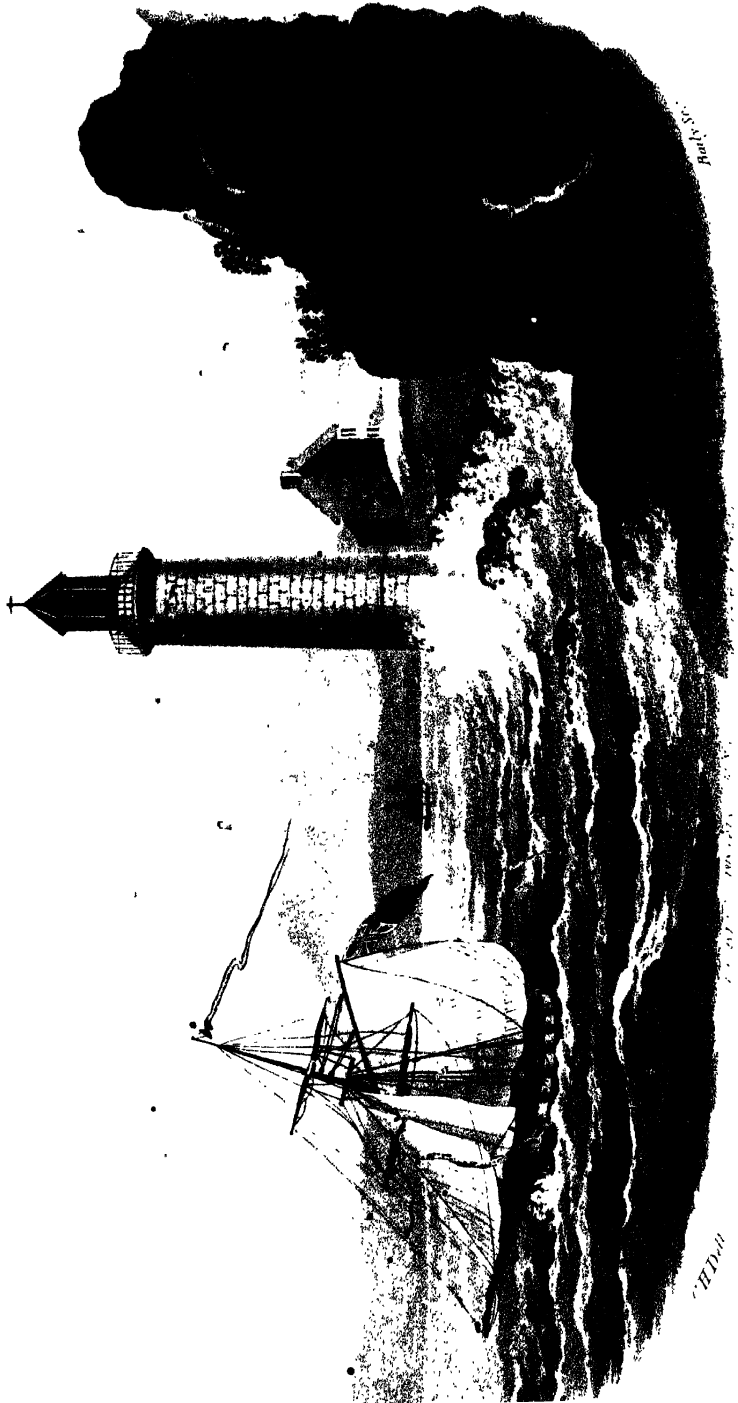
The Clock Light-House.

THIS ingeniously-contrived beacon is situated a short distance from Greenock, one of the ports of the city of Glasgow, from which it is distant 22 miles, it was formerly called the Bay of St. Lawrence. The Firth of Clyde here expands into a basin four miles wide, and on all sides land locked. The town of Greenock is a burgh of burgh, and the best built town on the coast. It is the chief resort of the herring-fishery, a place of considerable trade, and very populous. The harbour was made by Sir John Shaw, of Greenock, whose ancestor built the church, and the family had here a castle.

The Clock Light-house is erected about four miles below Greenock, at the point where the Clyde, from a direction nearly west, sweeps round to the southward; the light is steady, which distinguishes it from one on the opposite side of the Channel on the point of Toward, both of these, with the light-house on the lesser Cumbrae, are visible at the same time in coming up or going down Channel.

The scenery near the Clock is very beautiful, and the village of Greenock, about a mile east, is one of the principal watering places in the west of Scotland.

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R. M. W.



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PARLIAMENTARY PAPER.

SIXTH REPORT FROM THE SELECT COMMITTEE
ON FINANCE.

NAVY.

Ordered, by The House of Commons, 23d June, 1847.

(Continued from page 72.)

GREENWICH HOSPITAL.

ALTHOUGH no charge appears upon the Estimates, of any sum for the use of Greenwich Hospital, yet, inasmuch as your Committee have already observed on the scale of established allowances to the out-pensioners of Chelsea, they think themselves called upon to submit to the House some observations respecting the establishment and regulations of Greenwich.

The original foundation of the Royal Hospital for Seamen, at Greenwich, was intended solely for in-pensioners, and it continued to be so restricted till the year 1763, when an Act was passed, authorizing the Commissioners and Governors of the Hospital, to grant pensions to seamen who could not be received into the Hospital itself, under the name of out-pensioners.

The number of those out-pensioners was at first limited, as was the rate of pension, which was fixed at seven pounds per annum: a further addition to the number was made in the year 1782 and 1783; but notwithstanding this increase, the whole number, in the year 1792, appears to have been reduced so low as 900, and the expense to 4,090*l.* From that time the out-pensioners have been rapidly increasing; in 1802 the number was 3,465, and the expense 17,976*l.*; and in the year 1818 the number was 10,400, and the expense 80,898*l.* The numbers at present are about 52,000, and the probable expense of the present year but little short of 400,000*l.*

This increase of charge, though really enormous, is not quite so great as it appears, because the ancient establishment of what was called "The Chest at Chatham," out of which gratuities and pensions were allowed to seamen wounded or hurt in his Majesty's service, was, in the year 1814, transferred by the Act 53 Geo. III. cap. I. with its revenues and the charges upon it, amounting to about 10,000 pensioners, to the Royal Hospital.

This measure was recommended, your Committee understand, by the obvious propriety of uniting branches of the same service, which had hitherto been unnecessarily kept distinct, and of maintaining only one establishment instead of two; besides which, when a principle of calculating

the pension on a combined view of the wounds, hurts, and length of service was adopted, it became absolutely necessary to unite the control of the pensions for wounds with that of the pensions for length of service; and your Committee are informed, that this arrangement has been attended with a saving of expense, partly by putting down the unnecessary establishment, and partly by checking the granting of double pensions, which could not be effectually prevented as long as the pensions were granted by different authorities, and out of separate funds.

As the Chest is now inseparably combined with the Hospital, your Committee think it unnecessary to take any further distinct notice of it, and their observations must be understood as to apply to the united funds.

Up to the year 1805, the rate of pension to all out-pensioners was, as already stated, 7*l.* per annum; and this was granted without any obligation, on the part of the Hospital, to consider the length of service or the characters of the individuals who might apply. In the year 1806, the legislature thought fit to grant to the Hospital 5*l.* per cent. on the net proceeds of all prizes, to enable, as was stated, the Hospital to make provision for a number of decayed officers. In consequence of this, the commissioners and governors established 20 out-pensions for post captains, 15 for commanders, and 50 for lieutenants; they also established rates of pensions for the seamen and marines, varying according to their length of service; the lowest of those rates was 4*l.* and the highest 18*l.*

This arrangement was continued till the year 1814; when the principles and regulations which had been established for the army in 1806, were, as nearly as possible, extended to the navy; and the pensions to the petty and non-commissioned officers, seamen, and marines, were placed nearly on the same footing as those to the non-commissioned officers and privates of his Majesty's land forces.

How far this last extensive alteration may have been requisite, is a point upon which your Committee do not think it necessary to offer any opinion. It must be their wish, as it has been the uniform endeavour of the government and the legislature, to improve, as much as possible, the condition both of the army and navy. After such splendid and arduous services as they have performed, there can be no limits to this feeling, but in the limited means of the country. But consistently with this feeling, and without reference to any particular proceeding, your Committee may be allowed to express a doubt, whether some of the measures founded on the avowed motive of establishing a perfect equality between the army and navy, instead of always producing the desired effect, may not in some degree tend to excite invidious comparisons, mixed up, as all such comparisons must be, with those advantages and disadvantages which are peculiar to each service, and in which, from the very nature of things, they never can be assimilated.

Without pursuing this subject further, your Committee think it right, however, to remark, that not only the seamen in the royal navy, but all those in the merchants' service, contribute in part to the formation of the fund, out of which these pensions are paid, and that therefore their claims

to any indulgence granted gratuitously to the other service, are very strong. The amount of this contribution, which is at the rate of *6d.* a month from every seaman in the merchants' service, has been as follows:—

Average of ten years ending 1742	£ 8,265.
Do. Do. 1782	12,455.
Do. Do. 1802	16,336.
In the year 1812	22,672.
Do. .. 1816	26,376.

Your Committee will now proceed to state the annual sums which have been from time to time granted on the navy estimates for the support of Greenwich Hospital, besides the original grant by the charter of 2,000*l.* per annum, payable at the Treasury, and several temporary and occasional grants and benefactions from the Crown.

The first grant on the estimate was in the year 1728, of 10,000*l.*; and this grant was repeated uninterruptedly, with the exception of the years 1761 and 1762, down to the year 1765. In that year the vote was reduced to 5,000*l.* and since that time the only votes which have been made on this head have been in 1775, 6,000*l.*; in 1776, 5,000*l.*; in 1777, 4,000*l.*; and in 1778, 4,000*l.*

During the late extensive war, several circumstances concurred to increase the revenues of Greenwich Hospital in a greater proportion than even the heavy demands upon it:—

First,—The increase of rent from its landed and mining property:

Secondly,—The great increase of the contribution from the wages on so large a number of men as was voted:

Thirdly,—The great consequent demand for men who found employment in the merchant service or even in the navy, who would in ordinary circumstances have come upon Greenwich Hospital:

Fourthly,—The grant before-mentioned of 5 per cent. on the amount of prizes; and

Fifthly,—The forfeited and unclaimed shares of prize-money, which have produced a considerable sum.

The whole of these causes has enabled the Hospital and Chest, notwithstanding the immense claims which have been made upon them, to accumulate a capital in the funds, now amounting to not less than 3,760,000*l.* 3 per cents.

It is obvious, that in the first years of peace, all the principal sources of revenue are greatly diminished, while the claims on the Hospital are largely increased; and your Committee were therefore not surprised to learn, that in order to face the current demands, the Hospital has been obliged to draw upon its savings, and they understand that a sum of about 500,000*l.* stock has been sold out since the conclusion of the war. It is evident, that in future years similar sacrifices must be made, and though it is to be hoped they will yearly diminish in amount, yet it is clear that the funded property

of the Hospital cannot be expected to last beyond a limited number of years, and that then a very great annual expense will fall upon the public.

Your Committee think it right to annex returns of the number of pensioners, and an abstract of the regulations established in 1814, under which the gratuities and pensions are now granted. The House will observe that, by the 4th section of the 10th article of this abstract, all pensioners are liable in time of war, or in prospect of war, to be called upon to serve his Majesty. This condition your Committee consider as having been absolutely necessary when pensions were granted to men discharged after 14 years service; and they trust that in some degree it may be attended with the advantage of carrying into effect the proposition so often made, for a registry of seamen for the royal navy.

Your Committee observe, that in pursuance of the Act of 7 and 8 Will. III. cap. 21, there appears on the old estimates, from the year 1697 down to the year 1711, an annual sum, not less on an average than 35,000*l.* voted for the object of a registry of seamen: this sum, it will appear on a comparison with the other naval expenses of that period, was a very considerable one indeed; and by the same Act a liberal maintenance for seamen, their widows and children, is provided out of the funds of Greenwich Hospital; and though that system appears to have been abandoned in the reign of Queen Ann, propositions for a registry have been frequently renewed, but without any practical result, until the change of system in 1814, enabled the Admiralty to combine it with the general system of Greenwich.

Your Committee have of course been desirous to ascertain what assistance, in case of emergency, the country might expect from the men so registered and pensioned. They are informed that it is not possible at present to make a return of the number of pensioners who may be now fit for his Majesty's service; but the best informed officers of Greenwich Hospital are of opinion, that of the 32,000 out-pensioners now on the books, not less than from 12,000 to 15,000 are capable of active and useful service afloat, and that a further considerable number might be found useful for shore for harbour service.

The experiment (for such in this point of view it may be called) of endeavouring to hold a large number of able seamen, disposable for the public service in case of emergency, is one of great national interest; and your Committee recommend to the government, to pay a minute practical attention to the operation of this part of the system. With respect to the pecuniary part of it, whilst they cannot but lament the great increase of expense, your Committee have nothing to suggest, except that inasmuch as these allowances to the out-pensioners of Greenwich have been formed after the scale of the out-pensioners of Chelsea, they should undergo the same modifications, which your Committee have recommended with respect to the latter, in their Report on the Army Estimates.

[To be continued.]

OFFICIAL LETTERS OF JAMES DUKE OF YORK,
LORD HIGH ADMIRAL IN THE REIGN OF CHARLES II.

[Continued from vol. xxxviii. page 491.]

To Captain Richard Beach, Captain of his Majesty's Ship Leopard.

YOU are, with his Majesty's ship *Leopard* under your command, to take into your care and convoy, the ships *Bendish*, *Prudent*, *Mary*, and such other ships as shall be ready to sail with them, bound for the Mediterranean, or Turkish ports, either from the river of *Thames*, or the *Downs*; and shall use the utmost endeavour to convoy them in safety, to, or near their respective ports; always considering, that the chief end of your present voyage, is the convoying the ships belonging to the *Turkey Company*: and therefore you are not to go much out of your way to any other ports, nor stay above 24, or, at the most, 48 hours at any port for other merchants; in which time, if any English ships shall present themselves, bound the same way with you, you shall likewise take them under your convoy, so far as you may without diverting too much from your intended voyage, in which you are to proceed as far as *Sicily*, or *Hope Bona* (or if need be) 40 leagues beyond; where you are to leave the said *Company's* ships to proceed on their voyages, and your-self to return to *Alicant*, there to meet with *Sir John Lawson*, and the rest of his Majesty's fleet, unless you shall receive certain information by some of his Majesty's frigates, of some other place of meeting his Majesty's fleet.

In your return if at *Sicily* you shall meet any English ships ready to sail homewards within three days after your arrival, you are to convoy them so far as your way shall lie together; but you are not to stay for them beyond three days, in regard of the necessity of your attending the rest of the fleet in the service intended for them; but shall, in case of their not being ready to sail within that time, make the best of your way directly for *Alicant*, unless directed by intelligence, received by some of his Majesty's ships (as aforesaid), of the place where you may probably meet the fleet, in which case you are to sail thither. During this voyage you are not to engage yourself in the convoying or protecting any foreign ships whatsoever, that so there may be no pretence of complaint by those of *Algiers*, whom you are not to suffer to make any other search on board any English merchant ship, than to see the pass under my hand and seal, or to see that the ship be really manned by his Majesty's subjects. During this time, you are not to receive on board his Majesty's ship under your command, any goods and merchandize, lest by so doing (besides the breach of the general rule for his Majesty's ships) you be obliged to go to any port, to the neglect of his Majesty's service, and the fruitless expense of his Majesty's treasure, at a time when there is a probability of so much use of all the ships intended for that service. Hereof you are not to fail, and for so

doing, this shall be your warrant. Given under my hand, at Whitehall, the 14th of December, 1663.

James.

To the principal Officers, &c. of his Majesty's Navy.

Whereas the present ordinary at Chatham, by the laying up of so many of his Majesty's ships, is not only increased, but the work on which they usually have been employed, upon setting forth and bringing in of ships for repair, cleaning, or the like occasions, very much diminished, by the lessening of his Majesty's fleets at sea, whereby some of the charge now employed on the ordinary may be saved to his Majesty, for the more convenient effecting whereof, having conferred with yourselves concerning it, and having likewise received his Majesty's approbation, sitting in council, I have thought fit to direct, that you cause sixty men for the guard of the navy at Chatham, to be borne on the Sovereign (the officer of the Sovereign to be there included) to whom, when arms shall be delivered, and the said guard settled, you shall then order his Majesty's ships the *Truclove* and *Bramble* to sail to Deptford, there to be unrigged, paid off, and laid up in the wet dock, if there be room for them. And forasmuch as by the decrease of business in that part of them, the navy, which lieth at Chatham, there is not, at present, any necessity of the constant attendance of two masters attendants in the yards, insomuch, that as I am informed, it hath, for some time, become a practice to wait by turns: and whereas the care of his Majesty's ships on float there, doth, under the commissioner there residing, most properly belong to the master-attendants: I have therefore thought fit to direct, that one of the said master-attendants be by you appointed always to reside and command the guard on board the Sovereign, according to former practice; and that they reside there either by quarters half years, or longer times, as you shall think it best, lest by a shorter exchange of residence between them, there may confusion arise in the service, or at least, difficulty of discerning through whose neglect, or default, his Majesty's service shall, at any time, have received prejudice. And this attendance on board the Sovereign is to be understood as part of their duty as masters-attendants, without any farther pay for the same, in regard, that since the time the said command was given as an addition of maintenance to the said masters, there hath been a considerable increase of their salaries in lieu thereof. In the setting the said guard on board the Sovereign, you are to take into your consideration, what number of servants are fit to be allowed in that number, and by order from yourselves to establish the same, which being done for the greater certainty of having able and fitting men employed on the guard there; and, likewise for the encouragement of the officers of the lesser ships, and the necessary support of the poorest of them, you are to cause such of the standing officers of his Majesty's ships, not borne in harbour, as you shall judge fit, and who shall desire the same, to be borne and attended on the said guard, until their respective ships shall be forth to sea. And because the number

of such officers, not borne in harbour, is, at present, greater than probably can be received on board the Sovereign; for the farther provision to them, I recommend it to your direction and care, to cause some of them (being fitly qualified for it) to be borne on the yachts, causing others to be discharged, that so his Majesty's charge may not be increased thereby.

And, for the better performance of the service required from the Guards, you are to give order, that his Majesty's yacht, called the Jemmy, be carried into the said river, and that she be delivered into the charge of the master attendant residing on board the Sovereign; to the end, that being manned by some of the guard, from time to time, she may be continually plying up and down in the river, as well for the preventing embezzlements, or apprehending offenders, as to give notice of the approach of any danger. And herein the master-attendant is to take care, that the persons employed in the Jemmy be diligent, and to cause them to be frequently changed according to his direction.

You are to consider of some moderate increase of wages to the respective officers of the Sovereign, not regarding the rate of the ship (which would swell the charge too high), but the attendance required from them, and to report the same to me. The servants borne on board the said ship, are to continue to receive fourteen shillings *per mensem*, and the able seamen and officers borne, eighteen shillings, besides one shilling to be deducted for the minister, chest, and chirurgeon. As to their victuals, I refer it to you, to give either sea-victuals or petty-warrant, as you shall judge most fit.

And lest the officers, who are thus directed to be borne, rather out of charity towards them, than for benefit to the King's service (which might have as able men at the same rate), should, upon the colour of their being officers, presume to behave themselves, either negligently in their duty required, or contumaciously against the master-attendant, and other officers of the ship, to whom they ought (as common men) to be subordinate, I do hereby declare, that if any of them shall be so presumptuous as to offend in that kind, that he shall not only be discharged from the said guard, but that I shall look upon them as unfit to hold any place or office in his Majesty's navy; whereof you are to give them notice, that they may not pretend ignorance for an excuse. Given under my hand, at St. James's, the 21st day of August, 1663.

James.

To Captain James Poole, Captain of his Majesty's Ship the London.

Whereas his Majesty hath thought fit by his warrant, dated the 13th day of June, 1664, to order the impressing of mariners to serve in his Majesty's fleet, now going forth to sea: these are therefore to will, authorize, and require you to impress, or cause to be impressed, such, and so many able mariners and seamen, as shall be necessary for the completing of the number of men appointed to be borne on his Majesty's ship the London, and not exceeding the number of three hundred, giving unto each man so im-

prest, one shilling for prest money; which moneys so disbursed by you, the principal officers and commissioners of his Majesty's navy are hereby required to cause to be paid unto you; and you are to cause the men so imprested, to repair to his Majesty's said ship, on which the purser, or the clerk of the checque of his Majesty's yard respectively, are hereby required to enter them immediately upon their arrival. And in case they shall travel by land, the clerk of the checque shall pay unto them, after the rate of one penny per mile, for conduct money. In the execution hereof, you are to take care in the first place, that the men imprested be able and fitting for his Majesty's service, and that as much as possible, you avoid the taking any men from merchant ships outward-bound, especially such as shall be laden; and also, that when you shall take any from any ships homeward-bound, you leave them a sufficient number for the safe bringing their ships into harbour; and that you do not take from any merchant ships, the master, boatswain, or purser. You are hereby strictly charged and required, that neither yourself, nor any authorized by you, do demand, receive, or take any money, gratuity, reward, or other consideration whatsoever, for the sparing, changing, or discharging any person or persons imprested, or to be imprested, by virtue of this warrant. And all mayors, sheriffs, bayliffs, justices of the peace, constables, headboroughs, and all other his Majesty's officers and loving subjects whom it may concern, are hereby required to be aiding and assisting unto you, and those appointed by you, in the due execution of this warrant, as they tender his Majesty's service, and will answer the contrary at their perils: and for so doing, this shall be your warrant. Given under my hand and seal, at St. James's, the 15th of June, 1661.

James.

James, Duke of York, &c. To all to whom these presents shall come, greeting.

Whereas, by an Act made in the Parliament, begun at Westminster, the 8th day of May, in the 13th year of his Majesty's reign, intituled, *An Act, directing the prosecution of such as are accountable for prize goods*, it is provided, enacted, and declared, That all such rights as during the reign of his Majesty's royal father, of blessed memory, or his Majesty's reign, belonged, or appertained unto, the Lord High Admiral of England, or Lord Warden of the Cinque Ports, for the time being, by virtue of the said office, and have been at any time since the year of our Lord God 1648, usurped, possessed, or seized, by any person or persons, bodies politic, or corporate, and not having accounted for the same to any authority, usurping the government of this nation, and not pardoned by the act of oblivion, that all such person or persons, bodies politic, or corporate, shall account, and pay the same unto me, upon suit for the same in the High Court of Admiralty, as by the said Act of Parliament doth, and may more fully appear. Now, know ye, that I having received information, that several persons within this his Majesty's kingdom of England, have not yet accounted, as aforesaid, for the several rights and

dues by him usurped, possessed, and seized, belonging unto me, as Lord High Admiral of England, and Lord Warden of the Cinque Ports, as well in relation to prize goods, as for flotsion, jetson, lagon, deodands, and otherwise; I have thereupon, out of the trust and confidence which I have in the integrity and experience in that behalf, of Thomas Killigrew, Esq. one of the grooms of his Majesty's bed-chamber, Philip Froud, Esq. John Pawlett, Esq. Thomas Holder, Esq. auditor-general of my revenue, George Tuke, Thomas Chevins, Gent. Thomas Ewen, sen. merchant, and Thomas Froud, gent. thought fit to nominate, constitute, and appoint; and I do by these presents, nominate, constitute, and appoint them the said Thomas Killigrew, Philip Froud, John Pawlett, Thomas Holder, George Tuke, Thomas Chevins, Thomas Ewen, and Thomas Froud, or any three, or more of them (whereof the said Philip Froud, Thomas Holder, or George Tuke, to be one) full power and authority, for me, and in my name, and for my use, at their own proper costs and charges, to arrest, and sue in his Majesty's High Court of Admiralty, or in his Majesty's Court of Exchequer, all such person or persons as shall be found to have usurped, possessed, or seized any rights belonging unto me, as Lord High Admiral of England, or Lord Warden of the Cinque Ports, and have not accounted for the same, as by the said Act of Parliament is declared, as well in relation to prize goods, as to flotsions, jetsons, lagons, deodands, or otherwise; and to recover the said rights of the said person or persons, and also to do and perform all such other matter or matters, thing or things whatsoever, for the recovery of the said rights, as may lawfully be done and performed, by virtue of the aforesaid Act of Parliament, and that in as full and ample manner, to all intents and purposes, as I myself may do: hereby willing and requiring the Judge of his Majesty's High Court of Admiralty, and my advocate and proctor in the said court, to be aiding and assisting unto my said commissioners, or any three or more of them as aforesaid, in the due prosecution of the aforesaid persons, according as the said Act of Parliament directs, as well out of term, as in term, by all lawful ways and means. And for the avoiding chargeable suits where they shall not be necessary, and that the persons concerned shall be willing, without process of law, to yield unto me my right, I do farther, hereby, authorize and empower the said Thomas Killigrew, Philip Froud, John Pawlett, Thomas Holder, George Tuke, Thomas Chevins, Thomas Ewen, and Thomas Froud, or any three or more of them (whereof the same Thomas Holder, or George Tuke, to be one) to treat and conclude with any person or persons, who shall be willing to yield unto me my right: hereby obliging myself to ratify and confirm what shall be so agreed on by them on my behalf. Given under my hand and seal at St. James's, this 20th day of July, in the year of our Lord 1664; and in the 16th year of the reign of our Sovereign Lord, Charles the Second, by the grace of God, King of England, Scotland, France, and Ireland, Defender of the Faith, &c.

James.

[To be continued.]

AMERICAN PRESIDENT'S MESSAGE.

WASHINGTON, December 9, 1817.

THIS day, at 12 o'clock, the President of the United States transmitted to both Houses of Congress the following Message, by Mr. Joseph Jones Monroe, his Secretary:—

*“ Fellow Citizens of the Senate, and of
the House of Representatives,*

“ At no period of our political existence had we so much cause to felicitate ourselves at the prosperous and happy condition of our country. The abundant fruits of the earth have filled it with plenty. An extensive and profitable commerce has greatly augmented our revenue. The public credit has attained an extraordinary elevation. Our preparations for defence, in case of future wars, from which, by the experience of all nations, we ought not to expect to be exempted, are advancing, under a well-digested system, with all the dispatch which so important a work will admit. Our free Government, founded on the interest and affections of the people, has gained, and is daily gaining, strength.—Local jealousies are rapidly yielding to more generous, enlarged, and enlightened views of national policy. For advantages so numerous and highly important, it is our duty to unite in grateful acknowledgments to that Omnipotent Being from whom they are derived, and in unceasing prayer that he will endow us with virtue and strength to maintain and hand them down in their utmost purity, to our latest posterity.

“ I have the satisfaction to inform you, that an arrangement, which had been commenced by my predecessor, with the British Government, for the reduction of the naval force, by Great Britain and the United States, on the Lakes, has been concluded: by which it is provided, that neither party shall keep in service on Lake Champlain more than one vessel; on Lake Ontario more than one; and on Lake Erie and the upper Lakes, more than two; to be armed each with one cannon only; and that all the other armed vessels, of both parties, of which an exact list is interchanged, shall be dismantled. It is also agreed, that the force retained shall be restricted, in its duty, to the internal purposes of each party; and that the arrangement shall remain in force until six months shall have expired, after notice given by one of the parties to the other of its desire that it should terminate. By this arrangement useless expense, on both sides, and what is of still greater importance, the danger of collision between armed vessels, in those inland waters, which was great, is prevented.

“ I have the satisfaction also to state, that the Commissioners, under the fourth article of the Treaty of Ghent, to whom it was referred to decide to which party the several islands in the Bay of Passamaquoddy belonged, under the Treaty of 1763, have agreed in a report, by which all the islands in the possession of each party before the late war, have been decreed to it. The Commissioners, acting under the other articles of the Treaty of Ghent, for the settlement of the boundaries, have also been engaged in the discharge of their respective duties, but have not yet completed them. The difference which arose between the two Governments under that Treaty, respecting the right of the United States to take and cure fish on the coast of the British

provinces north of our limits, which had been secured by the Treaty of 1783, is still in negotiation. The proposition made by this Government, to extend to the Colonies of Great Britain the principles of the Convention of London, by which the commerce between the ports of the United States and British ports in Europe had been placed on a footing of equality, has been declined by the British Government. This subject having been thus amicably discussed between the two Governments, and it appearing that the British Government is unwilling to depart from its present regulations, it remains for Congress to decide whether they will make any other regulations, in consequence thereof, for the protection and improvement of our navigation.

“The negotiation with Spain, for spoliations on our commerce, and the settlement of boundaries, remains, essentially, in the state it held, by the communications that were made to Congress by my predecessor. It has been evidently the policy of the Spanish Government to keep the negotiation suspended; and in this the United States have acquiesced, from an amicable disposition towards Spain, and in the expectation that her Government would, from a sense of justice, finally accede to such arrangement as would be equal between the parties. A disposition has been lately shewn by the Spanish Government to move in the negotiation, which has been met by this Government; and, should the conciliatory and friendly policy, which has invariably guided our Councils, be reciprocated, a just and satisfactory arrangement may be expected. It is proper, however, to remark, that no proposition has yet been made, from which such a result can be presumed.

“It was anticipated at an early stage, that the contest between Spain and her Colonies would become highly interesting to the United States. It was natural that our Citizens should sympathize in events which affected their neighbours. It seemed probable also, that the prosecution of the conflict along our coast, and in contiguous countries, would occasionally interrupt our commerce, and otherwise affect the persons and properties of our Citizens. These anticipations have been realized. Such injuries have been received from persons acting under the authority of both the parties, and for which redress has in most instances been withheld. Through every stage of the conflict, the United States have maintained an impartial neutrality, giving aid to neither of the parties in men, money, ships, or munitions of war. They have regarded the contest, not in the light of an ordinary insurrection, or rebellion, but as a civil war between parties nearly equal, having, as to neutral powers, equal rights. Our ports have been open to both; and every article, the fruit of our soil, or of the industry of our citizens, which either was permitted to take, has been equally free to the other. Should the Colonies establish their independence, it is proper now to state, that this Government neither seeks, nor would accept from them, any advantage, in commerce or otherwise, which would not be equally open to all other nations. The Colonies will, in that event, become independent States, free from any obligation to, or connection with, us, which it may not then be their interest to form on the basis of a fair reciprocity.

“In the summer of the present year an expedition was set on foot against East Florida, by persons claiming to act under the authority of some of the Colonies, who took possession of Amelia Island, at the mouth of St. Mary's River, near the boundary of the state of Georgia. As this province lies east of the Mississippi, and is bounded by the United States and the Ocean on every side, and has been a subject of negotiation with the Government of Spain, as an indemnity for losses by spoliations, or in exchange for territory of equal

value westward of the Mississippi, a fact well known to the world, it excited surprise that any countenance should be given to this measure by any of the Colonies. As it would be difficult to reconcile it with the friendly relations existing between the United States and the Colonies, a doubt was entertained whether it had been authorized by them, or any of them. This doubt has gained strength, by the circumstances which have unfolded themselves in the prosecution of the enterprize, which have marked it as a mere private unauthorized adventure. Projected and commenced with an incompetent force, reliance seems to have been placed on what might be drawn, in defiance of our laws, from within our limits; and of late, as their resources have failed, it has assumed a more marked character of unfriendliness to us, the island being made a channel for the illicit introduction of slaves from Africa into the United States, an asylum for fugitive slaves from the neighbouring States, and a port for smuggling of every kind.

"A similar establishment was made, at an earlier period, by persons of the same description, in the Gulf of Mexico, at a place called Galvestown, within the limits of the United States, as we contend, under the cession of Louisiana. This enterprize has been marked, in a more signal manner, by all the objectionable circumstances which characterized the other, and more particularly by the equipment of privateers, which have annoyed our commerce, and by smuggling. These establishments, if ever sanctioned by any authority whatever, which is not believed, have abused the trust, and forfeited all claim to consideration. A just regard for the rights and interests of the United States required that they should be suppressed; and orders have accordingly issued to that effect. The imperious considerations which produced this measure will be explained to the parties whom it may, in any degree, concern.

"To obtain correct information on every subject in which the United States are interested; to inspire just sentiments, in all persons in authority, on either side, of our friendly disposition, so far as it may comport with an impartial neutrality; and to secure proper respect to our commerce in every port, and from every flag, it has been thought proper to send a ship of war, with three distinguished Citizens, along the southern coast, with instructions to touch at such ports as they may find most expedient for these purposes. With the existing authorities, with those in possession of, and exercising the sovereignty, must the communication be held; from them alone can redress for past injuries, committed by persons acting under them, be obtained; by them alone can the commission of the like in future be prevented.

"Our relations with the other Powers of Europe have experienced no material change since the last Session. In our intercourse with each, due attention continues to be paid to the protection of our commerce, and to every other object in which the United States are interested. A strong hope is entertained, that, by adhering to the maxims of a just, a candid, and friendly policy, we may long preserve amicable relations with all the Powers of Europe, on conditions advantageous and honourable to our country.

"With the Barbary States and the Indian Tribes our pacific relations have been preserved.

"In calling your attention to the internal concerns of our country, the view which they exhibit is peculiarly gratifying.—The payments which have been made into the Treasury, shew the very productive state of the public revenue. After satisfying the appropriations made by law for the support of the Civil Government, and of the Military and Naval Establishments, embracing suitable provision for fortifications and for the gradual increase of the Navy, paying

the interest of the public debt, and extinguishing more than 18 millions of the principal, within the present year, it is estimated that a balance of more than six millions of dollars will remain in the Treasury on the 1st day of January, applicable to the current service of the ensuing year.

"The payments into the Treasury during the year 1818, on account of imposts and tonnage, resulting principally from duties which have accrued in the present year, may be fairly estimated at 90 millions of dollars; internal revenues at 2,500,000; public lands at 1,500,000; bank dividends and incidental receipts, at 500,000; making in the whole, 24,500,000 dollars.

"The annual permanent expenditure for the support of the Civil Government, and of the Army and Navy, as now established by law, amounts to 11,800,000 dollars; and for the Sinking Fund to 10 millions; making, in the whole, 21,800,000 dollars; leaving an annual excess of revenue beyond the expenditure of 2,700,000 dollars, exclusive of the balance estimated to be in the Treasury on the 1st day of January, 1818.

"In the present state of the Treasury, the whole of the Louisiana debt may be redeemed in the year 1819; after which, if the public debt continues as it now is, above par, there will be annually above five millions of the Sinking Fund unexpended, until the year 1835, when the loan of 1812, and stock created by funding Treasury Notes, will be redeemable.

"It is also estimated that the Mississippi Stock will be discharged, during the year 1819, from the proceeds of the public lands assigned to that object; after which the receipts from those lands will annually add to the public revenue the sum of 1,500,000 dollars; making the permanent annual revenue amount to 26 millions of dollars, and leaving an annual excess of revenue, after the year 1819, beyond the permanent authorized expenditure, of more than four millions of dollars.

"By the last returns from the Department of War, the militia force of the several States may be estimated at 80,000 men, infantry, artillery, and cavalry. Great part of this force is armed, and measures are taken to arm the whole. An improvement in the organization and discipline of the militia, is one of the great objects which claims the unremitting attention of Congress.

"The regular force amounts nearly to the number required by law, and is stationed along the Atlantic and inland frontiers.

"Of the naval force, it has been necessary to maintain strong squadrons in the Mediterranean, and in the Gulf of Mexico.

"From several of the Indian tribes inhabiting the country bordering on Lake Erie, purchases have been made of lands, on conditions very favourable to the United States; and, as it is presumed, not less so to the tribes themselves. By these purchases, the Indian title, with moderate reservation, has been extinguished in the whole of the land within the limits of the State of Ohio, and to a great part of that in the Michigan territory, and of the State of Indiana. From the Cherokee tribe a tract has been purchased in the State of Georgia, and an arrangement made, by which, in exchange for lands beyond the Mississippi, a great part, if not the whole of the land belonging to that tribe, eastward of that river, in the States of North Carolina, Georgia, and Tennessee, and in the Alabama territory, will soon be acquired. By these acquisitions, and others, that may reasonably be expected soon to follow, we shall be enabled to extend our settlements from the inhabited parts of the State of Ohio, along Lake Erie, into the Michigan territory, and to connect our settlements by degrees, through the State of Indiana and

the Illinois to that of Missouri. A similar and equally advantageous effect will soon be produced to the South, through the whole extent of the States and territory which border on the waters emptying into the Mississippi and the Mobile. In this progress, which the rights of nature demand, and nothing can prevent, marking a growth rapid and gigantic, it is our duty to make new efforts, for the preservation, improvement, and civilization of the native inhabitants. The hunter state can exist only in the vast uncultivated desert. It yields to the more dense and compact form, the greater force of civilized population; and of right it ought to yield, for the earth was given to mankind to support the greatest number of which it is capable, and no tribe or people have a right to withhold from the wants of others more than is necessary for their own support and comfort. It is gratifying to know, that the reservations of land made by the Treaties with the tribes on Lake Erie were made with a view to individual ownership among them, and to the cultivation of the soil by all, and that an annual stipend has been pledged to supply their other wants. It will merit the consideration of Congress, whether other provision, not stipulated by the Treaty, ought to be made for these tribes, and for the advancement of the liberal and humane policy of the United States towards all the tribes within our limits, and more particularly for their improvement in the art of civilized life.

“ Among the advantages incident to these purchases, and to those which have preceded, the security which may thereby be afforded to our inland frontiers, is peculiarly important. With a strong barrier, consisting of our own people, thus planted on the Lakes, the Mississippi, and the Mobile, with the protection to be derived from the regular force, Indian hostilities, if they do not altogether cease, will henceforth lose their terror. Fortifications in those quarters, to any extent, will not be necessary, and the expense attending them may be saved. A people accustomed to the use of fire-arms only, as the Indian tribes are, will shun even moderate works, which are defended by cannon. Great fortifications will, therefore, be requisite only, in future along the coast, and at some points in the interior, connected with it. On these will the safety of our towns, and the commerce of our great rivers, from the Bay of Fundy to the Mississippi, depend. On these, therefore, should the utmost attention, skill, and labour, be bestowed.

“ A considerable and rapid augmentation in the value of all the public lands, proceeding from these and other obvious causes, may henceforward be expected. The difficulties attending early emigrations will be dissipated even in the most remote parts. Several new States have been admitted into our Union, the west and south, and territorial Governments, happily organized, established over every other portion in which there is vacant land for sale. In terminating Indian hostilities, as must soon be done, in a formidable shape at least, the emigration, which has heretofore been great, will probably increase; and the demand for land, and the augmentation in its value, be in like proportion. The great increase of our population throughout the Union, will alone produce an important effect, and in no quarter will it be so sensibly felt as in those in contemplation. The public lands are a public stock, which ought to be disposed of to the best advantage for the nation. The nation should therefore derive the profit proceeding from the continual rise in their value. Every encouragement should be given to the emigrants consistent with a fair competition between them, but that competition should operate, in the first sale, to the advantage of the nation rather than individuals. Great capitalists will derive all the benefit incident to their superior wealth, under

any mode of sale which may be adopted. But if, looking forward to the rise in the value of the public lands, they should have the opportunity of amassing, at a low price, vast bodies in their hands, the profit will accrue to them and not to the public. They would also have the power, in that degree, to controul the emigration and settlement in such manner as their opinion of their respective interests might dictate. I submit this subject to the consideration of Congress, that such further provision may be made in the sale of the public lands, with a view to the public interest, should any be deemed expedient, as in their judgment may be best adapted to the object.

“ When we consider the vast extent of territory within the United States, the great amount and value of its productions, the connection of its parts, and other circumstances, on which their prosperity and happiness depend, we cannot fail to entertain a high sense of the advantages to be derived from the facility which may be afforded in the intercourse between them, by means of good roads and canals. Never did a country of such vast extent offer equal inducements to improvements of this kind, nor ever were consequences of such magnitude involved in them. As this subject was acted on by Congress at the last session, and there may be a disposition to revive it at the present, I have brought it into view, for the purpose of communicating my sentiments on a very important circumstance connected with it, with that freedom and candour which a regard for the public interest, and a proper respect for Congress, require. A difference of opinion has existed, from the first formation of our Constitution to the present time, among our most enlightened and virtuous citizens, respecting the right of Congress to establish such a system of improvement. Taking into view the trust with which I am now honoured, it would be improper, after what has passed, that this discussion should be revived, with an uncertainty of my opinion respecting the right. Disregarding early impressions, I have bestowed on the subject all the deliberation which its great importance, and a just sense of my duty, required; and the result is a settled conviction in my mind, that Congress do not possess the right. It is not contained in any of the specified powers granted to Congress; nor can I consider it incidental to, or a necessary mean, viewed on the most liberal scale, for carrying into effect any of the powers which are specifically granted. In communicating this result, I cannot resist the obligation which I feel to suggest to Congress the propriety of recommending to the States the adoption of an amendment to the Constitution, which shall give to Congress the right in question. In cases of doubtful construction, especially of such vital interest, it comports with the nature and origin of our institutions, and will contribute much to preserve them, to apply to our constituents for an explicit grant of the power. We may confidently rely, that if it appears to their satisfaction that the power is necessary, it will always be granted. In this case I am happy to observe that experience has afforded the most ample proofs of its utility, and that the benign spirit of conciliation and harmony which now manifests itself throughout our Union, promises to such a recommendation the most prompt and favourable result. I think proper to suggest, also, in case this measure is adopted, that it be recommended to the States to include in the amendment sought, a right of Congress to institute, likewise, seminaries of learning, for the all-important purpose of diffusing knowledge among our fellow citizens throughout the United States.

“ Our manufactories will require the continued attention of Congress. The capital employed in them is considerable, and the knowledge acquired by the machinery and fabric of all the most useful manufactures is of great

value. Their preservation, which depends on due encouragement, is connected with the high interests of the nation.

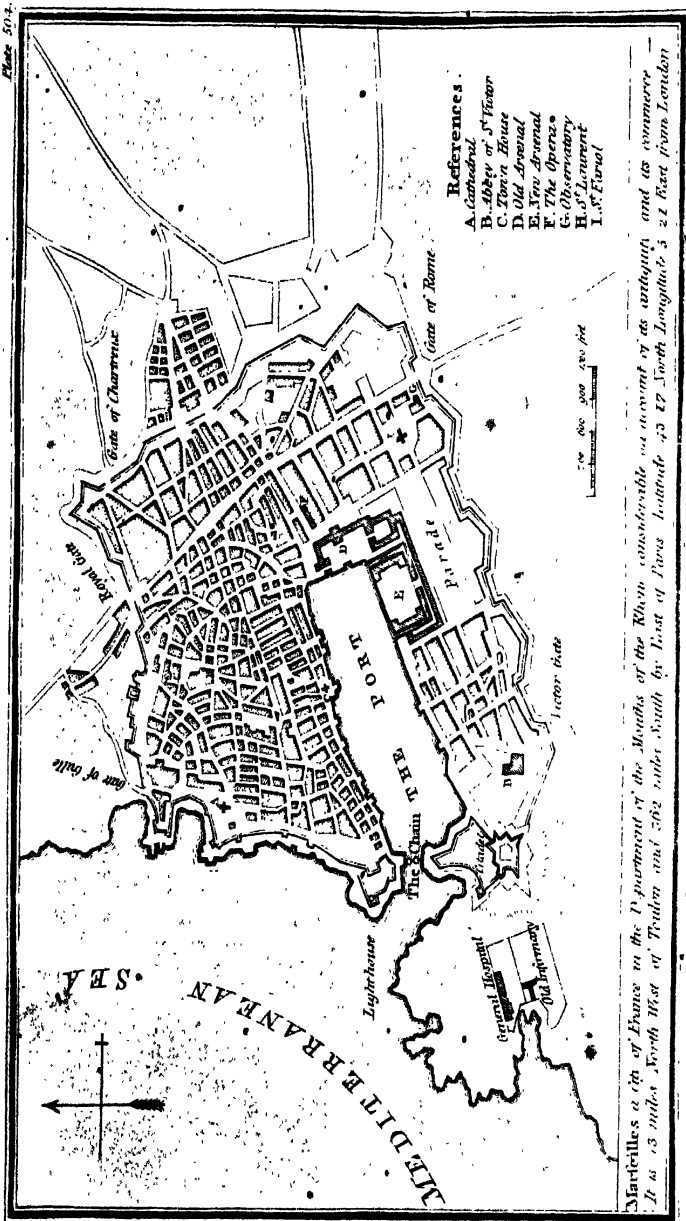
“ Although the progress of the public buildings, has been as favourable as circumstances have permitted, it is to be regretted that the capital is not yet in a state to receive you. There is good cause to presume that the two wings, the only parts as yet commenced, will be prepared for that purpose at the next Session. The time seems now to have arrived when this subject may be deemed worthy the attention of Congress, on a scale adequate to national purposes. The completion of the middle building will be necessary to the convenient accommodation of Congress, of the Committees, and various offices belonging to it. It is evident that the other public buildings are altogether insufficient for the accommodation of the several Executive Departments, some of whom are much crowded, and even subjected to the necessity of obtaining it in private buildings, at some distance from the head of the Department, and with inconvenience to the management of the public business. Most nations have taken an interest and a pride in the improvement and ornament of their metropolis; and none were more conspicuous in that respect than the ancient Republics. The policy which dictated the establishment of a permanent residence for the National Government, and the spirit in which it was commenced, and has been prosecuted, shew that such improvement was thought worthy the attention of this nation. Its central position, between the northern and southern extremes of our Union, and its approach to the west, at the head of a navigable river, which interlocks with the western waters, prove the wisdom of the Councils which established it. Nothing appears to be more reasonable and proper, than that convenient accommodations should be provided, on a well digested plan, for the heads of the several Departments, and for the Attorney-General; and it is believed that the public ground in the city, applied to those objects, will be found amply sufficient. I submit this subject to the consideration of Congress, that such further provision may be made in it as to them may seem proper.

“ In contemplating the happy situation of the United States, our attention is drawn, with peculiar interest, to the surviving officers and soldiers of our revolutionary army, who so eminently contributed, by their services, to lay its foundation. Most of those very meritorious citizens have paid the debt of nature, and gone to repose. It is believed that among the survivors there are some not provided for by existing laws, who are reduced to indigence, and even to real distress. These men have a claim on the gratitude of their country, and it will do honour to their country to provide for them. The lapse of a few years more, and the opportunity will be for ever lost: indeed, so long, already has been the interval that the number to be benefitted by any provision which may be made, will not be great.

“ It appearing in a satisfactory manner that the revenue arising from imports and tonnage, and from the sale of the public lands, will be fully adequate to the support of the Civil Government of the present Military and Naval Establishment, including the annual augmentation of the latter, to the extent provided for; to the payment of the interests on the public debt, and to the extinguishment of it at the times authorised, without the aid of the Internal Taxes; I consider it my duty to recommend to Congress their repeal. To impose Taxes when the public exigencies require them, is an obligation of the most sacred character, especially with a free people: the faithful fulfilment of it is among the highest proofs of their virtue, and capacity for self-government. To dispense with Taxes, when it may be done with perfect safety, is equally the

MARSEILLES.

Plan 502



Marseilles is a city of France in the Department of the Bouches of the Rhone, considerable in account of its antiquity and its commerce. It is 13 miles North West of Toulon and 262 miles South by East of Paris. Latitude 43° 17' North Longitude 5° 21' East from London.

duty of their Representatives. In this instance, we have the satisfaction to know, that they were imposed when the demand was imperious, and have been sustained with exemplary fidelity. I have to add, that however gratifying it may be to me, regarding the prosperous and happy condition of our country, to recommend the repeal of these Taxes at this time, I shall nevertheless be attentive to events, and, should any future emergency occur, be not less prompt to suggest such measures and burdens as may then be requisite and proper.

Washington, Dec. 2, 1817.

James Monroe.

PLATE 504.

City of Marseilles.

THIS well-known port was first built by the Phocians, a Greek nation of Asia Minor, who being banished about the reign of Tarquinius Superbus, the last King of Rome, came and planted here. It afterwards became a Roman colony, having been subdued by Cæsar. It is a strong sea-port, and the richest town of Provence, in France. Here is a good harbour, the entrance of which is extremely narrow, and, surrounded by lofty mountains, protects and shelters vessels during the most violent storms. The port itself forms a delightful walk, even in the midst of winter, being open to the southern sun, and is crowded with vast numbers of people, not only of all the European nations, but of Turks, Greeks, and natives of the coast of Barbary. The whole scene is one of the most agreeable that can be imagined, if the chains of the galley slaves heard among the hum of business did not tincture it with the hateful idea of slavery.

Marseilles is divided into the Old Town and the New, which are separated by a street, bordered with trees on each side. The Old Town is one of the most ill-built of any in Europe. The New has sprung up since the commencement of the 18th century, and has all that regularity, elegance, and convenience, which distinguish the present times. It is said to contain upwards of 100,000 inhabitants, and is one of the most trading towns in France. Without the walls is the castle of Notre-dame, which is very well fortified. It is a Bishop's Sec, and there is a French academy; it having been noted at all times for men of learning; In 1660, Louis XIVth built the citadel, and Fort St. John, to keep the inhabitants in awe, who pretended to be free. The Jesuits had a very fine observatory here; and in the arsenal, built not long ago, there are arms for 40,000 men. In the House of Discipline they weave gold, silver, and silk brocades. The drugs are brought thither from all parts of the world. It is seated on the north shore of the Mediterranean, in E. long. 4° 27', N. lat. 43° 18'.

NAVAL LITERATURE.

A Sermon to the Distressed Seamen on board the Abundance and Plover Store Ships, and at the London Workhouse, Bishopsgate Street, preached on Sunday, January 13, 1818, after Morning and Evening Service. By JAMES RUDGE, M.A. F.R.S. of Luncheon. Second Edition. London: Effingham Wilson, Royal Exchange. 1813.

OUR gratification in the perusal of this Sermon has been great; not only from the salutary doctrine it contains, but as delivered by a gentleman who has also taken an active part as a Member of the Committee for Distressed Seamen, in administering to the bodily comforts of those whom he so benevolently addresses.

Having commenced his discourse by a most cordial profession of his sympathy in their distresses; he alludes to the peculiar circumstances of their profession, and their many deliverances from the dangers incident thereto, and exhorts them to be duly mindful of them.

“I would advise you,” says he, “to make a faithful register of these mercies in your hearts; so that should you be exposed to any future visitations of the kind, you may know *where* your redemption lieth, and that the arm of God will be stretched out to save you from impending destruction, if you repose your every confidence in his strength, and your hearts wax not faint through any want of faith in the efficacy of his power, and in the grace of his mediation. When the disciples of our Lord were in a similar distress, and ‘there arose a great tempest on the sea, insomuch that the ship was covered with the waves;’ in this extremity they applied to him in prayer, and said, ‘Lord, save us, we perish!’ he immediately rebuked the winds and the sea, and ‘there was a great calm.’ Well might the spectators of this miracle of mercy, and this act of omnipotence, exclaim, ‘What manner of person is this, that even the wind and the sea obey him!’ And, on another memorable occasion, when Peter was sinking in the sea, the merciful arm of Jesus was interposed, and caught him as he was perishing therein; and here, also, when this marvellous act of power and mercy was beheld, the exclamation was, ‘of a truth, thou art the Son of God!’

“And shall not the exercise of the same mercy, and instances of the same goodness, vouchsafed to you by the same holy arm, excite similar wonder and adoration within you? Consider, my brethren, that often when you are sailing on the ocean of life, it is the will of God that your vessel should be overtaken by the stormy wind, and be tossed to and fro by the waves of the sea. And why are you thus assaulted, but for the trial of your faith, and the punishment of your sins? The succession and the violence of our trouble, the elevations and depressions of mind and fortune, the uncertainty of our counsels, and our utter inability to help ourselves, are finely represented by the multitude and the impetuosity of the waves—the tossings and agitations of the vessel—the confusion, terror, and distress, among the

sailors. In both cases, prayer is the proper effect, and the only remedy left. With the earnestness of affrighted mariners, who will then be devout, though they were never so before, we should 'cry unto the Lord Jesus in our trouble.' We should, as it were 'awaken him,' like the disciples; with repetitions of 'Lord, save us, we perish!' Then will he arise, and rebuke the authors of our tribulation, saying unto them, 'Peace, be still,' and they shall hear, and obey his voice.

" 'He will make the storm a calm, so that the waves thereof shall be still,' and at length, after having passed all the waves of this troublesome world, he will bring us in peace, joy, and gladness, to our desired haven; and we shall finally come to the land of everlasting life, there to reign world without end with God our Father, and our Lord and Saviour Jesus Christ. Thus we see that there is no spiritual evil, out of which God is not both able and willing to deliver us, when we call upon him. Are we ignorant of the way to the heavenly city? He will guide and conduct us thither. Are we bound with the chains of sin and death? He will loose and deliver us. Are our minds desecrated and languid? He will heal and invigorate them: Are we in danger of being overwhelmed by the troubles of the world? He will preserve us in the midst of them, until he bid them cease. Of his power and inclination to do these things for our souls, he has given assurance to all men, by those pledges of his love, the benefits and blessings conferred on the bodies of his people, in leading them through the wilderness to Canaan—in rescuing them so often from the miseries of captivity—in healing their diseases, and in saving those of them who 'did business in great waters,' from the perils of the sea!"

Mr. Rudge had endeavoured to gain the attention of his humble audience as to an especial friend, and he thus, in a note, describes his success:—

" On board the Abundance store-ship, there were about 200 sailors, upwards of 100 on board the Plover, and in the London Workhouse about the same number. The whole of these poor men conducted themselves during service with the utmost propriety; and a brave and distinguished officer of the British navy, who accompanied me on this interesting occasion, together with three or four gentlemen of the Committee besides, assured me, that in his life, most of which had been passed at sea, he never witnessed more decorum, and a greater appearance of devotion! For my own part, I was never more gratified by any thing than by the conduct of these brave fellows; and if any serious impressions were wrought, and any good effects produced, I shall consider myself abundantly remunerated, and ascribe the whole praise to that Almighty Being, to whom all praise, and glory, and adoration, are due! * I repeated my visit, on Sunday, Feb. 1st, and read prayers and preached to the men on board the Sapphire, Nautilus, Dasher, Plover, and Abundance, receiving ships; and nothing could exceed the attention and gratitude with which I was heard! Many hundred copies of this sermon had been distributed on board the different vessels in the preceding week, and I was assured by the commanding officers, that each man was very thankful for his copy, and was often seen reading it, either to himself, or to a few around him.

Many of them pressed around me, and gave me their blessing, both on entering and on leaving the ships; and such a sincere and unpurchased homage of the heart I received, I hope, with a proper spirit of gratitude, as I am sure I returned it, with many a secret prayer to heaven for their present and everlasting good!"

Thus are the minds and bodies of our brave and honest seamen comforted by their grateful countrymen, and their courage will have the additional stimulus of gratitude for its exertions, whenever the enemies of their country shall arouse it.

HYDROGRAPHY, PILOTAGE, &c.

MR. HYDROGRAPHER, •

County of Perth,

10th February, 1817.

IN perusing your Naval Chronicle for December last, I could not avoid observing the great degree of pertinacity with which your Correspondent *Sapientius Veræ atque Scientiæ Amator*, has endeavoured to press on the public an illusion of his own brain, respecting the variation of the compass, which if I succeed in elucidating to his satisfaction, I am sure (if I may judge from the name he has assumed) he will feel grateful for the information afforded him.

He says, "In the different epitomes of practical navigation, take, for instance, "*None*," (who is an author I have not heard of before) "third edition, it is stated, in defining the variation, and very properly stated, that "It [the variation] is east or west, [according?] as the magnetic north is inclined to the east or [the] west of the true north point of the horizon." But it is subsequently stated, in the directions for finding the variation by means of amplitudes and azimuths, that "if the true amplitudes and azimuths be [are] to the right hand of the magnetic [amplitudes or azimuths], the variation is east; and, *vice versa*." Now, let us mark the result of that direction or rule; and let us compare it with the definition of the variation; we shall certainly find them in direct opposition."

On what I have quoted above, rests the mistake of your Correspondent; for in place of that "direction or rule," being in direct opposition to what he has quoted from *None*, *viz.* that the variation is east or west, according as the magnetic north is inclined to the east or west of the true north. I shall shew that they are in direct unison.

The true amplitude is the arch of the horizon, contained between the true west point of the horizon, and the centre of the sun at his setting. The magnetic amplitude is the arch of the horizon contained between the west point of the compass and the sun's centre at his setting.

I shall now state a case in explanation of what I have advanced. For that purpose I shall take the true amplitude at sun-set (it matters not in what latitude) to be W. 45° N. at the same time that the sun's centre is

observed to bear by compass W.N.W. or W. $22^{\circ} 30' N.$ Under these circumstances, it is evident, that the magnetic north has inclined two points to the eastward of the true north; and that by so doing, it has drawn its west point two points to the north of the true west; and of course two points nearer the centre of the sun at his setting: therefore, when we compare the true amplitude with the magnetic, the former being W. $45^{\circ} N.$ and the latter only W. $22^{\circ} 30' N.$ we find that the true amplitude being the largest arch of the two, must of course extend to the right of the magnetic: hence it will appear, that the direction in the epitomes alluded to by your Correspondent are correct.

I shall now state a contrary case, by taking the true amplitude at sun setting, to be W. $22^{\circ} 30' N.$ when the sun's centre bore by compass N.W. or W. $45^{\circ} N.$ Under these circumstances, it is perfectly evident, that the magnetic north must have inclined two points to the west of the true north, thereby removing its west point two points to the south of the true west: and of course two points farther from the sun's centre at his setting. From what I have said, it will appear, from the true amplitude being W. $22^{\circ} 30' N.$ and the magnetic amplitude W. $45^{\circ} N.$ that the true amplitude being the smallest arch, it must be to the left of the magnetic; and as the magnetic north has inclined two points to the west of the true north, it shews the variation must be westerly, and still in unison with the directions above alluded to.

As to the case your Correspondent has supposed, of a ship being on the equator (for I presume that is what he means by the line) at the time of either equinox, he has been extremely unfortunate, for he condemns himself with his own words.

I shall quote his own words, and then shew his error:—

“A ship is on the line, just at the time of either equinox; the sun will then set due west by the world; but, by compass, it is observed to set, say W.S.W. the variation will then be two points, and west: although by the rule, and by the vulgar usage, it is said to be east, as the true amplitude is on the right hand of the magnetic, looking from the centre of the compass. In the present instance, indeed, there is no true amplitude; but it is represented by the true west.”

Now, Sir, your Correspondent says, in the case above quoted, that the sun set due west, of course (as he remarks) there could not be a true amplitude, because there was not an arch of the horizon between the west point of it, and the sun's centre; but he supposes the sun to bear W.S.W. By compass, does not that shew that the magnetic west point had inclined two points north of the true west? of course its north point must be two points inclined to the east of the true north: and the arch of the horizon contained between the magnetic west point, and the sun's centre at setting (being W. $22^{\circ} 30' S.$) is the variation: and the true west point of the horizon (as your Correspondent observes) representing the true amplitude: and being to the right of the magnetic, it is evident the variation must be easterly according to the rules, and directions given in the epitomes of

practical navigation in general use ; and not *west*, as your Correspondent strongly asserts.

If I have succeeded in making the error of your Correspondent understood, it will afford me pleasure, as it may tend to prevent young men, in whose hands your valuable publication may be put, from being led astray by his pompous and high-sounding declamation. I am at the same time truly sorry your Correspondent should have remained *many years deeply impressed* with what he conceives an incongruity, in such a plain and clearly stated problem, when by devoting half an hour to the study of it, as stated in any of the epitomes of practical navigation, he must have discovered the truth.

I am, Sir,

An Old Stager.

Poetry.

THE PRINTER.

WHO is it, "gentle Reader," who
That labours hard in pleasing you,
By telling all that's strange and new ?

The Printer.

Who is it brings you from afar,
Intelligence of bloody war,
Or feats of some immortal tar ?

The Printer

Who tells you of the affairs of state,
Whilst legislators legislate,
And are engaged in warm debate ?

The Printer.

Who is it, that with *stick and rule*,
Chastises well the knave and fool,
And keeps in awe the party-tool ?

The Printer.

By whom is it that learning's got,
And genius to perfection brought—
Oh ! Reader, say—say, is it not

The Printer ?

Say, ye who always wish to know
How the concerns of nations go—
Who do you for that knowledge owe ?

The Printer.

Ye politicians (who can tell)
 Who makes you understand so well
 The affairs on which you love to dwell?

The Printer.

Then in no case should you delay,
 (Though many do from day to day)
 With punctuality to pay—

The Printer.



ADDRESS TO THE OCEAN.

HAIL mighty Ocean, wond'rous deep,
 Whose towering waves successive roll,
 Or lulled by a gentle calm to sleep,
 As smooth as glass 'tween either Pole.

How glorious when the morning Sun,
 Silvers thy bosom, far and wide;
 Or, when its daily race is run,
 It richly gilds thy sparkling tide.

Haply thy polish'd surface bright,
 Reflects the Sky's cerulean hue;
 Or the thrice brilliant Stars of night,
 A doubled radiance shows in you.

Tremendous is the awful change,
 When the dark tempest howls aloud;
 And thy fierce billows take a range,
 That scarcely bends beneath the cloud.

Now the frail bark resistless drives,
 And the brave Seamen meet their graves;
 Nought can preserve their valued lives,
 But the "Dread Power who stills the Waves."

11th February, 1818.

C.



TO THE NEW YEAR.

BY MRS. M'MULLAN.

THOU art not drest in Spring's reviving hue;
 Nor summer-drapery of ethereal blue;
 Autumn's rich mantle is not on thy form;
 But Winter hails thee from the halls of storm.
 War's sounding bugle wakes no echoing strain,
 But Peace salutes thee on the whiten'd plain!

In soothing carols breathes her grateful vow,
 And weaves an olive chaplet for thy brow.
 Then come, mild spirit of the new-born Year,
 Banish each sigh, and dry Misfortune's tear;
 Give hope's fair visions to the anxious breast,
 Bring present joy, and be in future blest.
 Let not the traces of thy rapid flight,
 Stain Britain's day-star with the gloom of night—
 Let not the garlands of the peasant's mirth,
 Become dark cypress on his lowly hearth—
 Let not thy memory be in grief obscur'd,
 Nor thy events in misery immur'd.
 Thy predecessor mark'd his dreary reign,
 With deepest anguish, and with hopeless pain;
 Pluck'd from Britannia's Crown the brightest gem,
 And pluck'd the sole leaf from the parent-stem;
 Veil'd Hope's warm wishes in a smoky cloud,
 Till to Despair each sweet expectation bow'd!
 Come, then, though cradled on a mount of snow,
 Though ice-wrought arrows and a frozen bow
 Attend thy birth, yet may thy hours' swift wing
 Heal wintry sadness with the smile of Spring!
 Bless'd by the rich, and welcom'd by the poor,
 Promise of joy to Britain's land restore.
 Let not young Love, nor ripen'd Friendship, think,
 Thy hand will wither every sacred link.
 If in the heart one form belov'd is kept,
 If o'er one hallow'd name true Love has wept,
 If o'er one relic midnight tears are shed,
 If from the soul earth's dearest bliss has fled—
 Oh! bring a solace from the fount above,
 A balm extracted from Elysian Love!
 True! swift ambassador 'twixt God and man,
 Design's great parent, soul of ev'ry plan,
 Thy periods from the birth-day to the grave,
 Successive follow as the restless wave
 Breaks into liquid fragments on the shore,
 Then mingles with the ocean as before.

ON THE MEETING FOR THE RELIEF OF DISTRESSED
 SEAMEN.

YE friends of old Albion! ye friends of her might!
 Who smile on the days when her banner unfurl'd,
 Stream'd far and stream'd wide the red beacon of fight,
 And the peal of her thunder was heard o'er the world!

Ye friends of old Albion ! ye friends of the brave !
 Who o'er the deep ocean her glory have borne—
 Shall the son of her pride—shall the tar of the wave—
 Shall the bold British sailor now wander forlorn ?

Ye friends of old Albion ! of pity the friends !
 The lone seaman view on his own native shore ;
 That form once erect, now how feebly it bends ;
 How dim is that eye that once “ kindled in war ; ”
 How wither'd the brow, and how pale is the face ;
 While down its deep furrows the briny tears creep—
 Say, under that sad drooping form could you trace,
 The bold British sailor once tear'd o'er the deep ?

Ye friends of old Albion ! remember the chief,
 To whose words mighty fame every Briton directs,
 While conquest and death were entwining his wreath,
 “ His duty from each man fair England expects ! ”
 Though the slaughter be past—though the battle be o'er,
 The sweet bond of duty is never to cease :
 'Twas the tars' to defend you in fierce raging war !
 'Tis your's to protect them in soft smiling peace !

Ye friends of old Albion ! who oft have remov'd
 The hot tear of anguish for pleasure's gay smile,
 Ye friends of old Albion ! who often have prov'd
 That Charity reigns over Liberty's isle !
 See, now tapers high, bright Benevolence' flame !
 (So, after dark night, comes the rose-tinted morn),
 While the sons of Britannia united exclaim—
 The bold British tar shall ne'er wander forlorn !

 LETTER ON SERVICE.

[Not published in the Gazette.]

*His Majesty's hired Tender Louisa, Cork Harbour,
 October 28th, 1807.*

SIR,

I BEG leave to inform you, that on the 28th ult. at 11 A.M. lat. 50° 46', long. 6° 50' W. I descried a lugger under my lee bow standing to the westward, under a press of sail ; by noon she had weathered and distanced so much, as to tack and pass four miles to windward, and when on my quarter, bore round up in chase, with an English red ensign flying ; at 3, being then within pistol-shot, she hauled down her colours, and desired me in bad English to strike, and come on board ; at the same time ranging under my lee quarter, and firing his great guns, which I now perceived to be seven of a side, and all his musketry into me, when an action ensued, with the muzzles of our guns nearly touching, which lasted with great obstinacy

an hour, when she sheered off, under all the sail they could set, and in a quarter of an hour, although chased, was out of the reach of my guns. I regret, Sir, it was not my good fortune to succeed in capturing her; but when it is recollected what kind of vessel the *Louisa* is, with only four three-pounders, two of which were disabled in the middle of the engagement, will, I hope, plead the impracticability. I consider it a fortunate circumstance, from the incessant firing, that my loss was no more than two men killed, and a petty officer wounded, with my sails, hull, and rigging considerably damaged. I have to offer my warmest acknowledgments to Lieut. Herbert Powell, of the *Virginia*, for the great assistance he rendered me in this unequal contest, who, with two petty officers, six marines, and four seamen belonging to that ship, so effectually, by their well directed fire, repulsed, and twice drove from their quarters, the most of them that filled the enemy's decks; my thanks are likewise due to Mr. Thomas Quinn, for his gallantry and prompt obedience to orders; as well as to Mr. Hillard Huggard,* midshipman, who received a musket-ball in the head; but, I am happy to say, not a dangerous one. It would be superfluous for me to make any comment on the bravery of the 18 men comprising the *Louisa's* crew, the battle will speak for itself. A list of the killed and wounded I subjoin, and have the honour to be, Sir, your's, &c.

Joseph Hoy,

To James Hawkins Whitshed, Esq.
 &c. &c. &c.

Lieutenant commanding.†

A List of Killed and Wounded.

John Delany, seaman, belonging to *Virginia*, killed.
 Thomas Dingle, ditto, ditto, *Louisa*.
 Mr. Hillard Huggard, midshipman, wounded in the head.

* SIR,

Patrotic Fund, Lloyd's, 26th January, 1803.

In reply to your letter of the 16th of November and 13th of December, I beg leave to inform you, that the Committee have voted the sum of forty pounds to Mr. Hillard Huggard, belonging to his Majesty's hired armed tender *Louisa*, under your command, wounded in action with the enemy on the 26th of October last, which it is requested he will draw for on me at three days' sight, and it will be duly honoured. The cases of the relatives of the men killed will be taken into consideration, whenever they apply to the Committee.

I am, Sir, your most obedient humble servant,

J. L. Welsford,

To Captain Hoy, Cove, Cork.

† The Admiralty, to mark their sense of the gallant conduct of Lieutenant Hoy, promoted him to the rank of commander on the 20th of November, 1803.

NAVAL HISTORY OF THE PRESENT YEAR 1818.

(January—February.)

RETROSPECTIVE AND MISCELLANEOUS.

THE recent reports respecting the conduct of the new Dey of Algiers, prove him worthy of the people by whom he has been chosen. These reports, however, vary in their statements, and no official communication of the atrocities they contain, we believe, have as yet been received—they are to the following effect:

"The *Journal des Debats* contains an article from Genoa, dated Jan. 17, which communicates the following dreadful outrage. It purports to be related by the Vice-Consul from the Sardinian Court to Algiers, who had fled from the scene of horror. 'A Sardinian brig had been captured and conducted to Algiers, under pretence that its papers were not regular. The Vice-Consul protested against the seizure, and proceeded to the palace of the Dey, with his colleagues, the other Consuls. The Dey received them, surrounded by his guards, with his sword in his hand. The English Consul presented himself at the same instant to protest against the acts of violence which his son and two nieces had experienced. They had been seized in the street, the young man was thrown into a dungeon, and the two ladies conveyed to the Dey's seraglio, where they were clothed in Turkish habiliments. The Dey enraged, ordered the captain of his guards to bring the young Englishman before him, and had his head cut off in presence of his father. The bloody head was exposed at the gate of the palace, and the English Consul retired trembling. The Vice Consul, in answer to his demand, was ordered instantly to leave Algiers. His daughter was dragged from him by violence. We can hardly credit these horrors.'

The following paragraph from the *Courier*, gave reason to hope that the above was a fabrication:—

"We were assured in the city, that regular accounts have been received from the agents of Lloyd's at Genoa, bearing date the 23d of January, eight days later than that of the intelligence relating to Algiers; that letters have also reached several merchants immediately connected with that city, and that through neither of the above channels has the slightest notice transpired of the circumstances in question."

In this ground of disbelief we should have been happy to acquiesce, but the subjoined paragraph from the French papers, although it contradicts the precise facts above stated, contains such an account of the new Dey, that nothing is to be expected but a daring and insolent infringement of the treaty concluded with his predecessor.

Paris, Feb. 5.—The following are the details which Admiral Sir Sidney Smith has received, and which he has made known, in a report addressed to the Anti-piratical Institution of the Knights Liberators of Christian Slaves:—The captain of the Sardinian galley, the *Belle Marie*, which arrived at the Lazaretto of Port Mahon, on the 6th of December last,

having left Algiers on the 2d of that month, states, as well as the passengers who escaped on board his vessel, that the new Dey, Ali Hodgia, confirmed in his power by a considerable party of Moors, had set no bounds to his fury and tyrannical acts; that all the European Powers had been insulted without distinction; that all the Consuls had been menaced and terrified by a numerous band of negroes, composing the Dey's guard; and that they had been obliged to shut themselves up in their houses, which had ceased ever to be an inviolable asylum for them. This captain reports that Ali-Hodgia has destroyed the ancient palace of his predecessors, and has established himself in a fort, called the Castle of the Emperor; and that he has not hesitated to seize the treasure which he found there, the deposit of which had been till that time religiously preserved; and that he has thus procured immense sums to pay for a long time his horrible satellites, and to increase their numbers. The Dey has caused to be carried off two daughters of a Jewish family, whose father was a broker to the English Consulate; and two days after, the eldest daughter of Sieur Pomimbio, keeper of the French Inn. That unfortunate girl has been forced to marry the Dey; and is to day a sovereign, waiting the fate of the daughter of the Dey of Titera, carried off in like manner by the late Dey Hadgi Ali, and found afterwards dead in a dungeon, emaciated by famine. The greater part of the Consuls assembled to complain of these things in common; but having been informed before they arrived at the palace that Ali-Hodgia had ordered his negroes to fire on that Consul who should hazard a complaint, and being convinced, on their arrival at the palace, of the truth of the information that had been given to them, by the menacing gestures of the negroes, who immediately surrounded them, they were obliged to retire, after having had recourse to insignificant and commonplace observations to fill up the time of that useless audience. The measure adopted by the new Dey, who is a Turk, of arming the people of the country against his fellow-citizens, is a new epoch in the history of these countries. Such an example authorises every other Mahometan to assemble an army of mercenaries of the same species, and to dispute the sovereignty with him. A Turk of distinction some time since attempted it, and marched against Ali-Hodgia with the troops he had collected at Constantine; but the fate of the first battle was disastrous to him, and he was made prisoner. The hospitality which Ali-Hodgia had received in former times, induced him to grant him his life; but he banished him, after giving him 1000 sequins. The insurgent Turkish Chief is arrived at Port Mahon.

An official regulation was established on the 31st January last, fixing the rank which lieutenants shall have attained to qualify them in future to appointments as first lieutenants of ships: namely, 13 years for ships of the line; 11 years for large frigates; 9 years for small frigates and other post ships; 5 years for sloops and brigs bearing two lieutenants. The regulation is not to interfere with commissions granted previously to the date of the order.

Sir George Cockburn, it is said, will succeed Sir George Hope, as one of the Lords of the Admiralty, when the latter takes the Leith command.

A METEOROLOGICAL JOURNAL,

KEPT AT THE OBSERVATORY OF THE NAVAL ACADEMY, GOSFORD,
From the 20th of January, to the 20th of February, 1818.

1818.	Winds.	BAROMETER.			THERMOMETER			Evap. in In. &c.	Rain in In. &c.
		Max.	Min.	Med.	Max.	Min.	Med.		
		In.	In.	In.	°	°	°		
Jan. 21	N. W. to W.	30 36	30 04	30 260	46	34	10	—	·04
22	W. S. W. to S. W.	30 15	29 60	29 875	48	34	41	—	·12
23	W. S. W. to W.	29 84	29 73	29 785	45	40	12 5	·05	·12
24	N. to N. W.	29 80	29 54	29 670	48	32	40	—	·07
25	N. W. to W.	30 18	30 06	30 095	48	35	41 5	—	—
26	W. to S. W.	30 01	29 83	29 920	52	38	45	·10	·04
27	W. S. W.	30 04	29 86	29 950	49	40	44 5	—	·23
28	W. S. W. to W.	29 76	29 67	29 715	45	34	39 5	—	·03
29	W. b. S. to S.	29 69	29 30	29 495	45	39	42	—	·35
30	W. to S. W.	29 17	29 0	29 095	48	32	40	—	·06
31	N. W. to W.	29 66	29 42	29 540	45	33	38	·10	—
Feb. 1	N. W. to S. W.	29 25	29 25	29 250	45	30	37 5	—	·14
2	E. to W.	29 18	28 97	29 075	37	29	33	—	·16
3	S. S. W. to N. W.	29 30	29 21	29 255	41	28	34 5	—	·02
4	E. to N. N. W.	29 36	29 13	29 245	39	27	33	·10	·05
5	W.	29 85	29 57	29 710	42	30	36	—	—
6	N. to E.	30 05	29 99	30 020	45	28	36 5	—	·02
7	E. to N. W.	30 15	30 10	30 125	43	27	35	—	·01
8	N. b. E. to W. b. N.	30 10	30 08	30 090	36	24	30	·10	·02
9	N. to S.	30 11	30 08	30 095	39	21	30	—	·01
10	E.	30 16	30 05	30 105	42	28	35	—	—
11	E.	30 28	30 24	30 260	37	31	35 5	·05	—
12	S. to S. E.	30 26	30 23	30 245	42	35	38 5	—	—
13	E. to S. E.	30 15	30 03	30 090	44	30	37	—	—
14	S. E. to E.	29 90	29 86	29 880	45	32	38 5	·05	—
15	E.	29 90	29 90	29 900	46	33	39 5	—	—
16	S.	30 02	29 97	29 995	52	40	46	—	—
17	S. to S. E.	30 02	30 02	30 020	52	41	46 5	·10	—
18	S. to S. W.	30 05	29 99	30 010	50	40	45	—	·34
19	E. to W.	30 04	29 93	29 985	51	38	44 5	—	·21
20	S. S. W. to W.	30 16	30 14	30 150	49	36	42 5	·10	·04
		30 36	28 97	29 834	52	21	38 96	·50	2 08

The observations in each line of this table are for a period of 24 hours, beginning at 8 A. M.

RESULTS.

Inches.

BAROMETER { Maximum.. 30 36 January 21st, Wind W. by N.
 { Minimum.. 28 97 February 2d, Ditto N.
 Range of the Mercury 1 39
 Mean barometrical pressure 29 834
 Greatest variation in 24 hours 1 76
 Spaces described by the rising and falling of the mer. } 3 68
 Number of Changes..... 30

THERMOMETER { Maximum.. 52° Several times in January and February.
 { Minimum.. 21 February 10th, Wind N. E.
 Range 31
 Mean temperature of the Atmosphere } 38 96
 Greatest variation in 24 hours 19
 Evaporation during the period 50 Inchs
 Rain, hail, snow, and sleet 2 08 Do.
 Prevailing Winds, East.

Scale of the prevailing Winds.

N. N. E. E. S. E. S. W. W. N. W.
 2 1 5 6 4 = 31 Days.

REMARKS ON THE WEATHER.

JANUARY 21. *Nimbi*, with light rain and wind early: *cirri* and *cumuli*, with sunshine after 10 A.M.: from 8 till 12 P.M. a lunar halo, 44° in horizontal diameter, as measured by a sextant, and a close corona immediately round the moon.

22. At half-past 7 A.M. a perfect rainbow in the N.W.: *nimbi* and rain through the day, and a strong gale from the west at night.

23. A.M. *cirrostratus*, followed by *nimbi* and showers, with intervals of sunshine: P.M. *cumulostratus*, and a strong gale from W.S.W.; also a lunar halo of the same diameter as the last mentioned, but its prismatic colours were more lively, from 10 till midnight.

24. A rainy morning: at noon a perfect but faint coloured rainbow in the north: P.M. fine, with *cumuli* and *cirrocumuli*, followed by heavy *cumulostratus*.

25. A light hoar frost early, and clear sky till 9 A.M., when there was a transient shew of *cirrocumulus* from the north: a fine day, with *cirrostratus* and distant *cumuli*: light rain in the night—the maximum of temperature towards morning.

26. Drizzling rain till 9 A.M., then sun and clouds till noon: P.M. wind and light rain.

27. A veil of *cirrostratus*, which was tinged with a deep red, and beautifully fretted and embossed near its edge in the S.E. just before sunrise; there was at the same time a blush in the western regions: a fine day, with the superior modifications of clouds: rain in the night.

28. Fine, with *cirrus* and *cloud-capped* clouds, and a few drops of rain: the latter part of the evening clear, and an eddy wind.

29. *Cirrus* from the west, passing to *cirrostratus*, *cumuli* in the S.E., and a light hoar frost: at 8 A.M. a corona round the sun, followed immediately by a short shower of rain: a cloudy day, and a strong gale from the south: lightning and thunder at 12 P.M., and a large crowned *nimbi* and showers through the night.

30. At 7 A.M. a heavy storm of hail for five minutes: *cumulostratus*, *nimbi*, and showers through the day, and a continuation of the gale from the west.

31. A grey sky early: a fine day, with a cold steady breeze from the N.W.: *nimbi* and light showers of snow in the evening: the night alternately clear and cloudy.

FEBRUARY 1. Rain early: at 8 A.M. two currents of wind crossing each other at right angles, and a storm of hail and rain: the remainder of the morning fine, with *cumuli* and *cirrostrati*: at a $\frac{1}{4}$ before 3 P.M. a shower of hail and snow: the night as the preceding.

2. A little time fell this morning, and the ice was $\frac{1}{4}$ th of an inch thick: a veil of *cirrostratus* and misty round the horizon early: snow in large flakes from 10 A.M. till 4 P.M. when it was 2 inches deep: the latter part of the night clear.

3. A dark thick fog, and the icy efflorescences on the inside only of the windows: a shower of snow and sleet from 9 till 10 A.M. afterwards a fine day, with *cumuli* and *cumulostrati*: the night as the preceding, and frosty.

4. A.M. light snow, chrysalized in stars: *cirrostratus* in bed in the afternoon: the night as the preceding.

5. Hoar frost and ice, followed by fog and *cumulostratus*, behind which the sun rose very red: from 8 till noon a clear sky: P.M. fine, with *cirrocumulus*, and hemispherical piles of *cumuli*, capped, both in the north and south: the night as the preceding.

6. As the preceding till 8 A.M., then *cirrus*, *cumuli*, attenuated *cirrostratus*, and a solar corona: at 30 minutes P.M. the upper part of a large solar halo appeared: a clear sky the remainder of the day and night.

7. Hoar frost and ice early: a foggy day, with some short intervals of faint sunshine: the fog more dense and cold through the night.

8. As the preceding day and night, with a diminished temperature, and an increased density of the fog, which towards the evening had a strong electric smell—several wherries that were plying lost their way in Portsmouth harbour, and some of them were carried out to Spithead before the watermen could discover their mistake. $\frac{1}{100}$ th of an inch in depth was deposited in the range from the fog during the last 24 hours.

9. At 7 A.M. the temperature of the fog within 12 feet of the ground was 8° below the freezing point; and the small particles of water were converted into icy globules, previous to their lodging on the trees and on the ground: P.M. a little faint sunshine, and a dripping from the trees.

10. Hoar frost and ice; a clear sky through the day and night, but hazy round the horizon from evaporation: a fine sunset, and a blush on the twilight—the non-illuminated part of the moon's disc well defined with the naked eye.

11. Hoar frost and ice: a cold day and night, and an obscured sky.

12. As the preceding, except the frost.

13. A.M. fine, with *cumulostratus*: P.M. a clear sky, and a blush on the twilight.

14. Hoar frost and ice early: a fine sunny day, with a strong easterly breeze, *cumulostratus* and *cirrostratus*, the latter in lofty beds: the moon and Mars in apparent contact at 9 P.M. a clear moonlight night.

15. A.M. a copious fall of dew from a transparent atmosphere: P.M. fine, with *cumuli*, heavy *cumulostratus*, and several lunar coronas.

16. A fine temperate day, with *cirrocumulus* above *cirrostratus*, and other modifications of clouds: at 7 P.M. a lunar halo 47° in diameter, Mars being on the extremity of its western edge, also on the meridian, and distant from the moon's centre $23^{\circ} 30'$; there were, at the same time a close corona round the moon, and a dark green circle surrounding it—the exterior edge of the green circle was red, and measured 3° in diameter, and the exterior edge of the corona was of a deep yellow, and measured $1^{\circ} 30'$ in diameter.

17. The sun rose *fury red*, and his disc was cut apparently by several horizontal bars or streaks of *cirrostratus*: a fine day, with *cirrocumuli* in flocks and in beds, and unretailed *cirri*, which tended downwards, and eventually passed to *cirrostrati* in the direction of the wind: the morning and evening dewy: a clear sky from sunset till midnight, and a quiescent barometer during the last 36 hours.

18. A.M. steady rain, and a strong breeze from the south: P.M. heavy rain and *numbi*: at 6 the wind increased to a very strong gale from the S.W. and it continued squally till the early part of the morning, when a current sprung from the eastward.

19. A very dense fog from 7 till 8 A.M. then fine, with an insolation of *cirrocumulus* and *cirrostratus*: P.M. rain, and a moderate gale from the west.

20. A.M. sunshine and showers of rain: at noon plumose, undulated, and linear *cirrus* from the west: P.M. hue, with high and low *cumuli*, capped, which disappeared at sunset: a clear moonlight night.

For the definitions of the nomenclature of clouds, see the 37th volume of the Naval Chronicle, page 174.

ERRATA.—In our last number, page 80, first line, for Register read Journal: page 84, in the results under the table, minimum of thermometer, for ditto, namely, January 26th, read December 26th.

Promotions and Appointments.

Admirals, Captains, &c. appointed.

Admiral Sir George Campbell, G.C.B. is appointed commander-in-chief at Portsmouth.

Admiral Sir Charles Morice Pole, Bart. K.C.B. is appointed Grand Cross of the Hon. Military Order of the Bath, *vice* Sir Roger Curtis.

Rear-Admiral Sir Thomas Francis Freemantle, K.C.B. to Grand Cross of the Bath, *vice* Sir John Thomas Duckworth, deceased.

And Rear-Admiral Sir George Cockburn, K.C.B. to Grand Cross, *vice* Sir Richard Onslow, deceased.

Captain T. A. Collier, to the Liverpool; Hon. H. I. Gordon, to the Carnation; James H. Plumridge, to the Sappho; G. W. H. Knight, to the smuggling preventative service, at East Bourne; Wm. Walpole, to the Curlew; Wm. Ramsden, to the Doterille; A. Rennie, to the Tees; J. Forhes, to the Grasshopper; J. E. Lock, to the Eden; A. R. White, to the Spey; Hon. Wm. Gordon, to the Poppe.

Pursers, &c. appointed.

Mr. S. Fisher to be purser of the Tees; Mr. Berrell, to be purser of the Carnation.

Mr. Wm. Petree, to be master of the Iphigenia.

Mr. T. Bone, to be purser of the Spey.

Mr. J. Jarman, to be purser of the Dorothea; Mr. Barrett, to be purser of the Trent. Both of which vessels are about to be employed on the expedition to the arctic regions.

Lieutenants appointed.

Lieutenant Andoc, is appointed Lieutenant-Governor and Secretary of the Naval Asylum, *vice* Captain Baynes, deceased.

Lieutenant J. M^r Arthur Lowe, to be a commander.

Lieutenant Robertson, to the Isabella, fitting for the voyage of discovery to the arctic regions; Lieut. Parry, and Lieut. Hoppner, to the Alexandria; Lieut. J. W. Morrell, to the Dorothea; Lieut. Franklin, and Lieut. Beechey, to the Trent; Lieut. Hebron, to the Spey; Messrs. D. Ridgway and C. Gardner, late acting lieutenants in the Iphigenia, are confirmed to that rank.

DEATHS.

Lately, at Sidmouth, aged 25 years, Miss Letitia Archer, only daughter of the late Captain B. Archer, R.N.

Lately, at Lyminster, Lieutenant Davis, R.N.

Lately, Captain Jos. England, R.N.

On the 5th of October, in Soho-square, Mr. William Buchanan, surgeon R.N. Date of appointment, 22d January, 1810.

On the 17th of November last, at Malta hospital, Mr. Wm. Lash, midshipman of H.M.S. Myrindon, aged 22 years, son of Mr. James Little, Master R.N.

On the 6th February, suddenly, at his house in the Edgeware-road, of gout in the stomach, Rear-Admiral Charles Dudley Pater. The lady of the Rear-Admiral died on the 5th ultimo.*

On the 7th February, in Dublin, Lieutenant D. Bolton, R.N. Date of commission, 12th August, 1809.

On the 14th February, Captain T. Baynes, R.N. Secretary and Lieutenant-Governor of the Royal Naval Asylum at Greenwich.

On the 19th February, at Portsmouth, Miss Wickham, neice of the late Lieutenant Wickham, R.N.

* The Memoir of Sir Hugh Pakeness having so immediate connexion with that of Admiral Keppel, a reference should have been to it—where supply the omission by referring our readers to Vol. VII. p. 277 of our Chronicle, where will be found an interesting Memoir and Portrait of this gallant Admiral.

A D D E N D A
TO THE
BIOGRAPHICAL MEMOIR

CAPTAIN WILLIAM LAYMAN,

OF THE ROYAL NAVY.

IN pursuance of our wish to give publicity to the meritorious exertions of an able and active naval officer, we insert the following *Addenda* to our memoir of Captain Layman's public services.

Soon after Captain Layman had written some suggestions founded on the equitable principles of Lord Nelson's excellent plan for regulating an officer's promotion by his merits, inserted in our 38th Volume, p. 36, under the signature of Precursor, he received a circular letter * from the Admiralty, on the 26th of August, 1817, of which the following is the substance :—

“ It being frequently found necessary to ascertain in what ships individual officers have been at different times serving, my Lords Commissioners of the Admiralty have commanded me to desire that you will be so good as to fill up the inclosed form as accurately as your recollection may enable you to do, from your original entrance into the service up to the present time. You will please to sign your name at full length at the foot of the return.

(Signed)

John Croker, Sec.”

Captain Layman returned for answer :—

“ Agreeable to desire, I have filled up the list to the best of my recollection as to time of servitude, and as the paper is stated to be a ‘ Memorandum of Services,’ to which I am required to sign my name, I beg leave to add, that when master's mate of the *Myrmidon*, I did, at the age of 17 years, scuttle the 'tween decks in a very heavy gale of wind, to which measure was attributed the preservation of the ship. That after having been four years in the ship, when paid off I received the strongest

* *Vide* N.C. vol. xxxviii. page 136.

testimony as to the execution of my duty, with a recommendation to Captain Brown, that I should be found 'a great acquisition on board the Amphion.' The manner of my performing my duty in that ship will speak for itself, by the Duke of Clarence, when commanding the Pegasus, in the West Indies, having twice applied for me; but Captain Brown declined his assent, and did not afterwards, when I was seized with the fever (from my exertions in heaving down the ship, as both lieutenants died at Jamaica) acquiesce in my leaving the ship, until the medical men represented that a change of climate was the only chance to save my life. That in consequence of the Report of the Commissioners of Woods, Forests, &c. published in 1792, stating, 'Such is the present state of the growing timber, and the prospect of future supply, that this country will, in all probability, experience a fatal want of great oak timber, and become dependent on other powers for the means of supporting her navy,' I was induced to pay the most unremitting attention and research to the resources of our possessions in the East for naval purposes; upon which subject I submitted some suggestions to his Majesty's ministers in 1797, which were well received; but it having been reported from Bombay, that ships of the line could not be built there, I went upwards of 500 miles in one instance to ascertain one point, and was desired to shew the practicability. In 1800, on my volunteering my services to Earl St. Vincent, and joining him in consequence of his answer saying—'I desired Captain Gray to assure you, that I should be happy to have you in the ship with me; and if there is nothing to detain you longer ashore, by shewing this letter to the captain of any ship of war under my orders coming to this rendezvous,' (before Brest) 'you will be sure to receive all the attention due to your character, and the very laudable spirit which inspires you to serve under the auspices of St. Vincent.'—I presented to his Lordship a plan for building a ship of the line and a frigate annually at Bombay, with which he highly approved, and when at the head of the Admiralty, ordered it to be carried into execution. That from my attention to the resources of the East, I was also enabled to suggest, during the scarcity in 1800, the propriety of restricting ships bound to India from carrying out superfluous bread and marine stores, which met with great attention, and was acted upon.

That as pure water is well known to contribute to the health and comfort of seamen, I rendered the most fetid water perfectly sweet and clear on board the Formidable, as appears by the certificate from Sir Edward Thornborough.

That when belonging to the St. George, and that ship not being in the action off Copenhagen on the 2d of April, 1801, I volunteered my services on that occasion, the performance of which appears in the letter from Lieutenant-general Hon. Sir Wm. Stewart, who was commander-in-chief of the troops placed under my direction.

That in 1802, I submitted to his Majesty's ministers an effectual substitute for the African Slave Trade, by introducing the skill and industry of the free labourers, and the valuable productions of the East, into the West Indies, together with the advantages which would attend the establishing of Chinese in Ceylon, which was considered deserving of adoption, although

rendered abortive in the execution with respect to the West Indies, as shewn in letters from Sir Samuel Hood, Mr. Vansittart, and Mr. Wm. Le Blanc, nephew to the late Judge, with a report on the subject from a Committee of the House of Commons.

“ That on the recommencement of hostilities in 1803, I joined the *Victory*, which ship, on the passage out to the Mediterranean, having retaken his Majesty's late ship *Ambuscade*, I was sent in charge, and after capturing a French ship and a Dutch vessel, arrived at Gibraltar, in defiance of the *Revanche* French 40-gun frigate; and from thence rejoined the *Victory* off Toulon. After being employed by Lord Nelson on particular service of reconnoitring, I was appointed to command the *Weazle*, for the service of the Straits, the execution of which appears by the representation of the inhabitants of Gibraltar, as well as the commander-in-chief's commendations.

“ That having submitted to Lord Nelson a sketch of cruisers best suited for the Straits, to be fitted with Chinese sculls, and guns to fire in every direction: his Lordship instantly on reading the paper, wrote at the bottom, ‘ I perfectly agree in the propriety of having vessels of the above description stationed in the Straits, and I know no person so fit to command them as Captain Layman;’ which recommendation, together with his own testimonials, were sent by his Lordship officially to the Admiralty in 1804. The late Lord Melville, on receiving the despatches, immediately acquiesced in the propriety of having vessels of the description mentioned; but in order to avoid loss of time by building, I proposed to convert one of the 18-gun brigs, and was appointed to the *Raven*; on the arrival of which vessel, a description was given in an elaborate work, when I was abroad. That the said vessel having been wrecked off Cadiz, from the neglect and drunkenness of the officer of the watch, and such circumstances omitted in the narrative of the loss, by particular desire of Lord Nelson, from motives of humanity, the court pronounced censure on the commander, from a paper said to be a copy from the log, but which afterwards appeared to be a forgery. When this fact was known to Lord Nelson, he was about to order a revision of the sentence; but as it was found it would produce irritation and party in the squadron, all the facts proving the forgery, on which the error of the sentence was grounded, Lord Nelson forwarded *officially* to the Admiralty in March, 1805, with which I also sent a letter from the Motherbank. Lord Nelson also forwarded a plan I had submitted, for getting possession of Cadiz, and the enemy's fleet, with a letter addressed to the late Lord Melville, then at the head of the Admiralty; but as before my arrival in England, the Noble Lord was himself persecuted, the whole was rendered abortive. Since which, although I was taken by the hand by Lord Nelson to the Admiralty, and a promise given to send me to the Mediterranean, yet the next month terminating his Lordship's glorious career, the promise was forgot, and my offer of service rejected, although the measure I suggested was adopted. As, however, the premature decay of our ships of war was making rapid strides, and I had succeeded in a discovery of preparing forest trees for *immediate use*,

as well as increasing the strength and duration of timber and ships, I expressed a willingness to disclose the discovery, on condition, that as much depended on the performance of the measure, if the principle was adopted, I should have the direction of the execution, which met with so mortifying a reception, that if guided by my feelings, I should not have renewed the subject; but considering the matter to be of the greatest national importance. I conceived it would be supine in me to give it up from a sneer, and unfounded assertion, which might proceed from the assumption of an individual only. or if opposed by a body from prejudice, which was the case for years against the coppering of ships, it might be ultimately removed by the evidence of facts. I trust it cannot be considered improper, when an officer is desired to state his services, to shew what he is farther able and willing to do. Therefore, in a public point of view, on so important a subject as the means of supporting our navy, I beg to submit to inspection two pieces of the Scotch larch, with which a ship is about to be built at Woolwich. The specimens were originally in one piece, till separated by the saw; the one in its natural state, with the cause of decomposition remaining, weighed 496 oz. per cubic foot, broke with 466 lbs.; the other, after having 22 oz. per cubic foot of corruptive matter removed, and the cohesion of the wood increased, as may be seen by its ductility, sustained 728 lbs.; the advantages require no comment; and although timber cannot in any way be so well or so speedily prepared as in a few days when the tree is standing, yet as the principle is applicable to all timber, durable ships may be more readily built than those prone to rapid decay; and I yet hope to be the humble means of rendering that service.

William Layman.

August 29, 1817."

This statement was accompanied by testimonials from the Hon. Sir William Stewart; the Merchants and Traders of Gibraltar; Mr. Duff; the Marquis of Solano; and Lord Nelson, which having been given before, the following references will be sufficient here: viz. vol. xxxvii. p. 452. vol. xxxviii. p. 2. 6. 13.

Captain Layman, conceiving that the required "Memorandum of Services" was intended by the Lords Commissioners of the Admiralty as a basis on which to adopt a liberal system of rewards and promotion, accompanied the testimonials with this letter:—

"SIR,

"August 29, 1817.

"From the judicious measure adopted, of requiring each officer to state his own services, which by an impartial investigation admits of a liberal and just policy of awarding to every one according to his public services, or the inclination he has shewn to perform them, I avail myself of the

opportunity to forward the enclosed memorandum and testimonials; which, together with my zealous desire evinced to have rendered other services, had I been employed, particularly the most important object of preventing the rapid decay of ships of war; I shall, I hope, when prejudice yields to justice, be considered not undeserving of being placed on the *active* list of post captains, as but for the untoward loss of the *Raven* (an accident which, as observed by Mr. Pitt, might have happened to any one), my standing would have been next to Sir William Bolton.

I have the honor to be, Sir,

Your obedient humble Servant,

W. Layman."

But it would seem the judicious measure of adopting a just and liberal system of reward and promotion for services rendered, was not the object of the circular, as all these papers were returned, with the following mandate from the Secretary written on the back:—

"1st Sept.—Return these; refer him to the circular, send him a blank return, and direct him to comply with what is therein stated, without notes or explanation."

After the foregoing urbane answer, Captain Layman having seen ships of the line under repair that were covering in with the timbers in a state of dry-rot, addressed another official letter to Mr. Croker, the Secretary of the Admiralty, stating, that, he deemed it his duty, notwithstanding the reception of his former overtures for removing the cause of decay from forest trees, and increasing the strength and duration of timber and ships, to take leave to impart, that he had succeeded in effectually stopping the progress of dry-rot in his house, so as to prevent its infecting the sound wood, and which he found to be equally efficacious on ship timber; therefore presumed to transmit the information for the consideration of the Lords Commissioners of the Admiralty: to which he received for answer:

"Admiralty-Office, 11th October, 1817.

"I have received your letter of the 10th instant, offering to produce proof of your having effectually stopped the progress of dry-rot in your house; and I have laid the same before my Lords Commissioners of the Admiralty.

"I am, Sir, your very humble Servant,

Captain Layman.

John Barrow."

As this answer confined the prevention of dry-rot entirely to the *House*, Captain Layman replied :

“ SIR,

12th October, 1817.

“ From the letter I have just received in answer to mine of the 10th inst. I beg to explain my meaning, in stating, that owing to “ the bad condition of his Majesty’s ships I had seen under repair, from the ramification of dry-rot in the frame, which, when covered in, the decomposition of the timbers was not only accelerated, but the infection communicated to the new timbers, thick stuff and plank, when the progress of decay was rendered so rapid, that it has been proved such ships, after a large repair in the King’s yards, have been, in two years, again in want of repair from decay.” I deemed it my duty to offer to produce irrefragable proofs of the practicability of stopping the progress of the rot in such ships, and preventing the sound timber, plank, &c. from being infected, was intended by me to be demonstrated before the Board by actual experiments, if the Lords Commissioners of the Admiralty considered the preservation of our ships of war as deserving of attention.

I have the honor to be, Sir, &c. &c.

J. Barrow, Esq. Sub. Sec.

W. L.

To this no answer was returned.

One of the ships alluded to in the preceding letter, having had two thorough repairs in six years after launching, did not get farther than from Woolwich to Sheerness before it was again in want of farther repair from mature decay ; and the greater part of the navy being nearly in a similar condition, as even the new ship *Howe*, of 120 guns, built in his Majesty’s yard at Chatham, is reported to be infected with the rot, induced Captain Layman to signify a desire to lay the subject at the foot of the Throne, and the following letter was addressed to the Prince Regent :—

“ SIR,

25th November, 1817.

“ As the illustrious head of the greatest naval power that ever existed, I humbly presume to solicit permission to lay before your Royal Highness ‘ An Outline of Maritime History,’ &c. &c. &c.”

“ The serious evils which arise from the rapid decay of his Majesty’s ships, having engaged my attention and research for many years, I have been enabled, by actual experiments, to demonstrate before the Board of Agriculture, and several Members of both Houses of Parliament, the practicability of speedily removing the cause of premature decay, or dry-rot from trees, and of increasing the strength, as well as the duration, of all timber, and making the embryo, or sap wood of oak, not only useful, but stronger than the heart in its natural state ; also to render trees now pro-

* The Prospectus of the Work will be found at p. 184.

duced on the poor soils of Great Britain, that will not yield corn, superior to the foreign timber imported.

“ The principle of which process has been proved applicable to timber already much infected, by effectually stopping the progress of dry-rot, as shewn by the successful experiments made at the Navy Office on the sound and rotten timber of his Majesty’s ship Queen Charlottee; specimens of which are at the Royal Naval Institution.

“ This discovery, besides its utility for general purposes, being of the greatest consequence to the conservation of his Majesty’s fleet—should your Royal Highness be graciously pleased to investigate a subject of such great importance to the State.

“ I humbly solicit an opportunity of verifying the discovery on such a scale, as to render it of national benefit, by preparing trees for immediate service in the royal forests, so as to render every part useful; and by the building of a flush frigate in his Majesty’s yard at Woolwich, as the Precursor, to prove the practicability of preventing the possibility of dry-rot, and greatly increase the duration of ships speedily built, with comparative trifling repairs to what are now required for those tardily built by the usual seasoning. Thereby rendering the navy more efficient, at a great decrease in public expense, as well as in the consumption of timber and all other materials.

“ I humbly presume to add the copy of a letter from the late Lord Nelson, * expressive of his Lordship’s sentiments of the discoverer.

I have the honor to be, Sir,

With humble duty to your Royal Highness,

Your most obedient very humble Servant,

W. Layman.”

This letter was very handsomely forwarded by an officer of distinguished merit and personal intimacy with the gallant Vice-Admiral who is in frequent attendance on his Royal Highness; but after a lapse of two months it was returned, with one word on the cover—“ *Rejected.*”—The writer of which could not have chosen a more laconic, or more insulting kind of answer. Captain Layman had presented, in a respectful manner, a letter, proffering the result of a laborious investigation into the causes of the premature decay of our ship-timber, and a discovery of the merits of preparing it of a more lasting quality; and the least that he had reason to expect was, thanks for his endeavours to benefit his country, by rendering its navy more durable, although it might be deemed inexpedient to prove their efficacy; but, in one word, to *reject* an intended benefit, is so literally *uncourteous*, that we

* See this letter, N. C., vol. xxviii. p. 13.

can never suppose it the dictation of the illustrious personage to whom it was addressed.

We are, however, happy to see, that not depressed by such treatment, Captain Layman continues to persevere in the important object, as evinced by his intention to publish his great work, of which the Prospectus and remarks on the Precursor are subjoined; and we earnestly hope that, from the vast importance of the subject, the intelligent part of this country will soon enable the publisher to send it to press, which cannot individually be risked, as Captain Layman, notwithstanding the commendations he received, lost considerably by his two former publications. The Work is entitled—

An Outline of Maritime History, with General Events; from the Creation of the Universe to the termination of the French Revolutionary War, 1814-15; including a particular account of the State and Condition of the British Navy at the latter period; with a Supplemental Memoir on Forest Trees and Timber, as connected with the Naval Power and Prosperity of the United Kingdom: containing an Exposé of a Discovery for speedily preparing Forest Trees for immediate conversion and service, by removing the cause of premature decomposition, and increasing the strength as well as duration of timber—thereby furnishing the means to prevent the possibility of rapid decay by dry-rot, or otherwise, in ships and all structures wherein wood is used: demonstrated by actual experiments at the Board of Agriculture, and at the Navy Office; by Captain Layman, of the Royal Navy: This Work, consisting of 68 Numbers, will be put to press as soon as the amount of subscriptions will defray the expense of publication. Price to Subscribers * for each Number 3s. To Non-Subscribers the price will be advanced.

The following remarks were made on the Precursor to this Work :—

“ This Work abounds with very rational observations upon facts which are of the highest interest to the empire, and every individual in it.”—*Journal of Philosophy and Chemistry.*

“ This Pamphlet contains a great deal of valuable information relative to the present state and future preservation of our marine establishment, on which the most vital interest of this country essentially depends. The present Work merits the most serious attention of the country, and particularly of government.”—*Critical Review.*

“ The subject of this Pamphlet is deeply interesting to the national feelings of our country, as it relates to the preservation of that naval superiority which has long preserved and exalted it. The subject demands the serious and impartial attention of all who would preserve, with trembling anxiety, our honors unspotted, and our liberties and happiness unclouded and unshaken.”—*New Review.*

* Subscriptions are received by Mr. Earle, bookseller, 46, Albemarle-street, London; and Mr. Richardson, Cornhill.

On the Precursor being sent, on the formation of the establishment of the Royal Naval Institution, the writer received the following answer from the Secretary:—"The Committee return you their sincere thanks for this little Work, which is No. I. of the proposed Library; and hope that your example will be speedily and numerously followed: the Committee will at all times be most happy to receive communications from Captain Layman."

When the Precursor was quoted in the report of the Secretary of the Navy of the United States in 1814, it was stated, "The consequences resulting from this defective organization and want of system (in the British Navy), are strongly illustrated in the fact related by a recent professional writer of rank and talents."

Earl Darnley stated in the House of Peers, "that if any one wished for information on the subject, he should read the Precursor."

The late Earl Stanhope said, "he was happy to bear testimony to the merits of the Precursor,—it was evident to him that Captain Layman possessed a strong mind, and sound judgment, with great industry; and was deserving of encouragement, not discouragement."

NAUTICAL ANECDOTES AND SELECTIONS.

NORTHERN EXPEDITION.

IF an open navigation should be discovered across the Polar Basin, the passage over the Pole, or close to it, will be one of the most interesting events to science that ever occurred. It will be the first time that the problem was practically solved, with which learners of geography are sometimes puzzled—that of going the shortest way between two places lying east and west of each other, by taking a direction of north and south. The passage of the Pole will require the undivided attention of the navigator. On approaching this point, from which the northern coasts of Europe, Asia, America, and every part of them, will bear *south* of him, nothing can possibly assist him in determining his course, and keeping on the right meridian of his destined place, but a correct knowledge of the *time*, and yet no means of ascertaining that time will be afforded him. The only *time* he can have, with any degree of certainty, as long as he remains in or near the Pole, must be that of Greenwich, and this he can know only from good chronometers; for from the general hazy state of the atmosphere, and particularly about the horizon, and the sameness in the altitude of the sun, at every hour in the four-and-twenty, he must not expect to obtain an approximation even of the apparent time, by observation, and he will have no stars to assist him. All his ideas respecting the Heavens, and the reckoning of his time, will be reversed, and the change not gradual, as in proceeding from the east to the west, or, the contrary, but instantaneous. The magnetic needle will point to its unknown magnetic Pole, or fly round

from the point of the bowl from which it is suspended, and that which indicated north will now be south, the east will become the west, and the hour of noon will be that of midnight.

THE LATE HIGH WINDS.

Portsmouth.—On Wednesday, 4th March, about five o'clock, a gale of wind commenced from the southward, which, by its violence, approached nearly to a hurricane. It acted with such irresistible power upon the sea, that the tide rose five feet higher than the ordinary spring tides, and maintained that height three hours after it should have ebbed: it was high-water between nine and ten, and so continued until midnight; and by passing and destroying its accustomed bounds (in some parts to full half a mile extent) property to a vast amount was destroyed. The buildings between the Round Tower and the Point, are either in ruins, washed away, or their foundations undermined: the water was two feet above the pavement in Point-street: the damage done to property in the cellars and lower rooms was very great. Several small buildings next the harbour's mouth, were washed away, with the steps at the Sally-ports, and their platforms; and the Slaughter-house Wharf was much damaged. The sea made a complete breach through the beach at Southsea, between the Castle and Lump's Fort, and inundated the Common and Old Morass, where a Farm-house has been many years standing, the inmates of which had scarcely time to save themselves. Horsey Island was entirely overflowed, and fifteen sheep were drowned there. All the arable land near Lump's Fort was likewise inundated, and thirteen acres of wheat on the farm of Mr. Gain, jun. were instantly washed up.—A building, about 350 yards from the shore, full of seed potatoes, was washed down by the violence of the waves. The Haslar shore presents a surprising instance of the massive weight and power of agitated water, where two excessive breaches are made in that solid stone sea-wall (erected for the protection of the Hospital), and the ponderous stones and masonry work, of 70 tons weight, were thrown down level with the sea-shore. The water extended to Haslar Barracks, the mess room of which was overflowed. The brig *Hamsley*, of and from Sunderland, was the only vessel lost: she drove, and by striking on the elbow of the Horse, bilged. The crew got into the boat, and hung on to the wreck until the morning, when they were taken off at day-light, by a pilot-boat, and landed here. The Lively cutter had her bulwarks washed away; the brig *Assiduous* parted from one of her anchors; the brig *Shillelagh* had her boats washed over her side. During the gale, that pleasant, newly-erected promenade, Ryde Pier, sustained very great injury [See the subjoined letter from Ryde.] Thirty-six arches (out of forty) were carried away; sixteen of them (in one body) were driven over upon Hayling Island, and many others, in detached parts, have been picked up to the eastward of Southsea Castle. It is with regret that we must close this disastrous relation, by stating, the drowning of the Hon. Mr. Thellusson (brother of Lord Rendlesham), Mr. Hassall (son of J. Hassall, Esq. of Hartshorn, county of Derby), and Mr. Leeson (son of the Hon. Mrs. Leeson), all midshipmen of his Majesty's ship *Tiber*, who left that

ship soon after the gale commenced, in a wherry, which was pooped by a sea at the mouth of the harbour, and was never seen afterward: the waterman (Brown) and a boy also perished.—These young gentlemen (who were most highly esteemed by their brother officers) were tempted to leave the ship at this hazardous moment, by their anxious desire to see the performance of Mr. Kean, that evening.

At Cowes, the Triton galliot drove out of the harbour, and was on shore; the Nayade galliot was also on shore in the harbour.

It has blown a most violent gale here to-day, but no particular damage has been done to private property: the various public defences of the garrison have sustained injury from the heavy sea-surges. When the storm had somewhat subsided, and the sea had receded from the shore under the Round Tower, the perfect skeleton of a human body, encircled in a rug, was discovered immediately under one of the port holes, adjoining the Round Tower—the violence of the sea removed the shingle under which it was concealed: the body must have been deposited there many years since. A shilling and some halfpence, with a pair of soldier's shoes, were found by its side.

Ryde, March 7.

The storm on Wednesday night was felt, with peculiar severity, at Lower Ryde. A cottage of General Arabin's, with three other houses, were thrown down, and another house completely swept away by the violence of the waves. The storm raged with increased fury about ten o'clock, when the sea rising five feet above its usual height, broke in upon the inhabitants so unexpectedly, that they had scarcely time to make their escape; and in one house, where were a man, his wife, and eight children, one wave forced down the door, and the succeeding one swept away the staircase, so that the children were obliged to be taken from their beds and thrown from the upper windows, in a dark night, into the sea, amongst a tremendous surf, but happily no lives were lost. About the same time the sea made a breach in the newly-erected Pier, and carried away nearly 250 yards of it. The greater part floated to the opposite shore, and has been recovered, notwithstanding which it is supposed the damage will exceed 1500*l.*

Plymouth, March 7.

The weather in this port during the last three weeks has been of an uncommon kind, the wind frequently blowing in the most capricious manner, with more or less violence, from every point of the compass, on some days, and at times varying thus only in the short space of a single hour, accompanied by thunder, lightning, rain, sleet, and hail, which, combined together, have reminded us rather of the dreadful tornados within the tropics, than of the boasted mildness of the English climate. On the 4th instant, in particular, about 2 P.M. the wind and rain were excessively strong from the southward, which in two hours increased to a perfect storm. At 11 P.M. the wind veered to the west, and blew tremendously in squalls until 3 A.M. the following morning, when it moderated a little. Such was the severity of the tempest, that the ships moored in Catwater dragged their mooring chains several yards from their places. His Majesty's ship *Erne*, and the

Dunirah East Indiaman, the only ships in the Sound, rode out the gale without sustaining the least injury. The Dunirah drove a little, but was soon brought up by letting go the sheet anchor. The officers of both ships concur in representing, that they could not have remained at their anchors, but for the shelter afforded them by the Breakwater. Just within the entrance of Catwater were a Dutch man of war brig and two merchant vessels, anchored there under the harbour master's directions, which also rode out the gale in the greatest safety. We have sincere pleasure in adding, that notwithstanding the heavy agitation of the sea outside the Breakwater, scarcely a stone has given way. The crane merely on the eastern arm was washed down, a thing naturally to be expected from the frailness of its materials, and the exposed nature of its situation in such a tempest, which seamen consider as fully equal to that on the fatal 30th of January, 1817, though happily, on the present occasion, not a single ship or vessel was driven ashore, either in the Sound or Catwater. In consequence of the heavy rains, the roads have been overflowed in various directions, which had the effect, a few miles above Exeter, of retarding the Bath mail for several hours on Wednesday night last. From this cause, the London and other letters did not reach this port until Thursday afternoon at four o'clock, instead of its usual hour of seven o'clock in the morning. Several large trees were prostrated at various places.

The Maria, Tuit, of London, bound to St. Lucia with plantation and government stores, had the misfortune, on the 26th ultimo, in longitude $9^{\circ} 45'$ to lose her rudder, by the stroke of a violent sea. A temporary rudder being fitted, she endeavoured to make this port, being the only one to the westward with a dry dock, and after great difficulties, got to the westward of the Edystone on the 2d instant, where she was met with by one of the Cawsand pilot-boats, which took her safely into the Sound. The harbour-master, with his usual zeal, thence conducted her into Catwater, and saw her properly anchored and moored.

During a tremendous gale on Wednesday last, the schooner Ann, Davis, master, bound to this port, with copper, bacon, &c. parted, successively, three cables, which were all she had.—The master and another man, named Henry Ellis, being all the persons on board, then took to the boat, in order, if possible, to reach the shore. Soon after they left the vessel, the boat filled, and they were both unfortunately drowned. It being between eight and nine o'clock at night, and the sea running very high, though the attempt was made, it was found impossible to afford them any assistance. The vessel went on shore, between Marazion and Chyandour, and will go to pieces; but a great part of the cargo has been saved.

Nearly at the same time with the above, the Swedish schooner, Maria, Wicksell, master, also parted three cables, and has received considerable damage.

One of the transports, with the 64th regiment on board, did not tail on the shoals inside of Mount Batten, as our informant stated, though she was but a short distance from them.

LETTER FROM A PROFESSIONAL MAN IN THE MEDITERRANEAN FLEET.*

Leghorn, 5th September, 1795.

IMMEDIATELY after Admiral Man, with the reinforcement from England, and the Saturn, with the frigate and convoy from Gibraltar, joined us, the whole fleet steered for Corsica, and, to my own, and the astonishment of every body, the fleet were ordered to anchor in St. Fiorenzo Bay, instead of going in quest of the French fleet, when we had certain intelligence of their being at sea; and two days after our anchorage, Captain Robinson, formerly of the Scout sloop, taken near a year ago, arrived from Toulon to endeavour to get exchanged, who confirmed the account of the French fleet being out cruising. He also mentioned a convoy of neutral ships expected from the coast of Barbary, under the escort of three or four French frigates, for Toulon and Marseilles. The sailing of the frigates, and expectation of this convoy, were well known to most people long ago: the fact stands on its own bottom: the frigates and convoy have all arrived safe, without our having a single ship to look after them—they say 150 vessels, with corn. We continued at Fiorenzo until the French fleet chased the Agamemnon and two frigates into the body of our fleet, in the morning of the 7th July; and about noon the French fleet discovered us, when they tacked, and stood towards their own coast, with all the sails they could crowd; and we never went after them until 8 o'clock in the evening; but they were all out of sight before sun-set. We never heard any thing of them afterwards until the 12th, when our frigates were informed, by a vessel near those islands, by whom it was supposed the admiral had certain intelligence of the French fleet, as he immediately made the signal to prepare for action. This was at 6 o'clock in the evening. In the morning, at daylight, we discovered the French fleet, consisting of 18 sail of the line, directly to leeward of us, the wind at N.W. the French fleet bearing S.S.E. about three or four gun-shot from our sternmost ships, close hauled upon a wind on the larboard tack, and we on the starboard tack: there had been a very fresh gale the greatest part of the night, that put most of our ships under close-reeved topsails, six of them split their main-top-sails, and were bending others, when we first discovered the enemy's fleet. The French could have had no idea of our being so near them, for they were laying-to, and most of their topsails furled; we were between them and the land, and clear for action, which some of our ships, had the signal been made, could have begun in less than half an hour, or twenty minutes; but to our mortification, a signal was made to form a line on the starboard tack; and as they still continued on the larboard tack, with all the sail they could make, our distance was soon increased considerably; and, notwithstanding we saw them at half-past three o'clock, the signal was not made to lay our heads the same way as the enemy was steering until five o'clock, when the signal was made to form on the larboard tack; at which time our distance was so great, that when our ships got

* The eulogium upon the conduct of Lord Hood will be generally admitted to be just.

into their station, only a few of the enemy's ships could be discovered from the deck. We continued to chase in a line of battle for some time, when the admiral saw that there was not a prospect of bringing them to action; a little before eight o'clock he made the signal for a general chase; but unfortunately it was too late—the enemy had got the start, and at a great distance; and as they approached the shore, the water became smooth, and less wind, so that only a few of our headmost ships got within gunshot about twelve o'clock, when the wind lessened. At two o'clock one of the enemy's ships struck, and soon afterwards took fire, and blew up. At half-past three o'clock the admiral made the signal for the action to be discontinued. He only can tell the reason why the ships were called off. If they had been suffered to have continued, more of their ships would have fallen into our hands. Had Lord Hood commanded the fleet in the Mediterranean, we should not have remained twelve hours in port after the *Agamemnon* was chased into *Fiorenzo*; at any rate, he would have been at sea in half the time we were: and had he commanded in the morning of the 13th of July, he would not have increased the distance between him and the enemy, but immediately closed with the French fleet, and very few of them would have returned to Toulon. This is the opinion, I believe, of every man in the fleet; and it is also the opinion of many, that the British flag never was more tarnished: all lament the loss of Lord Hood, who would have done so much honour to the British nation. We had on the 13th July 21 ships of the line, and two Neapolitans of 74 guns each; and the enemy had only 18 ships of the line. The six ships of the line that got out of Toulon, it is generally supposed, are intended to watch the *Bedford* and her convoy; and as we have little to do before Toulon, we suppose that the convoy will be strengthened, to make a force equal to the enemy; if not, do not be surprised if the Toulon ships meet the convoy. We sail to-morrow, and the *Bedford*, *Fortitude*, &c. sail the next day. The log-book and journals of every ship can vouch the facts here stated. In old times, when Sir Edward Hawke saw the enemy's fleet, if not very near, the order was for a general chase; in the glorious action when he beat the French fleet, one-third of his fleet was hardly in sight. Lord Hood would never have formed the line upon the opposite tack of the enemy, when they were crowding from him with all the sail they could pack. The order would have been chase. The ships were all in order of battle the night before, agreeable to the admiral's signal for that purpose. Our officers and seamen in this fleet hope that Lord Hood will soon be out to take the command again.

EXTRACT OF A LETTER FROM A GENTLEMAN ON A TOUR THROUGH
GRELCE.

FROM Venice we proceeded on board a Slavonian ship to Cattaro, and along the whole of the Adriatic coast, casting anchor, as it is usual with these coasting vessels, in almost every harbour. We thus spent a whole month before we arrived at *Coffu*, where we were received with the greatest distinction by the senate of that little republic, and were treated

with respect by all parties, notwithstanding the violent fermentation then existing among the people, who insisted on the nobilities being deprived of their privileges. Five Russian and three Turkish ships were lying in the road; the latter we frequently visited, and found here, and indeed throughout our whole journey through Greece, the Turks most obligingly polite, and willing to render us every assistance in their power. At present, indeed, every Englishman is looked upon by them as a kind of demi-god.

From Corfu we went in a boat to St. Mauro, where a house and a guard of honour had been prepared for us by order of the senate of Corfu. In Nicopolis we found the Pacha extremely polite and friendly, and we still carry on an epistolary correspondence with him. We took a view of the celebrated Leucadean Rock, and by measuring its height with the eye, easily convinced ourselves, that whoever takes a leap from it will be freed for ever from the cares that embitter life.

From Nicopolis we proceeded to Ithaca, where we lodged in the house of Dr. Zaro, a physician. Ithaca is truly a wretched country, but has five or six excellent anchorage places. Thence we went to Patrass [Naupactus], where all the remains of ancient monuments and edifices have long ago been either burnt to lime, or used in building modern houses. We were treated with the greatest politeness by the Turkish governor, and conducted to the two castles, which should defend the bay of Corinth; but we saw no other ammunition except stones, which were laid in heaps near the quite unserviceable cannon. Though they were daily expecting a visit from the French, no preparations were making to give them a proper reception. At Delphi, whither we journeyed from Patrass, we saw besides some old walls and the romantic rocks of Parnassus, nothing except the bath of the Pythia, which is in a good state of preservation.

At Thebes there are some remains of gates, but no other antiquities. The Aga invited us every day to his garden, and furnished us with horses, sheep, and rice, without accepting any thing in return. From Thebes we proceeded to Athens: this part of our journey was extremely fatiguing. The country, just before we descended into the plains of Athens, has a very picturesque appearance. The beauties of the city and citadel are so numerous, that they are beyond my power to describe. The Temple of Jupiter Olympus, raised on pillars 16 feet in height, and the Temple of Minerva, in the Castle, excite astonishment in the spectator. Here also we receive daily proofs that this is the auspicious moment for Englishmen to travel in Greece: the respect shewn us by the Turks is boundless; but the climate is, at this season of the year, extremely disagreeable. Of the 24 hours, there are at most but two, during which we can venture to take a walk, early in the morning at five, and about seven o'clock in the evening.

Lord Elgin has sent hither, from Constantinople, several artists, who are now employed in examining the Temple of Theseus, in the Citadel. Since our arrival, they have dug up almost all the relievos and figures, which once ornamented the friezes of the Temple of Minerva. As they have just met with some broken-off horses feet, we are in hopes that they will find the celebrated horses belonging to the chariot of Minerva, which

the ancients ascribed to Phidias or Praxiteles. All the inscriptions, and other interesting remains of antiquity which can be removed, are carefully packed up, and sent to England. Here they would only be thrown into the lime-kiln. Every thing is good here except the climate, (whose indescribable heat obliges us to be almost the whole day in the bath) and the wine. That which grows here is not drinkable, and from the islands none can be procured. But every thing, however, is very cheap. How flourishing a country might this become!

A LIST OF THE ROYAL NAVY IN 1723.

	<i>No.</i>	<i>No. of guns.</i>
First Rates	7 of 780 men, and 100 guns	700.
Second ditto	13 of 680 men, and 90 guns	1170.
Third ditto	16 of 530 men, and 80 guns	1280.
Ditto ditto	24 of 410 men, and 70 guns	1680.
Fourth ditto	5 of 365 men, and 60 guns	300.
Ditto ditto	12 of 365 men, and 50 guns	600.
Ditto ditto	46 of 280 men, and 50 guns	1500.
Fifth ditto	27 of 190 men, and 40 guns	1080.
Ditto ditto	4 of 155 men, and 30 guns	120.
Sixth ditto	1 of 140 men, and 20 guns	20.
Ditto ditto	20 of 130 men, and 20 guns	400.
Ditto ditto	4 of 115 men, and 20 guns	80.
Fireships	3 of 55 men, and 8 guns	24.
Bombs ..	3 of 80 men, and 6 guns	18.
Yachts	14 of 30 men, from 6 to 12 guns	168.
Sloops	10 from 45 to 100 men.	
Boys	12 from 7 to 12 men.	
Snacks	2	
Storeships	9	
Total 242 Ships.		and guns .. 7540

SHIPS THAT WERE BUILT PREVIOUS TO THE YEAR 1759.

<i>Ships.</i>	<i>No. of Guns.</i>	<i>Stations.</i>	<i>When built.</i>
Prince's Augusta (yt.)	8	Deptford	1710.
Chatham (yt.)	8	Greenwich	1711.
Mary (yt.)	10	Deptford	1727.
Portsmouth (yt.)	8	Portsmouth	1742.
Yarmouth (R.S.)	54	Plymouth	1745.
Royal Charlotte (yt.)	10	Deptford	1749.
Sandwich (R.S.)	90	Chatham	1750.
Vesuvius (Bd.)	10	Deptford, fitting	1750.
Cambridge	80	Plymouth	1750.
Plymouth (yt.)	8	Plymouth	1755.
Southampton	32	Portsmouth, repairing	1755.
Sussex (H.S.)	90	Sheerness	1756.

<i>Ships.</i>	<i>No. of Guns.</i>	<i>Stations.</i>	<i>When built.</i>
Royal William (G.S.).....	80	Spithead, re-built 1719, Red..	1757.
Bienfaisant, F. (P.S.) ..	64	Plymouth, taken	1758.
Chatham	50	* Plymouth (Pow. Mag.)	1758.*
Guildford (P.S.).....	74	Portsmouth	1759.
Bellona	74	Off Chesapeake	1760.
Venus	32	Woolwich	1758.
Boston	32	Plymouth, to repair	1761.
Britannia	100	Plymouth, to repair	1762.
Pearl (Slop S.)	32	Spithead	1762.
Robust	74	Portsmouth, to repair	1764.
St. Alban's	64	Convoy to East Indies, June 22d	1764.
Triumph	74	Halifax Station	1764.
Winchelsea (Conv. Sh.) ..	32	Baltic	1764.
Russel	74	East Indies	1764.
Victory	100	Chatham, to repair	1765.
Canada	74	Leeward Islands	1766.
Europe (P.S.).....	64	Plymouth	1766.
Carysfort	28	Deptford	1767.
Swan (S.P.)	16	Portsmouth	1767.
Barfleur	98	Portsmouth, refitting	1768.
Panther (P.S.) ..	64	Plymouth (Pow. Mag.)	1768.
Raisable	64	River Plate	1768.
Trident	64	Chatham, to repair	1768.
Queen	98	Off Cadiz, rebuilt	1769.
Intrepid	64	Mediterranean	1770.
Pegasus	28	Chatham, for R. S.	1770.
Resolution	74	Baltic Expedition	1770.
Reliance	12	Sheerness, P.	1794.
Romney	50	1762
Rippon	50	1758
Assistance (P.S.)	74	Formerly Royal Oak.	1769.
William and Mary yacht, built at Chatham 1694, rebuilt at Deptford in 1765.			

A number of ships, which continued in service till the middle of the eighteenth century, had been built during the preceding. Many of these were latterly reduced in their rate, in order to ease them of the weight of metal, which as they became old was thought too great for them. The Namur, Blenheim,* and Prince George, originally constructed to carry 90 guns, were reduced to carry 80. The Chichester, of 80 guns, was reduced to 70, with many others, which experienced degradation according to the same scale: nor was this diminution of their force owing only to their age, but inferiority of dimensions, when compared with those of the later built ships.

* The Blenheim, bearing the flag of Rear-admiral Sir T. Trowbridge, is supposed to have foundered in the Eastern Seas, and every soul perished.

TONNAGE OF THE LARGEST SHIPS IN THE BRITISH NAVY.

Ships.	Guns.	Tons.	Keel.		Breadth.	
			Ft.	In.	Ft.	In.
Commerce de Marseilles.....	120	2747	172	0½	54	9½
Caledonia.....	120	2602	170	11	53	6
San Josef.....	114	2457	156	11½	54	3
Salvador del Mundo.....	112	2398	152	14	54	3½
Ville de Paris.....	110	2332	156	1½	53	0
Hibernia.....	110	2332	156	1½	53	0
Queen Charlotte.....	110	2332	156	5	52	4
Royal George.....	100	2236	153	6	52	4
Royal Sovereign.....	100	2164	150	6	52	0
Victory.....	100	2162	151	3½	52	0
Britannia.....	100	2091	145	2	52	0½

NAVY ESTIMATES.

HAVING been favoured with a copy of the Navy Estimates for the year 1818 (printed for the use of the Members of the House of Commons, by vote of the 17th of February last), we make the following extracts therefrom, as the most interesting to our readers:—

Salaries and Contingencies of the Admiralty, Navy Office, and Navy

	Last Year.					
Pay Office.....	£173,026	15	9	£174,510	10	5
Ditto of English Dock Yards.....	238,882	5	1	238,522	0	5
Ditto of Foreign Dock Yards.....	46,718	1	3	42,599	18	7
Ditto of Victualling Establishments, and Hospitals.....	170,062	8	7	176,633	6	4
Ditto and Provisions for Ships in Ordinary.....	232,818	2	6	234,147	4	1
For Ordinary Repairs of Ships, Moorings, and Riggings.....	389,000	0	0	453,390	0	0
Half Pay, Superannuations, and Pensions, Compassionate List, and Bounty to Chaplains.....	1,130,512	1	7	1,146,828	9	2
Ditto for Civil Departments.....	99,661	2	6	85,870	1	8

From which is deducted 409,205*l.* (last year 671,101*l.*) being the amount of what the Old Stores from the Dock Yards and Victualling Offices sold for in 1817.—The amount of Old Stores for 1818 will not exceed 230,000*l.*

* * * The total Ordinary Expense of the Navy for the year 1818, is 2,071,475*l.* 17*s.* 3*d.* (last year 1,953,171*l.* 16*s.* 3*d.*) The following items are included in this total amount:—

At each Yard the Charges for Wages, &c. are—

	Last Year.					
Deptford.....	29,431	11	2	27,582	6	0
Woolwich.....	31,078	10	0	32,440	12	0

		<i>Last Year.</i>
Chatham	36,835 19 10	33,883 10 4
Sheerness	29,179 15 6	26,659 6 0
Portsmouth	50,095 5 0	50,065 5 0
Ditto Transport Branch	477 15 2	
Ditto Naval College	6,323 0 0	6,920 0 0
Ditto for 16 Superior Apprentices ..	12,317 0 0	2,084 0 0
Plymouth	45,328 15 6	45,299 13 8
Deal	1,065 10 0	1,018 11 0
Harwich	443 14 9	443 14 9
Leith	575 10 2	575 10 2
Transport Departments at Dover, Leith, & Coves, and Cork	1,196 0 6	
Cork	1,022 0 0	1,018 0 0
Milford	6,511 17 6	6,631 17 6
Gibraltar	1,392 10 0	2,804 10 0
Ditto Agent for Transports	286 2 8	
Jamaica	4,540 18 7	4,890 18 7
Cape of Good Hope	5,027 0 0	5,227 0 0
St. Helena	300 0 0	
Malta	4,151 10 0	4,151 10 0
Surveyor of Nova Scotia Woods	810 0 0	810 0 0
Bermuda	4,859 10 0	4,749 10 0
Antigua	634 10 0	634 10 0
Halifax	3,670 0 0	3,720 0 0
Ceylon	9,252 10 0	8,410 10 0
Bombay	709 0 0	709 0 0
Canadian Lakes	11,154 10 0	7,192 10 0

The Extraordinaries of the Navy Estimates amount to 2,236,129*l.* and comprehend charges for building ships, large repairs to ships, and some few that require small sums to complete them; also for improvements in the Dock Yards—for proceeding with the Plymouth Breakwater—for expense of troops when embarked—and charge for transporting Felons to New South Wales: the specific sums are—

For the Hulks, Masts, Rigging, and Stores of Ships in the King's Yards	1,170,990
For ditto at Bombay	60,000

Improvements.

At Deptford, a Wharf Wall and Tank Building (7,468 <i>l.</i> will be wanted to complete.)	34,600 0 0
At Woolwich, to complete the new Smithery, and towards repairing the Wharf Wall	31,400
At Chatham, a New Dock, Painter's Shop, River Wall, Roofs for Docks	104,225
(115,104 <i>l.</i> wanted to complete.)	48,000 0 0

Last Year.

		Last Year.
At Sheerness, for Improvements	180,000	70,000 0 0
(263,800 <i>l.</i> wanted to complete.)		
At Portsmouth, for erecting a Timber Framed Groin at Haslar	1,564	
At Plymouth, towards building a Harbour Wall and Basin, Roofs, &c.	20,502	24,000 0 0
(24,840 <i>l.</i> wanted to complete.)		
At Milford, to build Houses for Officers, covering over Dock Slips, &c.	50,800	19,000 0 0
(150,000 <i>l.</i> wanted to complete.)		
At Cork, for Store houses, and Tanks	15,000	10,000 0 0
(16,222 <i>l.</i> wanted to complete.)		
Breakwater, Plymouth Sound	65,000	40,000 0 0
(713,092 <i>l.</i> wanted to complete.)		
Making a Yard at Bermuda	20,000	20,000 0 0
For Leith, Gibraltar, Malta, Antigua, and Ceylon	33,600	
For Provisions for Foreign Garrisons, and Troops when embarked	320,000	300,000 0 0
Freight of Transports, Convict Ships, &c. ..	178,948	185,126 16 6

The number of Ships in the Navy is 625, of which 104 are in Commission.

The following Ships building, are to be proceeded with; *viz.*—Russell, 74; Southampton, 60; Monarch, 84; Talavera, 74; Hawke, 74; Thunderer, 84; Boacawen, 82; Winchester, 60; Prince Regent, 120; Trafalgar, 106; Formidable, 86; Powerful, 84; Waterloo, 80; Princess Charlotte, 104; Carnatic, 74; one not named, 74; Britannia, 120; ~~Portland~~, 60; London, 104; Lancaster, 60; Belleisle, 74; Malabar, 74; ~~Ganges~~, 84; Blonde, 46; Venus, 46; Amazon, 46; Æolus, 46; Dedalus, 46; Mercury, 46; Pegasus, 46; Isis, 53; Clyde, 46; Jason, 46; Medusa, 46; Hebe, 46; Blanche, 46; Diana, 46; Latona, 46; Mermaid, 46; Thames, 46; Unicorn, 46; Minerva, 46; Fox, 46; Penelope, 46; Thalia, 46; Cerberus, 46; Circe, 46; Proserpine, 46; Statira, 46; Fisgard, 46; Melampus, 46; Nercus, 46; Hamadryad, 46; Seringapatam, 46; Alacrity, 10; Ariel, 10; Atholl, 28; Lyus, 18; Barracouta, 10; Beagle, 10; Brisk, 10; Bastard, 10; Prince Regent Yacht; Cygnet, 10; Delight, 10; Samarang, 18; Eclipse, 10; Emulous, 10; Falcon, 10; Frolic, 10.

The Ordinaries and Extraordinaries of the Navy for the
year 1818..... 4,357,604 17 3

AMERICAN NAVY.

New York Papers to the 6th February have been received. They contain an important Report from the Navy Board to the Secretary of the Navy, stating the proceedings which have been had under the Act for the Increase of the Navy. In the State Navy Yard, there are the frames

of ten line-of-battle ships and ten frigates. The Report proceeds as follows:—

“Of the copper and lead required in the construction of the ships authorized, when the quantity contracted for shall be delivered (and nearly all has been delivered), we shall have a sufficiency for all the ships of the line authorized, and for ten frigates. Of white oak and pine, it will be perceived that we have contracted for, and otherwise provided, as follows:—A sufficient quantity of oak plank for seven ships of the line and four frigates, and nearly all the pine plank required for seven ships of the line and four frigates. Beams for five ships of the line and four frigates. Ledges, long combings, and ranging timber for seven ships of the line and five frigates. Knees for six ships of the line and three frigates. Mast stuff for three ships of the line and two frigates: and we have also engaged, and have now delivering, the keels and keelson pieces for five ships of the line and one frigate. Of cannon, carronades, round and grape shot, we have contracted for the quantity required for two ships of the line. Of iron, we have engaged, and have now on hand, nearly all that is required for four ships of the line and one frigate. Upon the subject of the steam batteries, authorized by the law for the ‘gradual increase of the navy,’ the Commissioners have engaged one steam engine of one hundred horse power. The Commissioners have also established an anchor-shop at this Navy Yard, where all the anchors required will be made. They are also making at this yard iron cables. One ship of the line is ordered to be laid down at each of the following Navy Yards; *viz.* Portsmouth, New York, Washington, Boston, Philadelphia, Norfolk. Preparations are also making in each of these yards, and materials to a considerable extent have been collected. Of the ships ordered to be laid down, those at New York, Norfolk, and Washington, have been put on the stocks, and are progressing; those at the other points named, will be laid down as soon as circumstances will admit.” The Report concludes by saying, the Commissioners have no doubt of being able, “if it should be the wish of the Executive,” to launch them within the period contemplated by law.

EXTRAORDINARY INSTANCE OF ACTIVE INTREPIDITY IN A NAVAL OFFICER.

THE Bristol and Birmingham mail, on its approach to Gloucester, about eleven o'clock at night, on Wednesday, the 4th of March, had a very narrow escape from being overset into a piece of water of great depth, at Hardwick-bridge, where all must have perished: the leaders lost their footing, turned short round; on which the guard got down, in the hope of being able to guide them through the water; but in the attempt the horses fell into the ditch, and pulled the poor fellow along with them. In this perilous dilemma, and with no other prospect than the coach being likewise drawn into the same abyss, a young Naval Officer, who was an inside passenger, intrepidly plunged into the flood, and swimming with one hand, with the other dragged the guard on shore; after which, he went to the assistance of the horses, cut the traces with a knife which he took from his pocket, and saved the poor animals from drowning, as well as the coach

from being upset in this appalling situation! Finding it impossible to proceed, the whole of the horses were taken off, and went back with four of the passengers and the guard, to Whitminster Inn (about three miles), Burrowes, the coachman, being left on the box in charge of the coach; the other two passengers having gone to a farm-house near the spot, where they were most hospitably treated. It was past six o'clock before the flood had sufficiently subsided to permit of their prosecuting their journey; during all which time the coachman was left at his post; and it was half past ten on Thursday morning, instead of twelve the preceding night, before the coach reached Gloucester.—The Down mail, finding the dangerous state of the road, very properly returned to Gloucester, and did not proceed to Bristol till day-light in the morning.

CORRESPONDENCE.

On the Increase of our Naval Force.

LETTER III.

MR. EDITOR,

30th November, 1817.

I HAVE, I trust, been able fully to demonstrate, that it is the obvious interest and policy of Britain to render both her navy and her naval system more perfect and efficient, as quickly as possible. I have, Sir, already referred to the activity which prevails more particularly in America (where their rising navy is now their pride and glory), and to the persevering ardour with which this fondness for maritime exploits on the part of the people is followed up by the government of that country, fast rising into importance in the scale of nations. It may be now proper to refer back to the Report on the American Navy, which was ordered by the Senate at the conclusion of the late war; because, in that report, many of the imperfections existing in the *British* navy are boldly and explicitly stated, and said to have baffled hitherto all our attempts to get rid of them; and the pre-eminent good qualities of their own ships, and the superiority of *their* system, largely descanted on. This report must be admitted to be drawn up by an able and masterly hand, it seems to have spoken home to the very hearts of our naval rulers, and already have they the merit of having, I hope most effectually, cured *one* of the greatest evils which existed in our system; *viz.* the vast variety of classes of ships: by the new naval regulations, this variety is now greatly done away, and will render the supply of stores for fleets and squadrons a much simpler and easier business than formerly. Nor is this improvement the only one to which I trust this able report of the American naval secretary will lead on our part: that report also states, with great confidence, the ability of one of the heavy frigates

* Where there is no impressment, and larger pay.

(they have now several ships of the line, launched since the peace) to cope with any British man of war, a few of our three-deckers only excepted, when there is any, Sir: it may, however, well be doubted, whether this assumption, which undoubtedly savours much of presumption, is correct: we know that none of these heavy frigates ever dared to wait the approach of even our smallest 74; and therefore, although they are very formidable ships, no doubt, to our frigates, they cannot otherwise be viewed with any feelings of anxiety. But that improvements in the size and construction of our ships of war are greatly wanted, is no longer matter of any doubt; it is universally allowed; and it remains to be seen, whether the report above alluded to shall not have also a prevailing voice in making this important object (one of vital interest to Britain) the basis of her future naval greatness, by inducing the Navy and Admiralty Boards to leave nothing undone to improve our ships to the utmost. It may perhaps be well to give the very words of the report, they are truly words of useful import to Britain, if unattended to. "The nature, construction, and equipment of the ships which constitute a navy, forms the basis of its *efficiency, durability, and economy*; and the most important branch in the civil administration of affairs. The defects in this part of the British system have been the theme of criticism and reprehension for years past. The most minute, laborious, and able investigation has from time to time taken place, under the direction and scrutiny of Parliament, yet nothing approximating to radical amendment has been adopted; and from various causes, the advocates of this necessary reform now begin to despair altogether of success."

We trust, Sir, that these remarks on the imperfections of our system, which in time of war it seems was a task too difficult to admit of being fully accomplished, will induce our naval rulers, nay, we hope has already induced them, now to turn their attention very anxiously to this subject; and what in time of war could not be with ease or safety entered into, we are confident, in time of peace, will be found capable of being not only remedied, but, as I said before, will, I hope, lay *anew* the foundation of Britain's bulwarks, of the most durable and solid materials. I trust, Sir, I need not enter farther into the particulars of this report, which shews most clearly the determination of the American government in compliance with the voice of the people, to have a powerful navy as soon as possible; enough has been already stated, I think, to prove the necessity of Britain attending seriously to her's. Far am I from wishing to contemplate war (that dreadful scourge of nations, and of the human race) as being near at hand: this country, and almost every country, has many very weighty reasons for wishing, if possible, to avoid it; yet certainly, even with the strongest inclination for peace, it may happen that war may become our only alternative: it is then surely our policy and interest to be prepared, at least to have a navy fit to act—to our navy is our *right arm*, and if by any unfortunate chain of events, this arm is disabled, or rendered *powerless*, then indeed is the Sun of Britain about to set for ever. But, Sir, this cannot be; our knowledge of our own truest and best interests is so great, and our conviction so strong on this point, that there can be no

doubt of our taking every possible means to preserve and secure our naval supremacy; that these means may be judiciously chosen, is my ardent and anxious hope; surely all our experience during ages of naval warfare, cannot go for nought; surely the lessons of the last twenty years cannot have been all in vain. We must, however, go to the very root of the evil, and extirpate the canker-worm which has threatened to undermine and destroy our navy. I hope, Sir, this is the determination of the Board of Admiralty, and I rejoice to think that they have already given fair promise of continuing to do all that is required to render our navy efficient, and our system as perfect as possible. Let not, then, this fair promise become a dead letter; neither labour nor difficulties must be allowed to turn them from the good and necessary work they have undertaken; and if a stimulus is wanting, let them look at our military system, and contemplate the success which has attended the exertions persevered in in that department; they have been great, dignified, and glorious: those of the Admiralty, if persevered in, cannot fail to be equally successful, and equally glorious and useful to the country; our military system is at this moment the best in Europe, and I hope our naval system will in time rival it.

Robur.

On our Marine Laws, Impressment, &c.

“Breathes there a man, with soul so dead,
 Who never to himself hath said,
 This is my own—my native land!
 Whose heart hath ne'er within him burn'd,
 As home his footsteps he hath turn'd,
 From wandering on a foreign strand!”

MR. EDITOR,

December 6th, 1817.

I HAVE in some former letters adverted to the obvious necessity which appears to me to exist, for government now to abandon the system of impressment, at least so far as to have recourse to it, even during war, only on the most urgent occasions, when seamen must be had, and can be obtained by no other means. This subject appears now to have attracted the attention, from the persevering and patriotic exertions of Mr. Urquhart and others, not only of practical seamen and naval officers in general, but of the whole country; and I am sanguine in my hopes, that our marine laws, and the maritime policy of Britain, will, during the present session of Parliament, be taken into serious consideration. Were the subject of Impressment referred to a Committee of the House of Commons, where full evidence could be had of all its horrors (and these scarcely can be exaggerated), sure I am, few individuals in that House, or in this Country, would be found to say, that any thing short of necessity could have driven the government of a free and enlightened people to continue it. Who that

* Why was Buonaparte's conscription laws abhorred?

is conversant with English history, cannot trace back its origin to the time when Britain possessed only a *hired navy*, and when every sea-port was ordered to furnish a certain number of ships fully manned and armed, to continue in the King's service until discharged. But, Mr. Editor, I apprehend the time is *now* arrived, when our men of war ought to be manned in a *different* manner; *viz.* by volunteers—by seamen who are willing and ready to serve their country, but for a certain *limited* time only: all, or very nearly all, including many naval officers with whom I have conversed, seem to agree, that this is now absolutely necessary. Can it, I would ask, be supposed, can it be reasonably expected, if we are to continue to wield the trident, that seamen, arriving perhaps after a long voyage, and hoping, fondly hoping, to embrace a beloved wife, children, and friends, if instead of *their* welcome, they meet *that of a ruffian press-gang*, who tear them from all they hold dear, place them in confinement in the tender of such a gang, amidst other unfortunates like themselves: is it, I would ask again, to be supposed that such treatment, which is only the beginning of a man of war's man's life at sea, does not tend, does not go very far indeed to extinguish *love of Country*—that only efficient principle, that soul-impelling guide, which prompts, animates, and supports, in the day of battle, in the hour of danger. It is true, Sir, British seamen, whether pressed into the service or not, have never yet tarnished their glory, or the former lustre of their heroic deeds; but is it not a truth, undeniable, that the affections of many, of very many, of our seamen, have been withdrawn from their native country, and their love towards it effaced; that love of country, which continueth so long, and which scarcely any thing can altogether eradicate; and that during the latter years of the war, particularly with America, too many of them were seduced, some by seduction openly practised and encouraged by the Americans, but not a few solely from their long continued and protracted detention in the service, after being originally forced into it by impressment.—It surely then becomes the business of government to ascertain, if by no other practicable means our navy can be manned in time of war—of ordinary war. Many naval officers think that it is very possible, by the adoption of proper measures of encouragement; and Mr. Urquhart undertakes to prove, and to make it demonstrable to the meanest capacity, that it is our policy to make the attempt. I trust government will not defer entering into the consideration of this important matter; for without *its* sanction the Admiralty cannot (however willing) undertake it of themselves; and I certainly think it becomes the duty of the merchants and ship-owners of the United Kingdom, to urge on that inquiry which must previously be made into the whole system of our marine policy, laws, and customs, many of which were enacted for *earlier* and *different* times, and much of which, I believe, requires *reconsideration* and *revision*. It is certainly the opinion of many, that in order efficiently to man our ships of war, greater encouragement should be given, and limited periods of service ought to be introduced; and if the cruel, oppressive, and degrading system of impressment so long followed, can be dispensed with, I am very confident the British government will allow it to become a dead letter in all

time to come, except in cases of the most extreme danger, and imminent peril; and when it is thus resorted to, undoubtedly the men ought to be released from service as soon as possible, and none kept who do not enter voluntarily.

Some additional expense may, in consequence of bounties, be entailed on the country, but a great grievance will be done away, affecting both the seamen and their employers, whose interest, as well as duty, it is to advocate their cause. I hope, Sir, that these important matters will be soon taken into consideration, and referred to a Committee of the House of Commons, where will be found men well able to make the fullest inquiry, and to draw up an able report on the subject: the excellent reports on many other truly important and interesting subjects, which have lately proceeded from that honourable house, and which will do it such lasting honour, must assure every reasonable man, that the truth will there be heard, and that what is proved to be for the good, for the interest of the nation, what is now demonstrated to be our best policy as a naval power, hitherto mistress of the seas, will be carried into effect.

Alfred.

On the intention of Government to import Ship-timber from Trieste, &c.

MR. EDITOR,

12th January, 1818.

SEVERAL of your Correspondents* having expressed great, and, no doubt, becoming and praiseworthy anxiety, on the necessity of without delay making every exertion to increase our navy, by constructing new ships on the same plan, and of similar dimensions, to the American men of war; I am inclined to think the following information will be highly acceptable to them, and to all who are interested in maintaining our naval supremacy (and who that values the names of Englishman is not so); viz. that government are now engaged in chartering ships, to proceed immediately to Trieste for timber, and that 8000 ton of shipping belonging to Hull alone, according to my information, have been taken up for this purpose: the employment of so many large vessels in this manner must, I think, produce an improvement in freights, and create no inconsiderable employment in the same way for some time to come, if the report as to the quality of the wood proves correct, of which little doubt is entertained—nor is this all. Since the arrival of the American ship of the line, the Franklin, in our ports, the First Lord of the Admiralty has proceeded in person to Portsmouth, in order to be fully aware of the size, dimensions, tonnage, and equipment of this “non-pareil,” this chef d’œuvre of the art of ship-building: and it is confidently stated, so soon as the naval estimates have passed, and the Austrian timber is brought to England, that he means to give immediate directions for laying down at least ten or twelve ships of similar dimensions and constructions, as the American, and also

* I allude to Albion, J. C. Neptunus, and Arion. Vol. xxxviii. pp. 458, 460, 464.

some heavy frigates, as vacancies on the slips take place, by launching those now on the stocks.

This is worthy of Lord Melville, and of a First Lord who holds it his first duty, and greatest honor, "to watch over Britain's Wooden Walls. I am sure it will give universal satisfaction to the country, and entitle him to the praise and approbation of all true Britons.



. *Spectator.*

On Teak Ships, &c.

MR. EDITOR,

2d February, 1818.

AS I observe that some of the writers in the N. C. are anxiously recommending to government to build our additional number of large men of war of teak wood, both on account of the want of oak timber in this country, and of the bad quality of what is imported from foreign countries, as has been so incontestably, and by fatal experience, proved, in the early decay of many of our newest ships, I think it may be of consequence to lay before your readers the following observations on that subject, from which I hope it will be very evident, that such recommendations are well deserving of notice, being founded on the clearest arguments, and best information. A late writer on this subject has well observed, "that from the state of the shipping and timber in Great Britain, it is evident that some *new* resource is very much wanted, both for the use of the East India Company, and for national purposes;" and this resource, it appears, happily presents itself within the territories of the East India Company themselves. They are now possessed, by the fortune of war, of a country on the coast of Malabar, that is covered with forests of almost unbounded extent, planted with ship-timber (teak) of a quality so superior to all other, that the ships which are built of it are allowed to be the most durable in the world; these forests are so situated, being in the vicinity of large rivers, as to render the transportation of the timber to the sea coast, and to where the ships are built, very easy and convenient: and the Marquess of Wellesley has stated, "that these forests are able to furnish tonnage to *any amount*, and that large and thriving plantations have been made in Bengal, and that the cultivation of that timber is spreading over Bengal." It is a great national consideration, therefore, whether any sound and sufficient reason exists against the public availing themselves *very fully* of such a valuable resource for completing our navy as the *East* affords; we have already five or six seventy-four's of teak wood; and it remains only to be ascertained whether the good qualities of those ships warrant our use of that wood in building our men of war in future; from all I have learned on the subject, this wood answers equally well for men of war as merchantmen, being so durable as to last *thirty* years with scarcely any repairs, very safe in battle, and in bad weather; it is, however, found, I believe, to be little calculated for fast sailing; but even if such is the case, the advantages are many and preponderating; and we have scarcely a choice left, but to use teak, or very inferior oak, which will not do, so long as the dry-rot continues to

infest our ships. It has been stated, but not correctly, that the expense of teak ships would be much more considerable than those of oak; even were it so, they are certainly from all accounts better worth the money; but in point of fact it will be found otherwise, if the following estimate, which was made some years ago, be at all correct; it was by a merchant of experience, engaged in the India trade, but unconnected with government.

The expense of building a line-of-battle ship of 2,500 tons	
in India, of Malabar teak	£ 50,000
Temporary equipment for bringing her to England would be	10,000
Sailing expenses, 200 men for eight months	10,000

70,000

Allow this ship to carry cotton to China, and bring home tea, and her freight would be at 15% per ton; or rather load her with teak wood for the use of the dock-yards in England, and it will amount at the same rate to ...	37,500
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\$2,500

Leaving an eighty-six gun ship, that will last thirty years, to cost, on her arrival in England, only 32,500/.

Government appear very sensible of the importance of this valuable substitute for oak, and their diligence in continuing to construct new ships of teak, both in India and in the royal dock-yards in England, will no doubt correspond with the evident advantages resulting from it; within these few years, we have seen several fine teak ships added to our naval force, now greatly reduced in number; and it must be the wish of every one to see the same system pursued with increased vigour, except it can be proved that this wood is *defective* in any other respect, of which I am unaware. I certainly do not mean to say, that the use of oak should be relinquished; but I do very much fear, that if no preventive or security against the greatest enemy of our navy, the dry-rot, is not soon discovered, we shall be obliged per force to give it up, and employ teak and mahogany, or other woods, in its place.

I have much pleasure in observing the very excellent arrangements now in preparation for despatching four vessels to prosecute discoveries at Davis' Straits, and Greenland, as formerly suggested, with a view, if possible, to discover a North West Passage, and force their way to the North Pole. Whatever may be the event of these voyages, whether successful (as I hope they will be) or not, every praise is certainly due to the First Lord and Board of Admiralty, for their so readily and properly acceding to the wishes of the country and nautical men on this subject.

Under the guidance of the two able officers to whom it is entrusted and fitted out in the ample and complete manner it will be, we have every reason to expect and hope for the most gratifying results; every friend to useful discovery, and the encouragement of scientific pursuits, will be deeply interested in the event, which I hope and trust will be fortunate.

Triton.

Biography.

MR. EDITOR,

1st March, 1818.

I AM happy to observe you have been enabled to lay before your readers the biographical memoir of Sir Hugh¹ Palliser; in announcing which, however, you have, I think, fallen into a slight error, when you call him one of the last of the naval heroes of the old school.

I am inclined to believe, that several other equally important and interesting memoirs are yet wanting to entirely complete the set; and I think it is to be regretted it should not be made as complete as possible; had I the materials for furnishing biographical memoirs of any of the following gallant officers of that day, I would be most happy to send them to you; but I trust some of the many readers and contributors to your excellent work may be able to render you that assistance: I think the Naval Chronicle has not hitherto been embellished by the memoirs of the late gallant, although unfortunate, Admiral Byron; Sir Robert Harland, Lord Keppel's second on the 27th July; nor of Sir James Wallace, one of the very best officers of his day, and whose last exploit was, his gallant defence of Newfoundland against the French admiral, Richey, in the beginning of the revolutionary war: there are, no doubt, some others, but I only recollect these at present. I am, however, sensible that the memoirs of deceased officers of that period are not now very easily obtainable, and will soon, it is to be feared, be beyond your reach; I therefore would recommend it to those possessing materials for their compilation, to lose no time in forwarding them to you: nor would those of any officer of good conduct, who has fallen or died in his country's service, be unacceptable, but the contrary, as I am persuaded you are very desirous of rendering this part of your work as full and perfect as possible; but to accomplish which, great assistance is often necessary.

*A Friend and Admirer of
Naval Merit.*

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*On the Employment of our Seamen.*

MR. EDITOR,

10th February, 1818.

I AM surprised to observe, that amidst all that has been done, and is still doing, for our deserving, but now destitute seamen, no more effectual plan has yet been adopted for getting employment for them on their own native element. Surely out of the port of London at this season of the year, when the spring ships are fitting out, and when the Admiralty\* have so properly commissioned half a dozen frigates and sloops to give them

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\* This was a prudent and well-timed measure; and I hope to see government always alive to such excellent feelings, and as willing to assist and cherish our seamen by acts of kindness: its effects will be wonderful.



employ, there can be no mighty difficulty in getting the number of seamen, 900 men,\* under the superintendance and protection of the Committee, immediately turned over to actual employment. Why do not the ship-owners agree amongst themselves to select their seamen from these receptacles, where they will, I make no doubt, find men of all descriptions eager and willing to be employed: why do not the captains of East and West Indiamen, of the Greenland ships, and of all British vessels, agree to give a preference to these poor men; were this done, their numbers would soon be diminished, and the distress alleviated. I am very sure, under the direction of the Committee now labouring in their behalf, every thing possible will be done, not only to remove their present misfortunes, but to prevent a recurrence of the evil; and before retiring from their benevolent and praise-worthy exertions, I hope they will earnestly and anxiously call the attention of government to the subject, pointing out the causes of the present distress, and the means they conceive likely to prevent its being again experienced to the same extent: the time cannot, I conceive, be far distant, when our naval policy must prove the subject of serious and earnest consideration to the British Legislature.

*Mentor.*

TO THE RIGHT HON. LORD MELVILLE.

*On our Naval Force, &c. &c.*

"Britannia rules the Waves."

MY LORD,

February 7th, 1818.

THESE few emphatic words speak volumes to every Englishman; the dominion of the seas is his boast and glory; it is his birthright, acquired by the valour and blood of his forefathers; and during the late wars proved, had proof been necessary, beyond all contradiction, that Britain is *far more* a naval than a military power: it is not, I think, at all necessary to urge this, because the feelings, as well as the habits, of the people demonstrate the truth of my assertion in the most powerful and convincing manner; for during our late war with America, was not this shewn in the fullest manner, during the continuance of their short-lived success at sea, where, although our ships were invariably overpowered by superior force, could any thing exceed the chagrin, disappointment, and mortification which was experienced throughout the kingdom, from one end of it to the other; the indignant feelings of the people were, as you will recollect, my Lord, universally and loudly expressed; and I then thought, and still believe, they were well and patriotically expressed: no unmanly fear, no unnecessary despondence, was shewn; but a very powerful call was made on government, and on your Lordship, as First Lord of the Admiralty, to

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\* Whose characters are far superior to the condition misfortune has reduced them to.

prepare *immediately* the means of attacking our new enemy on equal terms, and with ships of similar dimensions and force: great surprise, and no small indignation, were also manifested, that so little *previous* attention *had* been shewn towards a matter of such importance: here, I think, however, public opinion *erred*, because neither you, my Lord, nor our naval officers in general, had supposed the American ships so every way superior to our own in power, as was proved to be the case on trial. Since peace has been concluded, *we know* that the government of America has been putting forth its *utmost* vigour to enlarge and increase its naval power; *we know* that it has great command of the materials for acquiring a powerful navy; *we also know*, my Lord, that it has hitherto judiciously and wisely applied those means: we have heard of their maritime regulations; we have *seen* their ships, and crews, of every class and description; and we are compelled, however reluctantly, to admire, and, if we are wise, to rightly appreciate, their power and efficiency.

We have just seen the Franklin depart from our ports: *you, my Lord, have yourself seen* this ship, as well as many of our most eminent naval officers; and from the statement of *Iron Gun*, and *A Half-pay Officer*, at pages 56 and 58, it appears that we have no ship in the navy at present capable, as now armed, to contend on any thing like equal terms with her, as she exceeds the force of one of our three-deckers as 3 to 2, and our 74's, as 4 to 2. No longer, my Lord, can government, or the Board over which you preside, attempt to shut its eyes to *these* sure indications of the rising greatness of the navy of America; its progress is equally rapid, as its increasing power is, I conceive, certain; and it is fortunate, in my opinion, that we have from experience been warned, fully warned, I hope, of this important truth. When war again agitates the world, it is with the navy of America that Britain will have to contend *in earnest*; and sooner or later, my Lord, the gauntlet will be thrown down: shall we delay, therefore, to make due and adequate preparation for "coming events?" Shall we see these fine and *doubly armed* American ships within our ports, their squadrons sweeping the Mediterranean Sea, and the South American shores, and making settlements in the Pacific Ocean, and *be still*? Shall we view these formidable means, and contemplate their rapid increase, and shall *we on our part* shew no signs of corresponding vigour, of becoming activity, in preparing similar ships? I certainly have the strongest wish, my Lord, to believe that you do not contemplate *all this* without feeling impressed with the necessity of immediately giving orders for building ships of similar powers, and of arming those capable of carrying guns of larger calibre in the American style; and therefore, although I feel the strongest desire to enforce the adoption of these wise and prudent measures on your Lordship's attention, yet find myself restrained, not a little, from the firm conviction, that when the Naval Estimates are brought forward, you will take the earliest opportunity of fully shewing your own impression on this subject, by bringing forward plans and estimates for preparing the proper and effectual means of our contending with every foe, be their power what it may. Let me, therefore, only suggest, that if your conviction of these great and important truths is strong, it only equals that of the public mind; on this

subject it has, fortunately for England (for here indifference and procrastination is ruin), but one common feeling, and that is the honour and glory and success of its navy; and it judges well, *for is it not, my Lord, our present hope, and our future protection.* To you, as head of that honourable profession, and the director of its power, England now says, in the strongest and most animating language, "guard well our shores." If, my Lord, care is taken to prepare a new and powerful navy, so that we might fight fairly, and on equal terms, the contest cannot be doubtful; if our ships are sufficient, *hearts of oak are our men;* and we have nothing to fear; but let us not a second time be called on to fight our trans-atlantic foes *with inadequate means.* I think the Half-pay Officer is under par in demanding only one hundred sail of the line as a sufficient navy; let us have at least fifty more of proud and stately ships, whose force may front the battle's hottest fire.

I trust, my Lord, soon to hear that "*some keels are laid,*" and that the work is to be vigorously prosecuted; far better is it now to make preparation, than when the day of trial comes to have every thing to do: this were neither wise nor prudent, and the British government never surely will again fall into such an error, after once receiving such a lesson of experience. Be it then your Lordship's pride and glory to give to us a navy worthy of Britain, and equal to the hopes and wishes of her gallant sons.

I am, Sir, &c.

*Nestor.*

*Remarks on the Committee for the Relief of Distressed Seamen.*

MR. EDITOR,

I HAVE observed, in a late advertisement of the Committee for the relief of Distressed Seamen, published in the *Public Ledger* of the 14th ult. the following remarks:—"The late appeal offers ample proof, that the call of British Seamen will always be listened to with alacrity, whenever their necessities shall render them objects of the care and consideration of their fellow-countrymen." I have also read, in a Sermon, preached and published by a Reverend Gentleman, to distressed Seamen, the following passage:—"Nor has the government of your country been less warm and active in your cause. What was proper and consistent has been done."

How far these assertions are founded on fact, I leave to the judgment of others; but allow me to ask you, Sir, if such assertions are not an insult to the feelings and understandings of British Seamen? Numbers of them had been, for many years, deprived of their just rights and liberties as British subjects, through the evils of impressment; and, when their services were not further required, to many of them were allowed to be reduced to a state of starvation, before their necessities were noticed. No exertion was made for their relief, until the want of humanity towards them became so glaring, that it stamped ingratitude and shame on their

fellow-countrymen, for neglecting their past services and sufferings.\* Then, and only then, remorse of conscience called forth those charitable feelings which are now so loudly vaunted. And what is the amount of what their benefactors are doing for them? Treating them as paupers, and endeavouring to impress upon their minds a sense of gratitude, for what they now deem favours conferred upon them, although, in fact, they are only performing those duties, which the government of the country, and the Corporation of the Trinity House, ought, before this time, to have performed.

As a British Seaman, I now call upon the Committee for Distressed Seamen, and also upon the Reverend Gentleman, to prove the assertions they have advanced; and to say, where is the man that has come forward with alacrity in the cause of British Seamen, to maintain their just rights and privileges as British subjects, conformable to the calis† which I have made upon them, in behalf of my profession, to do away impressment, the root of all the evils which now attend them, and which has attended them for many years past—the scourge and bane of their happiness and welfare, that blasts their social comforts and prosperity in life, and ruins their moral character.‡ If no such person can be pointed out, which I believe cannot be denied, what becomes of their boasted principles of christianity, feelings of humanity and generosity, towards British Seamen? Where are those philanthropic feelings, so often expressed in the cause of Negro Slavery, while the slavery of British Seamen remain unnoticed? Perhaps the emancipation of this class of British subjects from their present state of bondage, is not deemed an object worthy the consideration of their fellow-countrymen; yet, to relieve the African from a state of slavery, is deemed of the very first importance. Britons! reflect sincerely on this subject; as on this question hereafter will depend the fate of these realms.

\* Mr. Wilberforce, when addressing the Meeting convened to form an auxiliary Bible Society for merchant seamen, in the Egyptian Hall, said, “You owe a double share of gratitude to seamen, for their past services and sufferings in the cause of their country.” If such is the fact, surely that gentleman and his friends, whose feelings are so affected with whatever relates to Negro Slavery, ought, agreeably to their own acknowledgments, to pay the double debt of gratitude due to British seamen, by acting with christian charity towards them, and endeavouring to free them from the evils of impressment. This one act would tend to improve their moral conduct more than all the formal discourses on morality which could be addressed to them by all the reverend gentlemen; and others so inclined in this kingdom.

† I feel no hesitation to assert, that, if the plan\* which I suggested to Lord Melville, to do away impressment, had been adopted, when first submitted for his consideration, it would have guarded our seamen from those calamities which have befallen them since the conclusion of the war, and would, hereafter, prevent them from again falling into a similar state of distress and degradation.

‡ Mr. C. Grant, sen. M.P. when addressing the before-mentioned Meeting at the Egyptian Hall, said, “That the salvation of this country hereafter would depend upon the moral conduct of our seamen.”

I presume that the Chairman of the Committee must allow, that the assertion alluded to in the advertisement, does not correspond with the answer I lately received from the Ship Owner's Society, to my public letter addressed to that Body, and published in your late number for February.

To the Reverend Gentleman, I would recommend to preach and publish a sermon on the oppressed state of British Seamen, to the Lords of the Admiralty, the Corporation of the Trinity House, and to such persons in these realms as profess to cherish the principles of christianity towards mankind in general, but who are more particularly zealous for the abolition of African Slavery. Perhaps the Reverend Gentleman will find, in the Gospel of Matthew, chapter the 22d, and verse the 39th, and the latter clause of that verse, a text suitable for the occasion.

I am, &c. &c.

Lloyd's Coffee-House,  
March 4, 1813.

*Thos. Urquhart*

*The case of the Widows of Naval Officers considered.*

MR EDITOR,

March 13th, 1813.

**Y**OUR having given publicity to my former communications on naval subjects, induces me again to request your valuable work, the Naval Chronicle, may be the medium of the ideas I am now about to submit, on a very distressed and certainly a very numerous proportion of persons who have been immediately connected with the British navy, I mean the widows of officers, whose misfortunes and privations have obviously arisen from those causes that have tended to the proud pre-eminence we have, as a nation, attained. Consequently it behoves every liberal mind to take an interest in the amelioration of any individual calamity that may, unavoidably, have arisen to that sex, who are neither fitted nor intended to make those exertions for their maintenance, in avenues ever open to the masculine part of the creation.

From day to day since the Parliament assembled, I have observed the reports of bills before the House, trusting the comments began last session, on the subject to which I allude, would have met successful perseverance. Such not being the case, I beg to suggest the very just and liberal consequences that would arise from a general superannuation of all widows filling situations in departments subject to the Admiralty, whose services exceed the period of ten years. Such a retirement would enable the present and future naval ministers to assist those petitioners whose claims have been noted for consideration from year to year, and by one First Lord after another, whilst the widow and her orphans still pine in hopeless misery. Surely a period of ten years must have enabled every widow (for the pensions are not discontinued) to have accumulated a sum, the interest of which would make a very considerable addition to her income. It may

be taken for granted, also, that she cannot have any children totally unprovided for after such a period of widowhood. Her sons are in the navy, or other professions, and her daughters either married, or on the compassionate list. Consequently, widows so situated are accumulating fortunes, whilst others, of equal rank, are sinking under anxiety. Now, were the occupants of such places invariably superannuated after ten years servitude, it would give an opportunity to a fresh succession, and so on; widows and orphans, *ad infinitum*, would profit, to a certain degree, by these institutions, which are admirable in every respect, save and except in the instance of confining their benefits to so limited a number of widows. On the first establishment of these great national retreats for veteran sailors, and those incapacitated by temporary illness, at the ports, the British navy was on the most limited scale; and no human foresight could have provided for all the causes and necessities of amendment that have occasionally taken place in a service of such unexampled magnitude. The pensions to widows are befitting the character of a great and liberal nation, who must have the duty of economy in view, as well as the provision for the claims of every rank of subject; and by a widow being appointed to fill the situation alluded to for the space of ten years, she would be placed in comfortable circumstances (provided she be frugal) for the remainder of her life. For instance: as we may presume that the matrons of Greenwich, and all other hospitals, do not draw on the funds arising from the pension, only just calculate, that a captain's widow would realize, in ten years, the sum of eight hundred pounds, and all others in proportion; certainly then such persons are not objects of the national bounty, and such must have been the original intension when those appointments were given to the widows of officers.—Should this convey an idea to the First Lord of the Admiralty, which might not hitherto have occurred, I shall not be the last among those disposed to praise that nobleman's character and talent, though totally disinterested in the administration both of navy, military, and marines; and only your humble servant, and

*An Idler.*

*On the Dry Rot.*

MR. EDITOR,

January 29th, 1818.

**A** SUBJECT to which the attention of some of your valuable Correspondents has been directed, is undoubtedly of the greatest importance to the nation, as it affects not only her vital interests in the well being of her navy, but also her imperious expenditure for the maintenance of this arm of her power. Who can accurately estimate the millions that have been consumed, during the last twenty-five years, by the *dry-rot*?

The observations of your intelligent correspondent, J. C. on this subject, are deserving of the consideration of every man in the country, who feels the

least degree of interest in her prosperity, be his situation or rank what it may. It might be imagined, that it cannot be beyond the power of research to discover, whether this destroyer of British ships of war in the present day, is almost a stranger to merchant vessels; and if so, whether this proceeds from the different state of the timber of which they are built, or from any other cause? Were it to be supposed it was caused in any degree by a crowded respiration, then ships of war of all nations, since the invention of cannon, would have been subject to its ravages; but this by no means appears to have been the case. Nor does there appear any authentic record to establish the opinion, that in former ages, this modern consumer of the British navy made any great impression, if any, on the frames of the ships of which it was then composed.

I do not pretend to maintain that this is absolutely the case, but I believe that old British ships of war have been strangers to this disease, except where it may have been introduced by modern repairs.

If this can be established as an undeniable fact, it must then be inferred, that the cause proceeds from the different modes of preparing the timber; rejecting that which appeared diseased; and it might also be, in a greater or less degree, from the different time of felling the trees. Although the latter might have some effect upon its durability, it does not appear, if properly seasoned before used, why it should produce the vegetable fungus, called the dry-rot, more than if cut at any other time.

It would also be of importance to discover, whether any particular species is more subject to the rot than another, where all are alike in a confined state; or if it be more liable to take place where fir is used with oak.

Your Correspondent, J. C. mentions the after-hold as being the most liable to the disease; but are not other parts of the ship as much confined, especially the fore magazine? Is there any thing in the sulphur or saltpetre to counteract its effects? Or is there any emission from the vegetable antiscorbutics, now in use in the navy, and which are kept in the after-part of ships, which can be supposed to have any effect in producing the disease?

When timber is not properly seasoned, the exclusion of air will certainly cause its decay; but this may not, and I believe does not, invariably produce a fungus.

As far as I have been able to discern the rot in timber, or dissolution of its parts, from an internal cause, it appeared to be effected in two ways. First, by not being properly seasoned, and placed in confined situations, it will moulder, or rot, and decay; yet without any appearance of fungus. Whether many may denominate this the dry-rot, I cannot say; but it is undeniably a decay produced by an internal cause.

The second cause is from the vegetable fungus, a more formidable enemy; as its ravages soon extend in a fearful degree, especially after it has been suffered to spread to any extent; which it may easily do in many places in a ship, without being much noticed. It may be worthy of inquiry, whether this vegetable can exist without the presence of timber? Therefore, whether the latter is alone capable of its production?

I am of opinion it may exist without the presence of timber ; but perhaps it may be necessary, to give vigour to its vegetation. This opinion is not hazarded without proof. I had lately an opportunity of observing the fact in a dwelling-house : I believe it had been subject for a number of years to what is called the dry-rot, produced by the vegetable fungus ; the wainscoting had been removed, and a part of the floor affected, and new put in its place. In about twelve months afterwards, towards the end of summer, small knobs of fungus were perceived shooting between the wainscoting and floor, and also in some places through the joints of the former. This was thought little of ; but at the same time scraped away whenever it appeared. It, however, continued to increase, and to shoot out larger heads of fungus ; so that by the second summer, the joints of the wainscoting had opened, some near a quarter of an inch, being filled with fungus all the length ; in a corner it was found quite rotten ; the wainscoting bent in breadth inwards, tending fast to utter decay.

It was now found necessary, to prevent it spreading farther in the house, to clear away the part affected, when the wood was found covered over, in the inside, by a texture having the appearance of a cobweb ; but which was evidently the production of the vegetable, and the cause of the new wainscoting and floor decaying. The latter being three times the thickness of the former, had not suffered so much as to be altogether useless, but had nearly in an equal degree of substance. The vegetable was observed to be rooted in the wall, which might have been built near fifty years, or perhaps longer, and seemed partly composed of a black earth mixed with the stones. In this earth the fibrous roots were found deeply seated and extending, and were pulled out in pieces of several inches in length. Nor did they appear of a fragile substance, such as might have been expected, but exhibited a degree of toughness, and when pulled, brought off part of the roots. An old part of the floor was left untouched ; either its state did not agree with the nature of the vegetable, or it required more time to extend upon it : the first is perhaps the most likely.

From the facts related, it appears, that this vegetable may exist, and lurk for years in a kind of dormant state, in old walls, causing a rusty kind of appearance on stones ; but is ready to extend itself on the surface of wood, which may not be properly seasoned ; shooting out branches, that like the ivy, root themselves where they find a favourable situation ; and thus extends itself, shooting out fungus as a kind of fruit ; and diffusing itself in a cobweb-like substance over the inner side of wood, suitable for its propagation ; which soon produces the rot, by destroying its texture.

In the house already mentioned, in a place not far from that mentioned, but where no signs of the vegetable had been observed, some *fir* sawdust had been used for stowing bottles, which was not very dry at the time, and might have been from rather green planks. In less than twelve months, large pieces of fungus were seen rising over the bottles, and shooting out in all directions from the sawdust. On the bottles being removed, many were found covered with the cobweb-like substance already mentioned, and adhering so tenaciously to some, as to require scraping from the hollow of the bottoms, as well as from the other parts. At the bottom of these



dust was observed the same fibrous appearances as in the wall, which were taken up in pieces of a foot in length with the branches, covered over, with sawdust adhering to them ; but no roots appeared growing in the earth.

Here an inquiry appears necessary ; was it produced by the sawdust ? or from a lurking and unperceived branch of that already noticed ? From a more recent appearance, I am inclined to think by the saw-dust. In another house, where the dry-rot has never appeared, a quantity of sawdust, and of the same kind as the former, had been put together, and although previously exposed to the sun and wind for some time, still, not being thoroughly seasoned, it exhibited the presence of moisture. This caused the whole to be again removed, and exposed to the sun and air, when lumps appeared in some places, as if something were forming within ; and at the bottom, and upon a wall, some appearances, to say the least of them, were extremely suspicious, being stringy, and having a great resemblance of those found at the bottom of the sawdust used for the stowing of bottles. No fungus had appeared ; nor was it judged prudent to run the risk of trying whether it would or not, as the disease is known to be so injurious, and so difficult to be eradicated.

If the observations made on the latter heap of sawdust be correct, it might be inferred, that some trees, at least, are impregnated with this vegetable before they are cut down, which can only be destroyed by the moisture being completely evaporated, and the wood being thus thoroughly seasoned before used. It must be evident, that the same piece of timber, if impregnated, would exhibit a very different appearance, in different situations, if used before properly seasoned. In one, where there was accession of air to both sides, no disease might appear, as the remaining moisture would gradually evaporate. In another, where one side came in contact with a wall, or was in a confined situation on board of a ship, that favoured the corroding of the remaining moisture, or juice ; here the vegetable may discover itself, and begin to shoot out branches, which, if not opposed, would soon spread itself over every thing near that favoured its production. It might also be inferred, that although the power of this vegetable may be inconsiderable over trees when living, or over their timber while exposed to the air, yet when placed in confined situations, before thoroughly seasoned, it will then begin its growth and ravages.

From these imperfect and limited observations, it may perhaps be thought not impossible for the united research of the correspondents and readers of the Naval Chronicle, to make more important discoveries of the production and nature of this destroying vegetable ; and whether all kinds of timber be alike conducive to its growth and ravages ; whether every tree, be impregnated with the power of generating, when placed in situations favourable for the same, before the moisture be thoroughly evaporated : or, whether it be limited to those which may have certain appearances before cut down, or even when in logs or planks.

After trees have been cut down, and when lying in this state, or after being squared, or sawn into planks, any appearance of fungus should be discovered on the surface, this may be, perhaps, an infallible token of its presence. At any rate, the suspicious appearance demands a watchful

care that none of this timber be used, until properly seasoned, in any confined situation, where any part of it would be hidden from daily inspection. Another suspicious appearance of its existence in trees, or logs, or timber in any form, is, when a rusty substance is formed on the surface. This may not be infallible; but it is a presumptive evidence of the probability of the germ of the vegetable fungus being present. Therefore, no kind of timber exhibiting any of the appearances mentioned, ought to be used in ship-building, until it be certain that all the moisture is evaporated; and every vegetable germ it may have nourished, by this preventive, completely destroyed.

The immense sums the dry-rot has cost the country since the year 1792, might warrant an opinion, that neither in the King's yards, nor in those of merchants, where ships of war have been built, has proper attention been paid to the quality and state of the timber used. If any should assert to the contrary, let them also, for our conviction, produce, with substantial evidence, another cause, which has produced the fearful ravages made by the dry rot in the navy during the last twenty years.



*Arion.*

*On our Naval Force.*

MR. EDITOR,

*Hitchin, Herts, February 25th, 1818.*

THE numerous cases so vehemently argued in our different courts of equity or law, must pretty well have convinced us all that to every question there are two sides, and that with whatever ingenuity the counsel on one side may advocate his cause, his opponent is sure to find some assailable point on which to exercise his powers of debate: however flattering it might be to prove the truth of this observation by a reply to your Correspondent *Arion*, I purposely abstain, that I may turn my attention to a subject much more fit for the pages of the N. C. and much more interesting to its readers, as well as the public at large.

So very important indeed is the subject, that notwithstanding it has been ably handled by your Correspondents *Robur*, *Iron Gun*, *Albion*, and a *Half-pay Officer*, I shall not hesitate giving to you a few ideas that occurred to me on looking over the Navy List for January, 1818; a reference to it will give the following as the ships at present on the stocks:—

|                  |               |
|------------------|---------------|
| 5 three-deckers. | 4 of 60 guns. |
| 7 of 84 guns.    | 1 of 50 —     |
| 7 of 74 —        | 34 of 46 —    |

• Comparing this with the list for March, it will be seen we have increased the number of ships laid down by 2 sail of the line, and 22 frigates; as far as numbers go, this is pretty well, and does not afford much ground for complaint; but I cannot help again asking those who have the management of these concerns, or any other persons who are competent to answer me, why we are not to accommodate ourselves to the alterations that have lately taken place, in the equipment and furniture of ships of war? or in other words, why are we, who pride ourselves upon the perfection of our

navy, to continue building two-decked ships, to mount only 74 and 84 guns, when other powers are shewing us that it is possible to have two-decked ships equal to our three-deckers? Is it written that we are to remain stationary, that we are to admit of no improvements whatever; that we are to make no attempts at gaining fresh laurels, but to subsist for the future upon the renown formerly acquired? Can we suppose that our enemies will make no attempts to earn their portion, but quietly submit, terrified at our former name? If we suppose so, we shall certainly become the dupes of our own vanity. Military glory is perhaps more difficult to retain than to acquire: there is not much difficulty in forming the mass of rude iron into the most polished steel; but it is no easy task, when so formed, to keep it free from spot, or stain; and when once it is so tarnished, it is too apt to lose its brilliancy for ever. The fall of the French nation, from the pinnacle on which she stood, ought to be a warning lesson to us in this respect; instead of slackening our efforts, we ought rather to redouble them, as it is evident there is a spirit walking abroad adverse to us and to our interests, which is blazoned forth without any thing like an effort to conceal it.

Proceeding downwards with our ships, we find the case still worse with the frigates than the line-of-battle ships, as out of 34 on the stocks, there is not one heavy vessel among them; they are all to mount 46 guns; without wishing to see them from first to last like the American non-descripts, surely half of them might have been laid down on a parallel with the *Acasta*, *Forth*, *Glasgow*, *Liffey*, and *Endymion*, &c. The Admiralty may certainly have reasons, with which I, in common with others, am unacquainted, why out of 34 frigates there should not be one heavy ship; but it would be satisfactory to the public, and would increase our confidence in them, were it explained to us why the same rule which seems to be laid down for our line-of-battle ships, would not equally apply to the frigates; for instance, out of 19 sail of the line, 5 are three deckers; and then comes 7 of 84 guns, and 7 of 74: what objection can there be to the same arrangement of the frigates; why not have had twenty of them of the usual size, and the other fourteen spanking ships of 1300 tons, to mount 50 guns, 24-pounders on the main-deck.

To what, Mr. Editor, are we to attribute this perseverance in a plan, the inefficacy of which has been so decidedly proved? it cannot be from design, but neglect; and those in power want rousing. If I am wide of the mark in this assertion, how are we to account for the phenomenon of a nation acting with so much apathy in a matter of such vital importance. I am not so wedded to my opinion, but that I can listen patiently to any observations tending to prove that frigates of the old standard are of sufficient weight; but in the absence of the necessary information, we can only judge from past circumstances, and those circumstances I feel warranted in saying, lead to the conclusion, that our navy never can be considered as approaching the desired state of perfection, until one-third of the ships of each respective class shall be of the largest size, and carry the heaviest metal.

I have been led to enter upon this subject again, under the impression,

that now is the time to revise and alter such matters, when we are at peace with all the world : it is in vain to discuss these questions, when a war suddenly breaks out ; it is then too late, and long before the new land plans can be put in execution, the enemy will have gained those advantages, the prevention of which ought to be now our peculiar care.

It is a melancholy reflection, but no less a true one, that if we analyse the word Peace, we shall find it mean little more than a breathing time, or a state of preparation for future wars ; an examination into history will bear me out in this idea—it seems to have been the state of things from the earliest ages : if, therefore, to the experience of the past, we add the symptoms of the present days, the warlike spirit of the times, the great force kept up by most nations, and the stifled but not conquered pride of others, we may presume that there is a considerable chance of our being again plunged in war at no very distant period. Under all these circumstances, it surely behoves us to be upon the alert, and make the best use of the means in our possession towards the procuring an effective and commanding navy : should we unfortunately be surprised without having attained the desired end, what excuse are we to plead ? We are not yet so wanting in the main sinew of all warlike operations, money, but that a very liberal allowance may be afforded to the department in question ; and we possess in a superior degree to any other nation, the power of turning out in a very few years, almost any number of capital ships ; the manning them is another consideration : but we may apply the same arguments to this part of the question, that have been made use of in attempting to prevail on those in power to give us stout ships ; viz. the absolute necessity of the case, and the fine opportunity which presents itself of universal peace : unfortunately this is a part of the subject which does not seem to take with the public. I know not why, nor can I assign any reason for such a palpable dereliction of what appears to me to call so loudly for the serious consideration of all those who feel any solicitude as to the future honour and prosperity of their country. Mr. Urquhart has, however, broke the ice ; and I trust he will continue his exertions, without being discouraged at the seeming neglect of the public to his first efforts. I cannot help thinking that now he has given to the world a specific plan, its discussion will gradually work its way to those in power ; and that, ere long, we shall see it receiving that share of attention from the legislature, which is so indisputably due to its peculiar importance. Already is it beginning to occupy the thoughts of some of your readers, which may be seen by looking into the last two or three numbers of the N. C. the Correspondence of which will amply repay the trouble ; and I trust that those who contributed what I allude to, will continue to enforce upon the public attention the absolute necessity of increasing the force and weight of the several classes of our men of war,\* as also of procuring for them efficient crews, by some other

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\* Would not there be much difficulty in pointing out one that has more guns afloat now than she had during the late war.

means than the obnoxious one of impressment. That this may be accomplished, is the first wish, Mr. Editor, of your humble servant,

J. C.

P. S. I think the public would feel obliged if your Correspondent, *Iron Gun*, would give them the tonnage and dimensions both of the hull and spars of the *Franklin*.

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## PARLIAMENTARY PAPER.

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### SIXTH REPORT FROM THE SELECT COMMITTEE ON FINANCE.

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#### NAVY.

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*Ordered, by The House of Commons, 23d June, 1817.*

(Concluded from page 148.)

### III.—EXTRAORDINARY ESTIMATE.

**O**N a general view of the Extraordinary Estimate, which includes the buildings and large repairs of the fleet, and the creation, extension, or improvement of the naval arsenals, it is evident that at each return of peace the relative amount of this head of service will mainly depend on the duration and extent of the previous hostilities, and of the state in which the ships and arsenals may be found at their conclusion. Generally speaking, it can hardly be expected that the expense of the first years of peace should, in these particulars, be less than the years of war; but as the prices of materials and workmanship may be expected to diminish, and as the strength of the dock-yards will be, during peace, principally directed to the renovation of the fleet, without being diverted by current exigencies, it is to be hoped that the expense of the Extraordinary Estimate will gradually diminish.

It is to be observed, in considering this part of the subject, that the naval service differs from the other branches of public expenditure in this considerable particular;—that the naval strength of the country consists in articles of a perishable nature, and the chief cost is incurred in repairing the natural injuries of time, which though not so rapid as when assisted by the wear and tear incident to a state of active hostilities, are yet so great, as, in the opinion of well-informed persons, to render it necessary, on an average of peace and war, to calculate on having to replace a ship in about twelve years.

Of the decay of ships, the observations which your Committee are about to submit will furnish a striking illustration.

### BUILDINGS AND REPAIRS OF SHIPS.

Your Committee understand that considerable exertions are now making for a complete renovation of the fleet, by the construction of new ships, and by thoroughly repairing all such as are judged to be in a state sufficiently good to warrant so great an expense; and they think that there is no object upon which the House will be less disposed to call for a parsimonious expenditure than on this.

Intimately connected with the system of providing an adequate establishment of sound and effective ships, and with a true regard to public economy, is the plan recently pursued of breaking up or otherwise disposing of such vessels as are no longer worthy of retaining a place in the royal navy.

Your Committee, however, could not help being struck with the great number of ships thus disposed of since the conclusion of the war, amounting in the classes from large frigates upwards, to 169, a force probably numerically equal to the navies of the rest of the world. But they have learnt that the necessity of thus disposing of so many ships, has arisen even out of the successes of the late war, and the unexampled exertions of this country during its continuance. Large fleets were kept at sea, forming blockades of the enemy's coasts in different quarters for entire years, and without regard to the most inclement seasons, occasioning therefore a necessity of repair which occupied our docks and our artificers in current works, and prevented the repair of ships in ordinary.

It followed that this country being obliged to maintain a force equal to the exigencies of a warfare so extensive and so protracted, was driven by the pressure of circumstances to build new ships with all possible celerity, not only in the royal arsenals, but also by contract in the merchants' yards. Both these classes, from the inferiority of the timber which the great demand brought into use, and perhaps from too much haste in the workmanship, have been found, as might have been expected, less durable than ships built under more favourable circumstances. The succession of naval victories, which added largely to the numerical amount of our fleet, rather increased than diminished the embarrassment; because as the number of our docks did not enable us to bring the captured ships forward for sea, they in a great measure only encumbered the ordinary, and incurred a considerable expense in minor repairs. Under these circumstances, the surprise of your Committee has been diminished at the number of ships broken up, and they cannot but consider it as good economy, to relieve the country from the immense expense which the keeping in ordinary ships not ultimately deserving a complete repair must involve, and to reserve only those, of the effective repair of which reasonable hopes might be entertained.

This leads your Committee to observe upon the expediency and ultimate economy of the system under which the naval administration has acted for some years past, in constructing additional docks in the several yards,

which, though occasioning a considerable expense in the first instance, yet will soon repay it by the saving in the materials, workmanship, and durability of ships, which they furnish the opportunity of affording. Your Committee have been informed, that the experiment of building ships under cover, by which it is supposed considerable durability will be attained, has been in the last two years carried into practice; the expense of covering the docks and slips is very trifling, in comparison with the advantages, which, (on all principle, and on the practice as far as it has gone), your Committee are inclined to concur with the naval opinions in expecting from this measure.

Your Committee have also understood with satisfaction, that a plan has lately been proposed, and is now under trial, for drawing up frigates and even line-of-battle ships upon slips, where they may be repaired, if found worth the expense, or taken to pieces without occupying the more valuable space of a dock. If this plan should succeed, it is to be hoped, that with the number of docks now built or building, and the facilities afforded by those slips, ships may be repaired to a much greater extent than has heretofore been found practicable. It is worthy of observation on this part of the subject, that at the close of the American war there were no fewer, as your Committee understand, than thirty sail of the line building in the merchants' yards; and that during the greater part of the last war, the public service was reduced to the same expensive resource. It is highly satisfactory to observe, that in the last years of the late war the extension of the means of the King's yards had relieved us from this necessity; and your Committee confidently trust, that the country is not likely, by any circumstances which can now be contemplated, to be again reduced to it.

#### WORKS IN THE YARDS.

Intimately connected with this important subject, is the second head of works in the yards, upon which your Committee will have some observations to make, which would want their full force, unless considered in connection with the circumstances just stated.

The most considerable of these works, is the extension of Sheerness yard. This work was not, your Committee understand, undertaken merely on the principles which they have lately referred to; but because the buildings and docks which were of very inferior materials, inconvenient dimensions, and great antiquity, had fallen into a state of external decay, and required to be almost totally reconstructed. It is probable that these repairs would have been much sooner commenced; but that as long as the determination with respect to the immense plan of an arsenal at Northfleet, remained in suspense, it could not be decided on what scale the improvement of Sheerness ought to be undertaken.

The project of Northfleet being, if not abandoned, at least indefinitely suspended, the rapidly increasing decay of Sheerness, the vast extent of works which were making by the enemy in the Scheldt, and the gradual shoaling of water opposite the dock-yards at Chatham, Woolwich, and Deptford, which rendered those yards unsafe places of refit for large vessels, imposed upon the naval administration the necessity of coming to a

determination with regard to Sheerness; and the Committee believe, that the House will concur with them, that under all the circumstances of the case, it was good policy and true economy to construct that important arsenal on a large and systematic arrangement, of durable materials, capable of answering the probable wants of the country in that quarter,—affording a safe anchorage for a large portion of the ordinary in time of peace, and in time of war a convenient port of outfit and refit, for the squadrons which may be employed in the North Sea; and which, if this measure had not been adopted, must have trusted for their principal resources, as to docking and refitting, to the western yards of Portsmouth and Plymouth.

Your Committee are further convinced of the expediency of this determination, by observing, that in the reports of the Board of Revision, in which a dock-yard at Northfleet was recommended, on so extensive a scale, the repair of Sheerness, and placing it on a respectable footing, were also deemed indispensably necessary.

Another item of this head of Estimate is the dock-yard at Pater. It may be necessary to state, that nearly sixty years have elapsed since the design of forming a naval establishment in Milford Haven, and that about twenty years ago, this plan of a dock-yard was carried into effect on a limited scale, on some ground near the town of Hubberston, rented under lease from an individual. At the recent expiration of that lease, the demands of the proprietor for a renewal were thought exorbitant, and as his ground was found to be confined, and otherwise inconvenient, and as the Crown was possessed of a situation at a short distance on the other side of the haven, which offered every advantage for the formation of a yard, it was thought proper on every account to remove the establishment to the latter, particularly as no expense for permanent buildings had been incurred on the old site. The facilities of this new situation, enable some extension to be given to the establishment; and the grounds upon which the original design was formed, and is now continued, have been stated to your Committee to be as follows:—

1st. To have a building-yard, where neither in war nor in peace there will be any risk, as must always happen in war at the other yards, of the building of new ships or repairing of old being disturbed or broken in upon, by refitting ships in commission, and thereby compelling the public, even in a war of short duration, to resort to the contractors for the supply of new ships, with all the evils and enormous expense resulting from such a system.

2dly. The space required for an equal quantity of additional work could not be obtained at any of the old yards, without an expense enormously greater than is incurred at Pater; and besides, it is not considered good policy to concentrate too much in one place, public resources of so hazardous a nature as an arsenal contains.

3dly. The saving of 20 per cent. in the price of labour, the difference at Pater yard and the other royal yards being to that extent. Some advantage may also accrue to the country from spreading its establishments into remote parts, and by thus introducing new sources of industry where they are most required.



Your Committee understand, however, that the estimate for Pater yard, as originally submitted to Parliament, is under revision; and that there is little doubt that a very large reduction may with propriety be made. Your Committee have in consequence been assured, that the intended works will be materially curtailed.

The last item of public works on which your Committee have to observe, is one to which they, in common with the country, look with great interest, namely, the Breakwater in Plymouth Sound:—the utility of this great national work is so very apparent, and the preparations for carrying it to a state of perfection are so amply provided, that your Committee have seen with regret any reduction made in the scale on which it was commenced; indeed, they would not hesitate to recommend a recurrence to the vote proposed in former years, if they had not been informed, that from the present state of the work, a less sum will be found adequate to an active prosecution of the design; and that by retrenchments in some particulars, and the postponement of others to a time of less pecuniary pressure, the more solid and important part of the work may be continued with little diminution as to its progress.

Your Committee cannot conclude this part of their report, without observing on a system introduced into the yards, of limiting the expenditure incurred for wages to the artificers, by reducing the hours of their work, whilst the rates for each description of work are preserved at nearly the war prices.

They have reason to fear that a similar practice is too general in private concerns throughout the kingdom:—as a temporary expedient and under extraordinary circumstances, it may be necessary; but although there are many reasons peculiar to the work of the dock-yards, some of them of a nature which it might be inexpedient perhaps to advert to in this Report, and which operate in favour of this practice; still the principle of such an arrangement is so objectionable, that your Committee would see with regret in other cases where the same reasons do not apply, that it received any permanent encouragement by the example of a great public establishment, or that an attempt was made to regulate the price of labour in any other way than by the demand and the supply, to prevent its following the various fluctuations of agriculture, manufacture, and commerce.

#### IV.—TRANSPORT ESTIMATE.

The Transport Office, and that for Sick and Hurt, which had been united with it, have been most properly dispensed with on a return of peace, and the duties are transferred to the Navy and Victualling Offices respectively. On the particular articles of either of those services, it is impossible to give a detailed opinion. The expense of the Transport Service is considerably reduced, as might be expected since the peace; but it must still continue to a considerable extent, in consequence of the perpetual changes of troops by means of reliefs in our foreign possessions and of the necessary supplies of stores. The whole expense was in the year 1816, 1,858,150*l.*; in the present year the estimate is 182,176*l.*

Your Committee can only recommend a strict attention to economy ; and as a branch of it, the practice of advertising for contracts in all cases where strong reasons do not exist against it ; and to effect the reliefs, as well as the conveyance of stores by private ships engaged in the ordinary trades of the different countries, so as to effect to the greatest practicable reduction of regular transports, supported exclusively at the public expense.

In the Sick and Hurt department, the establishments of the Royal Hospitals appear to your Committee to be very expensive. They should have thought, that however necessary a military superintendence and a full establishment of medical officers might be in war, a reduction to a more considerable extent than has taken place might be made during peace ; and your Committee recommend a careful revision of this part of the estimate. They are aware that the difference between the half-pay and the salaries of the several officers may not be very considerable, but in principle even the smallest saving is desirable, and in practice they are satisfied that these establishments occasion a greater expense than the mere difference between the half and full-pay.

It has been stated to your Committee, that the number of patients were on the last days of May of the present year, in Haslar Hospital 109, at Plymouth 55, and at Chatham 52. In 1813, the average numbers were, at Haslar 333, at Plymouth 301, and at Chatham 107.

Your Committee subjoin in the Appendix, accounts of the total expenses of Haslar and Plymouth Hospital, for the present year, and for the year 1793.

#### PRISONERS OF WAR.

This last article, consisting entirely of outstanding claims, with allowances and superannuations to a moderate amount, does not require any observation from your Committee.

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Your Committee having thus gone through the various heads of Naval Estimate, in as much detail as their time permitted ; and having stated generally the view which the information they received has enabled them to take of this important branch of the public service, feel it right to conclude with repeating the opinion they have stated in former Reports, and intimated in another part of this, that no considerable expenditure of public money on new works, and that no grants whatsoever, of the nature of pensions and superannuations, should be made without the concurrence of the Lords Commissioners of the Treasury.

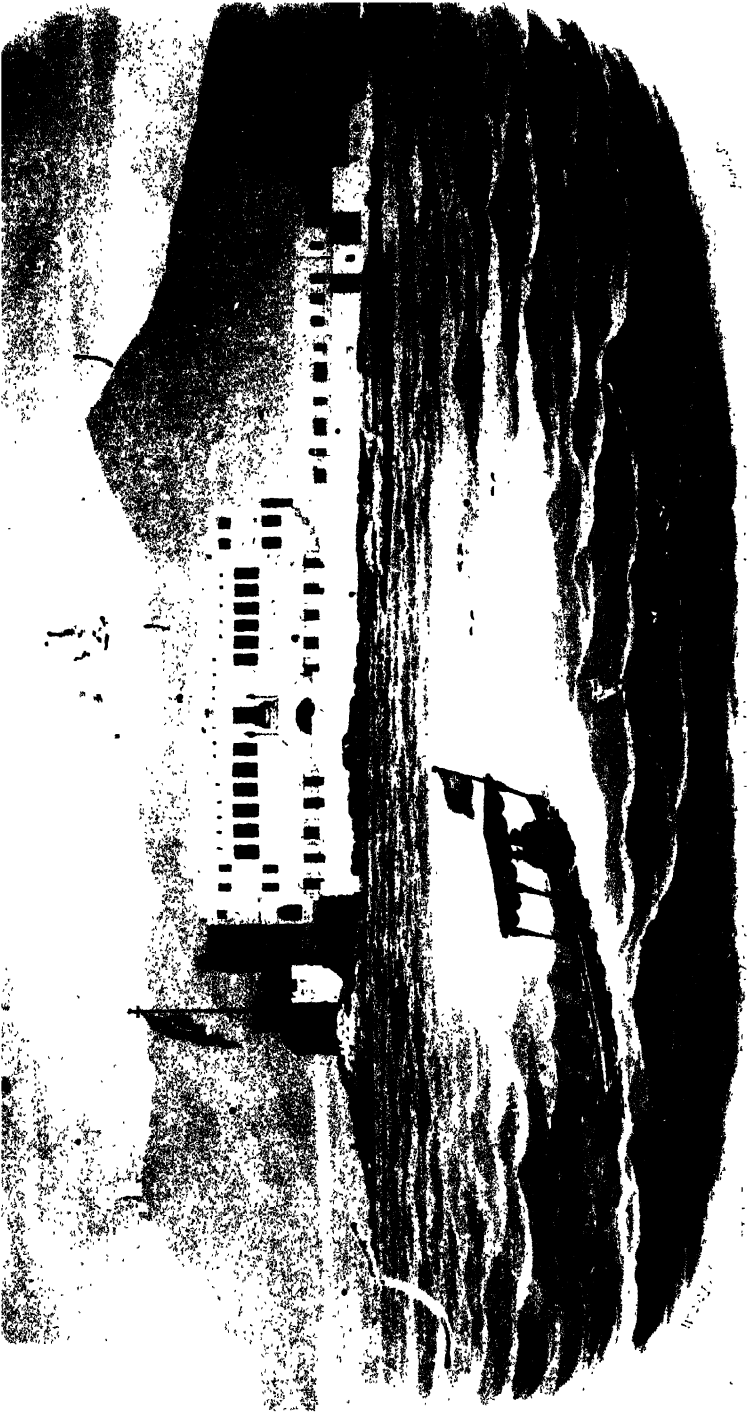
As your Committee are convinced that general propositions of this nature are seldom attended with good effect, unless some previous consideration has been had of the manner in which they are to operate in practice, your Committee have felt it their duty to consider how this principle would operate in the department of the Commissioners of the Admiralty.

Your Committee find, as has been already intimated, that the power of the Lord High Admiral, or of the Commissioners executing that high office,

has never, in the most minute circumstance, been considered to extend to the power of creating establishments, fixing salaries, or granting pensions, except in former times (a practice which has long ceased) in charging certain pensions on the Droits of the Admiralty. It is true that the King in Council generally refers all propositions which are made to him on any of the foregoing subjects, to the Lords Commissioners of the Admiralty, and whether upon such references, or upon original representation from that Board, His Majesty in Council has generally been determined by their advice; but in cases which are out of the common course, it has been customary to refer the consideration of propositions made by the Commissioners of the Admiralty to a Committee of the Privy Council, whose report, as well as the original representation, being taken into consideration, the final determination has been made by his Majesty in Council.

In cases, therefore, in which neither the Lords Commissioners of the Admiralty, nor the Lords Commissioners of the Treasury, have any direct authority, it may be objectionable that a decision should be made on a mutual communication; but your Committee nevertheless think, that in practice, an equally beneficial result may be obtained, without interfering either with official forms, or the dignity which belongs to his Majesty presiding in his Council. They are informed, that in point of practice, no measure that involves an expenditure of public money, is taken by the Board of Admiralty, without previous communication between the First Lord of the Admiralty, and the First Lord of the Treasury, and the Chancellor of the Exchequer; and your Committee can easily conceive, that cases will sometimes occur, in which such confidential and unreserved communications are likely to be more effectual towards their object, than any official correspondence between the two Boards could be, even supposing that such correspondence could properly take place; but feeling, as your Committee do strongly, the necessity of bringing all financial subjects officially within the view of the Treasury, they suggest, whether, in addition to the confidential intercourse before mentioned, it might not be advisable that it should be made a rule of the Council Office, that every proposition involving an increase of public expense, should, according to the nature of the case, either be submitted to a Committee of Council, consisting of such members as may be connected with the Treasury Department,—or be made by the Council Office the subject of a direct reference to, and report from the Treasury, to that Office, before it is presented to his Majesty for his final approbation. By this arrangement, which will combine the forms which have from the earliest times prevailed in the practice of our Government, with that essential control which your Committee judge it necessary to place in the financial ministers alone, they hope that the results which they have so often recommended may be attained.





## PLATE 505.

*Cape Coast Castle, on the Gold Coast of Africa.*

FROM the late unfortunate Mr. Meredith's "Account of the Gold Coast of Africa," we are enabled to give the following illustration of the annexed Plate, to which it is our intention to add some particulars of the death of that gentleman, extracted from the Report of the Select Committee on Papers relating to the African Forts.

After giving a description of the Castle of St. George Del Mina, or as it is commonly called, Elmina, which is the head-quarters of the Dutch settlements, Mr. Meredith proceeds to Cape Coast, which he thus describes:—

"About eight or nine miles east from Elmina, we come to Cape Coast Castle, the head-quarters of the British forts and settlements on the Gold-coast and Whidah. It was built by the Portuguese, and, with Elmina, ceded to the Dutch; from whom it was taken in 1665; since which period, we have remained in quiet possession of it. The Portuguese named this place Cabo Coiso, and in course of time, to render it more familiar to an English ear, it was translated to the strange name of Cape Coast. In its primitive state, this castle was an insignificant place in point of strength; but the Royal African Company enlarged and strengthened it considerably; and some additions have since been made to it: and although some errors may be seen in these additions and improvements, it is, notwithstanding, a respectable fortress, and, with an adequate garrison, is capable of beating off a considerable force by sea.

"The Castle is built upon a rock, which forms an admirable breast-work towards the south and west, and mounts about ninety pieces of cannon, from three, to thirty-six pounders, with mortars and howitzers. It is not this numerous artillery alone that makes it a place of strength on the one side; large ships cannot approach sufficiently near to it, to effect much injury, and if they should venture in shallow water, the loss of a cable or a mast might cause inevitable destruction.

"Although this Castle presents a formidable appearance towards the sea, it is extremely vulnerable on the land-side. It is commanded by high lands, which renders it almost defenceless. Formerly, a tower was erected on one of these heights, within the range of point-blank shot from the Castle; it was called Phipps's Tower, and resembled our modern Martello towers, and had two small cannons on its summit. It was encircled by a dry ditch, which was palisaded. Inside of the tower were circular steps that led to the summit, from which the prospect was extensive and agreeable. This fortification was too insignificant to add much to the strength of the Castle, and was in consequence neglected, and permitted to decay.

“ The town of Cape Coast is situated immediately in the rear of the castle, and extends on each wing of it. Some of the houses overlook the walls ; an inconvenience that was not well understood until the year 1803, when the townspeople thought proper to behave ill ; which produced a rupture with the castle, the garrison of which was much annoyed with musketry from the tops of those houses. The town is irregular, and kept in a very dirty condition ; the houses are built of clay, and mostly square. The population may be estimated at eight thousand, including all classes : but in cases of emergency, about six thousand men could be assembled by calling in the assistance of the adjacent villages. Formerly a very brisk trade was carried on here ; at present, the trade, which consists of gold, fluctuates, in consequence of the disturbed state of the country.

“ The country about Cape Coast is called Fetu, and was formerly governed by a person who exercised great authority, and went under the title of Dey. He belonged more to the order of Fetish-men, or priests, than that of kings ; and the family, or descendants of this race, are still considered with respect. The government of the town is under the control of the elders and the principal men ; but in general, the people are obliged to submit to the Fantee laws, regulations, and customs ; and they may be considered as partaking of the manners and character of that people, among whom we will class them.

“ The customs of this country are very numerous ; we have already noticed some of the most particular, which are rigidly adhered to. They bury the dead in their houses ; and will not move from the spot, if they can possibly help it. If a man die insolvent, the body does not receive the rites of burial until his debts are discharged. Plurality of wives is allowed throughout the country ; and a man of easy circumstances generally has as many as he can maintain. His first wife has the sole management of the domestic affairs within doors ; while the husband has little to attend to, in addition to planting corn, yams, &c. &c. in the season. It would be an insult to that delicate passion and reciprocal affection known in temperate and civilized countries, to say that any thing like it exists here. The men of wealth have a number of wives, because it is customary for a rich man to have more than one ; and he adds to his stock, and neglects or admires in proportion to his sensual appetite. Wives are regularly contracted for ; and the mother has an uncontrollable right of disposing of her daughter : she is therefore generally courted with presents, which seldom fail of inspiring the daughter with a favourable opinion of her intended husband. After a certain sum has been paid, which is regulated by custom, the young lady is dressed and decorated, according to her rank and circumstances, with rich cloths, gold, and valuable beads ; and led by the female relatives to the house of her husband, where she is received by his relations and friends with some ceremony : on the following day she is visited by a numerous body of anxious inquirers. She must continue to wear her rich habiliments for a week, and publicly shew herself : by which custom she is known to have a husband. As soon as a woman is disposed of in that manner, she becomes the *property* of her husband ; he has full authority over her, and no one can dispute it.

“ It was a common practice for men who had young and handsome wives, and who were rather actuated by avarice than necessity, to send them abroad to entrap the unwary. The incautious and innocent stranger was sold, if he could not pay the accustomed penalty; and the woman had a share of the forfeiture allotted to her. Although the men of consequence do not confine their wives, they are, notwithstanding, watched with suspicious vigilance by the first wife; who is sure to be well rewarded for her diligence, if any discovery should be made: sometimes, however, the vigilance of that lady herself has been suspected, especially if she had not lost all her charms; in which case, infidelity is tried and proved by a kind of ordeal called “taking of doom.”

“ This sort of trial, which is connected with much superstition, and which is resorted to on many occasions, is conducted as follows:—If the person undergo the trial in a public manner, he or she must be exposed in a state of nudity; but if doom be administered privately that part of the ceremony is generally neglected. After an admonition to confess the crime, and a long harangue on the danger of concealing it, a certain quantity of the bark of a tree deemed poisonous is given to the person accused, who masticates and swallows it; after which, large draughts of water are taken; and if the whole be retained in the stomach, it is a sign of guilt; if rejected, a confirmation of innocence. After the innocence of the lady has been proved in this manner, she is at liberty to shew herself abroad, habited in white, and her body chalked, emblematic of her innocence.”

[To be continued.]

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## MANUSCRIPT FROM ST. HELENA.

[TRANSLATED BY THE EDITOR.]

[Continued from page 144.]

**I** WAS now but a loungee in the streets of Paris. I had no relations there—nor was I in habits of association—I visited none but Barras, by whom I was always well received. It was there that I for the first time saw her who had so great an influence on the subsequent events of my life, and of whom I never thought but with tenderness. I was not insensible to female attractions, but I had never been corrupted by them—I was, in fact, timid in their presence. Madame de Beauharnois was the first woman by whom my diffidence was removed; she pressed many compliments on me as I was one day sitting by her, and especially on my military talents. Intoxicated by her eulogiums, I talked to her incessantly, and sought her every where.

I was already dying with love for her; every one perceived it; but it was long ere I had the boldness to declare it to her.

My sentiments respecting her were sufficiently public, and Barras at length, put the question to me; I could not deny them. “Well” said he, “in that case, you must marry Madame de Beauharnois. You have now



a respectable commission, and talents to render it brilliant, but you live excluded from the world, without fortune, and without relations. You should marry, marriage gives a man stability. Madame de Beauharnois is an agreeable, sensible woman, but she is a widow. It is desirable that a woman should marry, to gain an establishment. You have character, and you have certainly high advancement—Madame de Beauharnois is a woman that pleases you—Shall I undertake the negotiation?”

He of course had my ready assent—and I waited with much anxiety for the answer. It was favorable, and Madame de Beauharnois gave me her hand. If in my life I have had any happy hours, it is to her that I owe them.

My figure in the world soon changed after my marriage. With the Directory was established a new order of things, in which I held a very elevated place. I could now be rationally ambitious—I could now aspire to the highest. However, with respect to Ambition, I had still no other than to obtain a command in chief; for a man is nothing if he is not preceded by a military reputation. I was convinced that I possessed it, for I felt within me an instinctive inclination for war; but I did not yet consider myself possessed of claims sufficiently well founded to warrant a petition of this nature; it was necessary that I should acquire them, and at this time it was a thing not very difficult to accomplish.

The army of Italy was then nothing, for it had no destination. I conceived the idea of putting it in motion, by attacking Austria with it, in a part where she judged herself most secure—that was, in Italy.

The Directory was at peace with Prussia and Spain; but Austria, subsidized by England, strengthened her military state, and faced us on the Rhine. The policy therefore was evident, of making a diversion in Italy to threaten Austria, and to give a check to the petty Italian States, who had leagued against us; and in fact to give a decided character to the war, which hitherto had none.

This plan was so simple, and it was so necessary to the establishment of the Directory that something should be done creditable to its political character, that I lost no time in presenting it, fearful that some one might anticipate me in my design. My plan was unanimously approved of, and I was nominated general-in-chief of the army of Italy.

I immediately set off to take the command. It had received some reinforcements from the army of Spain, and then consisted of fifty thousand men, whom I found destitute of every thing but good will. I set about doing all that could be done for them; and, in a few days after my arrival, ordered a general movement of the whole line, which extended from Nice to Savoy. This was in the beginning of April, 1796.

Within three days we were masters of all the Austro-Sardinian posts which defended the heights of Liguria. The enemy, suddenly attacked, endeavoured to form a general junction. On the 10th of April we encountered him at Montenotte, and beat him. On the 14th we attacked him at Millesimo, and beat him again, separating the Austrians from the Piedmontese. These took a position at Mondovì, and at the same time the Austrians retired to the Po, in order to cover Lombardy.

I beat the Piedmontese. In three days I took all the positions of Piedmont, and was within nine leagues of Turin, when an *aid-du-camp* presented himself to ask for peace.

It was then for the first time that I considered myself not as an ordinary general, but as a man destined to influence the fate of the people—I saw my name in history.

This peace altered my plan; which was no longer limited to the carrying on war in Italy, but to conquer it. I saw that by enlarging the ground of Revolution, I should give a more solid base to its edifice. It was the best means of insuring its success.

The court of Piedmont had given up to us all its strong holds, and with them had placed in our hands all its dominions. We were masters of the Alps and Appenines; we had secure points of support, and were perfectly easy in the means of retreat.

Under such favorable circumstances, I set out to attack the Austrians. I passed the Po at Plaisance and the Adda at Lodi. All this was not done without difficulty—but Beaulieu retreated, and I entered Milan.

The Austrians made incredible exertions to recover Italy. I was obliged five times to put their armies to the rout, before I could complete the conquest of it.

Being thus master of Italy, it was necessary to establish in it a system of revolution, for the purpose of annexing that country to France on a basis of common interest—in other words, it was necessary to abolish there the old regime, and to substitute Equality, which was the main spring of revolution. I had accordingly many difficulties to encounter with the clergy, nobility, and with all who lived at the cost of both. I foresaw all these obstacles, but I was resolved to conquer them by the authority of armies, and without revolting the people.

I had performed great actions, but it was necessary also to assume an attitude and a language suitable to them. The Revolution had abolished all dignity among us; I could not give to France a royal grandeur; I gave to her the lustre of victories and the language of a master.

I wished to be the Protector of Italy, rather than the conqueror, and I effected my wish, in maintaining the discipline of the army, punishing revolt with rigorous severity, and especially, by establishing the Cisalpine Republic. By this establishment I satisfied the manifest desires of the Italians—that is, by rendering them independent. I held out to them great expectations, and depended on them alone to see them realized, by uniting themselves to us. Many other allies also I gave to France.

This alliance between the two countries was of long duration, for it was founded on mutual services, and common interests. They have the same opinions—the same inducements—but for me, they would still have preserved their ancient enmity.

My mind at rest concerning Italy, I ventured to proceed into the heart of Austria. I advanced to within sight of Vienna, and signed the treaty of Campo Formio—a glorious achievement for France.

The party which I had favored on the 18th Fructidor, governed the Republic. I favored it because it was mine, and because it was the only

one capable of advancing the Revolution. And the more I looked into the affairs of the state, the more I was convinced that the Revolution must be completed, for it was the offspring of the age and its opinions—whatever tended to retard its advancement did but delay that which must happen at last.

We were now at peace with the whole continent—we were at war with England alone; but as we were without a field of battle, this war kept us in a state of inaction. I was conscious of my means, and they were such as I could easily make known; but I wanted the opportunity to employ them. I knew at the same time that it was necessary to excite attention in order to be seen—and to do that extraordinary things must be attempted. \*Mankind are always pleased with those who excite their wonder. It was in pursuance of this opinion that I conceived the expedition to Egypt. It was attributed to profound combinations with my party, but I had no other motive than an inward and vexing tedium, the result of that leisure in which I found myself after the peace which I had concluded.

This expedition was to give a grand idea of the power of France—to fix the public attention upon its chief, and to surprise Europe by its boldness. Such motives were more than sufficient for my undertaking it—but at this time I had neither the idea of dethroning the Grand Turk, nor of making myself a Bashaw.

I carried on the preparations for our departure with the most profound secrecy, not only as necessary to its success, but also to make still more mysterious the mysterious character of the expedition.

The fleet sailed. On my way I was obliged to abolish the order of Malta, because it was of no use but to the English. I was apprehensive some ferment of ancient glory would again excite these knights to resistance, and thus retard my progress; but to my good fortune, they surrendered more shamefully than I imagined.

The battle of Aboukir destroyed the fleet—and gave to the English possession of the sea. Thenceforth I was convinced that the expedition must terminate disastrously—because an army unrecruited must always sooner or later capitulate.

It was necessary to make the best of my situation, for I had no means of quitting it. I resolved therefore to put a bold face on the matter, and to make my papers do the same.

I had a fine army, and it must be employed. After having completed the conquest of Egypt, I wished to employ it in some way, and consigned it to the sciences, the finest field which it had yet explored.

Our soldiers were surprised to find themselves within the inheritance of Sesostris. But they were pleased withal, and it was a thing no less curious to see the French in the midst of these ruins, than the manner in which they amused themselves with them.

Having now nothing to do in Egypt, it came into my head to visit Palestine, and attempt the conquest of it. This expedition had a certain romantic air, and I was seduced by it. But not being well informed of the obstacles I should have to encounter, I did not take a sufficient number of troops with me.

Having crossed the desert, I found that some forces had formed a junction at St. John d'Acre. It was a force not to be despised, and I therefore advanced against it. The place was defended by a French engineer; this I immediately knew by its resistance; it was therefore necessary to raise the siege, and the retreat was painful. We had for the first time to contend with the elements, but we were not conquered.

On my return to Egypt, I received Gazettes by way of Tunis. From these I learned the deplorable state of France, the atrocious and corrupt state of the Directory, and the success of the Coalition. I thought I could a second time do my country service. I had now no motive to remain in Egypt, for the expedition was at an end, except the signing a capitulation, which sooner or later I knew was inevitable, whatever be the talents of the general. I therefore departed with no other design than again to place myself at the head of the armies, and give them victory again.

On landing at Frejus, my presence excited the enthusiasm of the people. My military glory animated all who were apprehensive of defeat. On my way I was attended by an infinite concourse of people, and my advance to the capital had all the appearance of a triumph—I was then convinced, that on my arrival at Paris, I should have France at my own disposal.

The imbecility of the government had brought the nation to the brink of ruin—all was anarchy. Every one was desirous of saving the country, and proposed plans for it. They came to confide them to me—and I became the centre of all their conspiracies—but amidst all these projects, there was not a single man capable of executing them—all consulted me, because a sword was necessary—I consulted no one, and was therefore master of my will, to adopt that plan which best suited me.

Fortune had placed me in the very front of the State, and I saw myself Lord of the Revolution, although I desired not to be its chief—that character did not suit me: I was now called to prepare the future destiny of France, and perhaps that of the whole world.

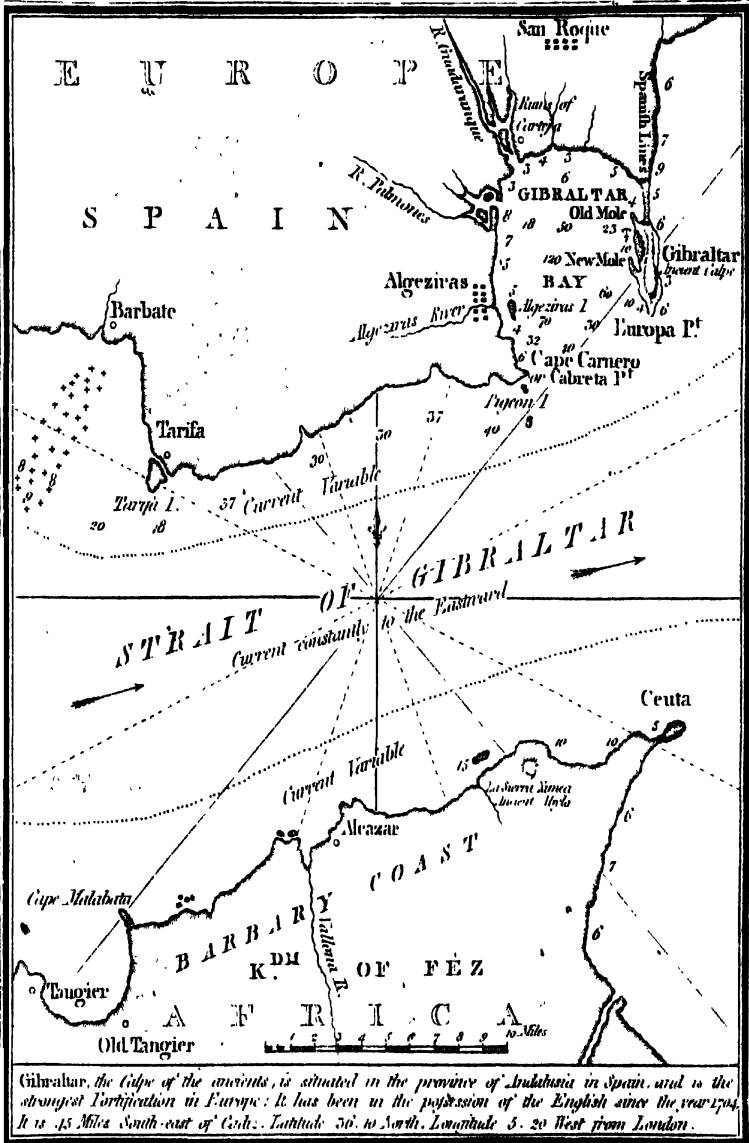
But it was first necessary to make war and peace, to tranquillize the passions, and to lay the foundation of my authority. It was necessary to put in motion that weighty machine called government, and I well knew the force that opposed it. I should at that time have preferred an exclusive military employment, for I was satisfied with the authority of Headquarters, and was pleased with the bustle of a field of battle; in a word, I was at that time more disposed to restore the military ascendancy of France, than to govern it.

But in my destiny I could have no choice. I saw clearly that the government of the Directory was at an end—and that in its place, it was necessary to establish an authority, that by its respectability might save the State—and that in fact there was none that could impose more respect than that of military glory. The Directory therefore could not be substituted but by me or anarchy. The public opinion was in unison with mine, and France made no hesitation in her choice.

It was proposed that the Directory should be substituted by a Consulate; I was, however, still far from conceiving the idea of sovereign power. The Republicans proposed two Consuls; I, not wishing to see myself

# STRAIT AND BAY OF GIBRALTAR.

Plate 506



Gibraltar, the *Culpe of the currents*, is situated in the province of *Andalusia* in Spain, and is the strongest *Fortification* in Europe: It has been in the possession of the English since the year 1704. It is 15 Miles South-east of Cadix. Latitude 36. 10 North, Longitude 5. 20 West from London.

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extricate themselves from the opprobrium of consenting to their own disgrace.

Mr. Pitt refused it; and thus re-cued me from the consequences of the fault I had committed, and extended the empire of revolution throughout all Europe. It would have been confined to France alone, had he left her to herself.

[To be continued.]

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PLATE 506.

*Chart of the Strait and Bay of Gibraltar.*

**G**IBRALTAR was anciently known by the name of Calpe, and was also called one of the Pillars of Hercules; by the Arabians it is still called Gebel Tarek, that is, "the Mount of Tarek, from Tarek the name of the Saracen general who conquered Spain in the beginning of the eighth century. The whole is an immense rock, rising perpendicularly about 440 yards, measuring from north to south about two English miles, and from east to west one. The town lies along the bay on the west side of the mountain on a decline, by which the ruins passing through it, keep it clean. The old town was considerably larger than the new, which consists of about 500 houses. The buildings are of different materials; some of natural stone out of the quarries, some of a factitious, or artificial stone, and a few of brick. The people are supplied with fresh provisions, chiefly from the coast of Barbary, and with fruit, and vegetables of all sorts from thence and from their own gardens. There are, besides the town, several spacious and commodious public edifices erected, as barracks for the soldiers, magazines, storehouses, &c. Besides British subjects the inhabitants consist of Spaniards, Portuguese, Genoese, and Jews. The town may be said to have two ports; the first lying to the north, is proper only for small vessels; the other is very commodious for large vessels, and has a fine stone quay.

The Bay is very beautiful, and capacious, being in breadth about five miles, and in length eight or nine, with several small rivers running into it. There is no ground to be found in the middle of it at 100 fathoms depth, so that a squadron may lie there in great safety; the breezes from it are very refreshing; and it contributes likewise to the subsistence of the inhabitants, by supplying them with plenty of fish.

The Strait of Gibraltar, through which the ocean passes into the Mediterranean, thereby dividing Europe from Africa, runs from west to east, about 13 leagues. In this Strait there are three remarkable promontories or capes on the Spanish side, and as many opposite to them on the Barbary side. The first of these on the side of Spain, is Cape Trafalgar, opposite to which is Cape Spartel; and in the neighbourhood of this stood the fortress of Tangier, once in the possession of the British. The next on the Spanish side is Tarifa; and over against it lies Malabata, near the town of



Alcassar, where the Straits are about five leagues broad. Lastly ; Gibraltar,\* facing the mountain of Abyla, near the fortress and town of Ceuta, which make the eastern entry of the Straits.

\* Gibraltar is a promontory, or rather peninsula, of Spain, lying in N. lat.  $35^{\circ} 50'$  ; W. long.  $5^{\circ} 35'$ .\*

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## HYDROGRAPHY, PILOTAGE, &c.

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### *On the Variation of the Compass.*

MR. HYDROGRAPHER.

*County of Perth, 12th March, 1818.*

I HAVE not had an opportunity of seeing any of Captain Flinders's remarks on the variation of the compass ; and I have only had a cursory reading of Mr. Bean's pamphlet on that subject ; but from what he says, I am satisfied, that it involves a subject of great importance to navigation in general, and one that deserves the strictest attention, and minutest observation, of every individual having opportunities of forming ideas on rational and unprejudiced principles.

That there are many of these just now a-float will not be doubted ; but that should not prevent others who may be on shore, and who may have had opportunities of making remarks, likely to throw the smallest light on the subject, from coming forward with their mite, as the most distant hint to an intelligent mind, having an opportunity of following it up, or improving on the idea, might lead to results the most satisfactory.

Impressed with that idea, I have taken up my pen, to offer, through the medium of your Chronicle, my congratulation to Captain Flinders, on the discovery he has made, of there being a powerful local attraction on board each vessel, by which the compass, under particular circumstances, is considerably affected.†

I would also offer my mite of praise to Mr. Bean, for the great attention he has paid to every point he thought calculated to afford a rational data for discovering the truth ; and at the same time to express my conviction, that there is a powerful local attraction on board of every vessel.

I am led to that conviction, not only from the remarks of the gentlemen above alluded to, but from observations I have heard made by other men of experience, and from circumstances that have fallen under my own notice, which I could not then account for, on principles at all satisfactory to my own mind.

Among these, I need not mention the inaccuracy of reckonings kept by the most careful navigators ; for if a local attraction is admitted, which has

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\* *Vide* also N. C. vol. iv. p. 380 ; xviii. p. 53 ; and for representation of the siege of Gibraltar, see vol. x. p. 371.

† When writing this, it escaped my memory that Captain Flinders is dead ; but I let it remain, as a memento of my respect for his discovery.

hitherto been unknown; it must be allowed, that the most careful were, comparatively speaking, groping in the dark.

I shall, however, mention a remark that I have often heard made, for which I never could find any other reason assigned, than that experience had proved it to be so; *viz.* that a northerly wind is a most favourable one for a ship to turn against, as she generally comes up on each tack; and that a southerly wind is a most baffling one, as the ship generally falls off on each tack. That remark I have often seen verified, and have stood with astonishment, when the ship was in stays, observing, as I thought, the wind coming round with her; but which I am now satisfied, was the effect of local attraction.

I shall endeavour to make myself more clearly understood on this point; and will take it for granted, from the great quantity of iron used both in the formation and equipment of a ship, especially a man of war, that the compass, from being placed in general from three-fourths to four-fifths of the length from the bow, its magnetic power must be sensibly affected by such a great proportion of the attractive power being placed either to the right or left of it, when the ship's head is to the east or west.

Impressed with that idea, I shall suppose a case of a ship being hauled up to turn against a wind north by compass, found to be steady to its point; and that the local attraction of that ship is equal to half a point; and that the ship's sails are trimmed, to admit of her lying exactly six points from the wind. When she is on the larboard tack, were there no local attraction, she would lie up E.N.E.; but there being a local attraction of half a point, by that power the north point of the compass will be drawn that half point towards the fore part of the ship; and her head will, in consequence, be by compass N.E. by E.  $\frac{1}{2}$  E. and the wind will be apparently N.  $\frac{1}{2}$  W.; thus it will appear the wind has favoured the ship half a point; but on going in stays, by the time the ship's head comes to the wind, the equilibrium of the attractive power will be again restored, and the wind will then be found to be still due north by compass; but on the ship being trimmed, and brought to the wind on the starboard tack, the preponderating power of attraction being then to the left of the magnetic needle, the north point will be drawn by that power half a point to the west of its true position; hence the ship's head will be N.W. by W.  $\frac{1}{2}$  W.: from which it would appear, were the local attraction unknown, that the wind (being then apparently N.  $\frac{1}{2}$  E. by compass) had favoured the ship a point while in stays: and each time she is put about, the same apparent favourable effect will be observed.

These are circumstances I have often attended to, and have been much astonished at the seeming shift of wind always occurring when the ship was in stays: and have sometimes been inclined to think, that the ship was lying only five and a half points from the wind; but on comparing the direction of the dog vane, or the vane at the mast-head, with the compass, I could not find that they indicated the ship's head to be less than six points from the wind.

I shall now state the case of a ship turning against a wind due south by compass, when it will be seen, that the local attraction has exactly an opposite effect as to the progress of the ship.

I shall first suppose her to be on the starboard tack, when, were there no local attraction, her head should be E.S.E. but the preponderating attractive power being then to the right of the magnetic needle (looking from the centre of the compass to the north), the north point of the compass will be drawn by that power half a point to the east of its true position, which makes the ship's head to be by compass E.S.E.  $\frac{1}{2}$  E. : from which it would appear, that the wind, which was found to be steady, and due south, had shifted half a point; but on the ship being put in stays, the equilibrium of the attractive power will be restored by the time she comes head to wind; and the wind, when right a-head, will be found still due south; but by the time the ship is trimmed on the larboard tack, it will be found that she will not lie higher than W.S.W.  $\frac{1}{2}$  W. : the preponderating attractive power being then to the left of the magnetic needle, the north point of the compass will be by it drawn half a point to the west of its true position; hence, the ship lying up only W.S.W.  $\frac{1}{2}$  W. the wind (were the local attraction unknown) would appear to have shifted a point while the ship was in stays; and the same effect would appear every time she is put about: but it being now discovered that there is a local attraction, I think it fully and satisfactorily accounts for the seeming unsteadiness of the wind under the circumstances above stated; and the remarks that have been made of the wind's unsteadiness in such cases, are certainly corroborating proofs of the existence of a local attraction.

I would therefore strongly recommend it to all your naval friends who may be afloat, to take every opportunity of the wind being nearly north or south, to try the validity of the above remarks; and were my Lords Commissioners of the Admiralty to ground an order on these ideas, to all the officers commanding vessels on the Channel and Irish stations, and directing a report to be made to them of the results of their observations, some light might be thrown on the subject.

I recollect having seen in the newspapers some years ago, that a vessel had been ordered into Stock's Bay, to ascertain the difference of the variation of the compass, as observed when the ship's head was to the west, and when to the east; but I do not recollect to have observed any thing mentioned of the result, nor do I know what means were used at that time to come at the truth; therefore, in suggesting what I am about to propose, I do not know that I may not be recommending what has already been put in practice; but from an idea that that is not the case, and that the variation of the compass occasioned by local attraction has nothing to do with the Polar variation, I beg leave to propose, that a true meridional line shall be drawn on a beach in a convenient situation; and on that line shall be placed two poles exactly perpendicular, at the distance of a hundred, or a hundred and fifty yards from each other; and that moorings shall be laid down at a convenient distance from the beach, exactly south from the poles, when a ship taken to these moorings might be steadied by anchors, or other moorings laid down for the purpose, so as to have these poles exactly in one, to a person standing before the binocle, and having a compass placed on the end of it, exactly over where it usually stands in the binocle, he could take the exact bearing of the poles by compass, which

should be noted: during this process the ship's head would be south. The ship should then be warped round till her head was as nearly due east as could be guessed, and the poles kept in one to a person standing at the end of the binocle, when the bearing of the poles should be again correctly taken by compass, and noted; the difference between these two bearings thus taken, would shew the variation occasioned by local attraction when the ship's head was east. The ship should be again warped round, till her head is as nearly west as possible, still keeping the poles in one to a person standing at the end of the binocle, when the bearing of the poles by compass must be again taken, and noted; the difference between which and those taken when the ship's head was south, will shew the local variation when the ship's head is west. If these hearings were taken at a time when there was little wind, and a slack tide, I think they might be done with a great degree of accuracy, and would not only shew the local variation occasioned by the attractive power on board the ship, but would shew the Polar variation at the place.

In communicating to you these ideas for insertion in your valuable publication, I do it more with a hope of drawing the attention of your scientific and intelligent readers, to a subject of such vast importance, than from an idea of having thereby thrown any great degree of light on it: but, if my mite of exertion shall in the smallest degree tend to excite an inquiry, and thereby lead to the discovery of the truth, it will highly gratify

Your obedient Servant,

*An Old Seager.*



## EXPEDITION TO THE NORTH POLE.

MR. HYDROGRAPHER,

Hull, Feb. 27th 1818.

**W**HEN the public attention is so generally directed to the expedition now fitting out to explore the Arctic regions, it is to be supposed that, individuals who take a lively interest in the objects it has in view, will estimate, in their own way, the probabilities, and the obstacles, that appear to them to weigh for, and against, its success.

The appearance of an article in the Quarterly Review this month, on this subject, has led me to consider some of the matters there stated, and to enquire into the solidity of some of the writer's notions on this interesting topic. In the first place—The disappearance of a whole, or a great part of the impenetrable barrier of ice which had shut up a large portion of the eastern coast of Old Greenland, seems to be authenticated by persons entitled to credit; and it *may be*, that this “accumulated barrier of ice, probably by its own weight and magnitude, and the action of the current together, at length burst its fetters.” But at the same time it may be observed, that, if this barrier possessed the same strength and compactness as it did during the many hundred years it is said to have held its post in defiance of it, it would have remained there still. We

must, therefore, look for some other cause to account for a diminution of its strength; and this cause might perhaps be, winters unusually mild, without frost sufficient to keep its parts so consolidated as heretofore. Accounting thus for a reduction of its strength, the same current it had so long resisted might separate it. The removal of this ice being "cotemporaneous with the period when the western declination of the magnetic needle became stationary," is certainly a "remarkable coincidence."

That there may be some connection between this disappearance of large masses of ice, and the power of magnetic attraction, is probable enough, from this coincidence. Yet all we can gather is, that the power of magnetic attraction increased with an accumulation of ice, and became stationary about the period of its removal from particular places. Whether there exists any combination of causes—whether the connection is between the ice and the grand focal point of magnetic attraction, which some philosophers suppose to be situated in the earth, or whether it is between the ice, and electricity in the atmosphere, or the Aurora Borealis, or all these together, can as yet be only matter of mere conjecture; as are opinions of the cause of the Aurora Borealis itself.

Beccaria conjectures, "that there is a constant circulation of electric fluid from North to South, and that the Aurora Borealis may be this matter performing its circulation in such a state of the atmosphere as rendered it visible, or approaching nearer than usual to the earth." Dr. Halley imagines, "that the Aurora Borealis is produced by a kind of subtle matter freely pervading the pores of the earth; and which entering near the Southern Pole, passes out again with some force into the Æther at the same distance from the Northern.

Franklin supposes, "the electric fire discharged into the polar regions from vaporised air raised from the ocean between the tropics, accounts for the Aurora Borealis; and that it appears first, where it is first in motion; namely, in the most northern part, though the fire really proceeds northward." Father Boscovich determined the height of an Aurora Borealis, and found it 325 miles. Mr. Berginan, from a mean of 30 computations, made the average height of the Aurora Borealis 469 miles; but Euler supposes the height to be 7000 miles; and Marian also, assigns to them a very elevated region. Thus discordant and various are the conjectures of philosophers on this matter.

At all events, in whatever way the supposed connection may be between the removal of the ice and these phenomena, it "seems not unfair to infer, that the departure of the immense mountains and fields of ice, which for so many centuries have covered the Arctic Seas, may have had some effect in stopping the barrier of the western declination of the Needle." But we may as fairly draw the same inference from a similar cause, though probably of much less extent; and all we can know, till the whole of the Arctic Regions are explored is, the departure of perhaps a very small portion only, of "these immense mountains and fields of ice," which had collected in the vicinity of Greenland. What may still remain in the Arctic seas we are yet to learn; and concerning which, like every thing else where facts and local experience are wanting, our opinions can only

be formed on some theory built on fixed, and generally received principles.

The fact, however, of the disappearance of *some* large mountains and fields of ice from *part* of the Arctic regions being admitted, the writer of the article in question then "enquires whether any, and what advantages, may arise out of an event, which for the first time has occurred, at least to so great an extent during the last four hundred years;" and among the objects most interesting mentions these: 1st. The influence which the removal of "so large a body of ice may have on our climate."

On the benefits we should derive from an amelioration of our climate, there can be but one opinion. And that our summer seasons have been colder than usual, in the latter years for instance, are from the causes he assigns, few will doubt. But the effect produced may not continue. For though the principal cause of the chillness of our climate, compared with what it appears to have been centuries ago, may be removed *for the present*, yet the grand primary cause which produced the ice, whose approximation deteriorated our climate, it is to be presumed, will continue to operate; and what has happened by the established general law of Nature may happen again. Therefore, though it may be *hoped*, it certainly would be "unreasonable to *presume*" that merely on account of the present accidental removal of some portion of ice, "our summer climate (and winter too, when the wind blows from the western quarter,) may henceforth improve." Though, no doubt, it will improve, *if* the ice does not again collect in the places from whence it has lately been dislodged. But surely we have more *reason* to fear it *may*, because it has done so before, than to presume we shall "henceforth" have no more huge ice-bergs drifting down to the southward in the wind's eye of our island, and that *therefore* our climate may improve. For, whilst the universe continues to be governed by the unerring and unalterable general laws of God, mountains and fields of ice will doubtless continue to be formed in the Polar regions of the North; and whenever the winters are successively severe there, they must accumulate; and, no doubt, find their way to the southward as they have done.

The 2d object is "the opportunity which the *local* disappearance of the ice affords of inquiring into the fate of the long lost colony, on the eastern coast of Old Greenland." It must be admitted to be favourable for this object, so highly interesting to humanity and science, as well as to curiosity, And should the East coast of Greenland continue to be free from ice, as it is said to have been last year, it is probable it may be attained.

The 3d object, *viz.* "the facility it offers of correcting the very defective geography of the Arctic regions in our western hemisphere. Of attempting the circumnavigation of Greenland. A direct passage over the Pole. And the more circuitous one along the northern coast of America into the Pacific." Certainly "any event that tends to encourage the attempt to amend the very defective geography of the Arctic regions, more especially on the side of America, may be hailed as an important occurrence." But let us see whether, what may be only a *local* and very partial removal of ice, collected in the vicinity of Greenland, is likely to facilitate *more than*,

an examination of its eastern coast, or, at most, its circumnavigation, and, perhaps, of exploring the coast of America some distance to the north-west of Cumberland Island, if not to its north-eastern extremity. It is very true, that "several circumstances" may be adduced in support of the opinion, that, Greenland is either an island, or an archipelago of islands;" and none stronger than the perpetual current stated to set down "to the southward, along the eastern coast of America, and the western shores of Greenland."

But this current, though affording "a strong presumption" that between Davis's Strait and the great Polar basin there is *some* communication; yet surely it does not authorize us to presume that there is "an uninterrupted communication." On the contrary, it seems probable, that there may be islands or shoals between the north-west coast of Greenland and the north-east coast of America, among which smaller masses of ice, trees, and whales too, as well as the current, may find a passage down Davis's Straits from the Polar basin; but which may be, and probably are, so blocked up generally by mountains and large fields of ice, as to present an impassable barrier for ships.

On account of the current, it is certainly fair to presume, that the northern part of Davis's Strait is misnamed in the chart as "a bay;" for if it were one, it certainly "would be very difficult to explain, how a current that runs to the southward perpetually, with a velocity of four, and sometimes of *five miles* an hour, could originate in the bottom of it!" If there is an uninterrupted communication, that is, if there is no land, no shoals in the whole space between Greenland and America, it appears very probable that greater quantities of ice would pass through that space with a current of *such velocity*; and less find its way round Greenland. But we must endeavour, first, to decide in our own minds, as well as we can, how and where, the ice in the Polar regions is formed. In what direction it is *probably* impelled by the winds and currents. How these winds *probably* prevail in summer, and winter, and how the current *probably* sets underneath, as well as at the surface of the water. For, notwithstanding the writer of the article I am examining, apprehends it will be "found, that the currents of the ocean, where no land intervenes, are entirely superficial." And though he says, "it would be difficult to explain the perpetual egress of a current, from the Polar basin into the Atlantic, without admitting a supply through the only remaining opening (Behring's Strait,) into that basin, to answer the demand of the current," I yet firmly believe, there must be a continual *under* flow of water in the ocean, as well as superficial currents. Otherwise, that "universal motion of the great deep," which he, and all must allow, cannot be satisfactorily accounted for. How then, it may be asked, are these lower currents to be accounted for? The question is much easier to be put than solved to the satisfaction of others. But I will endeavour to explain the ideas I have on the subject as well as I can; and that, too, with all the diffidence of one who knows that, though conjectures *may*, perhaps, be well founded, their truth depends on experiment.

The conjectures I venture to offer, are founded, however, on the known

and acknowledged properties of heat and cold. Heat is known to be the general cause of the expansion of air, and cold the cause of its compression. Heat rarefies, and cold condenses. The influence of the sun, in rarefying the atmosphere to the greatest degree, between the tropics, together with the earth's rotation on its axis from west to east, would produce a constant wind from east to west, all round the globe, if no land intervened; because, the points of greatest rarefaction being successively westward; and those eastward of each other, parting successively, as the sun sets in their horizons, with part of the heat received in his passage over them, the motion of the atmosphere nearest the surface of the water, must necessarily be from east to west; following the apparent motion of the sun. We find this proved by fact, on those portions of the globe where the general law is not obstructed by causes of an opposite nature, arising from terrene influence; viz. in the great Pacific Ocean, between America and the coast of New Holland, and also in the open sea, between Africa and America. The central medium line of greatest rarefaction, is the equator; but, according to the sun's declination, North or South, it will be more to the northward or southward. The air, thus rarefied in the lower regions of the atmosphere surrounding the earth, and comprised within the limits of the sun's path between the tropics, must be continually ascending into the higher, and thence, North of the equator, advancing towards the North Pole; and South of the line, towards the South Pole, till *some where* in its passage, it acquires that degree of condensation by cold, which compels it again to return in the lower strata, to the point of greatest rarefaction, to undergo the same process. This seems to be the grand *general* law of Nature's operation upon the atmosphere; that by "universal motion, it may be preserved in a state of purity." Let us now inquire, whether this same law is not equally applicable to that universal motion of the great deep which must be equally necessary to its purity, and therefore we certainly may presume, does take place on *some general* principle. We indeed already know, that the waters of the ocean in the Pacific, and in the Atlantic between the tropics, where least obstructed by land, move at and near the surface, in a similar direction, nearly and generally, to that of the wind. When obstructed by lands, they take the various turnings and windings, which the forms and trendings of those lands, and other local causes, impose on them.

If it be allowed, that the influence of "the sun, in rarefying the atmosphere to the greatest degree between the tropics, together with the earth's rotation on its axis from west to east, would produce (if no land intervened,) a constant wind from east to west," may we not suppose that, if the same causes operate similarly, but proportionably on the waters of the ocean, that they must produce a similar effect, and oblige them to take a like direction? That is from east to west, at and near the surface all round the globe, within the limits of the sun's declination. If this general effect be admitted, then, on the ground it rests, we may presume that, if there was a passage through the isthmus of Darien for the immense body of water which continually flows from east to west, into the Caribbean Sea and gulf of Mexico, what is called the Gulf-stream would no longer exist. And as it seems probable, that the surface of the water must be somewhat



higher on the eastern side of America, *thereabouts*, than on the other, owing to the land's obstruction to the natural course of the great equinoctial current, and the necessity imposed on it, to find vent through the gulf of Florida, into the Atlantic, it is not unreasonable to conclude, that, if this accumulation of water was at liberty to flow through the continent of America into the Pacific Ocean, the surface of the sea on this side would be lower than it now is; and parts of land, now under water, would be exposed to view. This effect would however be injurious to commerce with the West Indies, for it would render the homeward-bound passage more difficult. Instead of a constant weather current to assist ships, it is pretty certain there would be a lee one from the N.E. along the east coast of Florida, and its influence would most probably be felt far up to the N.E. from whence the current of colder water would flow nearer the surface than it now can, covered superficially as it may be supposed to be by the warmer gulf stream. The high degree of temperature which this great body of water acquires by the Sun's constant action upon it, being slowly reduced during its *propelled* progress to the N.E. it is probable that it may advance even beyond the Banks of Newfoundland before it is reduced to the colder temperature of the fluid below it, which must be flowing from the northern regions of condensation towards the points of greatest rarefaction and evaporation between the Tropics, to supply the place of that which the heat is, as constantly rarefying and evaporating; and so sending back in the upper strata of the atmosphere, to the colder regions. The gulf stream thus propelled by lateral pressure up towards the Banks of Newfoundland, is seldom found to affect a ship beyond those Banks; at the same time, it is possible, that some of it may advance farther to the northward, before that reduction is effected in its temperature which gives it a tendency to the southward; for many articles, the produce of tropical climes, and some known to have been from the West Indies, have been cast ashore on the coast of Europe. Some of these places being to the N.E. of Newfoundland, it is difficult to believe these articles could have been driven thither by the winds and the swell of the sea *only*. For, these prevailing as much from N.W. at S.W. would give them about an east direction; and if they were immersed sufficiently, to feel the force of the great *under flow* of cold fluid from the north, which brings the Ice Bergs down to 39° or 40° of latitude, they would move in an *east southerly* direction.\* It seems therefore reasonable to suppose that, there may still be the remains of a northerly movement of water, at and very near the surface, to cause bodies floating there, to make course; as some *have done*, to the north even of E.N.E. from Newfoundland. The great body of the gulf stream is, however, much reduced in temperature about the Banks of Newfoundland, and in proportion as it feels the cold of the great under-flow from the north, it is turned gradually to the eastward and southward past the Western Islands. Whether any part of it reaches the coasts of England, France, Portugal or Spain, is a point much disputed. It is possible, however, that it may, diverging as it appears to do to the eastward and southward, some of the fluid that composed it *may* find its way to the northward of Cape Finistere, and add something to the

great body of water which the western swell heaves into the Bay of Biscay; and proceeding to the northward along the coast of France, sets over from Ushant beyond Cape Clear; till meeting in that quarter with a fluid below, of a colder degree than its own, perhaps gradually joins the Polar stream to the southward according to its depth and temperature. Some of the waters of the gulf stream it is possible (though hardly that), may assist in supplying the water expended by evaporation in the Mediterranean, whose surface, therefore, it is presumed, must be lower than that of the Atlantic, as the constant current setting into it, seems to prove. Some philosophers indeed, suppose, that the quantity of water continually admitted through the Gut of Gibraltar into the Mediterranean, is greater than can be expended by evaporation; and that therefore, there must be a *counter* current setting out *underneath*. To establish this opinion, it seems necessary first to prove that the temperature of the Mediterranean is lower generally than that of the Atlantic which flows into it. For if it is higher, (as is more probable), the surplus (if there was any, and allowing their surfaces to be equal), would, I presume, run out at the surface, and the supply be received in underneath, which is contrary to fact—though I have supposed it barely possible, that some of the gulf stream *may* cross the Atlantic, I by no means say that it is so. On the contrary, it is little felt by ships far to the eastward of the Azores; but in the vicinity of those islands, the S.E. portion of it gradually turns to the southward, and as it advances in that direction, soon feeling the impulse again of the grand equinoctial current, is compelled to partake of its western motion. Thus forming a sort of circular eddy, which may be comprised between the latitude of about 18° or 19° north, and the parallel of the Western Islands; and from about the longitude of 29° to 43° west; within which limits the gulf weed is found floating on the surface, where I suppose it originates, lives its appointed time, and decays like any other vegetable production; and I believe, it is rarely or never met with beyond these limits.

Though I have admitted the *bare possibility* that some of the gulf stream may enter the strait of Gibraltar, I cannot agree with the writer of the article in the Quarterly Review, when he says, (speaking of the gulf stream), “that it is of sufficient force and quantity to make its influence be felt in the distant strait of Gibraltar.” Thus implying (if I understand him right) that this “force and quantity,” of the gulf stream, are the primary *causes* of the constant current into the strait. On the contrary, thinking as I do that the causes of this constant flow of water into the Mediterranean, are of a purely local nature, connected exclusively with that sea; I therefore think it most probable, that, if the great equinoctial current flowed (as I presume it would, were there a sufficient passage), through the Continent of America into the Pacific, and consequently *annihilated* the present gulf stream, there would be the *very same* constant flow of water into the Mediterranean that there is now, as long as the Sun’s power continued, and the localities exclusively belonging to that sea, remained the same. In short, I am of opinion that the waters of the Atlantic (approximate to the strait of Gibraltar), feel the influence of purely Mediterranean causes; and that neither the “force” nor “quantity” of the gulf stream have any effect

whatever in *causing* the current that runs into the Mediterranean. It is well known by experience, that this current is strongest with easterly gales in the hottest weather, *with wind* at the same time, and is diminished during the prevalence of the westerly winds; and is weaker in winter generally, than in summer. But to return—The winds, and surface currents in the Pacific Ocean, are influenced generally in a similar way by the Sun's power as those between Africa and America, making however due allowance for the difference of the formation and positions of intervening lands, for these obstruct the uniform general tendency of the winds and currents from east to west.; therefore, from the east coast of New Holland, to the east coast of Africa, and within the limits of the Sun's declination, the winds and currents become periodical and changeable, according to his place. But, it would be leading us too far out of the way, to attempt to trace the currents in the Indian seas, influenced as they are so variously and oppositely, in their direction and velocity, at different seasons, by the monsoons, and the bodies of land within their limits. Suffice it to say, what more particularly applies to the North Pacific, and will lead us again to the Arctic regions.

Having said that the air is rarefied and raised in the atmosphere, and that the greatest degree of evaporation is effected between the west coast of Africa and the east coast of America; and that north of the line, the fluid is so returned *towards* the North Pole, and being condensed *somewhere* in its passage by cold, it perhaps supplies with water some of the rivers which discharge into the seas of the temperate zone, or into the polar ocean; and whether, falling in rain, hail, or snow upon the earth or not, it ultimately finds its way into the ocean; and according to the temperature proportionate to its depth, the water takes a direction towards the regions of equatorial heat, is again raised by that heat to the surface, and again evaporated. For experiments in the ocean have proved, that when the temperature of the *atmosphere exceeds* that of the surface of the sea, the superficial water is generally warmer than that at certain depths *beneath* it, (I say generally, because in *soundings*, and confined waters, local causes effect many *exceptions* to this *general* rule), and in all probability, the greater the depth the colder the fluid in *that case*. And as we know, that when the air (or water), receives an increase of heat, its parts will be put in motion towards that heat, it follows, that the colder water throughout its whole depth, must have a general tendency to flow towards the point of greatest heat; and be continually rising towards the surface in the equatorial regions. This probably is the routine of the general movement of the atmosphere, and the waters of the ocean, between Europe, Africa, and America, from the Arctic regions to the Equator; and it seems no less probable, that in the Pacific, they are subject to the same general laws. For there also the great equatorial current is in constant motion to the westward, and like the gulf stream, and from causes too in *some* points similar, it gradually turns to the northward, when it approaches the lands to the northward of New Guinea, and the Philippine Islands; and being perhaps at the same time influenced by currents setting in a different direction, more particularly during the prevalence of the S.W. monsoon in the India and China seas.

Near the coast of Japan, the current has been found to set N.E. by N. at the rate of five knots an hour. At 18 leagues distance, about three knots in the same direction, but at a greater distance from the land, it inclined more to the eastward; and at 60 leagues from the land, it set E.N.E. three miles an hour, then (like the gulf stream), inclining gradually to the southward; so that at the distance of 120 leagues from the coast of Nipon, its direction was S.E. and its rate not more than a knot an hour. From this current setting generally to the N.E. along the coast of Japan more or less strong, probably, according to the season of the year, it appears, that the motion of the air and waters between the west coast of America, and the coast of New Holland, and all the lands to the northward, towards Bhering's strait, is *similar* to that north of the line, between Africa, Europe, and America. It is therefore presumable, that though a *superficial* current may run into Bhering's strait, there must also be one running *out* of it *underneath*, if the principles this theory rests on, are *correct*.

But the writer of the article I am examining is of opinion, that "the constant *circular* motion, and interchange of waters between the Pacific and the Atlantic," *must* be by Bhering's strait, otherwise "it would be difficult to explain the perpetual egress of a current from the Polar basin into the Atlantic, without admitting a supply through the only remaining opening into that basin to answer the demand of the current."

He considers the principal objection to a free communication between the Pacific and the Polar basin, to arise from "Captain Cook having found little or no current to the northward of Bhering's strait;" and answers that objection at once, by instancing "the small current perceptible in a mill-dam, though the waters below may be rushing *out* with the greatest violence under the floodgate," meaning, if I do not mistake him, that though little or no currents was found at the surface, there *was one below* "rushing (in) with the greatest violence" from the Atlantic to the Polar basin.

I admit the probability of a surface current into the strait, for the reasons already given, and believe there may be one, because it is mentioned thus in Cook's voyage:—"We were now convinced that we had been under the influence of a strong current setting to the north, that had caused an error in our latitude at noon of 20 miles. In passing this strait last year, we experienced the same effect. On the 12th of July, when within the strait, in latitude 69° 37', and half-way between the two continents, the current was found to set N.W. at the rate of one knot."

This proves there was a surface current, though a small one, both at the entrance, and to the northward of the strait.—But what have we to found the supposition on, that the waters may be "rushing out,"—that is—*in*, with the greatest "violence under the floodgate," which is compared to "the impenetrable barrier of ice which stopped the progress of Cook's successors?"—The author of the article in question supposes, that "if the Polar basin should prove to be free from land about the Pole, it will also be free of ice," and that this may be the case, is not improbable, in the *summer* season; not however because of the non-existence of land, but for other reasons which shall be explained by and by. He also supposes that

“the barrier of ice which stopped the progress of Cook’s successors,” was moveable, or no where touched the bottom.

The writer of Cook’s voyage was of the same opinion about the ice nearest the ship, though it rested on a foundation that perhaps might not equally apply to the largest masses of ice further to the northward, and *not seen*. His words are—“We had twice traversed the sea in lines nearly parallel with the run we had just made; and in the first of those traverses we were not able to penetrate so far north by eight or ten leagues as in the second; and that in the last we had again found an united body of ice, generally about five leagues *to the southward of its position* in the preceding run.—As this proves, that the large compact fields of ice which *we saw* were moveable or diminishing; at the same time, it does not leave any well-founded expectation of advancing much farther, in the most favourable season.”

Though this proves that the floating ice *seen*, shifted its position, both to the northward and to the *southward*, but *chiefly the latter*, as will be seen farther proved.—Yet, it does not prove that the larger masses to the northward, which they did *not see*, might not be immoveable, by grounding at the bottom; *if* the water became *shoaler* in that direction, as our navigators appeared to find it was, as far as they advanced.—Now should there have been any such immoveable masses of ice to the northward, it would in some degree account, *why* the current, which the writer in the Review supposes to set with such “violence” from the Atlantic, should not have carried the *ice* away with it towards the Pole, where there *may be none*.—But, if the whole of this ice was moveable, it proves, that whether there was a small current setting to the northward, or not, and whether at the surface, and underneath, or both, there *must* have been a much *stronger* current *from the northward*, or something else, which still *more powerfully* impelled the ice to the southward in defiance of the other, as well as of the wind, which appears to have been generally from the S.W. when strongest. It is said in Cook’s voyage, “it may be observed, that in the year 1778, we did not meet with the ice till we advanced to the latitude of 70°, on August 17th, and that then, we found it in compact bodies, extending as far as the eye could reach, and of which, a *part* or the whole was moveable; since *by its drifting down upon us*, we narrowly escaped being hemmed in between it and the land. On the Asiatic side, they encountered large extensive fields of ice, and were sure to meet with it about the latitude of 70° quite across, whenever they attempted to stand to the northward. On the 26th of August, they were obstructed by it in 69°  $\frac{1}{2}$  in such quantities, as made it impossible to pass either to the north or west. In the second attempt they could do little more, for they were never able to approach the continent of Asia higher than 67°, nor that of America in any part, excepting a few leagues between the latitude of 68° and 68° 20' N.—But in the last attempt, they were obstructed by ice *three degrees farther to the southward*, and their endeavours to push farther to the northward, were principally confined to the mid space between the two coasts.”

Now all this does not seem to *favour* the supposition of a current “rushing in” from the Pacific through Bhering’s strait, with such velocity as it may be fairly supposed a body of water *would have*, of sufficient quantity

to supply the southerly current, "setting perpetually into the Atlantic on both sides of Greenland, not only when the ice is melting, but when the sea is freezing."

Indeed, if we do but consider for a moment, the quantity of water that may be supposed to flow through so extensive a space as Davis's Strait, with a velocity of four, and sometimes of five miles an hour," and then add to that the amazing quantity setting as constantly to the southward in the still greater space to the eastward of Greenland and Spitzbergen, it does certainly appear to be improbable, nay, impossible, that a current of at least equal, or even of double velocity, and occupying the full extent of the breadth and depth of Bhering's Strait, would be at all adequate to answer the demand; much less so trifling a current as we are warranted by facts to believe there is. For in Cook's voyage, the remarks on this matter are thus summed up. "We again tried the currents, and found them unequal, but never exceeding one mile an hour. By comparing the reckoning with the observations, we also found the currents to set different ways, yet more from the S.W. than any other quarter. But whatever the direction might be, their effect was so trifling, that no conclusion respecting the existence of a passage to the northward could be drawn from them." It is presumed, that all the currents here spoken of were superficial." But even admitting they extended quite across the strait, and flowed the same way throughout its whole depth; still it seems quite beyond the bounds of possibility, that the quantity of water so admitted, and with a rate of flow so "trifling," could be sufficient for the supply of the currents constantly setting to the southward, through the other two openings into the Atlantic.

Judging then from such facts as are before us, that a part, and but a very small part, of the demand to supply the southern current, comes in from the Pacific through Bhering's Strait, it is necessary to inquire from what sources, then, is all the water so flowing out of the Polar Regions to the southward derived?

I have supposed them to be produced (at least the "motion of the great deep," generally) by evaporation in the equatorial regions of heat and by cold returned; in various ways, in the atmosphere by land and by sea, into all the northern regions, even as far as the Pole. For though "the way of the Almighty," as the psalmist says, "is on the sea, and his path in the deep waters," yet it is also as surely in the clouds of Heaven. And though "his footsteps are not known" certainly, yet it is permitted us humbly to endeavour to trace them.

Whether or not there is any increase of water from the melting of the ice in the Polar sea so as to cause a current to the south, appears to be not very material; and perhaps has little to do in increasing or diminishing the general quantity of water in the "polar basin." In all probability, it remains nearly the same at all times, whether there is more or less ice; that is, taking the ice and water together as an aggregate body to make up that quantity. I agree with the writer in the Review, that "those who could suppose the melting of the ice to afford such a supply, would betray a degree of ignorance," greater perhaps than that of not being aware, "of the very little influence which an Arctic summer exerts on fields of ice, perpetually

surrounded as they are with a chilly, and mostly with a freezing, atmosphere, created by themselves." However, there is no subject perhaps, on which opinions have been more at variance, than on the melting of the ice in the Polar regions, as well as where, and how it is formed. St. Pierre went so far as to suppose it was the cause of the tides. But he does not appear to have been a plain "matter of fact man," but of fancy and imagination.

Others think the ice does not melt at all, or at least very little, even in summer. If ice, when once formed (be it how it may) round and along the coasts of those regions, *does not* melt at all, there must be a constant increase so long as that ice is "surrounded by a freezing atmosphere created by itself," which we are told it "mostly is" even in summer; and if so, we may fairly presume it *always* is in winter. At this rate, with the exception of what may make its escape to the southward through Davis's strait, and to the eastward of Greenland, it would necessarily be always advancing towards the Pole (admitting the land to be the place of its first formation) and close over it; unless we can find some probable cause counteracting this effect of *perpetual frost*. And perhaps we are warranted in supposing that there exists some such cause. Indeed it seems more than probable, that the process of *freezing and melting* may be going on in the Arctic regions on the *same* body of ice (if of magnitude to be *sufficiently* immersed) at the *same* time, and *perhaps* in the winter as well as the summer.

Water is a compound of ice and caloric. The temperature of ice is  $32^{\circ}$ ; and while surrounded by a temperature *equal*, it will remain ice. But whenever the temperature of the atmosphere exceeds  $32^{\circ}$ , and continues so long enough for the body of ice to receive a *sufficiency* of caloric to effect its dissolution, it will do so. It is probable, that the temperature of the atmosphere, even in the Arctic regions, in summer, will sometimes exceed  $32^{\circ}$ , and the more, perhaps, the nearer the Pole; and whenever it does *sufficiently*, the effect on ice is obvious. This seems sufficient to be said on the *probability* of ice *above water* melting in the Arctic regions in summer, if the temperature of the atmosphere ever *sufficiently* exceeds  $32^{\circ}$ . In the winter, as the temperature of the atmosphere must be constantly below that, of course the freezing above the surface of the sea will be as constant, though the surface of the sea itself probably will not freeze at a temperature much below  $30^{\circ}$  even in a motionless state. The *same* body of ice while freezing *above water*, that is increasing in size and extent by snow and hail, and the salt water freezing in washing over it, may perhaps at the *same* time be *melting under water*; and this process will be probably accelerated according to the magnitude of the mass, and the depth of its immersion. For when the atmosphere is colder than the surface of the sea, the water will (in proportion perhaps to its depth) be found warmer by some degrees, than it is at the surface; and though few experiments have yet been made to establish this fact, yet sufficient to warrant this conclusion. Thus, even in summer, if the temperature of the atmosphere should be  $32^{\circ}$ , and the surface of the sea, *clear of land and soundings*, 3 or 4 degrees higher, that of the water below would probably be much

higher still; so that the portion of a large mass of ice *above the surface of the sea* would remain ice and augment; and the other portion of it *below* being immersed in a temperature exceeding the point of congelation, would probably be melting and decreasing.

The well attested facts, of large bodies of ice having been seen to capsize or turn bottom up, prove, that their centre of gravity is altered by an increase of their bulk above, or a diminution of it below, according to the excess of either effect. Upon the whole, however, it seems probable, that in the Arctic regions, the process of freezing in the atmosphere, exceeds that of melting under water, particularly on those smaller masses of ice which are immersed least; and therefore that there must be a *general increase* of ice in the Polar basin, from the Pole (if the ice originates *there*) towards the lands surrounding the basin; or from those lands (if the ice first forms there) up towards the Pole. On this question too, opinions have been most various. Every circumstance seems to weigh against the opinion of its greatest formation being about the Pole, except one, and that is, because the sea-water there will most probably be found to contain the least salt. I am disposed to believe, that it must also in the winter be colder at the surface of the sea, near the Pole, than any where else. Yet, on the whole, it seems most probable, that the ice is originally formed in the rivers, and along the shores of all the lands surrounding the Polar basin. Being afterwards detached from those lands, and driven to sea by the winds and currents in masses of more or less extent of surface, but no great thickness; it *there* accumulates by the falling of snow and hail, and by the salt water freezing upon it, into immense mountains and fields.

In the part of the Polar Basin further to the southward, where it is bounded by the land, it is to be presumed the general prevailing winds are from S.W. to N.W. particularly the former, in bad weather. Northerly and easterly when most settled and fine. And if so, it is equally to be supposed there will be a generally prevailing current from the westward to the eastward, partaking at the same time of that general tendency of the fluid to move *southerly* from the Pole, which I imagine it will be found to have, from the coldness of its temperature. These two general combined impulses operating upon moveable bodies floating on the surface of the Arctic Seas, must impel them in an *east southerly* direction all round the globe; being, in fact, that circumvolving current" which the writer in the Review mentions as carrying "fir, larch, aspen, and other trees," the produce of "both Asia and America, from the Polar Basin through the outlet into the Northern Ocean." But a page or two further on, he has "annexed a diagram, constructed on the *Plane* of the *Pole*, to assist the reader in the explanation of the notions he entertains on this interesting subject," but which is rather *puzzling*; for whoever turns over the leaf with an idea of his own, or adopting that of the writer, that there really is a "circumvolving current" from west to east in the Arctic Regions, will be surprised, when he casts his eyes on the diagram, to observe *two different courses* denoted by arrows.

The first shows the probable direction of the Ice Berge, from New Siberia.  
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ria, and is nearly as follows:—N. E. by N. to the latitude of 80° from thence about E.; then S. E. S. E. by E. and again S. E. into Davis's Strait. This first route, if it were not for the north-easterly direction of the first arrow, accords pretty well with the notion we had formed of a "circumvolving current." But the second, which the ice fields are conjectured probably to take from the western part of New Siberia, viz. about N. W. W. then about S. W. to the N. E. part of Greenland, is so *contrary* to the former, and so completely *opposed* to the direction of the circumvolving "current which carried the trees of both Asia and America into Davis's Strait," that it is difficult to account for so very obvious a discordance, except by supposing him to have considered the diagram he looked on, to represent *indeed* a *plane* surface, instead of a globular one, as it is. The case then stands thus—if there is a current such as the second for the ice fields, a circumvolving current *cannot exist*; and if there is a circumvolving current, it is quite impossible that the ice fields *can* take the "probable direction" assigned them in the diagram. But to return. Having for the reasons before given, presumed that there is a "circumvolving current" in the Arctic Sea from W. to E. but *southerly* *withal*, it leads me to inquire into the probable effect of it, and the winds together, upon floating masses of ice.

In the first place (let the ice be formed where it may), its *general* direction will in all probability be from W. to E. with a tendency at the same time to set to the *southward*, too strong to be much counteracted by the force of any winds from *that* quarter; its bulk *under* being greater than that *above* the surface.

If we cast our eyes on a chart of the north polar regions, constructed on the plane of the Equator, no opening is seen for the egress of ice to the southward, out of the Polar Basin, from Norway and Lapland to the eastward, along the whole coast of Asia, till we come to Bhering's Strait. Through this Strait it does not appear at all probable that much of the ice can pass, on account of its comparative small extent, and the depth of water, perhaps, being insufficient to float the bodies of greatest magnitude. There may also be a "*trifling*" superficial current, as I suppose; or one "of the greatest violence," as the writer of the article in the Quarterly Review supposes running in from the Pacific, to oppose its passage through this Strait.

From Bhering's Strait, then, to the eastward, all along the north coast of America, we find no opening for the ice to escape, till we get to Davis's Strait. Though this Strait, if there is "an uninterrupted communication," it is not unfair to presume that immense quantities would be carried by a current "running perpetually with a velocity, as it is stated, of four, and sometimes of five knots an hour! I am, however, inclined to think that either from the interruption of lands, or shoals, between Greenland and America, a comparatively small quantity passes from the Polar Basin through Davis's Strait, and that *much* of the ice, as well as the current, may have Hudson's Bay for their origin. If any obstruction *does* exist to the free egress of ice through Davis's Strait, the consequence must be a *vast* accumulation of it in a mass, more or less consolidated, from about

Nova Zembla all the way to the eastward, as far as Greenland; and extending northward from every part of the coasts of Asia and America, at least to the parallel of latitude in which the north point of Greenland may lay.

For whatever masses of ice cannot pass through Davis's Straits, must be pressed continually by others brought from the westward and northward by the circumvolving current, along the north part of the more connected ice. If its progress through Davis's Strait to the southward was not *somehow* impeded, it would pass through. If impeded (let the impediment be what it may) in its course to the southward, it is yet still more impeded in its progress to the eastward, by the west side of Greenland; and therefore must accumulate against this solid barrier, *as far at least* to the northward as Greenland extends. Then, and not till then, can ice of any comparative quantity drive farther to the eastward, or find any passage down to the southward.

All the ice farthest to the northward of Greenland is then at liberty to move on towards Spitzbergen, whilst the ice that may be in motion closest in with the land, when rounding the N. E. point of Greenland, will take a turn to the southward, and *in towards* the coast *withal*, because it will be within the influence of an eddy that must necessarily be produced in the stream of waters passing *nearest* to the N. E. part of that land. There it must collect; and if it consolidates, extend to the shores of Iceland, or even to Spitzbergen; or else "burst its fetters," as it is said to have done lately, and drift away to the southward into the Atlantic.

This is sufficient to account for the ice between Greenland and Spitzbergen, having a general movement to the S.W.; and there is the same reason to suppose that the ice nearest to the N. E. and E. coast of Spitzbergen has also a similar movement. But it will not warrant the conclusion of there being a current in the *same* direction, at any considerable distance to the northward and eastward of Spitzbergen. On the contrary, it seems most probable that any masses of ice found in that direction to the northward of  $82^{\circ}$  or  $83^{\circ}$ , will be more within the influence of the *general* circumvolving current, and therefore make an east-southerly drift towards Nova Zembla, and perhaps clear of its N. E. point.

Greenland and Spitzbergen being situated so much farther to the northward than any other known land in the Arctic regions, form an impenetrable barrier against the movement to the eastward of any ice but what may be to the northward of them both.

Much of this northernmost surplus ice, finding its way to the southward, is one reason why it seems very likely, that, ice in the greatest quantity, and most compact, will be found from about Nova Zembla all along the coast of Asia and America, and extending to the northward as far *generally* as the north point of Greenland; and that *perhaps* less and less ice will be found to the northward of that parallel, as the Pole is approached; that is, adopting the opinion that the ice is first produced on the lands surrounding, and accumulated afterwards at sea, so as to extend its surface from those lands, northerly, till it reaches the parallel of the north point of

which the surplus ice *must* round before it can pass into the Atlantic, if Davis's Strait is obstructed.

Greenland and Spitzbergen forming so powerful a bar to the progress of the ice with the circumvolving current to the eastward, renders it extremely probable that there is always less ice between Nova Zembla and Spitzbergen, than any where else in the same parallel, and perhaps still less the nearer the Pole in summer.

Whether the ice during the winter encompasses the Pole or not, can only be matter of conjecture; and, in all probability, the fact will never be decided by man.

In that season, if the cold is intense in proportion to the nearness of the Pole, it is possible the ice *may* advance to it. But yet, as it is more probably drifted out of the Polar Basin, as fast perhaps as it collects to the northward of Greenland, it seems more reasonable to presume, that it seldom reaches much beyond the latitudes of  $82^{\circ}$  or  $83^{\circ}$ , in any consolidated or very extensive bodies all the year round. On this ground for one, rests the opinion I hold, in common with the writer of the article in question, of the probability of the vicinity of the Pole being free of ice in the Summer; nor, however, as a consequence of there being no land there, but whether there shall be any land or not. For I have supposed it likely, that the temperature of the atmosphere in the Arctic regions in Summer, may sometimes exceed  $32^{\circ}$ ; and the more, perhaps, the nearer the Pole is approached.

First, because there may be less ice, for the reasons I have given. And if there is ice, there will probably be a warmer atmospheric temperature to dissolve it at the Pole itself, than any where else to the southward of it, as far as  $75^{\circ}$  or  $80^{\circ}$ . Because, when the sun's rays first strike the Pole, they will be felt there incessantly for six months; but with what force and effect we have yet to learn. On all other parallels, in proportion to their distance from the Pole, the duration of the sun's influence will be shorter. And though the sun's power during the periods they feel it may perhaps be greater than at the Pole; yet, being interrupted while he is below the horizon, it is perhaps probable, on the whole, that the greatest effect of the sun's heat may be at the Pole, as there he is above the horizon for six months; in the latitude of  $84^{\circ}$ , about five months; and in  $78\frac{1}{2}^{\circ}$ , about four months only, at a time.

We are next to enquire, what "facility the late disappearance of the ice from the east coast of Greenland offers; 1st, for attempting a direct passage over the pole, and 2d, the more circuitous one along the northern coast of America into the Pacific."

As, to the 1st, according to the view I have taken of the subject, it appears to me, that the facility this event offers for attempting a direct passage over the Pole, would be very nearly the same, whether more or less ice is collected, not only on the eastern coast of old Greenland, but even all around it, and even between it and Iceland and towards Spitzbergen. That is, provided the attempt is to be made, as it is to be hoped it will be, to the eastward of Spitzbergen; because, for the reasons I have offered, it is probable the least quantity of ice will be found there clear of the land;

at all events, whatever masses may be found there, they will in all probability be of less magnitude, and more detached from each other; because the space for them to move in is least confined. If any of the vessels fitting out are destined to take this route, the probability is, that if they advance beyond the latitude of  $82^{\circ}$  or  $83^{\circ}$  N, the ice will less and less impede their progress to the pole; and to reach it will perhaps be the least difficult part of the enterprise.

To the northward of  $82^{\circ}$  or  $83^{\circ}$  up to the pole, it is likely that the weather in the summer will be for the most part fine, but hazy generally—thick fogs will be very frequent. The winds are likely to be moderate, shifting often round from north to east, by south and west, to north again; but prevailing chiefly from the eastward.

If our polar navigator is furnished with time-keepers set to Greenwich mean-time, or with known errors relative to that time, whose rates of going have been correctly ascertained, and which rates will not be affected by cold electricity, magnetism, and other yet unknown causes perhaps existing there, which may operate on the materials of their construction; it is very true, the "time at Greenwich" will always be known, but should this compass become useless to him, this Greenwich time alone will not enable him to steer his proper course unless he sees the sun, whose bearing he must have now and then to regulate it by. Here then at the pole difficulties may occur, that the more "undivided attention" of the navigator can not alone enable him to surmount. For at the pole being left entirely perhaps without any guide, though he may chance to steer a true south course, he cannot possibly know to what point on the globe it may happen to lead him, until he is enabled to see the sun, which in all probability will be very generally obscured.

If he passes the pole without any great difficulty, and finds the true South course he has steered, to be by chance, on or near the  $170^{\circ}$  West meridian, and so leading him towards Bhering's strait, he will, in all probability, soon get to the southward as far as  $80^{\circ}$ , or perhaps  $78^{\circ}$ , where it is as probable he will find his farther progress stopt by ice, perhaps impenetrable.

From this part of the expedition, therefore, I see no very reasonable ground for entertaining "lively hopes," that a practicable passage for ships will be discovered into the Pacific, though there does not seem to be the least doubt of there being one for water and fish.

As to the second, viz. "the more circuitous passage along the north coast of America into the Pacific. The prospect of success is still more unfavourable than the other, because the navigators are destined in the first place, "to struggle against the ice currents and tides in Davis's strait, and on the East coast of America," which the writer of the article I have been examining, tells us himself, "are of course, never free from mountains and patches of ice," and to which, he attributes "the failure in every attempt, either to make" this (very) passage or to "ascertain its impracticability," "so that the highest point the former navigators ever reached, is the Arctic circle, or at most the 67th parallel."—But, even allowing that the present adventurers do reach the N.E. point of America, and discover

a passage through what appears to be "gratuitously called" Baffin's Bay, they will then have to make no less than 100 degrees of Westing, most *probably*, through immense masses of ice, fixed, or moving with the circumvolving current as well as the winds, both prevailing in a general direction from west to east *against them*.

If there is any ground to hope, that a practicable passage for ships can be discovered between the Pacific and the Atlantic, along the north coast of America, the chances are that it will be done (if ever it is) *from* Bhering's strait to the *eastward*; and, therefore, it is much more likely to be accomplished (if at all) by the Russian officers, said to be making the attempt this year, than by ours; because, *most* of the obstacles opposed to the progress of our navigators from east to west, will be in *favour* of the Russians the other way, at least as far as the effects of winds and currents go. And though (as the writer in the Quarterly Review observes,) it might "be somewhat mortifying, (to national pride and vanity, I suppose) if a naval power, but of yesterday, should complete a discovery in the nineteenth century, which was so happily commenced by Englishmen in the sixteenth," yet it is to be hoped, it will be no less *gratifying* to those who are disposed to estimate as highly, some of the still better feelings of our nature.

Notwithstanding the little reason we have upon the whole to *expect*, that *all* the objects of our expedition to explore the Arctic regions, will be accomplished; yet it is *possible* some of them may; but at all events, I perfectly agree with the writer of the article, I have taken the liberty so freely to canvass, "that the character of the several officers who have been appointed, and the men of science who are to embark on this grand enterprise, afford the strongest presumption, that whatever talents, intrepidity, and perseverance can accomplish, "will be effected:" at the same time, the *probable* obstacles they will have to encounter, should be fairly pointed out to their *full* extent, that the public may not be led by a too flattering view of the matter, to *expect more* from the utmost exertions of these excellent officers, than known circumstances as well as conjectured probabilities would appear to justify.

*Phoca*

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### Poetry.

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#### DESULTORY THOUGHTS ON THE SEA SIDE.

BY MRS. M'ÜLLAN.

**P**EACEFUL the wave, silent the wintry roar,  
 Tranquil each echo on the sandy shore:  
 To distant seas the hovering gull has flown,  
 Far distant too the curlew's plaintive moan:  
 The gliding vessel has her royals set;  
 Long wearied voyagers may their toils forget;

While every boat launch'd from the busy strand,  
 Rewards the efforts of the lab'ring hand.  
 Old men, rejoicing, mend the wide-spread net,  
 And proudly deem themselves not useless yet:  
 The ancient botanist of village fame,  
 Whose *hortus-siccus* knows not Linnæus' name,  
 Cheer'd by the sun-shine hobbles from her door,  
 To view the wild-thyme and the samphire store;  
 Smiles on the cloisters in the shadowing cliff,  
 Where children gather shells, or guide the skiff;  
 Remembers well when she like them, was young,  
 And kindly blesses childhood's artless tongue.  
 Who would not loiter on this rugged coast,  
 Who would not joy such native shores to boast!  
 Borne on cerulean car through Ethier's sphere,  
 What sanguine tones salute my listening ear?

[To be continued.]

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## Marine Law.

### KING'S BENCH.

Sittings before Lord Ellenborough, Saturday, 7th March, 1818.

COOKE AND OTHERS, against NAPIER, ESQ.

**T**HIS was an action brought by the plaintiffs, who are navy agents, against the defendant, Lieutenant Napier, formerly commander of His Majesty's Gun Brig, the *Starling*, to recover a balance of account, claimed to be due to them, as his agents.

The action was defended upon the ground, that there were several charges in the Plaintiffs account, (exceeding the amount of their demand), which they had made against the defendant, for their trouble in passing his accounts as Commander of the *Starling*; and which it was contended, were illegal and contrary to the Act of Parliament, 31st. Geo. II. c. 10. sec. 30.\* which limits the remuneration of the navy agent, on account of the

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\* Navy agents are not entitled to charge for their trouble, in passing the accounts of the lieutenant and commander of a Gun Brig, acting as Purser, as appears by the following extract, from the Act, 31st. Geo. II. c. 10. sec. 30. limiting their remuneration, for receiving and paying all wages, prize money, and other monies, and for all their trouble and attendance in relation thereto, to 6d. in the pound, on the amount received.

*Act 31st. Geo II. c. 10. sec. 30.*

“And to prevent extortion by persons employed in the receiving of seamen's wages, and other monies. Be it further enacted by the authority aforesaid, That no person or persons whatsoever, who shall

receiving and paying all wages, pay, prize money, and other monies, for, or in respect, of the services of any officer, or seaman; and for all his trouble and attendance, in relation thereto, to 6d in the pound, on the amount received.

Mr. Gurney, for the plaintiffs, stated, that the defendant, as commander of a Gun Brig, had to perform the duty of purser, and had accounts to pass in that character; and he contended, that the passing of a purser's accounts, was not within the operation of the Act, which applied only, to the receipt, and payment of wages, &c. and that the charge was usual among navy agents.

It appeared in evidence, that on the passing the defendant's accounts, certain bills, called balance bills, had been granted to him, by the Victualling Board, for his Services in performing the duties of purser, and that the plaintiffs had in addition to their charge, for passing the accounts, charged the commission allowed by the Act of Parliament, on the receipt of the balance bills.

Lord Ellenborough held, that the case came within the operation of

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he employed in receiving of any wages, pay, prize-money, or any other monies due, or becoming due, for, or upon account of the service of any officer, seamen, or other person, in the royal navy, shall be entitled to take or retain more than sixpence in the pound, for, or upon account, of receiving thereof, and for paying the same to the person, or persons, by whom, he, or they, shall be employed, or according to the direction or appointment of such person, or persons, and, *for all his and their trouble, and attendance in relation thereto*; and if any person, or persons so employed, shall directly or indirectly, demand, take, or retain, or cause, or procure, or knowingly and willingly permit or suffer, to be demanded, taken, or retained, any allowance, gratuity, reward, or valuable consideration, exceeding in the whole the sum of six-pence in the pound, for the monies so received as aforesaid, every such person shall, for every such offence, forfeit the sum of fifty-pounds, to be recovered with full cost of suit to any person or persons, who will sue for the same, in any of his Majesty's Courts of Record at Westminster, by action of debt, bill, plaint, or information, in which no essoin, protection, privilege, wager of law, or more than one imparlance shall be allowed. And, if any such offender shall be a clerk, officer, or servant, in any office belonging or relating to the navy, he shall, upon conviction, over and above the said penalty of fifty pounds, to be recovered as aforesaid, forfeit and lose his place, and be for ever thereafter incapable of holding any place of profit in any such office.

SEC. 31.—And be it further enacted by the authority aforesaid, that if any clerk, officer, or servant, in any office belonging or relating to the navy, shall directly or indirectly, demand, take, or retain, or cause, or procure, or knowingly and willingly permit, or suffer to be demanded, taken, or retained, any fee, gratuity, compensation, or valuable consideration, (not being authorised to do so by this Act), of, or from any person or persons whatsoever, for, or under pretence of the doing or performing any matter or thing hereby directed or authorised, to be done or performed, or which shall be in execution thereof, every such clerk, officer, or servant, shall be subject to the same forfeitures, costs, and incapacities as is herein before mentioned, with respect to the taking more than six-pence in the pound for the receiving seamen's wages.

the Act, and observed, that the plaintiffs having charged the commission on the balance bills, had themselves made the Act of Parliament the criterion of their remuneration,

His Lordship also held, that the receipt by the defendant, from time to time, of accounts, containing the charges in question without objection, did not prevent him from setting them off, in a subsequent account.

The Plaintiffs were non-sued.

## NAVAL HISTORY OF THE PRESENT YEAR 1818.

(February—March.)

### RETROSPECTIVE AND MISCELLANEOUS.

THE union of present economy with prospective policy, apparent in the Naval Estimates of the current year, is a proof of the due consideration given to them in the department whence they issued. By present economy, we mean an attention to our present means—in other words, the husbanding of our strength, that its future growth may be competent to that defence which we shall sooner or later need. At the same time, however, that we profess ourselves advocates for good husbandry, we are in perfect accordance with those of our Correspondents (and especially with the judicious observations of J. C.\*), who urge the formation of a naval force on the American system, for they will certainly, in a state of hostility, be our most formidable antagonists. We cannot expect a suspension or perversion of the laws of Nature, in the action of matter—superior weight will strike a harder blow. The Americans have very candidly sent us models, and it is our own fault if we again see our glory tarnished by their *misnomered* strength.

But we cannot say that we so perfectly agree with the sentiments of those who, in their anxiety (certainly no less laudable than sincere) for the welfare of their country, picture to themselves, and represent to others, their countrymen, Britons too! so destitute of principle, that they would lend their hand and heart to effect the downfall of British glory—that the heroes of the Nile, of Copenhagen, and *Trafalgar*, would serve with more satisfaction America than England! for as to their temporary service in hostilities, with which Britain has no concern, it can make no part the question they propose. We have therefore never been able, nor shall we ever be willing, to credit the truth of the representation—to any alarming extent.

On this subject, we were much gratified by the perusal of a statement in the Plymouth Telegraph, signed X, by a gentleman who had made some inquiries relative to the scarcity of our seamen, and their inclination to the service. Of these inquiries he gives the following results:—

1. That there are *innumerable* applications from prime seamen to be entered in the Ordinary;

\* Vide his Letter, p. 215.



2. That the sloops of war, recently commissioned, are nearly full-manned with men having good characters and clothes, and that those refused to be taken are of course the reverse;

3. That the East Indiaman in the Sound has not offered sufficient wages to prime seamen, to induce them to go abroad, the best berths being filled, such men having pensions from the navy, which, with the same wages on the home or coasting services, produce them a better livelihood for their families.

4. That 20,000 seamen are now receiving pensions for their services, which pensions, in case of a war, will be discontinued, as the persons receiving them will then be called on for their services.

5. That though many young men have entered on board the privateers fitted out by the Americans, yet they are very few in proportion to those who prefer their own country, where they have families, and to which they consequently bear a greater attachment.

Many suppose, because during the war we had 160,000 (including marines), for the naval service, that they are all seamen—that is, men able to hand, reef, and steer; but after deducting the marines, one-third only of the remainder can be considered as such; and when we reflect that our merchantment, during war, are manned mostly with foreigners, but in peace, like the present time, with good seamen of our own, the deficiency, by emigration, will not appear, perhaps, so great as seems to be imagined.

On looking at the eighth finance report, I observe, that it corroborates what I have heard of the number of seamen on the pension list of Greenwich Hospital, which it states at 35,000.—a large majority of the above is fit for service. This should be generally known; for what country ever gave pensions to at least 20,000 able bodied seamen for their services? While these are enjoying repose after their labours thousands of young hands are bringing forward in the navy and merchant service.

On the 6th of March, his Royal Highness the Duke of Clarence (Admiral of the British Fleet) arrived at the Crown Hotel, Portsmouth, to embark his son (who accompanied him) as a midshipman on board his majesty's ship Spartan, Captain Wise. His Royal Highness dined with Lord Howard of Effingham, the lieutenant-governor. The next morning, during a heavy gale of wind at W. S. W. with rain, his Royal Highness embarked from the Dock-Yard, accompanied by Sir George Grey, Captains Alexander, Wise, and Hall, and attended by the civil establishment of the Dock-Yard, to visit his Majesty's ship Nelson, after which his Royal Highness went on board his Majesty's ship Vengeur, every part of which ship he minutely inspected, and then publicly expressed his entire approbation of the very high order in which he found her. Lieutenants Blake and Weekes, R. N. Lieutenant Mascall, R. M. and Messrs. Lye and Bignell, had the honour of being introduced to his Royal Highness by Captain Alexander. After leaving the Vengeur, his Royal Highness went on board the Royal George Yacht, the Spartan and Rochefort. His Royal Highness honoured Sir Edward Thornborough with his company to dinner.

The schooner Morgan Ratler, which sailed with about forty young men, to join the cause of the Independants of South America, arrived at that island, but they were not permitted to land, in consequence of the deplor-

able condition that many had been left in who had previously arrived, and who actually had become paupers on the inhabitants, from not finding there an Agent to advance cash and furnish means for their proceeding to the Spanish Main, as they had fully expected and calculated on when they left England.

Sir George Hope is about to resign his seat at the Admiralty Board, on account of ill health; and Sir Joseph Yorke resigns, as it is said, because Lord Melville prefers another gentleman as his confidential friend to himself. Sir George Cockburn and Sir Henry Hotham are to be the two new Lords.

The devastation committed by the recent violent storms upon the public defences of Portsmouth garrison, we understand, has been estimated at upwards of 80,000*l.* loss. No similar convulsion of the sea has happened these forty-three years; when, it is said, the entire of Southsea Common was deluged. The tenements forming Greenwich View, the inhabitants of which were almost literally washed out of their houses in the middle of that dismal night (Wednesday se'night), continue flooded and uninhabitable.

A meeting has been held at the City of London Tavern for the purpose of providing for our seamen the means of attending divine service in the port of London. The plan proposed met with general approbation, and a resolution for carrying it into effect was unanimously agreed to. It is as follows—to fit out a large vessel, to be called “The English Ark,” capable of containing 7 or 800 persons, who may assemble to hear preaching and prayer. This vessel is to be kept afloat upon the river, so that she may be removed for congregational purposes: and no distinction of religious opinion is to be maintained; all are to act according to conscience, and *true blue* is to be the insignia or flag of the ship.

There are said to be at present persons in this country from America, who are using the most undue means to promote emigration to the United States, and who have succeeded already in seducing about 200 people to join in the ridiculous scheme of commencing a new colony in the back woods of Kentucky.

A whole length figure of the Duke of Wellington, carved in a superior style, will be placed at the head of the *Waterloo* man of war, of 84 guns, now building at Portsmouth.

Captain Dobree, who lost his life on the 9th instant, in the humane attempt to rescue from destruction the crew of the wreck off the coast of Guernsey, formerly commanded His Majesty's ship *Zenobia*. He accompanied Bonaparte to the island of St. Helena, was considered a zealous and excellent officer, and was universally esteemed by those who knew him.

Parliament having voted 1000 seamen and 1000 marines, in addition to the number granted last year, has enabled the Admiralty to put several ships into commission.

Several shipwrights and carpenters are about to proceed from Portsmouth Dock-yard to the Dock-yard at Trincomalee.

During the violent gale in the evening of Sunday se'night, the Carpenter of the *Sabine*, and his wife, took a boat from Torpoint to return on board that ship, but the squall increasing, the boat upset, and both were consigned to a watery grave.

# A METEOROLOGICAL JOURNAL,

KEPT AT THE OBSERVATORY OF THE NAVAL ACADEMY, GOSPORT,  
From the 20th of February, to the 20th of March, 1818

| 1818.   | Winds.           | BAROMETER |       |        | THERMOMETER |    |      | Evap.<br>in In.<br>Sc. | Rain<br>in In.<br>Sc. |
|---------|------------------|-----------|-------|--------|-------------|----|------|------------------------|-----------------------|
|         |                  | Max.      | Min.  | M.     | Max.        | M. | Min. |                        |                       |
|         |                  | In.       | In.   | In.    | °           | °  | °    |                        |                       |
| Feb. 21 | S.W.             | 29.88     | 29.52 | 29.700 | 50          | 40 | 45   | —                      | 27                    |
| 22      | S. to N.         | 29.39     | 29    | 29.195 | 42          | 30 | 36   | —                      | 95                    |
| 23      | N.W. to W.       | 29.97     | 29.74 | 29.85  | 50          | 30 | 40   | 1                      | 16                    |
| 24      | W.N.W. to S.W.   | 30.06     | 29.90 | 29.980 | 49          | 40 | 44.5 | —                      | 14                    |
| 25      | W.               | 29.80     | 29.69 | 29.745 | 53          | 37 | 45   | —                      | 05                    |
| 26      | W. to N.W.       | 29.94     | 29.55 | 29.745 | 44          | 34 | 39   | 1                      | 04                    |
| 27      | N.W. to S.W.     | 29.00     | 29.51 | 29.585 | 54          | 36 | 45   | —                      | 13                    |
| 28      | W. by N. to S.W. | 29.80     | 29.50 | 29.650 | 51          | 38 | 44.5 | 0.5                    | 05                    |
| March 1 | W.               | 29.80     | 29.70 | 29.750 | 50          | 36 | 43   | —                      | 05                    |
| 2       | W. to W.S.W.     | 29.8      | 29.74 | 29.780 | 54          | 38 | 46   | —                      | 03                    |
| 3       | S.               | 29.87     | 29.60 | 29.735 | 54          | 32 | 43   | 20                     | 16                    |
| 4       | W. to S.         | 29.50     | 28.60 | 29.050 | 50          | 42 | 46   | —                      | 40                    |
| 5       | S.W. to W.       | 29.20     | 28.95 | 29.075 | 45          | 38 | 41.5 | —                      | 34                    |
| 6       | W. to W.S.W.     | 29.64     | 29.42 | 29.500 | 50          | 38 | 44   | 15                     | 29                    |
| 7       | S.S.W. to W.     | 29.38     | 28.99 | 29.185 | 48          | 40 | 44   | —                      | 53                    |
| 8       | W. to W.N.W.     | 29.42     | 29.12 | 29.270 | 48          | 31 | 39.5 | —                      | 05                    |
| 9       | W.N.W. to W.     | 29.62     | 29.51 | 29.565 | 45          | 31 | 38   | 20                     | 09                    |
| 10      | W. to N.W.       | 29.51     | 29.48 | 29.495 | 43          | 30 | 36.5 | —                      | —                     |
| 11      | W. to S.         | 29.65     | 29.52 | 29.475 | 45          | 31 | 38   | —                      | 43                    |
| 12      | W.               | 29.16     | 28.95 | 29.055 | 46          | 33 | 39.5 | 20                     | 05                    |
| 13      | N. to N.W.       | 29.87     | 29.32 | 29.595 | 46          | 30 | 38   | —                      | —                     |
| 14      | W. to S.W.       | 29.96     | 29.92 | 29.950 | 48          | 40 | 44   | —                      | 06                    |
| 15      | W. by N. to S.   | 29.58     | 29.55 | 29.465 | 51          | 36 | 43.5 | 15                     | 10                    |
| 16      | W. to N.W.       | 29.86     | 29.52 | 29.690 | 48          | 38 | 43   | —                      | 03                    |
| 17      | W.N.W.           | 30.20     | 29.90 | 30.050 | 54          | 40 | 47   | —                      | —                     |
| 18      | W. to W. by S.   | 30.22     | 30.19 | 30.205 | 57          | 42 | 49.5 | 20                     | —                     |
| 19      | W. by S. to S.W. | 30.15     | 29.97 | 30.060 | 55          | 41 | 48   | —                      | —                     |
| 20      | W. to N.W.       | 30.10     | 29.81 | 29.955 | 54          | 36 | 45   | 10                     | 14                    |
|         |                  | 30.22     | 28.60 | 29.621 | 57          | 30 | 42.7 | 1.60                   | 4.49                  |

The observations in each line of this table are for a period of 24 hours, beginning at 8 A.M.

### RESULTS.

Inches.

**BAROMETER** { Maximum.. 30.22    March 18th, Wind W.  
                  { Minimum.. 28.60    Ditto 4th, Ditto S.W.

Range of the Mercury .... 1.62

Mean barometrical pressure 29.621

Greatest variation in 24 hours 1

Spaces described by the rising and falling of the mer. } 13.08

Number of Changes..... 28

**THERMOMETER** { Maximum.. 57°    March 18th, Wind W. by S.  
                  { Minimum.. 30    Four times during the period.

Range ..... 27

Mean temperature of the Atmosphere ..... } 42.7

Greatest variation in 24 hours 22

Evaporation during the period 1.60 Inch.

Rain, hail, snow, and sleet 4.49 Do.

Prevailing Winds, West and South-west.

#### A Scale of the prevailing Winds.

| N. | N.E. | E. | S.E. | S. | S.W. | W. | N.W. | Days |
|----|------|----|------|----|------|----|------|------|
| 1  | —    | —  | —    | 3  | 3    | 8½ | 7½   | 28   |

## REMARKS ON THE WEATHER.

**FEBRUARY 21.** *Nimbi*, rain, and a gale from the S.W. till 2 P.M.; during this time the harbour was much agitated; a brig parted from her cables, and was driven a-shore, and a boat belonging to the Rochfort was upset, and two midshipmen drowned. Some sunshine the remainder of the afternoon, and cloudy through the night.

22. Steady rain all day; and a very heavy gale from the north, with *nimbi*, snow, and sleet at 9 P.M., when a wherry was upset between Cowes and Spithead, and a waterman drowned.

23. Frost early, and a transparent atmosphere till 10 A.M., then *cirrus* and *cumulus*: at 2 P.M. the sky became speedily overcast, at 5, rain, followed by a heavy gale from the west.

24. A.M. as the preceding, in regard to the weather: at 2 P.M. a polar halo, and at 5, rain and a brisk wind from the S.W.

25. *Nimbi*, floating under an insolation of *cirrostrati* and *cirrocumulus*, and a strong gale from the west; some rain in the night.

26. A moderate gale from the N.W.—*Cirrus*, and the intermediate modifications of clouds down to *nimbus*, with rain and sleet, from 10 A.M., till noon: the afternoon fine, with heavy *cumulostratus*; and a clear sky after sun-set.

27. A.M. *Nimbi*, rain, and a gale from the N.W.: P.M. as the preceding.

28. A.M. sunshine, and undulated *cirrostratus* below *cirrocumulus*: P.M. an obscure sky, followed by *nimbi*, rain and wind.

**MARCH 1.** A.M. sunshine, and *cirrostratus* in a blue sky, and a gale from the west: at half past 3 P.M. a clap of thunder and lightning in the Zenith, followed by *nimbi* and light showers: at 9 the *via lactea* remarkably bright from north to south. Lightning, thunder and hail in the night.

2. A.M. fine, with *cirrostrati* and *cirrocumuli*: P.M. *nimbi* with showers, and a gale from the W.S.W.: at 9, a small meteor towards the east, which descended in a perpendicular direction, and was red at its disappearing: some dew in the night.

3. A.M. *cirrostratus* and *cumuli*: P.M. *cumulostratus* and a few drops of rain with squalls from the south.

4. At 3, A.M. a heavy storm of hail and snow, which covered the neighbouring hills; this was succeeded by a clear sky till 9, when a smart shower of hail fell: at 11, linear *cirrus*, and dense *cumuli* capped: P.M. a shrouded sky, followed by rain and a hard gale from the south, which increased to a perfect hurricane by 7, and continued with unabated fury till midnight, while the mercury in the barometer descended at the rate of  $\frac{1}{16}$ th of an inch an hour, and went down to 28.60, the lowest we have yet registered. The immediate cause of this depression of the mercury was an extraordinary rarefaction of the lower atmosphere, and the ready induction of a furious current of wind to supply the non elastic state of the air. The hurricane setting directly into the harbour, the tide rose 5 feet higher than is usual at such a state of the moon; indeed, it was higher than high spring tides are in general. Now, as the third spring tide after full or change is from 16 to 20 feet higher than a low neap tide in Portsmouth harbour, had it been a high spring tide (with a similar wind), instead of the third after dead-neap, the water would have risen at least 10 feet higher than it did, which would have caused a great inundation of this and the neighbouring towns for three hours that the tide flowed longer than its usual period. The ships of war in the harbour and at Spithead rode out

the storm well; but several small vessels and many wherries were sunk and beaten to pieces, and 8 men drowned.

5. At 8 A.M. the barometer had risen to 29 inches, and the air seemed to be clearing; but in half an hour afterwards, the mercury became stationary, and descended  $\frac{1}{16}$ th by noon, while a hard gale, with heavy rain set in from the west—the temperature was equal through the night and morning: in the afternoon sunshine, with some *cirrus* passing to *cirrostratus*; at 7 and at 9, showers of hail—the night cloudy and clear.

6. A.M. *cirrus*, *cirrostratus*, and *cumuli*: sunshine and showers in the afternoon: at 20' past 4, a perfect rainbow, and a  $\frac{1}{2}$  before 5, a fine double bow appeared in the east on a passing *nimbus*; the interior bow measured 82° in breadth, and the exterior 101° to the outside of the prismatic colours, the sun being at the same time about 15° above the western horizon: the night as the preceding.

7. A storm of wind and rain from 9 A.M. till 1 P.M., for two hours of that time the strength of the wind from the S.W. was little inferior to the hurricane on Wednesday night, and in many instances it increased the damages already done to public as well as to private property in this neighbourhood: sunshine and occasional showers till 5, when a perfect rainbow appeared, and very heavy showers of hail fell: at 9, a hard gale from the west, with lightning and thunder at intervals till the early part of the morning.

8. Sunshine, with beds of *cirrus*, *cirrocumulus*, and *cumuli*, light showers, and a steady gale from the W.N.W.: at 2 P.M. a low double rainbow in the N.E., followed by large *nimbi*: at 6, the non-illuminated part of the moon's disc beyond the crescent well defined with the naked eye; a moderate gale, and flying clouds through the night.

9. A light frost before sunrise, and the morning as the preceding, with the addition of showers of snow between 8 and 9 o'clock: snow in large flakes from 3 till 5 P.M., then *cumulostratus*: the night as the preceding.

10. Snow early, and a slight frost: a fine sunny day, with *cumuli*, *cumulostratus*, and a little snow: the night as the preceding.

11. A slight frost early, and sunshine: at 8 A.M. *cirrus* in horizontal *stris*, soon followed by attenuated *cirrostratus*, on which a solar halo was formed from 11 till 3 P.M.: at 4, the sky was overcast with the latter modification, and the barometer sinking—rain and a brisk gale through the night.

12. A slight frost early: sunshine, with *cumuli*, *nimbi*, and occasional light showers of hail, and a gale from the west—some rain in the night.

13. A fine day, and a strong gale from the north: the sun set of a gold colour behind a large dense lofty *cumulus* cloud, which was tinged with blue, red, and orange, and on passing the sun to the southward, its apex became so heavy that it curled, and descended slowly like the stream projected from a circulating fountain: a clear moonlight night.

14. A light hoar frost with ice, and a clear sky till 9 A.M., when a veil of attenuated *cirrostratus* sprung up from the west: light showers of rain in the afternoon; and a lunar halo from 7 till 9, followed by light rain, and a brisk gale from the south.

15. A wet day: a lunar halo and a corona within it from 9 till 11 P.M.

16. A fine day and night, with various clouds from *nimbus* to *cirrus*: a shower of hail at noon; and a lunar corona from 7 till 11 P.M., frequently surrounded by a green circle; light rain followed this appearance.

17. From half past 6 till 7 A.M., fine *parhelia*, remarkably bright, and about 23° from the true sun, which was E. by S. and within 15° of the

horizon at the close of this rare *phenomena*—linear and pumose *cirrus*, *cirrocumulus*, and a brisk wind followed immediately: a solar halo 44° in diameter from 11 till noon: a sunny day, and a faint moonlight through haze at night.

18. Much dew, succeeded by a thick mist till 8 A.M.: a fine day and night, with *cirrus*, and *cirrostratus* almost shrouding the sky.

19. An overcast sky all day and night.

20. *Nimbi*, rain, and a fresh breeze from the west till 9 A.M., sunshine the remainder of the day, with plumose, linear, and ramified *cirrus*, *cirrocumuli*, and *cumuli*: at 1 P.M. two currents, the under one from the N.W. and the upper S. by W.: a clear moonlight night. The increased temperature of the last four days has had a good effect in accelerating the budding of the fruit-trees, &c.

### Promotions and Appointments.

Admirals, Captains, &c. appointed.

Rear-Admiral Sir George Cockburn, and Hon. Sir Henry Hotham, are said to be nominated as Lords of the Admiralty, *vice* Sir George Hope and Sir Joseph Yorke.

Rear-Admiral Sir Thomas Freemantle, K.C.B. is said to be appointed commander-in-chief in the Mediterranean.

Rear-Admiral Sir John Gore, to be commander-in-chief at Sheerness, *vice* Sir R. Rowley.

Captain John Grant, (a) to the *Doterell*.

Captain Francis Loch, to the *Eden*.

Rear-Admiral Samuel Warren, to be flag-captain to Rear-Admiral Sir John Gore.

Captain Hyde Parker, to the *Iphigenia*.

— Pettman, to the *Ferrett*; A. B. Branch, to the *Harlequin*.

Lieutenants appointed.

Lieutenant William Hewitt, to command the Protector Surveying Vessel at Deptford.

Lieutenant W. R. Cooley, to the *Queen Charlotte*; Lieutenant Pritchard to be Agent for Transports.

Lieutenant Malone, late of the *Vengeur*, is appointed one of the Lieutenants of the Royal Naval College at Portsmouth.

Surgeons appointed.

Mr. Anderson, is appointed Surgeon of the *Eden*.

Dr. Latham, to be Surgeon of the *Liverpool*.

### DEATHS.

Lately, Lieutenant Dennis Bolton, R.N. Date of commission, 18th August, 1809.

Lately was drowned, by the upsetting of a boat in which they were sailing, Lieutenant Richard Bridge, and Lieutenant Butcher, R.N.

Lately, at the Cape of Good Hope, after a long and painful illness, most deeply lamented, Lady Brenton, wife of Commissioner Sir Jahleel Brenton, Bart. K.C.B. K.S.F.

Lately, on his passage from the Mauritius, Lieutenant John Campbell, Royal Marines, of H. M. Ship Phaeton. Date of Commission, 15th August, 1805.

Lately, Captain Francis George Dickins, R.N. Date of commission, 1st August 1811.

Lately was drowned, when coming on shore at Portsmouth from their ship the Tiber, Hon. Mr. Thelluson, brother of Lord Rendlesham; Mr. Hassel, and Mr. Leeson, son of the Hon. Mrs. Leeson, all three of whom were midshipmen of the said ship.

Lately, at the apartments of his brother, the Rev. J. Lawrence, of the Royal Hospital at Haslar, Major W. R. Lawrence, brother of Sir Thomas Lawrence.

Lately, in Upper Baker-street, Lieutenant Lind Meik, R.N. son of the late Dr. Meik, of Portsmouth. Date of commission, 15th January, 1802.

Lately, at Deal, William Miller, Esq. late Surgeon of the Royal Hospital at Greenwich.

On the 5th of September, at Macoa, China, Lieut. F. Wintle, R.N. Date of commission, 5th September, 1810.

On the 17th of February, at Gibraltar, in the 54th year of his age, Captain Joseph Larcom, of the Naval Yard at Malta. Commissioner Larcom was on his way to England, in the Weymouth store-ship, and died after a long and painful illness, as universally lamented as he was beloved: his country has to regret the loss of a zealous and good officer. He was buried at Gibraltar with military honors.

On the 17th of February, at Salisbury Hall, aged 37, Captain Francis Jackson Snell, R.N. Date of commission, 22d January, 1806.

On the 26th of February, at Longham, Dorset, the infant daughter of Captain C. B. H. Ross, R.N.

On the 28th of February, at his home in South Audley-street, Admiral Hon. Sir George Craufield Berkeley, G.C.B. Admiral of Portugal, &c.; brother-in-law to the Duke of Richmond and Earl Bathurst. Sir George's daughters are married, the eldest, Louisa, to Captain Sir Thomas Hardy, R.N. Bart. and K.C.B.; the second, to the Earl of Euston; and the youngest to Captain G. Seymour, R.N. son of the late Admiral Lord Hugh Seymour.

On the 28th of February, at Versailles, in France, of an affliction of the lungs, Captain Edward O'Shaughnessy, R.N. whose excellence of mind as a man and an officer, had endeared him to a numerous body of naval friends.

On the 7th of March, at Wareham, Dorset, John Pyke, Esq. commander of the Phoenix Indiaman.

On the 9th of March, was drowned, in the humane attempt to rescue from a rock the crew of a vessel which had been wrecked in the night near Guernsey, and who were in great danger of perishing from fatigue and hunger, Captain R. Dobree, R.N. nephew of Admiral Sir James Saumarez, Bart. and G.C.B. and late commander of H.M. Sloop Zenobia. Date of commission, 29th April, 1802.

On the 9th of March, near Salisbury, at an advanced age, Mrs. Russel, wife of Rear-Admiral Russel, Great Coddon, near Poole.

On the 14th of March, at Pimlico, near London, Lieutenant James Ashley, R.N.

On the 18th of March, at Bedminster, Lord Nelson's Bertram, Mr. James Phillips. This gallant seaman had received four large sabre wounds on his head; several wounds from musquet and pistol balls, and three balls in his thigh: he had just obtained the age of his beloved Admiral, 47.

BIOGRAPHICAL MEMOIR  
OF THE LATE  
MARTIN NEVILLE, Esq.  
COMMANDER, R.N.

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How many youthful Sons I late enjoyed,  
Valiant in battle !

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No—if I e'er return, return I must,  
Glorious, my Country's terror laid in dust :  
Or, if I perish, let her see me fall,  
In field at least, and fighting for her all.  
War is our business ; but to whom is given  
To die or triumph, *that* determines Heaven !

**T**O every man who in the service of his country has distinguished himself, whether by a series of brilliant successes, or by the sacrifice of his life in less fortunate circumstances, the debt of public gratitude is due, and in the breast of every real patriot will be felt and acknowledged. Among the many mysteries of human life, War is not the least. As a scourge in the hands of Providence, it is truly awful ; but in this, as in all its dispensations, good is elicited from ill—and the moral world, as well as the natural atmosphere, is purified by storms. The fiery spirit of mad Ambition calls forth the noble ardour of opposing Patriotism to repel its unjust invasions. To die is the common lot of all—but thus to die demands our grateful admiration, and an imperishable memorial in the annals of the Country thus protected. A never-fading renown is the stimulus of heroic deeds, and whether the hero live or die, his reward is sure. He has the whole world as the witness of his achievements—they are registered in the minds of his contemporaries, and in the records of history transmitted as examples to posterity. The father, the mother, the widow, and the orphan, of the hero who dies in battle—theirs is the cup of mourning, but surely its bitterness is not unattempered by the reflection, that he died honourably, in the discharge of his duty to his country and to them.



Such are the characters, such the consequences which it is our occasional task to commemorate ; and as far as our feeble endeavours can perpetuate their memory, it is a task we most willingly perform ; and more especially so in the hope of affording in some degree the balm of consolation to the wounded hearts of their surviving families, an effect which we never were more desirous of accomplishing, than in that of the gentleman under our present notice ; for few have been so deeply and so often wounded.

The very name of *Neville* is warlike, and for centuries back have stood foremost with the Percys, the Howards, Seymours, Musgraves, Montgomeries, &c. in fighting the battles of England : of them it may be truly said, that glory was 'their leading star—and glory,

“ That which kindles souls to great achievements ;  
 'Tis the price of danger, toil, and bloodshed ;  
 It warms the winter's camp, and turns the flint  
 To a down pillow, for the Soldier's head !  
 'Tis a being in the breast of others ;  
 'Tis the high prize, for which we die with pleasure ;  
 Since *Glory* gives us, to survive our fate,  
 And rise to immortality.”

Martin Neville was a younger son of a gentleman of some landed property and most respectable character in the county of York. He was born in the year 1780, and was at an early age induced by a strong inclination, and very probably by the example of two of his brothers already in the service, to profess his desire of entering into the navy.

A short time previous to the commencement of the revolutionary war, he embarked in the *Winchelsea* frigate, commanded by Captain Fisher, on the Halifax station. In this ship, while yet a boy, he was thrown from the mizen-top, by the falling of the mast, and received considerable injury, from which, however, he happily recovered.

From this ship he was taken by the Honourable Captain Rodney on-board the *America*, of 74 guns ; under whose patronage he afterwards removed into the *Vengeance*, and in her met with another accident, having fallen from the poop into the sea.

After leaving this ship (we believe when paid off), he went into the *St. Alban's*, of 64 guns, then bearing the flag of the late Admiral Vandeput on the Lisbon station, and accompanied that

truly worthy man to the coast of America, who, in 1797, promoted him to the rank of lieutenant in the *Thetis* frigate; in which ship he served two years with the Hon. Captain (now Sir Alexander) Cochrane; and was present and participated in the victory which that gallant officer, assisted by the Hussar, Captain Beresford, gained over a French squadron of five large armed ships, with troops.

Whilst in this ship, the *Topaze* was lying in Hampton Roads, with sails unbent, and under refitment; and the squadron under the admiral was cruising off the Capes of the Chesapeake. One night several guns were heard in the offing, and Lieutenant Neville volunteered to go in the cutter, and ascertain the occasion of the firing: it was a cold, blowing night, and he did not return until the next day, when he brought with him the corpse of Captain Mouatt, who had died suddenly on board the *Assistance*, and which had occasioned the firing of minute guns. The whole of this rough night Mr. Neville had been obliged to lay at a grapple, during the ebb tide, and in addition to his comfortless situation, he had the son of the deceased captain in his boat, who had accompanied his father's corpse. It may appear but a trifling circumstance to relate, but although suffering himself from the inclemency of the weather, thus exposed to it, he gave up his great coat to the fatherless youth to screen him from the cold—it will at least prove a goodness of heart in our young sailor, and we believe that to be a firm foundation for a generally good character.

At the end of the year 1798, Mr. Neville returned to England; and just before the *Thetis* was paid off at Plymouth, being employed a-shore in looking after some of the seamen who were missing, he received a severe blow on the head from an unknown hand, in the dark, which left him nearly senseless, and from which it was some time before he recovered. The blow was supposed to have been given by some one of a set of crimps who wished to decoy the men, as he was a great favorite with all ranks in the *Thetis*.

His next appointment was to the *Uranie*, of 40 guns, Captain Fowey, in which he was actively employed in 1800 and 1801, on the coasts of France and Spain; and in the night of the 21st of July, 1801, he had an opportunity of most bravely distinguishing

himself in the boats of that ship, by assisting in the capture of the *Chevrette* French corvette, of 20 guns, which was so gallantly cut out from under the batteries in Camaret bay, near Brest.

A detailed account of this action has before been given in the VIIth Volume of our Chronicle; but as to those of our readers who may not be in possession of the early volumes of the Chronicle, a repetition may be acceptable, we are inclined thus to avail ourselves of the means of gratifying them, and giving an additional degree of interest to this memoir.

“ In the month of July, 1801, a squadron of British frigates, employed in watching the enemy’s fleet, lay at anchor close in with the harbour of Brest, far above St. Matthew’s light-house. The combined fleets of France and Spain were full in their view; still nearer, and quite open to them, was the bay of Cameret, where the French national corvette *La Chevrette* lay protected by the batteries. In this situation, she was considered by the French as no less secure than if she had been in the road of Brest: while the effect which this seemingly impregnable position had upon the British squadron, was to inspire a wish to cut her out. It was resolved by the commander of the squadron that this attempt should be made. Accordingly, the boats of the *Doris* and *Beaulieu*, manned entirely by volunteers, under the orders of Lieutenant Losack, who had been sent from the admiral’s ship to conduct the enterprise, set out on the night of Monday, the 20th of July, to attempt bringing out the corvette. But a separation of the boats having taken place, no attempt was made that night. Some of the boats having reached the entrance of the bay, lay there on their oars till dawn of day, in expectation of being joined by the rest; and before they got back to the frigates, were unfortunately seen both from the corvette and from the shore.

“ The enemy now concluded, what they had never before imagined, that an attack was meditated. Though they judged it a measure of extreme rashness, they were resolved to omit no possible preparation. In the morning of the 21st they got the corvette under way, moved her a mile and a half up the bay, and moored her under the batteries. They put on board of her troops from the shore, so that her number of men now amounted to nearly 400. The arms and ammunition were brought upon deck, and the great guns were loaded to the muzzle with grape-shot. The batteries were prepared; temporary redoubts were thrown up upon the points; and a gun-vessel, with a couple of thirty-two pounders, was moored at the entrance of the bay as a guard-bout. Having taken these precautions, they in the afternoon displayed a large French ensign above an English one, as a signal of defiance.

“ All these manœuvres were well observed from the *Beaulieu*, the crew of which had shewed extraordinary ardour to engage in this enterprise. Though they now saw that a most desperate resistance was certain, the severe disappointment which they experienced from the fruitless expedition

of the former night, filled them with eagerness to make an effectual attempt. Mr. Maxwell, the first lieutenant, who had not been out on the night before, and who was ordered on an expedition then in agitation, of carrying fireships into Brest, gladly embraced this opportunity of practising his boat's crew selected on this occasion, preparatory to the grand object, and resolved to head his own shipmates in the attack to be made that night. This officer, warned by the former failure, resolved to keep his own boats in close order; and should a separation of the other boats happen as before, through any unfortunate accident, to proceed to the attack with the Beaulieu's boats alone. This resolution, so congenial to their wishes, his shipmates heard with much satisfaction, and employed themselves through the day in putting the arms in the best order, particularly in grinding the cutlasses to cut the boarding nettings and other impediments which they expected to meet with.

"When night arrived, six boats, manned with between eighty and ninety officers and men of the Beaulieu, all volunteers, joined, about half-past nine, the boats of the Doris, Uranie, and Robust; the whole being, as before, under the command of Lieutenant Losack. The orders which he then gave were, to lie-to on their oars, or pull easy, as it was much too soon for the attack. About a quarter of an hour afterwards, Lieutenant Losack, with his own boat, accompanied by some other boats, went in chase of a boat from the shore.\* For a considerable time after he parted company, the remainder of the boats continued as he left them, lying-to on their oars, and sometimes pulling easy. Finding he did not return, Mr. Maxwell, reflecting upon the miscarriage of the preceding night, considering that the boats were yet at least six miles from the scene of action, and aware of the time requisite to row that distance against a fresh breeze, judged it expedient, in order that the enterprise might have the best chance of succeeding, to proceed immediately towards the entrance of the bay; a situation evidently more eligible for them to lie-to, should this be necessary, than where they then were. He, therefore, gave way a-head with the boats of the Beaulieu; and the other boats followed his example. As they proceeded, they perceived the signals of the enemy, both to and from the shore; and at length they arrived off the entrance of the bay.

\* It was now about half-past twelve. The moon was sinking beneath the horizon. The wind, which for the first part of the night blew right into the bay, had been dying away, and it was now a perfect calm. Every thing concurred to render this the time at which an attack might be made with probability of success. The night was too far advanced to admit of any longer delay; and had the attempt been deferred till next night, it must have been made to great disadvantage, on account of the increasing moon, now in the eleventh day of her age. However, Mr. Losack, and the boats which accompanied him, were still absent. In consequence of his absence, there was much difference of opinion through the remaining

\* Supposed to be a look-out boat belonging to the enemy, and therefore of consequence to be secured, if possible.

boats. Many were undetermined in what manner to act, whether to go on, or to return to their ships.

“ These circumstances were adverted to by Mr. Maxwell, who was now the senior officer. He saw that there remained but one way of preventing a total failure of the enterprise; and that was, to assume the command himself, and immediately to proceed to the attack with the boats present. He declared that this was his resolution; he informed the boats of it within hail, and despatched a midshipman to those a-stern, and seemingly returning, with orders to them, in the name of his Majesty's service, to follow the boats of the *Beaulieu* to the attack. This determination was received with rapture by the volunteers of the *Beaulieu*.

“ About this time, by extraordinary good fortune, a gentle breeze sprung up from the south, right out of the bay. This breeze, so auspicious to the success of the enterprise, animated the men to enthusiasm. To Mr. Maxwell it dictated a manœuvre singular and daring. He gave orders, that immediately upon boarding, while the rest were engaged in endeavouring to disarm the enemy's crew on deck, the smartest topmen of the *Beaulieu*, whose qualifications he well knew, should fight their way aloft, and cut the sails loose with their cutlasses. He also appointed the most trusty hands to cut the cable, one of the best *lucien* in the boats for the helm, and hands for the rudder-chains, in case of the tiller-ropes being cut. Having made this arrangement for setting the ship adrift instantly upon boarding, and thus taking advantage of the favourable breeze, he gave orders for the charge.

“ The sky being clear, though the moon was set, they soon came in sight of the corvette, and were as soon seen from her. The instant she hailed, at the distance of four or five cables, she opened a heavy fire of musketry from every part of the ship, accompanied by showers of grape-shot from the great guns. A heavy fire of musketry at the same time commenced from the shore and batteries, in the face of which, the *Beaulieu*'s boats, in the most gallant and intrepid manner, rushed on to the attack, most nobly assisted by those of the *Uranie*, commanded by Lieutenant Neville, who stood up in his boat, cheering and animating his men, with the most undaunted bravery, while the bullets were flying about their heads like hail, and many were dropping down, killed or wounded, before they came alongside. When they reached the vessel, the *Beaulieu*'s boats boarded on the starboard bow and quarter; the *Uranie*'s, one of the *Robust*'s, and one of the *Doris*'s, on the larboard bow. The attempt to board was most obstinately opposed by the French, armed at all points with fire-arms, sabres, tomakawks, and pikes, who in their turn even boarded the boats.

“ Notwithstanding this obstinate resistance, in the course of which the assailants lost all their fire-arms, and had nothing remaining but their swords, the boarding was effected. The men who had been ordered for that service, proceeded to fight their way aloft. In this attempt several of them were killed, and others desperately wounded; but the rest persevered with unparalleled courage. Many of them, bleeding of their wounds, got upon the yards, upon which they were obliged to scramble

out with their cutlasses, upon their hands and knees, the foot ropes having been all strapped up; and, surmounting every obstacle, they executed, with inconceivable expedition, the arduous service in which they were engaged. In less than three minutes after the boats came alongside, in the very heat of the conflict, when almost half of the British sailors were killed or wounded, and the enemy were three to one against them, down came the three top-sails and courses; the ship at the same time casting, the cable being cut outside.

“The prompt execution of these operations proved decisive. The moment the French saw the sails fall, and found themselves, as if by a miracle, under way and drifting out, they were seized with astonishment and consternation. Some of them jumped overboard, others threw down their arms, and tumbled down the hatchways. The British sailors now soon got possession of the quarter-deck and fore-castle, which in five minutes after boarding were nearly covered with dead bodies. The rest of the enemy, having retreated below, kept up a heavy fire of musketry from the main-deck and up the hatchways. They also frequently set off large trains of powder, endeavouring to blow up the quarter-deck, and throw the British into confusion. This obliged the British to divide into two parties. One party guarded the hatchways and gangways, and returned the fire of the enemy with their own arms and ammunition. The other party made sail; in order to clear the decks for which, it was necessary for them to throw overboard two or three dozen of the Frenchmen who had fallen in the conflict, and also some of their own gallant companions.

“In the mean time the breeze was gently drifting the vessel out of the bay, the batteries continuing to direct their fire right upon her, as they had done from the time she got under way. Scarcely was she clear of the point, from which showers of musketry and grape played upon her, when it again fell calm. This calm left her still exposed to the fire of the batteries. Though she was now free from the danger principally apprehended, that of getting on shore, still the two-and-thirty-pound shot and shells from all directions were flying about through the ship's side, masts, sails, and rigging. The state of the boats prevented towing: some of them were sunk, others were adrift with killed and wounded men, and the rest were engaged in towing out these from under the fire of the batteries. However, a light breeze springing up from the north-east, at length drew her out.

“The engagement had now lasted upwards of two hours, though during this time the enemy had kept up a constant fire from the main-deck and from the shore, yet the British seamen managed to set every sail in the ship, and had even got top-gallant-yards across. The ship being now quite clear of the batteries, and our men having twice threatened that they would give the enemy no quarter if they continued their fire from below, they at last surrendered themselves prisoners of war.

“About this time some boats were perceived coming from the direction of Brest, which accordingly were suspected to be enemies. Mr. Maxwell, therefore, immediately prepared for a new conflict, and had the sides of the ship manned with pikes and arms to defend her. But on nearer approach, these were found to be the boats which had not been present

during the action, and with them Mr. Losack, to whom Mr. Maxwell then resigned the command.

“ The morning’s dawn displayed a dreadful scene of carnage, and at the same time, close to the scene of action, the harbour of Brest, with the combined fleets of France and Spain; and to the enemy the mortifying sight of one of their ships of war brought out in their immediate presence, from a position deemed impregnable, and sailing down to join the British frigates.

“ Thus terminated an enterprise, which in this species of warfare may safely be pronounced to be without a parallel. In the present war, many ships of the enemy have, with the greatest gallantry, been boarded and cut out by the meritorious British seamen; but the cutting out of the *Chevette* is distinguished from all similar achievements by several material circumstances. The enemy were not taken by surprise; they expected an attack, they prepared themselves for it, and they defied it; not only the vessel, but the batteries on shore, which protected her, were in readiness and on their guard; the British seamen were exposed to a severe fire both from the ship and from the shore, before they came alongside; they then fought their way up the sides of a vessel full of men, armed with every kind of weapon calculated to resist their attempt; having succeeded in boarding, they at once contended with an enemy three times their number, and made themselves masters of the rigging, and got the vessel under way; exposed to a dreadful fire from the numerous surrounding batteries, and occupied with the conflict within, they brought her out in the night, out of a roadstead narrow and difficult; all this was done in the presence of the grand fleet of the enemy; it was done by nine boats out of fifteen, which originally set out upon the expedition; it was done under the conduct of an officer, who, in the absence of the person appointed to command, undertook it upon his own responsibility, and whose intrepidity, judgment, and presence of mind, seconded by the wonderful exertions of the officers and men under his command, succeeded in effecting an enterprise, which, by those who reflect upon its peculiar circumstances, will ever be regarded with astonishment.

|                             |    |
|-----------------------------|----|
| Total of the English killed | 18 |
| Wounded                     | 37 |
| Missing                     | 1  |

“ Total of the French killed.—First captain, two lieutenants, three midshipmen, one lieutenant of the troops, with eighty-five seamen and troops.

“ Wounded.—One lieutenant, four midshipmen, with fifty-seven seamen and troops.”

Such was the action in which Mr. Neville bore a very active and honorable part, and was mentioned in terms of due praise by Lieutenant Keith Maxwell, who headed the enterprise. He suffered long from the severe wounds he received, and in the mean while the war was brought to a close by the treaty of Amiens.

In the year 1802, his services were rewarded by a commander's commission, and a short time previous to the rupture of the peace, he was appointed to the Port Mahon sloop of war, in which he was subsequently ordered to sail with despatches to the West Indies; from whence, it was his destiny never to return. He joined Commodore Hood at Tobago, on the very morning of his arrival there with a force for its reduction, and being hailed to silence a small fort which fired briskly on the fleet, he stood close in, and having poured three quick and well-told broadsides into it, jumped a-shore at the head of part of his crew, and struck the French colours, hoisting the British in their stead—in the style of the brave Faulknor, at Fort Royal, Martinico, some years before.

Commodore Hood (than whom there could not be a better officer, or more adequate and impartial judge of merit) was so highly pleased with the conduct of Captain Neville, that he sent for him, and asked him what he could do to show his sense of it. Captain Neville had a younger brother in the Port Mahon, as master's mate, and the commodore immediately took him into the Centaur on promotion.

The period was now arrived when his services were shortly to terminate in this world for ever. He was ordered to Jamaica with despatches from England, and with an order from the Admiralty for his own promotion to post rank, on a vacancy; but this object of his wishes he did not live to accomplish, for after being a short time on the Jamaica station, he fell a sacrifice to the climate, and died at Honduras in his 23d year, when taking his turn of protecting the English settlers employed in wood-cutting there.

The early period at which this gentleman was cut off, and the comparatively high rank which he had attained, speaks volumes as to his merit; to say therefore that he was foremost in danger, cool and determined in action, possessed of greatness, kindness, and urbanity—in short, that he was the hero and the gentleman, may be thought superfluous, when we compare his professional rank with the premature age at which he died; for it does not appear that his promotion was in any stage effected by family interest, although it must be confessed that few families have been so wholly devoted to the public service of their country.



Captain Neville was the fifth son whose premature fate his father had to deplore—all died in the service of their King and Country: one, an officer in the Queen's regiment, was killed on board the Queen Charlotte on the 1st of June; another at the siege of Bastia in the 30th regiment; and two others in the navy fell like the subject of this honorable record, by ruthless disease.—Nor, alas! was the youngest spared.—A sixth and last Neville fell also!—fell in the heat of battle. As we have before mentioned, this youth was removed from the Port Mahon sloop into the Centaur, Commodore Hood's ship, and was by him promoted to the rank of lieutenant, and was killed at Martinico, in 1804, while attempting to storm one of the batteries under shelter of which some privateers had taken refuge.

Thus perished these six brave brothers, three by disease, and three in battle: most cordially do we sympathise with their venerable parents, if they still survive—*et requiescant in pace.*

And are there any relatives of this devoted family in either army or navy, unpromoted or unprotected from an obscurity of condition? If there be, let a portion of those rewards which would have infallibly been conferred on this honorable band of brothers, had they not so prematurely perished, be transferred to them.

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## NAUTICAL ANECDOTES AND SELECTIONS.

### ARCTIC EXPEDITION, AND THE ESQUIMAUX.

IN consequence of its having been understood, that the four vessels, destined for these important expeditions, were to sail on the 1st of April, from Deptford, great numbers of people thronged there at an early hour, to witness an equipment that has excited such an uncommon degree of public interest. The visitors, however, were disappointed; a sharp wind, which blew from the north-east, rendered it not desirable for any large vessel to drop down the river during a neap tide, and the sailing of the vessels was, therefore, postponed to another day. The *Esquimaux*, who has already been so much celebrated for his astonishing exploits, was to have given another specimen of his surprising performance. Lord Castlereagh, Lord Yarmouth, the Bishop of Winchester, the Bishop of Oxford, Mr. Croker, and several other persons of distinction, went down to Deptford, by particular appointment. They proceeded from the dock-yard, accompanied by the commissioner, and went on board the *Isabella*, where they waited for a long time, in anxious expectation of seeing this

native of the Arctic regions commence his operations; but experienced a sad disappointment. The Esquimaux having gone on shore that morning, was accosted by a man from London (some say that he was a Jew), who, after representing to him the dangers of the expedition he was about to embark in, and the liberty he possessed of disposing of his person in whatever manner he chose, held out to him (probably without any authority) a promise of several thousand pounds, if he would quit the ship, and exhibit himself at one of the minor theatres. His pride and his prospects having experienced this momentary elevation, while his brain was nearly intoxicated by copious draughts of grog, he came on board the ship, swaggered about the deck, boasted of his importance and his promised wealth, and obstinately refused to exhibit himself in his humble canoe. The officers, anxious to gratify their distinguished visitors, made use of entreaties, promises, and even threats; but, all to no purpose. Lord Castlereagh and others offered him a handsome sum, on condition that he should commence his operations, but the offer was rejected. The noble visitors were, therefore, obliged to return to town without having their curiosity satisfied. About 10,000 spectators, who crowded the decks of the surrounding vessels, experienced a similar disappointment. The officers of the expedition now began to entertain serious apprehensions lest they should lose a person from whom they expected to derive many advantages in his character of interpreter between them and the inhabitants of the shore bordering on Davis' Straits. They, however, used no compulsion or restraint, but left him to the exercise of his own judgment, after proper remonstrances; and on the following morning he quietly submitted to all the regulations that had been previously prescribed to him, expressed great sorrow for his obstinacy and disobedience, as well as his determination to continue with the expedition on its outward and homeward voyage; and is now on board the *Isabella*, where, in consequence of an Admiralty order, no stranger must come near him.

#### COMMODORE PERRY, OF THE AMERICAN NAVY.

It appears from the American papers, that a quarrel has arisen among the naval officers of the American squadron in the Mediterranean. Commodore Perry\* is accused of having struck a Captain Heath, of the marines, and two or three courts martial have been held. It has become even an affair of party, and the different officers of the squadron have ranged themselves on different sides. At length, a memorial from the disaffected officers was presented to Congress; but a Committee who was appointed to report upon it, stated, "that no measures were proper to be taken by Congress on the subject." An American journalist makes the following remarks upon the subject:—"No squadron ought to be suffered, for many months together, to remain upon any station, in active service. Particularly should this be avoided in the soft, luxurious, and enervating regions of

\* See JAMES'S Account of the Chief Naval Occurrences between Great Britain and the United States of America, published by Egerton, Whitehall.

the Mediterranean. It was there Cæsar wasted a whole year in voluptuous and disgraceful dalliance with the bewitching Cleopatra; it was there that Anthony was shorn of his honours; it was there that the dauntless Nelson sunk beneath the sorcery of a syren's charms. If a squadron must be kept in those seas, it should be frequently relieved. Active service, and the invigorating breezes of our western air, will do more to correct arrogance on one side, and insubordination on the other, than all the laws which can be enacted, or all the courts-martial than can be held.

#### EARTHQUAKE IN SICILY.

ON the 20th February, 1318, in a season the most mild and fine, a strong shock of an earthquake shook all the regions in the vicinity of Ætna, even to the extremity of Calabria. The city of Messina suffered nothing; but at Catania the damage is immense.—[Catania lies at the foot of Mount Ætna, as is implied by its ancient name, Kat-Ætna. It was destroyed in 1699, by an irruption of the mountain, during which the lava ran over the walls of the city.] A great part of the cathedral and college has fallen down; and many ecclesiastics have perished under the ruins. All the inhabitants, struck with dread, abandoned the city, and are dispersed among the neighbouring villages. The churches of Aci-Catena have been damaged; an entire monastery has fallen down, and buried many priests. At Zaffarana, when the people were assembled for divine service, the vault of the church fell down, and crushed the preacher, and 50 individuals. All the villages near Ætna have been more or less ruined. The houses are all opened, cracked, or destroyed; nevertheless, as they are light buildings, it is said only 60 persons have perished. The village of Mascalluccia exists no more; the vineyards and the gardens have been overturned; the sea, in several places, has broken over its banks, and has caused much damage.

The earthquake extended over the whole island; Palermo experienced a slight shock; and several villages suffered considerable damage. In the state of the Duke of Misterbianco, seven columns of water were observed to spout from the earth all at once, but they disappeared with the same rapidity in fifteen minutes afterwards. Accounts from Genoa state, that several shocks were felt among the Appenines.

#### STEAM BOATS.

MR. BIRKBECK observes, that the time is fast approaching when the grand intercourse with Europe will not be at present through Eastern America, but through the great rivers that communicate by the Misis-sippi with the ocean. The upward navigation of these rivers is already coming under the controul of the steam-boat, an invention which promises to be of incalculable advantage to this new world. The average progress of the steam-boats, heavily laden, against the stream, is about 60 miles per day. Their lading upwards consists of dry goods, pottery, cotton, sugars, wines, liquors, salted fish, &c. and downwards of grain, flour, tobacco, bacon, &c. At present, about 20 of these vessels, from 50 to 400 tons burthen, are navigating these rivers: they are built at Pittsburg, and the machinery

is prepared at the iron-works there. From New Orleans to Shawnee Town, on the Ohio, a distance of 1200 miles, the voyage upwards may be performed in 20 days; and this town is 45 miles from Mr. B.'s settlement, with which it has communication by the Wabash, a navigable river in its immediate vicinity. Those who have witnessed the extensive application of steam to the navigation of the western waters of Scotland, and the despatch, regularity, and security of this mode of conveyance, will be able to appreciate its benefits as adopted in the inland navigation of America. More than 20 vessels of this description navigated the Clyde during the summer; some of which performed the voyage from Glasgow to Inverary, partly through a stormy sea, in 16 hours, a circuitous route of 110 miles; and touching with the punctuality of a mail coach at various places in their course to take in passengers. No serious accident has occurred since their introduction, which is more than two years. The secret of security consists in using large steam engines of great power and small pressure. If the boilers of cast-iron should in any part give way, a piece of cloth is firmly wedged into the hole, and the vessels proceed without any danger or inconvenience to the passengers.

## RUSSIAN CONSULATE.

*(Circular.)*

March 25, 1818.

THE undersigned Russian Consul-general has just now been officially informed, that, although the establishment of a Port Franc (free port) at Odessa was made known to all Europe ten months ago, the epoch, however, of the opening of that port is still uncertain. The immense works required by the forming of the moat, and the barriers which are to surround the city at a distance of 1, 5, and 6-veists, do not permit the hope that the Port Franc can be opened before the month of September next. It being possible that many merchants, thinking that the Port Franc is already open, may send to Odessa goods prohibited, and thus expose themselves to considerable loss, or at least to the prejudicial delay of selling them. In order to avoid all such inconveniences, the undersigned is authorised to advertise to the commercial public, that care will be taken in giving due notice of the fixed epoch when the Port Franc will be opened.

(Signed) *A. De Dubutchefsky.*

*(Circular)*

London, March 25, 1818.

The undersigned Russian Consul-general, in order to fulfil the commands of his government, hereby makes known to the British public, and to all person or persons to whom it may concern—

That notwithstanding the quarantine regulations of the 25th of May, 1816, have been published in this kingdom of Great Britain and Ireland, some foreign vessels, bound to the Russian ports, both in the Baltic and in the White Sea, have appeared, without having brought the necessary certificates from Elsineur, of their being free from epidemical disorder. The

positive news of Algerine corsairs, having the plague on board, stopping and visiting all vessels they meet with, has induced the Imperial Government, with the supreme approbation of his Imperial Majesty the Emperor, to adopt additional measures for preserving the empire from any kind of infectious disorders.

1st.—That with respect to vessels coming to the Russian ports without being furnished with certificates, required by the regulations of the 25th May, 1816, will be proceeded with in the strictest conformity to the same, whereof the foreign merchants will be informed by the Imperial Ambassadors and Consuls.

2d.—That the marine minister has to observe, that all ships or vessels coming into the Baltic, and bound to Russian ports, without producing the necessary certificates of the Danish quarantine, will not be admitted under any pretext whatsoever, but sent back under a military escort.

3d.—That all quarantine Agents, as well as the Commissioners of Ports, and the coast Commanders, have got new instructions with respect to the most rigorous observation, that no vessel whatsoever, which may have been subject to the visit of the corsairs, and have not been duly purified under quarantine, will be allowed to proceed to the Russian ports.

(Signed) *A. De Dubatchefsky.*

#### VISIT OF THE LORDS OF THE ADMIRALTY TO THE EXPEDITION SHIPS.

ON April 4, 1818, Viscount Melville, accompanied by Sir G. Warrender, and Admiral Sir G. Moore and Sir J. Yorke, Barts. arrived at Deptford Dock-yard, where they were received by Commissioner Cunningham, the officers of the Dock-yard, and Captains Ross and Buchan, and immediately went on board the vessels bound to the Arctic regions. They were received with the usual honours, and proceeded to inspect the equipment of the vessels in every part. The Esquimaux went through his various exercises with his canoe, and displayed his dexterity in throwing his darts, &c. Viscount Melville and the other gentlemen returned to town in the evening. The vessels dropped down the river yesterday.

The ballast consists entirely of coals, and the Isabella and Dorothea have each nearly 100 chaldrons on board; and the others as much as they can stow away. Meats of every description that can be preserved are on board, as also large supplies of portable soups; with extensive assortments of woollens, kerseys, and all sorts of warm clothing. The vessels are provided with ice-boats, and fishing-geer for catching whales. Captain Ross goes up Davis's Strait as high as 72; when he will endeavour to proceed to the westward, by which-ever direction circumstances may point out as most practicable. Captain Buchan goes direct for the Pole; and, if he reaches there, will take such course as events will allow him for Bhering's Straits, which is also the object of Captain Ross. Some experienced navigators of the Greenland seas are on board, to act as pilots in the ice; as also astronomers, and other scientific gentlemen, to assist the naval

officers. In the event of the ships returning, they are to bring home each a cargo of blubber for the owners, in iron tanks, by which a saving to government on the hire of the vessels to nearly 10,000*l.* will be effected.

#### DEPARTURE OF THE EXPEDITION SHIPS.

The vessels equipped for the Northern Expedition have sailed. May they return safely and successfully! That they will bring home considerable additions to the stock of useful and exalting knowledge, may be reasonably hoped; and this alone is sufficient to justify the enterprise. To aim at a more perfect knowledge of the world, in which we are placed, may be considered as one of the duties of those, who are qualified by previous advances to search for such attainments. Progress in knowledge seems to be one of the ends of our existence. It multiplies the means of happiness; and knowledge of this sort, though considerable qualifications be necessary in those who would make additions to it, is afterwards limited to no particular class; it is easily communicated to all. Such additions have also a moral effect, beyond that of promoting innocent pleasure,—they lead to new contemplations of the wonderful works of the Creator, and, although the minutest flowers and insects be as much miracles to us as the stars and the sun—the existence, or, at least, the formation of either being absolutely beyond human comprehension—yet familiarity weakens the impression of every object of sense, and the discovery of one new effect of infinite power is more touching to our minds than the continuance of a thousand old ones. These benefits we expect from the present expeditions. Of any other we have very little hope. Supposing the great plain of ice, which barred the North West Passage, to be broken away by some sudden cause, is it not reasonable to calculate upon its re-accumulation? Supposing the polar basin to be passable by vessels purposely equipped for the discovery, is such a passage one of which merchant ships can be prepared to avail themselves? Can such routes to given spots, though they be the nearest, be also the best, or those which vessels will ever take, except for purposes of curiosity? Will the mere chance of saving distance, at the risk of losing months, lead ordinary navigators to the regions, where

“Pale suns unfelt, at distance roll away,  
And on th’ impassive ice the lightnings play”?

That it will not, is no reason against the expeditions; but it is due to the enterprising men, now just left us, to acknowledge what it is, that ought not to be expected of them—to ascertain what is success—and to prevent it from being considered as failure.

#### POLAR ICE.

THE following postscript is added to the journal of the brig *Jemima*, which sailed last summer from London to Labrador, on the Moravian Mission:—“The captain and mate report, that though for these three years past they have met with an unusual quantity of ice on the coast of Labrador, yet in no one year since the commencement of the mission, in

1769, has it appeared so dreadfully on the increase. The colour likewise of this year's ice was different from that usually seen, and the size of the ice-mountains and thickness of the fields immense, with sand stones imbedded in them. As a great part of the coast of Greenland, which for centuries has been choaked up with ice, apparently immovable, has, by some revolution, been cleared, perhaps this may account for the great quantity alluded to." ♦

BUONAPARTE.

THE following extract of a letter from St. Helena has been obligingly sent to us :—

" *St. Helena, January 26, 1818.*

" Buonaparte's *regimen* almost confounds our calculations of the materials of which he is composed—so opposed does he appear to be to his former habits of life. He has not passed the threshold of his house these four months: the consequence is, his legs are swollen, his corpulency fast increasing, he cannot help complaining of having a most painful palpitation at the heart, and his countenance is extremely pallid. His sullen, austere manners shuts out all descriptions of persons; he refused to see the admiral (Plampin) a day or two since. General Montholon (whose wife has lately been delivered of a boy), we are told, lately hinted to his *Imperial* master, that he had half-a mind to go to Europe; when Buonaparte replied—' You have always hitherto proved yourself devoted to me; wait twelve months longer, and then you will return with honour, for I shall by that time be no longer a trouble to any one.' Certain it is, that his health is become in a very precarious state."

EXTRACT OF AN INTERESTING LETTER FROM ON BOARD THE ANTELOPE,  
OF 50 GUNS.

*St. Kitt's, November 8th, 1817.*

" SINCE my last letter to you, we have undergone great varieties of weather, and were out in the hurricane which took place on the 21st of October; and as many reports have gone abroad from some of the West India Islands, that we were lost, I embrace the first opportunity to tell you of our being safe, as are all the ships of Admiral Harvey's squadron; but the Antelope has escaped in a most miraculous manner. We were lying at St. Lucia quietly at anchor the day before the hurricane came on, and got under sail for Barbadoes (as was our intention) about seven in the morning of the 20th, it being fine weather. At 12 o'clock the night following, the officer of the watch, Lieutenant ———, hailed the master, and said the wind had come round to the north-east, which was very unusual in this climate, where easterly winds prevail all through the year, and that the weather appeared to be coming on bad. The Admiral, and Captain Sayer, were immediately on deck; we took in all our sail, except the foresail, which was reefed; got the top gallant-masts upon deck, and prepared for the worst. At three in the morning of the 21st, it blew very hard at west,

with prodigious heavy rain; at four still harder; took in our fore-sail, and brought her to, under a try-sail, double reeved, at seven yet harder, when a sea came and carried away one of our boats from the stern; at 10 o'clock, it blew a perfect hurricane, beyond what any of us had ever witnessed; however, the ship lay very quiet, and behaved very well; but from the heaviness of the sea, and quantity of rain, with the immense force of wind and water, all our cabins were filled. At noon the storm abated; and at 3 P.M. it was quite moderate, and we made sail again. I call the escape of the ship, and all on board, miraculous; because, if we had remained at St. Lucia one day longer, not an atom of her would have remained, nothing could have saved us from total shipwreck; every vessel we left there was lost: the town, barracks, and buildings of every sort destroyed; the Governor-general, Seymour, a most worthy man, and most of his family, killed; and Major Burdett, and his wife and child, also buried under the ruins of his house. We visited the island again a fortnight after, and the scene presented to us was such as my pen cannot describe; the poor inhabitants without houses, shelter, or clothes, even for the sick, many of whom were compelled to lay out in the rain: the soldiers and others were obliged to lay down flat, holding by the grass, or any thing they could get, to prevent their being blown away: this may appear strange, yet such was the fact, so excessive was the force of the wind. The vessels were also driven to sea, or ashore at Martinico, Dominica, and St. Vincent's; but no damage was sustained to houses or buildings, although the crops have suffered; very fortunately all our little squadron; viz. the *Seamander* frigate, Captain Elliot, *Childers* sloop, Captain Westropp, and *Brazen*, Captain Stirling, are safe; the fatal 21st of October will be felt by the St. Lucians as long as they live.

## CAPTAIN MURRAY MAXWELL, R.N.

It will be recollected that this gallant officer conveyed Lord Amherst and the Embassy to China, in the *Alceste* frigate, afterwards unfortunately lost, by striking on a ledge of sunken rocks in the Straits of Gaspar. On proceeding up the *Sliva* to Canton, to take the Embassy on board after its unsuccessful termination, it will be recollected that the ship was fired at by the Chinese batteries, and that one or two well told and destructive broadsides from the *Alceste* silenced them most completely: on that occasion, when he was obliged, however reluctantly, to fire on them, he fired the first shot with his own hand, that in the event of the Chinese demanding those who actually fired, instead of those who ordered, and of seizing an innocent person, he might fully place himself in the situation of being individually responsible for all consequences.

This circumstance is so honorable to Captain Maxwell, that the record of it is no more than an act of justice due to that gentleman's brave and humane character.



## CORRESPONDENCE.

*Ships in Commission 1st February, 1818.*

## LETTER IV.

MR. EDITOR,

**H**AVING in former letters adverted to the reduced state of the British navy, I have now thought it right to include a statement of it as it now stands, and also one of its amount and distribution in 1813; from which it will be obvious, that we had more ships of the line actually in commission in that year, than we now have on our lists; and that our number of that class of ships (of the line) has very nearly decreased *one-half*, leaving us at present with only one hundred sail fit for service. Being quite aware that our navy cannot be re-created or re-built in one year, but that it must be the work of a series of years, and that our force must be greatly increased to preserve our naval dominion and supremacy, at least by the addition of *fifty* sail of the line, exclusive of those now building, and the same number of *large frigates*, of from 50 to 60 guns; it certainly would neither be just nor decorous to throw out any reflection on those at the head of the naval department, on account of its present state of reduction; for although it must be their duty, and it is an imperative one, to bring it into a better and more formidable state, by increasing its number, force, and power; yet it was owing to circumstances over which they had no *sufficient* control, that so many ships were found decayed, and unfit for farther service at the end of the war; *these ships* having been either prizes, or built rapidly for urgent and immediate service, of green and improper wood. I mean not therefore to say one word in dispraise of those in power; but on the contrary, to mention, with sincere satisfaction, that within the present year eight ships of the line, 84's, on the American plan, and twenty new frigates, 46's, have been ordered to be built, which clearly proves the anxiety of the Lords of the Admiralty to proceed as quickly as possible in re-constructing our navy. I would therefore only *once more* earnestly call their attention to the policy and necessity of diligently *persevering*. The timber from Italy will afford materials, we have dock-yards and carpenters, and the private yards can assist, if necessary; for we have *much* to do, and even with the exertion of our utmost powers, it will require three years to enable us to launch the ships *now* on the stocks; but I trust this work will proceed with vigour, that every ship will be filled, and that ships of larger dimensions and powers will henceforth continue to be built; so that, in case of a new war, we may be prepared for *any* enemy; for it is the most dangerous and miserable policy to delay preparing adequate means of defence, until the moment when they ought to be ready for effectual use.

## HOME STATIONS.

*Guard Ships and Channel Cruizers.*

| <i>Ships.</i>             | <i>Guns.</i> | <i>Commanders.</i>                                      | <i>Stations.</i> |
|---------------------------|--------------|---------------------------------------------------------|------------------|
| Queen Charlotte . . . . . | 106          | { Admiral Sir E. Thornborough.<br>Captain E. Bøger. }   | Portsmouth.      |
| Impregnable . . . . .     | 104          | { Admiral Lord Exmouth.<br>Captain Hon. P. B. Pellew. } | Plymouth.        |
| Rochfort . . . . .        | 80           | — Sir A. C. Dickson.                                    | Portsmouth.      |
| Vengour . . . . .         | 74           | — Thomas Alexander.                                     | Ditto.           |
| Spencer . . . . .         | 74           | — W. R. Broughton.                                      | Plymouth.        |
| Superb . . . . .          | 74           | — Charles Ekins.                                        | Ditto.           |
| Bulwark . . . . .         | 74           | { Rear admiral Sir C. Rowley<br>Captain F. Graves. }    | Sheerness.       |
| Northumberland . . . . .  | 74           | — James Walker.                                         | Ditto.           |
| Severn . . . . .          | 50           | — William M'Culloch.                                    | Ditto.           |
| Tiber . . . . .           | 46           | — J. R. Dacres.                                         | Portsmouth.      |
| * Spartan . . . . .       | 46           |                                                         |                  |
| Florida . . . . .         | 24           | — C. S. J. Hawtayne.                                    | Sheerness.       |
| * Erne . . . . .          | 24           | — T. Scriven.                                           | Plymouth.        |
| * Favorite . . . . .      | 24           | — H. Robinson.                                          | Deptford.        |
| Loe . . . . .             | 24           | — J. Pascoe.                                            | Plymouth.        |
| Prometheus . . . . .      | 18           | — C. R. Moorsom.                                        | Spithead.        |
| Alert . . . . .           | 13           | — J. Smith.                                             | Portsmouth.      |
| Rosario . . . . .         | 14           | — T. L. Peake.                                          | Ditto.           |
| Alban . . . . .           | 14           | — H. Patten.                                            | Plymouth.        |
| Britomart . . . . .       | 10           | — Hon. G. J. Perceval.                                  | Ditto.           |
| Cadmus . . . . .          | 10           | — J. Gedge.                                             | Sheerness.       |
| Hope . . . . .            | 10           | — H. F. Jauncey.                                        | Portsmouth.      |
| Piket . . . . .           | 10           | — D. Buchan.                                            | Ditto.           |
| Shamrock . . . . .        | 10           | — M. White (surveying vessel).                          |                  |
| Pigny . . . . .           | 10           | Lieutenant W. P. Croke.                                 | Plymouth.        |
| Pioneer . . . . .         | 10           | — J. W. Rouse.                                          | Sheerness.       |
| Grecian . . . . .         | 10           | — H. Jewry.                                             | Portsmouth.      |
| Sea Lark . . . . .        | 10           | — P. Helpman.                                           | Plymouth.        |
| Surly . . . . .           | 6            | — J. (a) Hall.                                          | Sheerness.       |
| Dwarf . . . . .           | 10           | — S. Gordon.                                            | Plymouth.        |
| Swan . . . . .            | 8            | — C. J. Griffen.                                        | Sheerness.       |

*Ships lately paid off.*

|                     |    |                    |  |
|---------------------|----|--------------------|--|
| Tigris . . . . .    | 42 | Captain Henderson. |  |
| Iphigenia . . . . . | 42 | — Tancock.         |  |
| Melville . . . . .  | 74 | — Pemberton.       |  |

\* Fitting for foreign stations.

+ Appointed to sail on voyage of discovery to Davis' Straits.—Captain J. Ross goes to Greenland.

*Coast of Scotland.*

| <i>Ships.</i>  | <i>Guns.</i> | <i>Commanders.</i>       |
|----------------|--------------|--------------------------|
| Ramilies ..... | 74           | Rear-admiral W. J. Hope. |
| Ister .....    | 42           | Captain Thomas Boys.     |
| Nimrod .....   | 18           | Thomas Forrest.          |
| Diver .....    | 16           | J. W. Dalling.           |
| Cherokee ..... | 10           | C. H. Reid.              |
| Swinger .....  | 12           | T. Smith.                |
| Martial .....  | 12           | Lieutenant J. Mitchell.  |
|                |              | R. McKirdy.              |

*Coast of Ireland.*

|                   |    |                                      |
|-------------------|----|--------------------------------------|
| Tonnant .....     | 80 | Rear-admiral Sir Benjamin Hallowell. |
| Falmouth .....    | 20 | Captain J. Tailour.                  |
| Cyrus .....       | 20 | G. F. Rich.                          |
| Heron .....       | 18 | W. F. Carrol.                        |
| Mutine .....      | 18 | H. B. Powell.                        |
| Helicon .....     | 18 | William Sargent.                     |
| Pandora .....     | 13 | A. B. Branch.                        |
| Pictou .....      | 16 | G. M. Jones.                         |
| Musquedobet ..... | 10 | Lieutenant James Morgan.             |
|                   |    | Joseph Griffiths.                    |

*Ships lately Commissioned.*

|                 |    |                      |
|-----------------|----|----------------------|
| Iphigenia ..... | 46 | Captain Hyde Parker. |
| Confiance ..... | 18 | A. Montgomery.       |
| Harlequin ..... | 18 | A. B. Branch.        |
| Ferret .....    | 12 | W. R. Pettman.       |

*Ships fitting out.*

|                   |    |                        |
|-------------------|----|------------------------|
| Liverpool .....   | 50 | Captain F. A. Collier. |
| Spartan .....     | 46 | W. F. Wise.            |
| Topaze .....      | 46 | Hon. Wm. Gordon.       |
| Eden .....        | 26 | F. E. Loch.            |
| Tees .....        | 26 | Al. Renny.             |
| Specy .....       | 20 | J. K. White.           |
| Curlew .....      | 18 | William Walpole.       |
| Carnation .....   | 18 | Hon. John Gordon.      |
| Grasshopper ..... | 18 | Henry Forbes.          |
| Sappho .....      | 18 | J. H. Plumridge.       |
| Drake .....       | 10 | Henry Shifner.         |
| Dotterel .....    | 10 | William Ramsden.       |

## FOREIGN STATIONS.

*Mediterranean.*

|               |    |                                 |
|---------------|----|---------------------------------|
| Albion .....  | 74 | Rear admiral Sir C. P. Penrose. |
| Glasgow ..... | 50 | Captain J. Coode.               |
|               |    | Hon. A. Maitland.               |

| <i>Ships</i>    | <i>Guns.</i> | <i>Commanders.</i>                 |
|-----------------|--------------|------------------------------------|
| Tagus .....     | 46           | —— J. W. D. Dundas.                |
| Myrmidon .....  | 26           | —— R. Gambier.                     |
| Ganymede .....  | 26           | —— Hon. R. C. Spencer.             |
| Wasp .....      | 13           | —— William Wolrige.                |
| Satellite ..... | 18           | —— James Murray.                   |
| Aid .....       | 10           | —— W. H. Smyth (surveying vessel). |

*Cape of Good Hope, and St. Helena.*

|                 |    |                                                  |
|-----------------|----|--------------------------------------------------|
| Conqueror ..... | 74 | { Rear-admiral R. Plainpin.<br>Captain J. Davie. |
| Phæton .....    | 42 | —— F. Stanfell.                                  |
| Eurydice .....  | 26 | —— R. Wauchope.                                  |
| Racoon .....    | 26 | —— James Wallis.                                 |
| Musquito .....  | 18 | —— G. Bine.                                      |
| Podargus .....  | 16 | —— Hon. J. Rous.                                 |
| Griffin .....   | 16 | —— William E. Wright.                            |
| Redpole .....   | 10 | —— J. T. Pasiey.                                 |
| Leveret .....   | 10 | —— J. Theed.                                     |

*East Indies.*

|                  |    |                                                     |
|------------------|----|-----------------------------------------------------|
| Minden .....     | 74 | { Rear-admiral Sir R. King.<br>Captain W. Paterson. |
| Orlando .....    | 42 | —— J. Clavell.                                      |
| Magicienne ..... | 42 | —— J. B. Purvis.                                    |
| Conway .....     | 26 | —— Ed. Barnard.                                     |
| Towey .....      | 26 | —— W. Hill.                                         |
| Challenger ..... | 13 | —— H. P. Bridges.                                   |
| Bacchus .....    | 18 | —— J. P. Parkin.                                    |

*Halifax, and Coast of America.*

|               |    |                                                        |
|---------------|----|--------------------------------------------------------|
| Leander ..... | 60 | { Rear-admiral Sir David Milne.<br>Captain E. Chetham. |
| Forth .....   | 50 | —— Sir J. Louis.                                       |
| Dec .....     | 26 | —— S. Chambers.                                        |
| Wye .....     | 26 | —— J. Harper.                                          |
| Harrier ..... | 13 | —— Sir C. T. Jones.                                    |
| Saracen ..... | 13 | —— John Gore.                                          |
| Opossum ..... | 10 | —— Lord John Hay.                                      |

*Newfoundland.*

|                      |    |                                                |
|----------------------|----|------------------------------------------------|
| Sir Francis Drake .. | 42 | { Vice-admiral Pickmore.<br>Captain J. Bowker. |
| * Tamar .....        | 26 | —— T. R. Toker.                                |
| Egera .....          | 26 | —— Robert Rowley.                              |
| Fly .....            | 18 | —— J. Baldwin.                                 |
| Sydney .....         | 6  | —— J. Holbrocke (surveying vessel).            |

\* Returned to England.

*Jamaica.*

| <i>Ships.</i>    | <i>Guns.</i> | <i>Commanders.</i>                                   |
|------------------|--------------|------------------------------------------------------|
| Salisbury .....  | 60           | { Rear-admiral J. E. Douglas.<br>Captain H. Stewart. |
| Sybilie .....    | 50           | ——— Ch. Malcolm.                                     |
| Picque .....     | 46           | ——— J. M'Kellar.                                     |
| Larne .....      | 26           | ——— Ab. Lowe.                                        |
| Esk .....        | 26           | ——— G. G. Lennox.                                    |
| Pelican .....    | 18           | ——— Ed. Curzon.                                      |
| Rifleman .....   | 18           | ——— Norwich Duff.                                    |
| Beaver .....     | 10           | ——— R. R. Felix.                                     |
| Shearwater ..... | 10           | ——— D. Cox.                                          |
| Tyrian .....     | 10           | ——— William Popham.                                  |
| Shark .....      |              | ——— C. N. Hunter.                                    |

*Leeward Islands.*

|                 |    |                                                |
|-----------------|----|------------------------------------------------|
| Antelope .....  | 50 | { Rear-admiral J. Hovey.<br>Captain G. Sawyer. |
| Scamander ..... | 42 | ——— William Elliot.                            |
| Childers .....  | 18 | ——— H. F. Westropp.                            |
| Brazen .....    | 18 | ——— J. Stirling.                               |
| * Hydra .....   | 18 | ——— D. Roberts.                                |

*Brazils and South America.*

|                  |    |                           |
|------------------|----|---------------------------|
| Amphion .....    | 42 | Captain Wm. Bowles.       |
| Andromache ..... | 42 | ——— W. H. Sheriff.        |
| Blossom .....    | 28 | ——— F. Hickey.            |
| Hyacinth .....   | 26 | ——— A. R. Sharpe.         |
| Tyne .....       | 26 | ——— G. Falcon.            |
| Icarus .....     | 10 | ——— Hon. C. O. Bridgeman. |

*Coast of Africa.*

|                 |    |                          |
|-----------------|----|--------------------------|
| Semiramis ..... | 42 | ——— Sir James Lucas Yeo. |
| Cherub .....    | 25 | ——— G. W. Willis.        |

*State of the British Navy, 1st January, 1818.*

|                         |     |                                        |
|-------------------------|-----|----------------------------------------|
| Ships of the line ..... | 10  | In commission.                         |
| Ditto .....             | 102 | In ordinary, fit for sea, or repairing |
| Ditto .....             | 13  | Receiving ships, &c. unfit.            |
| Ditto .....             | 19  | Building.                              |

144

|                        |       |                              |
|------------------------|-------|------------------------------|
| From 50 to 60 guns ..  | 7     | In commission.               |
|                        | 13    | In ordinary.                 |
|                        | 4     | Building.                    |
|                        | <hr/> |                              |
|                        | 24    |                              |
|                        | <hr/> |                              |
| Frigates—26 to 48 guns | 136   | In commission, and ordinary. |
|                        | 34    | Building.                    |
|                        | <hr/> |                              |
|                        | 170   | Frigates.                    |
| Sloops, &c. ....       | 175   | Sloops.                      |
|                        | 144   | Line.                        |
|                        | 24    | Fifties.                     |
|                        | <hr/> |                              |
|                        | 518   | Total.                       |

State of the British Navy, 1818.

|                        | Line. | Fifty. | Frig. | Sloops.  |
|------------------------|-------|--------|-------|----------|
| In commission .....    | 151   | 23     | 157   | 350      |
| Ordinary and repairing | 77    | 10     | 70    | 80       |
| Building .....         | 28    | 4      | 15    | 10       |
|                        | <hr/> | <hr/>  | <hr/> | <hr/>    |
|                        | 256   | 37     | 212   | 440—975. |

*Over.*

*Ship-Building, Dry Rot, &c.*

MR. EDITOR,

Ipswich, Dec. 11, 1817.

THE perusal of some extracts from Mr. Blackburn's apparently valuable "*Treatise on Ship-Building*," commencing at page 403 of the present volume, has reminded me of an intimation which I gave, (*vide* 304) that I should probably trouble you with a further communication. Judging from the extracts which I have read, there can be, I should think, but one opinion, as to the general excellence of Mr. Blackburn's work. That gentleman's remarks upon the greater durability of timber when restricted to employment in its native climate, seem entitled to serious consideration, as pointing out the advantages which might be derived from the building of ships, chiefly designed for particular stations, with timber, the growth of those parts. Thus, it would appear, teak might be most successfully used in the construction of ships intended for the India station; the Canada oak, for those on the North American station, &c.

Mr. Blackburn's observations on the culture of the oak—on the superiority of the British to the foreign oak—and on the injury likely to accrue from the sowing of acorns, the produce of foreign trees, are also of great importance. In most parts of the kingdom, as well as in this country (Suffolk) the stock of the genuine British oak has been much lessened, and

the succession which is coming forward, bears a very insignificant proportion to the growth by which it was preceded.\*

In commenting upon that very difficult and perplexing subject; the dry rot, and on the liability of timber to contract that disease, from being used in an unseasoned state, Mr. Blackburn says:—"unless the vegetable juices are extracted by gentle warmth, and carried off by a moderate current of fresh air, *the seeds of corruption generate in the wood spontaneously.*" The dry rot is, I believe, generally, though not universally, considered to be of vegetable origin. That the presence of confined air, or stagnant vapour, or the want of a current of fresh air, may promote the growth and extension of the dry rot, is highly probable; but, as the doctrine of *spontaneous generation*, in the vegetable as well as in the animal world, has long been exploded, I know not how to regard Mr. Blackburn's opinion on this point as correct.

In my former communication, relating to the launch of the Orwell Indiaman, I stated, that, during the late war, Mr. Bayley, of the Nova Scotia and Halifax ship yards in this town, had built nearly 30 ships of war, and other vessels, for the royal navy; not one of which had ever been, in the slightest degree, affected by that base of naval architecture the dry rot. Since I thus wrote, Sir, I have had some conversation with Mr.

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\* "Improved cultivation of the lands," observes the celebrated agricultural writer, Arthur Young, "is the cause of this fact, which is so general in England. Rough pastures over-run with thorns, and briars, and broad hedge-rows, were nurseries of timber. As land became valuable, these have been cleared; and with this obvious and valuable improvement, timber has of course declined: a circumstance not at all to be regretted, for corn and grassate products much more valuable."—"That corn and grass are more essential than timber (observes a contemporary writer, in noticing this passage) to the mere existence of the animal creation, is a position, the accuracy of which will not be contested; but that, in a political, or commercial light, they are more valuable, is a point that will admit of doubt. The deficiency of British oak has, for some time, been most seriously felt in the royal dock-yards; as, independently of the enormous sums sent out of the country, for the purchase of foreign timber, no foreign oak that can be produced is equal, in toughness or in durability, to that which is the native produce of Britain. Dissenting, therefore, from the opinion of Mr. Young, we cannot but consider that the nation is greatly indebted to the *Society for the Encouragement of Arts, Manufactures and Commerce*, which, for several years, has indefatigably laboured to promote and encourage the planting of timber throughout the island."—It was, I believe, during the last season, that the Duchess of Rutland received the gold medal of the *Society for the Encouragement of Arts, &c.* for various experiments in raising oaks. Her Grace's decided conclusion, on five general experiments, is, that the best method is to sow the acorns where they are to remain, and after hoeing the rows two years, to plant potatoes, one row only between each row of oaks for three years. The benefit of the oaks from planting potatoes is incalculable; for, from the said experiments, and from others made at the same time, and with the same seedling oaks, planted with a mixture of larch, spruce, beech, birch, and other forest-trees, and also with oaks only—in all cases she has found that potatoes between the rows are so superior to all other methods, that the oaks will naturally grow as much the first four years with them, as in six without them: It appears, she observes, "that the great secret in raising plantations of oak is, to get them to advance rapidly the first eight years from seed, & the first five years from planting, so that the heads of the trees may be completely united, and become a smothering crop; after this is effected, the trees will appear to strive to outgrow each other, and will advance in height rapidly; they will be clean straight trees to any given height: experiments have proved the fact, which may be verified by viewing Belvoir."

## TO THE RIGHT HON. VISCOUNT MELVILLE.

MY LORD,

IT is but natural and right, when the officers of the navy find attempts made to degrade them in the eyes of their fellow-subjects, and of course in those of other nations, that they look to the Admiralty Board for redress and protection, which if it have not power or authority to give, that it may carry the same before his Majesty's government, there to be examined with that attention which the case may require.

When the legislature of the country exempted some classes of the community from serving in certain offices, it may surely be supposed, that it never contemplated naval officers serving in them; no doubt considering the nature of their calling a sufficient exemption. It may be presumed, it never contemplated that *field officers* in the army, or *captains* in the navy, should be compelled to take upon them the office of *tax gatherers*, when on half-pay.

Men, who from their youth have been used to different situations of life and pursuits, may be ill-qualified to change situations. There may be necessary offices in a state, which sound policy and the general interests of the country ought to forbid them being discharged by those, on whom the maintenance of the national honour may in a great measure depend. That this is the case with officers in the navy and army, few men can be so ignorant as to deny. Ought not then those officers who have so conspicuous a part to act at all times, in their intercourse with foreign nations, but more particularly during war, ought not they to be exempted from being called upon, when retired from active service, to serve in offices which may tend to degrade and blunt that feeling and sense of honour, which their country expects they will firmly maintain in the eyes of other nations. Is it, my Lord, for the interests of this kingdom, that *captains in the navy* should be liable, when on half-pay, to serve the office of *assessor of taxes*? To be prying into their neighbour's *rent, windows, servants, horses, and dogs*? And to be obliged by oath to screw them up to the highest pitch possible? To be the *unders'rappers* of the surveyors of taxes? who may be honourable men, but they may be also devouring unfeeling harpies. Can it be supposed, my Lord, that the legislature of these realms ever contemplated placing captains in the navy in such a situation? If it did, is it not time that such acts should be revised; and those who are to be over them, chosen from another class of society? But where is the plea of necessity?

That there are spirits in this country who contemplate such a thing with pleasure; that there are pitiful souls who grudge the half-pay of the army and navy, after being delivered from the fury of the conventional *sans culottes*, and Buonaparte's destroying armies, and who would willingly have contracted to give twice as much in the day of peril and alarm, to save them and their god Mammon, may surprise some men to hear; but the fact is undeniable. There may be muck-worms of this sort, who have fattened on the toils and blood of the army and navy; on the waste of public stores: and as to that character which has so distinguished this country,



they are as capable of feeling its influence and desires, as the scales of a crocodile the pleasing and grateful influences of the vernal airs.

It need hardly be observed, that it would not only be derogatory, but also prejudicial in the extreme, for the interests and honour of the nation to be in any manner placed in such hands; for them to have it in their power to gratify their envious and levelling spirits, by pulling down others, as they may imagine, to their own level. Can it for a moment be supposed, by any man possessed of common sense and information (whatever their self-conceit may lead them to think), that such men are in any manner capable of judging of the qualifications necessary for those situations which require the mind to be invulnerable against selfish considerations, and to be armed with that sense of honour and justice, which the character and the glory of the British nation require?

It might have been thought, that the general community, from a proper sense of feeling towards naval officers, would have prevented such representations as the present; but as this is not the case, it may be hoped this consideration will induce your Lordship to consult with his Majesty's government, and impartially to consider, how far it may be for the interests of the country, and of local communities, for captains in the navy, when on half-pay, to serve the office of *assessor of taxes*, or similar situations. And when in this situation, how would they appear to those of the first ranks in other nations, who have beheld them supporting the glory of their country in the day of conflict, in the hour of danger; and who, no doubt, would start with amazement, at their being compelled to execute such offices when on shore.

I am, my Lord, with great respect,

Your Lordship's most humble servant,

*A Half-pay Captain, R. N.*



*On the Appointment of First Lieutenants.*

MR. EDITOR,

28th February, 1813.

THE late regulations made at the Admiralty Board, for the employment of old lieutenants of the royal navy, must, I am sure, be received as it deserves, with pleasure and with satisfaction, by that numerous and highly distinguished body of naval officers, who form, if I may so express myself, the sinews of our naval arms; as it is by their exertions, valour, and experience, so much of our success is obtained; and it is they who will, ere long, fill in their turn the stations which those yet more distinguished superiors, the flag officers and captains, now occupy. This very judicious and important regulation, expresses, that hereafter, no lieutenant of the royal navy, under thirteen years standing, shall be appointed *first* of a ship of the line; none under eleven to fifty-gun ships; under eight to frigates, and five to sloops; the intention of this wise and excellent regulation is evidently to secure more effectually to old and experienced officers

those very responsible and important situations, which hold out the best chance of leading to honour and promotion; thus at the same time securing the services of our more experienced and senior officers, and putting them in the road to preferment; it is, indeed, to be regretted, that this regulation has been delayed so long, as many, in consequence thereof, have lost opportunities of getting forward during the war, that may possibly never return during peace; yet the greatest credit is unquestionably due to the present Lords Commissioners, for now framing so considerable and excellent a regulation; it is by thus wisely and zealously devoting their attention to the errors of our naval system, that our naval greatness will be best secured, and its future glory and success maintained. I have sincere pleasure in bearing testimony to the wisdom of this excellent measure; and am, &c.

*A Friend to Naval Merit.*



TO THE RIGHT HON. LORD MELVILLE.

*On the State of the British Navy, &c.*

“ ———— Britain,

It much imports you, to keep entire

The force and honour of your Fleets,

O'er them to watch with jealous eye.”

LETTER III.

MY LORD,

1st March, 1818.

HAVING in my two former letters laid before your Lordship my sentiments on the important and interesting subject of *Impressment*, which I hope will soon be taken under the consideration of Parliament; and after due inquiry, be continued or done away, according as their report shall instruct; I now proceed to lay before you the opinions I hold (as a Briton devoted to his country, and most anxious for its honour and prosperity), relative to the *present state of our naval force*, viewed with a reference to that of other powers, whom, although now considered as friends, we must not, nor ought not, to forget we have beheld as enemies; and whom, however calm and serene may be the present aspect of affairs, we may at no distant date again behold drawn up in martial array against us. Your Lordship of course is perfectly aware of the numbers of *effective ships* now on our navy lists, and of the great *diminution* of our naval force since the end of the war: this was no doubt unavoidable, from so many ships being either really worn out in the service, or being decayed, from having been built of unseasoned or improper timber, and to have retained ships of this description on the list, which were unworthy of repair, and incapable of going to sea, would have been grossly *to deceive ourselves*; it was therefore much better to get rid of them at once, with the determination of replacing them as fast as possible with *others*, of superior materials, construction, and power. I trust, my Lord, *such is the resolution of Government, and*

*the Admiralty Board*; and from the steps which have been already taken, I am gratified in believing, that they *have* determined, with as little delay as possible, to provide a *new and powerful navy*, competent to maintain the naval ascendancy of Britain, and to prevail against every foe. In the Naval Estimates of last year, the means voted for *this purpose were limited*, but the *importance* of the *object* was recognised, and stated without reserve; economy should certainly be our study, after the unexampled exertions we have so long made; but should this economy be allowed to cripple our naval means, to render that arm *powerless and impotent*: we shall assuredly be putting ourselves into the hands of our enemies, and surrendering to them the great object of *their desire*—the dominion of the seas.

My Lord, it is the glory of England to reign supreme on the ocean; and every exertion *should*, and I hope *will*, be made, to maintain and preserve our empire there; for *on it* depends all our greatness, and all our power; and however it may be the wish of ministers to diminish the national expenditure, and however desirable it may be for the British nation to see it reduced as far as possible, consistent with future safety; yet it is nevertheless our undoubted interest, and obvious policy, to *improve and restore our naval means*, and by preparing diligently and actively “for coming events,” to shew to Europe, and the world, that we are fearless and determined, that we are conscious of our *envied* superiority, and that we are resolved to keep it, at whatever expense. But this preparation, my Lord, will not be attended with any unnecessary or immoderate expense; nor, all things considered, put us to any material additional expense, as I think can be easily proved: for if it is admitted, that it is incumbent on us *now* to begin the important work of re-constructing a navy, it cannot be deemed useless to build *such* ships as will be able to encounter, with a chance of success, those of any naval power with whom we may hereafter go to war;—to proceed at the present day building our 74's and frigates on the *old plan*, and to *arm* them as was done fifty years ago, when the Americans have taken the resolution of shewing to astonished Europe, a fleet of men of war, of *unequaled power and size*, would be absolute madness. It is only, my Lord, in my opinion, by *immediately* preparing a great number, at least a very sufficient number, of *similar* ships, that we can long hope to preserve peace with *that* power, so much elated with former success, presuming *in*, and conscious of, the present superiority of her ships of *all* classes. I hope, my Lord, I shall not be mistaken in mentioning this superiority, which relates *only* to the description of their vessels, which since the arrival of the Franklin in a *British* port, seems to be universally \* admitted; my *amor patriæ* prompts me *very plainly* to state *this* circumstance, however mortifying it may be for us to admit its truth; and in the most forcible terms to call on your Lordship (if already the order has not gone forth, which I trust is not the case) to lose no time in giving directions for building *in* *entire* sail of the line on the Franklin plan, or that of any other more enlarged plan they may here-

\* I observe two very sensible and patriotic letters in your Number for January [vide pp. 56 and 58.] on the same subject, from “Iron Gun,” and “A Half-pay Officer.”

after adopt; and a few more heavy frigates also; for it is only, in my opinion, by making these necessary and politic preparations now, that England can hope long to remain at peace with America; or not to sustain very mortifying losses, if war again takes place without our having made due preparation for its consequences; but to prevent a speedy recurrence of war with that and other powers, it is unquestionably the soundest policy, and our truest interest, to be prepared with ships of a proper description. America knows well, the skill, bravery, and experience of our officers, and the unrivalled excellence of British seamen; and will pause *au hile*, before they combat them *fairly*, and with *equal force*, on the ocean. Let us then, my Lord, speedily set to work, and prepare an adequate number of new ships of the line, and fifties; and if war should unhappily again return, with larger sized, and more powerfully armed ships, with our matchless officers, and crews of *willing* seamen, Britain will still undoubtedly reign triumphant on the main. We have, my Lord, officers of all descriptions, whose names I need only mention, to convince every British mind, that if they have proper ships, and well-appointed crews, they will conquer or die. Of admirals, we possess an Exmouth, Saumarez, Keats, Staachan, Thornborough, Smith, Harvey, Murray, Hope, Hallowell, Martin, Fremantle, Cockburn, Moore, Gore, Rowley, Hotham, Malcolm, Milne, and many others. Of captains, we have an *Hoste*,\* two Brisbanes, an Owou, Berry, Hardy, Hope, Broke, Yeo, Talbot, two Brentons, Bruce, Dashwood, Seymour, Maitland, Gordons,\* Maxwells,† Campbell, Chetham, Cole, Collier, Hayes, M'Kenzie, Maitland, Barrie, Palmer, Staines, Phillimore, Duncan, Napier, Hornby, Usher, Heywood, Coghlan, Kerr, Hamilton, and Willoughby, besides a multitude of others, who are no doubt highly meritorious officers, although less known than those I have mentioned, men of the most determined mind, and eminent skill in their profession. In case of an American war again taking place, my Lord, take care to employ and select our best officers, and give them ships and crews worthy of them, and they will do their duty—they will make “*the proud old Union wave triumphant*” and the stars of America grow dim at the sight of the British Lion, or they will nobly and gloriously fall in the struggle. If war does again take place, my Lord, I hope the causes of our former mortifications will be recollected, but *only* to be avoided; let us neither despise, nor fear our enemy, but make proper and *early* preparation; and let officers of known merit and talents be employed on that station, independent of interest or party; let us not do things *by halves*, we have so many excellent officers, so many men of *first rate talents*, that the selection will be easy, and an improper one may be productive of mischief; because, my Lord, the *first* impression is strong and important, and success in the outset most desirable, as it may prevent the struggle being long continued; and at all events, will enable us to continue it with advantage, and in good spirits. These remarks are neither premature nor inapplicable at this present moment; and they may be recollected when the hour of danger and day of trial arrives: my earnest wish is that this may be far distant; but my own

\* Sir James, and several other.

† Three brave brothers.

conviction is, that we ought to be well prepared; that Britain *ought*, even now, to be vigilant and active; for I am not singular in believing, that America will ere long, attempt once more to measure her naval strength with ours, in the hope of *lesseping* our naval superiority, by fighting our single ships with theirs of overwhelming size and force, *before* we have made due preparation, by building similar ones; perhaps, however, she will pause a little, before making such an hazardous attempt, if she perceives our increased animation and activity, and that there is no chance of effecting a *coup de main*; unquestionably it has become the darling object, and the steady pursuit of that government and people to acquire a navy, capable of rivalling those of the great European maritime powers, and it will behove particularly Britain to be well on her guard; and with these national feelings, and the known sentiments of the American government, and its great and increasing means, I think there may be the greatest danger of our at least suffering partial misfortunes, by a careless indifference towards these *not* unimportant manifestations, or *uninteresting* signs of the times; whilst by early and actively preparing for *every event*, by simply building better and larger ships, we may possibly avoid a rupture, when it comes with decisive effect and success, worthy of Britain's just expectations. To increase our navy, my Lord, no man who has the real good and glory of his country at heart, will refuse the necessary supplies; and in parliament, I am convinced there would be no opposition, but complete approval, provided any certainty of preventing the ruinous effects of a dry-rot could be held out; and on this subject, I am aware, my Lord, that there is no small difficulty; but it must be overcome, for the source of so much evil cannot surely remain much longer an invisible or invincible enemy; and I am persuaded, that in the framing of the ships now in hand, or to be taken in hand, all due care will be taken to prevent further mischief. I observe, my Lord, that there are now several frigates and sloops fitting for commission, to relieve those whose periods of service have expired, and in preparing these for a peace establishment; perhaps it may be considered unnecessary to fit them out in the same superior style of equipment, as would be ordered in time of war; yet it ought to be recollected, that on several of our stations they are liable to meet with the American ships: in the Mediterranean, long had a strong squadron; and on the coast of South America, they have several ships of war. It is certainly of consequence, that British ships should not suffer in any respect from such comparison, either of force, or professional and operative skill; and therefore it deserves consideration, whether her great attention ought not to be given to the outfit of the officers now called into employment by these ships, and chartered by the Admiralty, and the new arrangements, it is understood that the Admiralty will lose the valuable services of two gallant admirals now there, who are, it is said, to have foreign commands. I hope, my Lord, if it is your Lordship's will, that they will receive assistants equally able and deserving; but I

\* See the President's Speech on opening Congress, where above two millions of dollars are all

otted for the increase of their navy.

Bayley; and I understand that, from the time that he commenced business, as a ship-builder, in the year 1803, to the present period, he has built 82 vessels of various descriptions, comprising, in the aggregate, 5873  $\frac{1}{2}$  tons. Of these 82 vessels, there were besides the Orwell Indianan, launched in August last, 6 ships, 10 brigs, 9 sloops, 10 smacks and cutters, 3 schooners, and 3 Packets, all for the merchant-service; and, for government, 2 gun-brigs, 18 brig-sloops of war, 2 ship-sloops of war, 2 corvette ships, 1 transport, 1 advice-boat, 2 sailing lighters, and 11 gun-boats. Not one of these vessels, has ever been affected with the dry rot.

Some months ago, a report was in circulation, that one of the Government ships which Mr. Bayley had built, was suffering under that disease. He therefore immediately wrote to Mr. Mauderson, of the King's-yard, at Woolwich, who had formerly been the government overseer at Mr. Bayley's yards. In his answer, of the 5th September 1817, Mr. Mauderson says:—"I am very well pleased to inform you, that I have never heard of any vessel built at Ipswich having the dry rot. The vessel in question was one of my children, but not yours. She is called the \_\_\_\_\_, \_\_\_\_\_ tons, built by Mr. \_\_\_\_\_, at \_\_\_\_\_ \_\_\_\_\_." Mr. Bayley farther addressed a letter to the Navy Board, from which he had the honour to receive an answer, of which the following is a copy:—

"MR. BAYLEY,

"Navy Office, 13th September, 1817.

"In answer to your letter of the 6th Instant, We acquaint you that you have performed the work on ships which you have built generally to our satisfaction; and with respect to dry rot, many of the ships built in our own Dock-yards with the greatest care, have been much subject to that decay; and we have no reason to believe that the ships which you have built have been more subject to it than those built in the King's yards.

"We are, your affectionate friends,

(Signed)

"H. LEGGE,

"R. G. MIDDLETON,

"E. BOUVERIE."

That this letter must have been extremely grateful to the feelings of Mr. Bayley, you will readily infer.\*

\* The compliments which were paid to Mr. Bayley, at the corporation dinner, given on the swearing in of Bailiffs (chief magistrates) on the 29th September last, though of a different nature, must also have been highly gratifying. Mr. Bacon, one of the bailiffs, on proposing the health of Captain Isacke, the owner of the Orwell, observed, that it was through that gentleman that Mr. Bayley had been enabled to shew the Town, and to shew the London builders, what Ipswich was capable of performing. Mr. Bacon stated, that he had received a letter from Capt. Leach, informing him, that the Orwell had been seen by the most eminent London builders; that they allowed her to be equal, in every respect, to any that had ever been built in their yards; and that she had been pronounced by those who were the most competent to judge, the best finished ship in the East India Company's Service. Captain Isacke, in returning thanks for the honour which had been done him, in drinking his health, observed, that, by the building of the Orwell, Mr. Bayley had certainly established his character as a ship-builder; and he had done more—he had shewn himself an honest man. Captain Isacke further said, he had employed an inspector to examine the Orwell; but, should he

On the subject of the dry rot, Mr. Editor, allow me to add, that Mr. Mandison, in his letter to Mr. Bayley, from which I have already quoted, observes as follows:—"we find very little timber here, though new, that has not *fungi* in the shakes, which, when shut in, must inevitably produce dry rot. All means for prevention that can be thought of are tried, particularly saturating with oil."—Your correspondent, who signs himself Q. (*vide* Vol. xxxviii. page 370) mentions, that, notwithstanding the favourable experiment, of seasoning timber in lime, which was tried with his Majesty's sloop *King Fisher*, built at Chatham in 1777, and denominated a patent ship, the Navy Board discontinued the construction of ships with timber seasoned in a similar manner. This does not appear to be quite correct: at least if the practice have been discontinued in the King's-yards, it has not been prohibited by the Navy Board, in the construction of vessels, built for Government in private yards; for Mr. Bayley has assured me that all the vessels which he has built have had their plank boiled in salt water. He, however, is strongly of opinion, that the fortunate freedom which they have all experienced from dry rot, is in a material degree owing to the purity, salubrity, and dryness of the Ipswich air; which, from the last circumstance, he is inclined to think, is not favourable to the propagation or growth of *fungi*. In proof of the purity of the Ipswich air, and of the excellent quality of the Suffolk oak, he informed me, that a ship, called the *Speaker*, of 702 Tons, was built by Mr. Barnard (now a ship builder at Deptford) at the Nova Scotia yard, Ipswich, in 7 months. The timber of the *Speaker* was cut down and used immediately, without any seasoning; yet that ship was noted for her strength and duration. She was launched on the 30th January, 1793.

The opinion of Mr. Bayley, with respect to the Ipswich air, may not, perhaps, be deemed more scientific or philosophical than that of Mr. Blackburn, respecting the *spontaneous* generation of the dry rot; and it is even possible, that it may not be correct; but, whatever may be the cause, it is quite certain, that the Ipswich built shipping has, hitherto, been perfectly free from the dry rot. I am, Sir, yours, &c.

T. H.

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have an opportunity of again engaging Mr. Bayley's services, he should tell him to build such or such a ship: he should not employ an inspector on the occasion, and he hardly knew whether he should feel it necessary to look at her himself. Certainly Mr. Bayley was an honour to the port of Ipswich. Having drunk the health of the company, Captain Isacke proposed that of Mr. Bayley. He was a man, he said, so much respected—a man whom every body knew—and every one who knew him must like him—that, he trusted, there could be no impropriety in the toast. This was warmly seconded by Mr. Bacon. Mr. Bayley, he remarked, would have been present, but he had modestly declined the invitation, lest any thing might happen to be said, of a nature to act upon his feelings." Mr. Bayley, and success to his Dock-yards, was then drunk with a warmth and spirit worthy of the occasion.

\* The county of Suffolk is considered to enjoy one of the driest climates in the Kingdom; and "the air," says the old historian, Speed, in his *Theatre of the Empire of Great Britain*, "is good, sweet, and delectable, and in some parts, by some of our best physicians held to be the best in the land."

am not satisfied that frequent changes at the Board are calculated to promote the good of the service, but are, on the contrary, I fear, sometimes attended with very serious inconveniencies; and I should have been well pleased, as I am sure the naval world would have been, had Sir G. Hope, and Sir G. Moore, remained where they were; if, however, the latter gentleman goes to the Mediterranean, he will be very well placed, for that station is one of infinite importance at present, more especially while an American squadron, of superior force (this will no longer be the case, I hope) remains there. Were any arguments necessary to convince your Lordship of the eagerness and impatience of the Americans to possess a formidable navy, the important fact of their keeping the greater part of it at sea in time of peace, would clearly demonstrate their object: that object, my Lord; is ostensibly to protect their trade, but in reality to educate their officers, and to discipline their seamen, against the approaching era of a new and expected war. Let us not deceive ourselves, my Lord, for such appears to be the case, and we ought to know it, and to profit by our knowledge. Our navy ought to be our present care, and it will be our future glory and protection; let this great truth also never escape our serious attention, that to avoid war, we ought to be at least in some degree prepared for it. If then, my Lord, these opinions are at all in unison with your own, I shall feel no small degree of satisfaction in observing an increase of our naval estimates, activity in our dock-yards, and vigilance in our naval concerns, corresponding to those of other powers. On the subject of a general revision of our marine laws, and policy, I shall say no more; for however anxious I am to see this question considered in parliament, I will urge it no further at present, trusting that my former observations may not perhaps be entirely undeserving of the attention of its Members, and of your Lordship in particular; satisfied, that you are anxious to do all in your power for the good of the navy: it is my duty to state, and I do it with great satisfaction, that in addressing you, my Lord, on these important subjects, I not only submit my opinions to the head of the Naval Board, but to a First Lord of the Admiralty, who has, in time of peace, zealously devoted his constant and unremitting attention to repairing the defects of the system, and to the improvement and benefit of the naval service; it is, therefore, my Lord, my earnest hope, that this our best bulwark (for such are Britain's Wooden Walls) will continue to be the favourite object of Britain's care. Let us only provide a sufficient navy, cherish and protect our matchless seamen, and encourage our gallant and experienced officers, and the empire of the main cannot be wrested from us: let us be but watchful, attentive, and active, and no enemy, nor no new war, can approach our shores, that we are not prepared for. If, my Lord, one million of money can at present be spared to build churches throughout the kingdom, and 400,000*l.* paid to Spain, measures which all good men will cordially approve of, surely the same sum will not be withheld, when it is required to rebuild our navy; and this sum, my Lord, would make a good beginning; and do more than we can do in one year. To you, my Lord, England has committed the great and important charge



of her navy; and in your hands I trust and hope it will be preserved in admirable order, and the most perfect efficiency; then, my Lord, I will say, England never did, nor ever shall, lay at the proud foot of any conqueror.

I am,

Your Lordship's obedient humble servant,

*Allison.*

TO THE MOST EXCELLENT AND MOST NOBLE JOHN BULL.

MOST EXCELLENT SIR,

March 10th, 1818.

**H**AVING a great desire to behold thee in a prosperous state, and being well assured of thy most noble and benevolent spirit, thou canst not take it amiss, if some plain truths be placed before thine eyes, which do not appear to have made that impression upon thy mind which might have been expected.

Whilst thou art high spirited and generous, a very bright and fiery meteor in the cause of liberty, it must at the same time be allowed by thy best friends, that thou art the dupe of artful political hypocrites and aspiring demagogues, who put on the garb of patriotism to deceive. And they lament that thou listenest with so much pleasure to the roarings, declamations, and false representations of crazy politicians and pseudo patriots. Not but thou art to be commended for having an eye of jealousy fixed on the acts of those to whom thou hast deputed power, and given the care of thy purse, two most important concerns; but then consider how thou hast been listening to the made-up, or imaginary complaints of those suspected of designing to do thee harm, and throwing all thy affairs into confusion, to the subverting event of thy power and prosperity.

“Shew me thy company, and I will tell thee thy character”—ought to have had some influence on thy meditations and reflections; also, “save a thief, and he will cut thy throat.”

“He that would live at peace and rest,  
Must hear and see, and say the best.”

But some of thy pretended friends have heard things that were never spoken, and seen things of their own invention, in order to puzzle thee, and play upon thy credulous ears.

Thou oughtest to reflect, what high pretensions to immaculate patriotism, and the deep machinations of infidelity, blasphemy, and profanation, effected in another country; and view with horror the applause and support given to the ridicule cast upon the sacred things thou hast been taught to revere from thy youth. “Where vice goes before, vengeance follows after.”

Look to the Heavens, which are higher than all earthly power and dominion, and reflect, who upheld thee in the gloomy day of adversity; who strengthened thine arm in the hour of desperate conflict.—Where are those

who deluged the soil of a neighbouring country with the blood of its inhabitants, amidst their cries of liberty and reform? "Though Justice has leaden feet, it has iron hands."

But, Most Excellent Sir, while thy attention is, as it were, riveted, by the noise and clamour raised about individuals, whose names never would have been heard of, but for the deserts of their suspicious practices, and the vent this has given to the discharge of political enmity; where are the earnest and pathetic exclamations in favour of thy naval power? Where are the loud and energetic calls to watch the progress of the navies of Europe? Where are the interesting inquiries into the force of the new-constructed trans-atlantic ships of the line? their formidable equipment? superior to any in thy possession.—If preparation be not made to put into thy hands ships of a similar description, and equal capacities, at some future day, they may tear the well-earned laurels from thy brow, and trample upon the trophies of thy naval fame.

This would be a subject and inquiry worthy of the name of patriotism; worthy of the efforts of the greatest talents; worthy of thy most serious attention, and that of all who desire thy prosperity, and the retention of thy glory and fame.

It is true, it might not give an opportunity for clamouring about liberty and oppression; yet it is inseparably connected with all thou holdest dear; with thy freedom and independence. For, give me leave to tell thee, Most Excellent Sir, that if ever thy navy shall be defeated, although the cheeks of thine orators might swell like those of Æolus in a storm; their eyes dart fires of indignation; and their countenance resemble the threatening aspect of the setting sun before a tempest; though the walls of St. Stephen's should resound and tremble with the thunders of their voice; all would be unavailing to prevent thy fall. Although thy shores should be lined by invincible legions, and the fearful array of arms, if ever thy fleets, through misconduct or neglect, shall be driven from the ocean, descend thou must from thy present stupendous height of glory and fame, into the valley of humiliation. Does it not then well become thee, Most Excellent Sir, nay, is it not a most imperious duty, for thee to examine minutely into the state of thy *naval strength*; and faithfully to compare the present force of thy ships, with those of all other powers; particularly with those of America; who, flushed with partial success over thine of inferior force, is now looking forward with impatience to the time, when thy dwarf seventy-four's shall fall under the fire of her enormous two-deckers; when the latter may successfully combat any ship in thy possession. For, be it known unto thee, Most Excellent Sir, that thou hast not one ship in thy navy, that at one discharge, can scatter the thunder-bolts of war, in weight equal to her gigantic two-deckers. Is not this alarming truth enough to make thy hair stand on end, and thy blood run cold? Why then wilt thou look on with insensible indifference, while the means are preparing for thy humiliation? Why wilt thou give so much of thy time to the tales of political quacks and demagogues, while thy navy is languishing under the oppression of their penurious system, which they call economy? Have they not deceived thee a thousand times? Still thou

hast an itching ear for their talk, about the abuse of power, and the squandering of thy wealth; which may be excusable in some degree, as thy purse has so often suffered, not only from the depredations of useless prodigality, but also from the lavish disbursements of corruption. But, then, Most Excellent Sir, wouldest thou for this, forget the means by which thy independence and prosperity are to be secured?

Thou canst not be ignorant by what means thou hast attained thy present state of opulence and power. Hadst thou only been suffered, at the will of other nations, to sail and traffic upon the deep, instead of wielding the sceptre of the ocean, where would have been the awful and interesting spectacle of thine arm successfully resisting and combating the gigantic power of revolutionary France, that burst upon the continent of Europe as a torrent; as the fearful eruption of a mighty volcano; by which the nations were devastated and overwhelmed.

By the victories of thy navy, thy commerce was secured and extended; thy finances recruited and improved. Under the wing of thy navy, thy valliant armies were transported to foreign shores, to meet and combat a foe flushed with victories over the nations of those lands. By thy navy were their supplies made certain, their operations strengthened and forwarded; and their retreat secured in the day of adversity and disaster. Wilt thou not, then, Most Excellent Sir, be persuaded to give more of thine attention to that which so imperiously demands it? Suffer not thyself to be imposed upon by false representations of economy. Although the word may be pleasing to thine ears and to thy thoughts, consider what is connected with false economy. The neglect and decay of thy navy; and, as a natural consequence, the loss of colonies and commerce; the diminution of thy revenue and power. Are these matters of no moment to thee, Most Excellent Sir? If so, let declaiming demagogues talk away; let thy last ship of the line in commission be paid off; let those in a state of ordinary sink into decay; let thy dock-yards be thinned of artificers; and thy naval officers, who have adorned thy brows with wreaths of victory, suffer degradation from the muck-worms among thy citizens; be thou only attentive to the cries of economy, while America and other nations are preparing to despoil thee of all thy naval fame, and to lay thy glory in the dust. Be assured, this will be the consequence of the wisdom of false economical politicians, if it be followed; this will be the fruit thou must hereafter reap, if thy navy be neglected.

Most Excellent John Bull, canst thou bear the thought?—If not; if it be galling to thee, awake out of thy slumbers, and build two-deckers, which shall discharge a broadside equal in weight (if not superior) to any that sail upon the ocean. Get them ready, yet them ready; get them ready against the day that seems approaching; and if it should come, and find thee unprepared, let them perish who have been the cause of thy disgrace.

Remember thou art forewarned.

*Arion.*

*Short History of the British Navy.*

MR. EDITOR,

16th March, 1818.

**O**BSERVING the zealous exertions of several of your able and patriotic Correspondents, to forward the interest, and protect, as far as possible, the liberties of our invaluable race of British seamen, I think a short account or history of the navy, will be generally acceptable, and not entirely useless at the present moment.

The Royal Navy of England hath ever been its greatest defense and ornament; it is its ancient and natural strength; the floating bulwark of the island; an armament, from which, however, strong and powerful, no danger can ever be apprehended to liberty; and accordingly, it has been assiduously cultivated, even from the earliest ages. To so much perfection was our naval reputation arrived in the twelfth century, that the code of maritime laws, which are called the laws of Oleron, and are received by all nations in Europe, as the ground of all their maritime constitutions, was confessedly the work of our King, Richard I. at the isle of Oleron, on the coast of France, then part of the possessions of the Crown of England.

And yet so vastly inferior were our ancestors in this point, to the present age, that even in the maritime reign of Queen Elizabeth, Sir Edward Coke thinks it matter of boast, that the Royal Navy of England, then consisted of 33 ships. The present condition of our marine is, in a great measure, owing to the salutary provisions of the Statute, called the *Navigation Act*, whereby the constant increase of British shipping and seamen was not only encouraged, but rendered unavoidably necessary. The most beneficial statute for the trade and commerce of these kingdoms is that navigation act; the rudiments of which were first framed in 1650, partly with a narrow view, being intended to mortify the West India islands, which were disaffected to the Parliament, and still held out for Charles II. by stopping the profitable trade which they then carried on with the Dutch, and at the same time to clip the wings of those opulent and aspiring neighbours.

This act prohibited all ships of foreign nations from trading with any English plantation, without license from the council of state. In 1651, the prohibition was extended also to the mother country, and no goods were suffered to be imported into England, or any of its dependencies, in any other than English bottoms, or in ships of that European nation, of which the merchandize imported was the genuine growth or manufacture. At the Restoration, the former provisions were continued by Stat. 12. Car. II. c. 18, with this very material improvement, that the master and three-fourths of the crew shall also be British subjects.

The complement of our seamen for the royal navy, in the time of peace, usually hath amounted to 12 or 15,000. In time of war, they have formerly amounted to no less than 80,000 men; and during the American war, they amounted to above 100,000 men, including marines; and in the

late war, to above 130,000. The Vote of Parliament for the service of the year, 1784,\* the first year of peace after the American war, was 26,000 seamen and marines; and for 1818, the present and third year of peace, it is 19,000 seamen and marines.

The navy is commonly divided into three squadrons, namely; the red, white, and blue, which are so termed from the differences of their colours. Each squadron has its admiral, but the admiral of the red has the principal command of the whole, and is styled Vice-admiral of Great Britain. But the supreme command of our naval force is vested, next to the King, in the Lords Commissioners of the Admiralty. Notwithstanding our favorable situation for being a maritime power, it was not until the vast armament sent to subdue us by Spain in 1588, that the nation, by a vigorous effort, became fully sensible of its true interest and natural strength, which it has since so happily cultivated. We may venture to affirm, that the British navy, in the three great wars of 1756, 1778, and the late revolutionary war, was able to cope with all the other fleets in Europe. In the course of a few years, it succeeded in vanquishing and destroying the naval power of France, Spain, and Holland, and of effectually keeping in awe that of the northern powers. For the protection of the British empire, and the annoyance of our enemies, it was then divided into several powerful squadrons, so judiciously stationed, as at once to appear in every quarter of the globe, and to convoy to our shores, fleets freighted with the riches of the eastern and western worlds. The nation however, during the first American war, and I am inclined to think during the second also, had often to lament the want of proper attention to the fleets, both as to the equipment of the ships, and their foreign destination; happily, however, zeal and activity were at length perceived to be essentially necessary to success, and when those was bestowed, the fortune of war changed in our favour.

Many laws have been made for the regulation of seamen, when on board, and for the supply of them, to man our ships, as well as to confer privileges and rewards on them during and after their service. 1st. for their supply:—The power of impressing men for the sea service, by the King's commission, has been a matter of some dispute, and submitted to with great reluctance; though it hath been very learnedly shewn by Sir Michael Foster, that the practice of impressing and granting powers to the Admiralty for that purpose, is of very ancient date, and hath been uniformly continued by a regular series of precedents to the present time; whence he concludes it to be a part of the common law. The difficulty arises from hence, that no Statute, or Act of Parliament, has expressly declared this power to be in the crown, though many of them very strongly imply it. It has also been supposed, that a practice so unfavourable to the liberty of the subject, and to common principles of justice and humanity, could not be solidly supported, without some clear, positive, and unequivocal law. Besides the method of impressing (which, even if legal,

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\* The British navy then consisted of 160 sail of the line, 150 frigates, and 160 sloops.

is only defensible from public necessity, such as an actual rebellion, or invasion of the kingdom, to which all private considerations must give way) the principal trading cities, and sometimes the government, offer bounty money to seamen, who enter voluntarily into his Majesty's service; and every foreign seaman, who, during a war, shall serve two years in any man of war, merchantman, or privateer, is naturalized, *ipso facto*. But as impressing is generally considered as a gross violation of the rights of mankind, so has the bounty money, which seldom exceeds 40*s.* proved ineffectual. The wages of seamen on board of merchantmen, in time of war, is usually 50*s.* to 5*l.* per month; on board the royal navy, it is only 30*s.*; they are tempted, indeed, with the hope of prize-money, which, if more equally divided, and some plan of lodging it in savings banks (as most judiciously recommended by *Albion*), matured, would produce the happiest effects to the seamen themselves, and to the nation: as there would then unquestionably be less, perhaps *no necessity* at all, for impressing, our fleets would be speedily manned, and regularly supplied with able, willing, and experienced seamen. Since, under Providence, not only the very existence of this nation, its commerce, and foreign settlements, but the liberties of all Europe, of which Britain is the key, mainly, if not solely, depend on the strength and success of the British navy, which is the mode of war we ought chiefly to engage in, being our nautical defense, it has long been matter of surprise to every thinking, disinterested, and patriotic subject of these realms, that neither the above-mentioned regulations, nor any other satisfactory scheme, has yet taken place; but that we should still be obliged to resort to the hard necessity of depriving these very men of their liberty and rights, to whose valour and intrepidity, in the day of public danger, we look for our preservation. Surely, the judicious advantages and remarks of *Albion*, Mr. Urquhart, and other contributors to your useful work, on this subject, will not fail of producing some effect towards effectually raising the public attention and interest, at the present time of peace and tranquillity, and of finally ushering the momentous and important subject into parliament, if not during the present, in the first session of the new parliament.

2ndly. The method of governing seamen in the fleet, and keeping up a regular discipline there, is directed by certain rules, articles, and orders, first enacted by the authority of parliament. Soon after the Restoration, but now modelled, and greatly altered, since the peace of Aix le Chapelle, to remedy some defects, which were of fatal consequence during the preceding war. In these articles of the navy, almost every possible offence is set down, and the punishment thereof annexed, in which respect, the seafman have great advantage. New regulations are occasionally framed, according as experience points out their necessity, and receive the approbation of the crown by acts of the privy council; it is due to those now presiding at the Board of Admiralty, to observe, that several new and excellent regulations, have been in this manner, introduced of late years; and it is to be hoped, they will continue their exertions to promote the true interest and prosperity of the royal navy, whilst they preside over its affairs; and that their successors will be equally zealous and successful.

Sdly. With regard to the privileges conferred on sailors, they are pretty much the same with those conferred on soldiers, with regard to relief when maimed, wounded, or\* superannuated; it is afforded them, either by county rates, or from the royal hospital at Greenwich; they are also allowed the exercise of trades in corporations, and the power of making testaments; and farther, no seaman on board his Majesty's ships, can be arrested for any debt, unless the same amount to twenty pounds, or upwards. It is generally thought, that greater privileges and rewards are still wanted to compensate these brave and invaluable men, so many of whom, particularly during the late war, continued to serve their country, not for one year, nor for ten, but for more than twenty: thus devoting the best of their years, and that period of life, when a man expects and labours to lay by a provision for the decline of life, and the evening of his days. I have only farther to observe, Mr. Editor, that I have perused with attention and great interest, the various remarks and suggestions of *Mr. Urquhart*, and your other zealous correspondents, *Albion* and *Nestor*, &c. on these important subjects, and certainly agree with them in thinking, that if taken under the consideration of parliament, much good to the country, and to the naval service, would be the consequence; nor can I believe, that the time is far distant, when this will be effected.

*Mentor.*

N.B. I perceive our present naval force is below what it was, in 1784, the year after the American war; but I hope we are now to rebuild with activity.

*On the North American Timber Trade.*

MR. EDITOR,

18th March, 1818.

I REJOICE to perceive, that the resolution has at length been taken by government, to abandon the duty on timber, imported from British America, which would have been equally harsh, impolitic, and ruinous to the colonies, or to British shipping and commerce. It is not perhaps recollected, that, in 1785, not more than 60 vessels trading to Quebec, and that last year, above 300 sail were loaded there: the increase of trade to Nova Scotia, is still greater, but with all this increase, the trade, last year, was barely a safe, not a lucrative one, although I hope it will once more become so, now that the important point respecting the duties, is set at rest; for the fact is, there is no department of our commerce that deserves, or admits of being so much improved, and solely extended as the colonial timber trade, and the more the subject is studied, the more will this appear to be the case. Hoping that the wisdom of government will uniformly give encouragement to trade, and not seek to lessen our reviving commercial spirit, by injudicious taxation, and that our commerce and manufactures, will long continue to prosper an increase, I am, &c.

*Orion.*

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\* There are now 32,000 pensioners, half fit for duty, if wanted.

*Remarks on fitting out Ships for Foreign Stations.*

MR. EDITOR,

2d March, 1818.

**O**BSERVING that several frigates and sloops are about to be fitted out for relieving ships on foreign stations, whose periods of service have expired, I would beg leave to submit to your consideration the following observations on that subject.—I am quite aware, that the Leeward Islands\* is one of the first stations to be relieved, and would therefore wish to point out the loss and disadvantage of sending out ships *newly manned and fitted*, until the next hurricane and sickly season is over; instead of their being sent out in May or June, they ought certainly (except for pressing reasons) to be detained until October: in proof of this, I have to state very recent circumstances, which will, I trust, make the propriety of the recommendation very apparent. In 1815, when the ships now on that station sailed, they arrived either before or during the hurricane months, and suffered very severely, having buried many officers, and above two hundred prime seamen, out of six ships. The Queen's regiment went out at the same time, and in four months lost fifteen officers, and 300 men: mark the difference—the 58th and 61st regiments landed in Jamaica in January; and have, after more than a year's residence, buried only one officer, and very few men; they may now be nearly considered as *acclimés*, or seasoned troops. Such are the advantages resulting from a little care and attention in selecting the proper periods of the year for sending reliefs either of soldiers or men of war; and I trust they will not be disregarded. Another consideration which very forcibly impresses itself on my mind is, the necessity of fitting out our relief squadrons in a more appropriate and efficient manner than was done three years ago; the consequence of which was, that in the Mediterranean our ships were completely eclipsed by the superior size, equipment, and establishments of the American squadron, although this is only a *point of honour*; yet it is the cause of mortification to British officers and seamen, and of exultation to our late trans-atlantic foes; and it would unquestionably be our wisdom and policy, not to be behind with them in those things even in time of peace. We have already found the disadvantages of being negligent and unprepared; and no additional lesson, I trust, is in store for us, or will be required, to effectually rouse us, or put us on our guard. In fitting out these ships, I trust also that the best means will be adopted, to render their absence on foreign stations honourable to their country, and highly useful to the young officers training for service, and acquiring nautical knowledge on board of them. There can be no difficulty in obtaining gentlemen of talents and education to superintend the studies, and direct the instruction of the young gentlemen of the quarter-deck; and I believe no small advantage would result from employing our men of war on all the different stations, in periods of peace like the present, in maritime surveys; no better mode can be devised, of usefully and profitably employing our young

\* Equally applies to Jamaica.



officers; and it ought to be recollected, that at this day we have no superior, or more valuable officers in the navy, than those who were trained up under Vancouver; on his voyage of discovery; and that the youths who sailed with Anson and Cooke, became the future ornaments of their profession. The expeditions now fitting out for prosecuting discoveries I approve of highly, and wish them every success. Your's, &c.

*Alfred.*

“ Cry aloud, spare not, lift up thy voice like a trumpet, and shew my people their transgression, and the House of Jacob their sins.”—  
ISAIAH, chapter 58, verse 1.\*

TO THE RIGHT HONOURABLE THE LORD MAYOR.

MY LORD,

I AM induced to address you, in consequence of what passed at the late Meeting in the Egyptian Hall, convened for the purpose of forming an Auxiliary Bible Society for Seamen.

The *eulogium* which was advanced at that time by various gentlemen, and particularly by Mr. Wilberforce, upon the character and conduct of merchant seamen, when in the service of their country, and the acknowledged gratitude due to them from their fellow countrymen, were sufficient to make every merchant seaman in this country proud of his profession, had it not been attempted, at the same time, to cast a stigma upon their moral character generally, not founded in fact.

I have no doubt that you, my Lord, and many persons present, would draw conclusions, both from the address published (by a meeting convened at the Jerusalem Coffee-house, W. T. Money, Esq. M.P. in the Chair), and from the observations made at the time, that the mercantile seamen of this country are not only the lowest order of society in these realms, but, agreeably to the address, “ in a state of ignorance and profligacy, improvident, and insubordinate;” so much so, that it would be natural to suppose that few, if any, of them are trained fit for civil society, or have a knowledge that there is such a book as the Bible.

Being myself a merchant seaman, and one of those, agreeably to the text of a Reverend Gentleman, “ who have gone down to the sea in ships, and transacted business on the great waters, and have seen the wonders of the Lord on the deep;” and when there, have been more than once, twice, or thrice, on the verge of eternity, it gave rise to reflections in my mind, that caused me to form those opinions which I have lately published, on

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\* As a seaman, I deem this applicable to the people of this country, who have transgressed on the rights and liberties of their fellow-countrymen, the merchant seamen of this realm, by impressment; and the following clause may be fairly applied to the Corporation of the Trinity-House, for neglecting those sacred duties they are bound to perform towards British seamen, as a guide to their moral and religious conduct.

the subject of our marine system, and the evils arising from impressment, in a moral point of view.

It so happens, that my years allow me to have a knowledge and experience of the time of peace, between the war of American Independence, and the commencement of the late war in 1793, at which time the character, conduct, and situation of the merchant seamen of this country, either as officers or men, was very different from what they now are, either as to their rank in society, or moral conduct. At that time I had commanded seamen for some years, and I will venture to assert, that nine out of ten of those I commanded, *had a Bible in their possession*, and that very seldom did a Sunday pass over without their reading it. At that time there was no class of men in this kingdom *less guilty of crimes, or fewer reduced to a state of mendicity*. If such is the fact, and which I believe cannot be denied, would it not have been more consistent for the Meeting, in the first instance, if they wished to improve the morals of seamen, to have inquired into the causes which gave rise to their demoralization since that time, and to have commenced the improvement of their morals hereafter, by removing those causes which had led to their subversion?

Seamen, perhaps more than any other class of men, act from the natural feelings of the heart, guided by the dictates of conscience, from which springs that sense of honour, honesty, and generosity, so peculiarly attached to their character; and I may venture further to assert, that there is no class of men more void of vicious conduct, than the regular bred merchant seamen, although I will admit, that it may be alleged against them, that they commit more acts of folly and inconsistencies, as regards themselves, than any other class of men. But when you consider that seamen, "who go down to the sea in ships, and transact their business on the great waters," are deprived a great part of their time of those social enjoyments and comforts, which other men on shore possess, Christian charity, I presume, will make great allowance for their conduct.

I would ask, not only to what cause must be attributed the present degenerated state of many of our seamen, as far as regards their character, in a moral and religious point of view; but also what has caused them, *and now causes them, to desert their country, their families, and their friends, and seek an asylum on a distant shore?* This, I have no hesitation to declare, arises from the evils of impressment, that scourge and bane to the happiness and welfare of British seamen, although born with the rights and privileges of British subjects.

If such evils proceed from impressment, would it not have been reasonable to expect, that persons possessing a knowledge of christianity, and sensible of the obligations they owe to seamen, would have inquired, *why wise laws and regulations have not been framed to do it away?*

I have no doubt, that the gentlemen who called together the Meeting, were actuated, as they thought, by the purest principles of christianity towards seamen. Yet it appears most extraordinary, that among so many remarks offered on their moral conduct, by Reverend Gentlemen and others, it never occurred to any of them to inquire, from what cause originated that immorality they so strongly represented as attached to my

profession. Perhaps they feel a self-interest in the services of seamen, and therefore wish to pass over the means by which they are obtained without notice.

I now beg leave to inform Gentlemen, that regular-bred seamen have a particular mode of thinking for themselves. They reasonably expect, that before any persons presume to teach others the moral duties of life, they will practice those duties themselves. Upon this principle, allow me to ask, if there was any man in that Meeting, either belonging to the legislature or the pulpit, who would lay his hand upon his heart and say, that he had performed the duties of a Christian towards seamen (men, to whom they have acknowledged they owe, agreeably to Mr. Wilberforce's assertion, a double share of gratitude for their past services and sufferings), by publicly endeavouring to do away that scourge of their lives and liberties—Impressment? Yet there were many present on that occasion, who *have vociferated loudly in the cause of humanity, when urging the abolition of African Slavery.* At that time they forgot, that the men to whom they owe those great blessings, the value of which they endeavoured to impress on the Meeting, had been in a state of slavery for upwards of twenty years, and may now be said to be in that state; for what seaman can say, that he may not be *dragged away before to-morrow from his family and friends, contrary to his inclinations, and to the injury of his pecuniary interests?* Such a state of uncertainty to the mind of a British seaman, *constitutes slavery.*

How persons calling themselves Christians, can reconcile such conduct to those feelings of humanity which they have expressed for the African, or how they can reconcile this to those principles of Christianity they wish to teach seamen, is beyond my comprehension. Surely this is not acting with Christian charity towards them!

Were I asked as a seaman, in what way I would begin to *remoralize* my profession, even into that state in which it was in 1793, I would recommend the reading of that Bible you are now going to place in the hands of seamen, to the Rulers of these Realms, the Lords of the Admiralty, the Corporation of the Trinity-House, the Marine Society, and to the Reverend Gentlemen, and others of the Legislature, who offered their opinions to the Meeting that day, on the depravity of my profession; and I would particularly call their attention to the 22d chapter of the gospel of St. Matthew, 36th to 40th verses, wherein they will find a lawyer said unto Jesus, "Master, which is the great commandment in the Law?" Jesus said unto him, "thou shalt love the Lord thy God with all thy heart, with all thy soul, and with all thy mind. This is the first and great commandment; and the second is like unto it, *Thou shalt love thy neighbour as thyself*: on these two commandments hang all the Law and the Prophets."\* If the duties of Christianity are comprised in these two commandments, allow me to ask, where are the men in this country who have performed their duties as Christians towards seamen?

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\* Seamen, reasoning on this portion of Scripture, would naturally say, that those persons, who are now going to teach them Christianity, are only half Christians themselves, according to the duties of Christians, promulgated by our Saviour himself, and therefore incontrovertible.

After having taught the persons before mentioned, the duties of a Christian towards his neighbour, I would recommend to them; by way of preparing the minds of our seamen for receiving the sublime doctrines of Christianity, that they should convince them, in the first instance, that they can act up to its true principles, by calling the attention of Parliament to the propriety of investigating the whole of our marine system, and of endeavouring to do away the evils of impressment. This would relieve the minds of seamen from those feelings which now incessantly torture them even in the time of peace, and give them hopes, that they might hereafter enjoy the rights and privileges of British subjects, in an equal degree with their fellow-countrymen, and once more resume that rank in society they formerly possessed.

It perhaps may be advanced by some persons, that the evils of impressment cannot be done away. *This I most positively deny*: and I will go yet further, and say, that if the friends of humanity in this kingdom will only bring forward the question in the manner I have recommended, I will pledge myself to offer such further suggestions, agreeably to the outlines I have already proposed, as shall lay the foundation for accomplishing this important desideratum.

There can be no doubt, if proper attention were given to the subject, that a code of laws and regulations, suggested and formed by men possessing nautical knowledge and experience as regards seamen, would do away this evil. This accomplished, *your navy, both in time of war and peace, would be manned with regular-bred seamen; your merchant ships with British subjects, trained and training as seamen, without foreigners; and your fisheries, the source of wealth, and seamen, to these realms, would be upheld in time of war as in peace.* These combined under a proper system, would prove a nursery for seamen, equal to the exigencies of the state, when required. Then should we have seamen of *good moral characters*, possessing their just rights and privileges as British subjects, free from slavery, enjoying social intercourse with their families and friends, without the dread of being hunted down as wild beasts; seamen retaining those feelings of attachment to their native country, which the evils of impressment too often eradicate. To endeavour to restore them to this happy condition, would be acting on the true principles of Christian charity.

I now call the attention of Mr. Wilberforce to what he advanced that day, that "the people of this country owed a double share of gratitude to seamen, for their past services and sufferings in the cause of their country during the long war." I feel no hesitation to say, that seamen will judge of those feelings of humanity, and Christianity, which he and others professed that day to cherish towards them; by their actions hereafter, on the subject of impressment; and I sincerely hope, that they will be enabled to assert, that they have performed their public and private duties as Christians, agreeably to the second commandment of the Law and the Prophets, towards seamen. Failing of this, I have no doubt that seamen will ascribe all their late eulogium upon them to a wish to acquire popularity.

I now call the attention of another member of the legislature, to what he

advanced on that day, particularly to his observation, that the safety of these realms would hereafter depend on the moral conduct of our seamen. I perfectly agree with this gentleman, that if the moral conduct of our seamen be not improved, and a sincere attachment to their country raised in their minds, before another war takes place (and which only can be done effectually by doing away the evils of impressment), it may be found that our seamen will again desert their country. The declared sentiments and feelings of this gentleman, prescribe it as a duty which he owes to his country and British seamen, to advocate their cause in that place where they may expect that their just rights and privileges will be maintained, for the good of the country and the profession.

I now beg leave to call your attention to that part of the before-mentioned address, where it is said, that "the City of London in particular had a most sacred obligation to fulfil, towards this neglected class of our population." If such is the fact, what must be the feelings of the Corporation of the Trinity-House, in consequence of having neglected their duties towards seamen, as regards their moral and religious conduct—a duty which formerly particularly attached to that Corporation, as is fully proved by their tenth by-law; \* although, like many other essential duties, they ought to perform, for the good of their country, and British seamen, it appears to be unknown to them at this time.

Be assured, my Lord Mayor, that if a proper attention was given to the seamen of this realm, by framing wise laws and regulations, adapted to their good rule and management, there is no class of men in this country who would more generally maintain a better moral character, or be less dependant on charity as paupers, or prove themselves more loyal subjects, in the cause of their King and their Country, when their services might be required. They then would, as heretofore, be enabled to purchase Bibles for themselves at their own cost, without being treated as paupers. This I am confident would induce them to set a much higher value upon them, and to pay more attention to their contents, than any other method that can be devised.

I am, &c.

Lloyd's Coffee-House,  
March 27, 1818.

*Thos. W. W. W.*

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\* When this by-law was made, it appears that prayers were regularly repeated on board of all ships; and, upon ringing of the bell for that purpose, every officer and seaman was bound to attend, under the penalty of 2s. 6d. each time, to the poor's-box of the Trinity-House. At that time, blasphemy, drunkenness, and sleeping on shore at night, were subject to fine for the same purpose. Why have these good and wholesome laws and regulations been neglected and forgotten?

I have, in my early years, sailed in a ship where prayers were repeated every day; and I have sailed in ships, even during the late war, on board of which an oath was seldom to be heard from any man; and this arose entirely from example, not only in a moral point of view, but that blasphemy was deemed derogatory and disgraceful to the character and conduct of a superior officer who had to command British seamen.

*On Ship Building.*

MR. EDITOR,

April 20th, 1818.

**I** FIND there is at present considerable interest, and some anxiety, excited by the unremitting exertions and perseverance of the Americans, in preparing a great and powerful navy, and it has become a common question, since the Franklin visited our harbours, have we any two-decked ships capable of being made a match for her, by receiving additional and weightier guns? Now, Sir, I can inform your readers, that we have of this description of ships about *twenty*, besides eight building, of 84 guns, and of superior size and dimensions, according to my information; one of these twenty is the *Kent*, now repairing, and fitting for an increased weight of metal; another is the *Foudroyant*, both of 80 guns, and I trust when put out of hand, we shall have the satisfaction of knowing, that they will answer perfectly well, armed with 36 pounders, according to the American principle, and carrying very nearly the same number of guns, as well as weight of metal, as the Franklin: if it is so, we have then eighteen other ships which can be fitted in the same manner; viz. the *Tonnant*, *Malta*, *Scipio*, *Rivoli*, *Cæsar*, *Superb*, *Richafort*, *Genoa*, *Achille*, *Donnegal*, *Cambridge*, *Renown*, *Implacable*, *Spencer*, *Spartiate*, *Bulwark*, and *Warspite*. I shall rejoice to hear, that these fine ships can carry 36-pounders on both decks; for although of less tonnage by a good deal than the Franklin, yet with equally heavy metal, and well manned, they will fight a hard battle, and be capable of laying alongside of Jonathan's finest ships: so far well: but even allowing this to be the case, still the necessity of building larger two-deckers, is nevertheless great and urgent, and will, I trust, be quickly attended to, if the 84's now in hand are not of the Franklin's tonnage, viz. 2,500 tons. I hope those next laid down will be ordered of these dimensions; we must be prepared to fight quite on equal terms, in order to obtain that glorious success which the country will look for, and which, if the odds are not too great, it will not expect in vain, from its gallant officers and seamen. I am convinced the wish is universal, to see more ships built of 2,500, and 1,400 tons, 84's and 68's; and the Board of Admiralty will, I am well persuaded, be no longer slow to comply with the earnest wishes of all ranks. I trust, therefore, *Spectator's* information has not been premature; and that Lord Melville is about to give his orders for a dozen new spanking ships of each class.

*Britannicus.**Navy Estimates.*

MR. EDITOR,

London, 10th April, 1818.

**A**S the accompanying Estimate, ordered to be printed by the Honourable the House of Commons, on the 17th of last February, must no doubt prove interesting to your readers, I have great satisfaction in forwarding the same for the purpose of its being recorded in the pages of your NAVAL CHRONICLE.

I take this opportunity of acknowledging to you the pleasure I receive in perusing your monthly Numbers, as they are published; and although I am not over-burthened with cash (being but a half-pay lieutenant), yet I assure you I most cheerfully contribute my 3s. towards the support of a Work so peculiarly interesting to all ranks in my profession; and I trust that the majority of my brother officers, either afloat or on shore, are, like myself, your Subscribers. I am your well wisher,

G. J.

*An Estimate of the Charge of what may be necessary for the Building, Re-building, and Repairs of Ships of War, in his Majesty's and the Merchants' Yards, and other extra Works, over and above what is proposed to be done upon the Heads of Wear and Tear and Ordinary, for the Year 1818.*

DEPTFORD YARD.

|                                                           | Charge of Hull, Masts, Yards,<br>Rigging, and Stores. |
|-----------------------------------------------------------|-------------------------------------------------------|
| RUSSELL, 74, building; time of completion uncertain ..... | 1,800                                                 |
| SOUTHAMPTON, 60, building; to be completed 1819 .....     | 6,800                                                 |
| BLONDE, 46, building; to be completed 1818 .....          | 14,450                                                |
| VENUS, 46, building; to be completed 1818 .....           | 23,200                                                |
| AMAZON, 46, building; to be completed 1819 .....          | 5,850                                                 |
| ALACRITY, brig, 10, building; to be completed 1818 .....  | 3,530                                                 |
| MONARCH, 84, ordered to be built .....                    | 10,000                                                |
| EOLUS, 46, ordered to be built .....                      | 7,610                                                 |
| DEDALLS, 46, ordered to be built .....                    | 7,610                                                 |
| MERCURY, 46, ordered to be built .....                    | 7,610                                                 |
| PEGASUS, 46, ordered to be built .....                    | 7,610                                                 |
| ARIEL, brig, 10, ordered to be built .....                | 4,138                                                 |
| HORATIO, 46, large repair; to be completed 1818 .....     | 21,000                                                |
| CURAÇOA, 42, large repair; to be completed 1818 .....     | 16,150                                                |
| For the repair of two frigates .....                      | 12,600                                                |
| Total ..                                                  | £ 147,850                                             |

WOOLWICH YARD.

|                                                           |        |
|-----------------------------------------------------------|--------|
| TALavera, 74, building; to be completed April 1818 .....  | 10,000 |
| PAWKE, 74, building; to be completed September 1818 ..... | 16,000 |
| ISIS, 58, building; to be completed August 1818 .....     | 30,500 |
| THUNDERER, 84, ordered to be built .....                  | 10,000 |
| BOSCAWEN, 82, ordered to be built .....                   | 17,500 |
| WINCHESTER, 60, ordered to be built .....                 | 10,100 |
| CLYDE, 46, ordered to be built .....                      | 7,610  |
| JASON, 46, ordered to be built .....                      | 7,610  |
| MEDUSA, 46, ordered to be built .....                     | 7,610  |
| HEBE, 46, ordered to be built .....                       | 3,000  |

|                                                                                       | Charge of Hall, Masts, Yards,<br>Rigging, and Stores. |
|---------------------------------------------------------------------------------------|-------------------------------------------------------|
| ATHOLL, 28, ordered to be built .....                                                 | 11,400                                                |
| LYNX, brig, 18, ordered to be built .....                                             | 2,400                                                 |
| BARRACOUTA, 10, ordered to be built .....                                             | 1,600                                                 |
| BEAOLE, 10, ordered to be built .....                                                 | 1,600                                                 |
| DEVONSHIRE, 74, large repair; to be completed December 1818 .....                     | 28,300                                                |
| AURORA, 46, large repair; to be completed October 1818 .....                          | 19,100                                                |
| CRESCENT, 46, large repair; to be completed August 1818 .....                         | 17,500                                                |
| AIGLE, 42, between middling and large repair; to be completed<br>September 1818 ..... | 6,400                                                 |
| REDWING, brig, 18, middling repair .....                                              | 3,210                                                 |
| SCARBOROUGH, 74, in good condition .....                                              | 210                                                   |
| Towards the repair of two frigates .....                                              | 24,000                                                |
| Total..                                                                               | £ 234,850                                             |

## CHATHAM YARD.

|                                                                                                     |        |
|-----------------------------------------------------------------------------------------------------|--------|
| PRINCE REGENT, 120, building; time of completion uncertain ..                                       | 10,500 |
| TRAFALGAR, 106, building; time of completion uncertain .....                                        | 18,300 |
| BLANCHE, 46, building; time of completion uncertain .....                                           | 12,000 |
| BRISK, brig, 10, building; to be completed September 1818 ..                                        | 5,200  |
| BUSTARD, 10, building; to be completed September 1818 .....                                         | 5,250  |
| FORMIDABLE, 86, ordered to be built .....                                                           | 8,800  |
| POWERFUL, 84, ordered to be built .....                                                             | 10,000 |
| DIANA, 46, ordered to be built .....                                                                | 9,500  |
| LATONA, 46, ordered to be built .....                                                               | 9,200  |
| MERMAID, 46, ordered to be built .....                                                              | 6,100  |
| THAMES, 46, ordered to be built .....                                                               | 6,100  |
| UNICORN, 46, ordered to be built .....                                                              | 6,100  |
| GENOA, 78, to complete fitting her as an English ship of war; to<br>be completed January 1818 ..... | 4,200  |
| ACHILLE, 79, large repair; time of completion uncertain .....                                       | 18,000 |
| REVENGE, 80, middling repair; time of completion uncertain ..                                       | 18,000 |
| GLOUCESTER, 74, between small and middling repair; time of<br>completion uncertain .....            | 18,000 |
| CONQUESTADOR, 74, very small repair; to be completed February<br>1818 .....                         | 10,200 |
| LIVERPOOL, 50, very small repair; to be completed February 1818                                     | 5,900  |
| MENEZES, 46, large repair; to be completed April 1818 .....                                         | 4,300  |
| UNDAUNTED, 46, large repair; to be completed March 1818 .....                                       | 5,550  |
| QUEEN GLENOWER, 42, large repair; to be completed August<br>1818 .....                              | 10,500 |
| MENAI, 26, middling repair; to be completed August 1818 .....                                       | 5,150  |
| ACORN, 36, very small repair; to be completed December 1818                                         | 1,500  |
| TRACIAN, brig, 18, large repair; to be completed March 1818                                         | 3,100  |
| SPARROWHAWK, 18, between middling and large repair; to be<br>completed April 1818 .....             | 2,400  |



Charge of Hull, Masts, Yards,  
Rigging, and Stores.

|                                                                        |                 |
|------------------------------------------------------------------------|-----------------|
| <b>DISPATCH</b> , 18, small repair; to be completed December 1818..    | 1,400           |
| <b>CALYPSO</b> , 20, small repair; to be completed December 1818 ..... | 1,250           |
|                                                                        | Total £ 215,600 |

#### SHEERNESS YARD.

|                                                                                         |                |
|-----------------------------------------------------------------------------------------|----------------|
| <b>LEONIDAS</b> , 46, between middling and large repair; to be completed May 1818 ..... | 14,400         |
| <b>REIN</b> , 46, large repair; to be completed March 1819 .....                        | 16,450         |
|                                                                                         | Total £ 30,850 |

#### PORTSMOUTH YARD.

|                                                                                                       |                 |
|-------------------------------------------------------------------------------------------------------|-----------------|
| <b>WATERLOO</b> , 80, building; to be completed November 1818....                                     | 91,000          |
| <b>PRINCE REGENT</b> , yacht, building, to be completed July 1818 ..                                  | 4,650           |
| <b>OSONET</b> , brig, 10, building; to be completed October 1818 ..                                   | 4,350           |
| <b>DELIGHT</b> , 10, building; to be completed October 1818 .....                                     | 4,650           |
| <b>PRINCESS CHARLOTTE</b> , 104, ordered to be built .....                                            | 90,000          |
| <b>CARNATIC</b> , 74, ordered to be built .....                                                       | 5,000           |
| <b>NEW</b> , 74, ordered to be built .....                                                            | 5,000           |
| <b>MINERVA</b> , 46, ordered to be built .....                                                        | 8,800           |
| <b>FOX</b> , 46, ordered to be built .....                                                            | 7,610           |
| <b>FENLOPE</b> , 46, ordered to be built .....                                                        | 7,610           |
| <b>TRALIA</b> , 46, ordered to be built .....                                                         | 7,610           |
| <b>SAMARANG</b> , brig, 18, ordered to be built .....                                                 | 2,000           |
| <b>WAKSPITE</b> , 76, large repair; to be completed August 1818 .....                                 | 25,000          |
| <b>SULTAN</b> , 74, large repair; to be completed October 1818 .....                                  | 24,000          |
| <b>EDINBURGH</b> , 74, large repair; to be completed September 1819                                   | 18,500          |
| <b>BENBOW</b> , 74, between middling and large repair; to be completed<br>September 1819 .....        | 17,000          |
| <b>ANSON</b> , 74, between small and middling repair; to be completed<br>December 1818 .....          | 20,900          |
| <b>ELEPHANT</b> , 58, cutting down from a 74 gun-sloop; to be completed<br>May 1818 .....             | 11,000          |
| <b>BACCHANTE</b> , 48, small repair; to be completed November 1818                                    | 3,600           |
| <b>SARUSSA</b> , 42, small repair; to be completed December 1818..                                    | 7,700           |
| <b>TRINCULO</b> , brig, 18, between small and middling repair; to be<br>completed November 1818 ..... | 3,000           |
| <b>RINGDOVE</b> , 18, small repair; to be completed June 1818.....                                    | 2,100           |
| <b>PARTHIAN</b> , 10, between middling and large repair; to be completed<br>January 1818 .....        | 500             |
| <b>SPARTAN</b> , 46, in good condition .....                                                          | 1,000           |
| <b>AMPHITRITE</b> , 46, in good condition .....                                                       | 2,900           |
| <b>LIBRA</b> , brig, 18, in good condition .....                                                      | 500             |
| <b>CAMELEON</b> , 10, in good condition .....                                                         | 500             |
|                                                                                                       | Total £ 240,500 |

Charge of Hull, Masts, Yards,  
Rigging, and Stores.

## PLYMOUTH YARD.

|                                                                                       |                 |
|---------------------------------------------------------------------------------------|-----------------|
| BRITANNIA, 120, building; time of completion uncertain .....                          | 35,000          |
| PORTLAND, 60, building; time of completion uncertain .....                            | 10,000          |
| LONDON, 104, ordered to be built.....                                                 | 8,500           |
| LANCASTER, 60, ordered to be built.....                                               | 12,700          |
| CERBERUS, 46, ordered to be built .....                                               | 6,100           |
| CIRCE, 46, ordered to be built.....                                                   | 6,100           |
| PROSERPINE, 46, ordered to be built .....                                             | 6,100           |
| STATIRA, 46, ordered to be built.....                                                 | 6,100           |
| ECLIPSE, brig, 10, ordered to be built.....                                           | 4,600           |
| EMULOUS, 10, ordered to be built .....                                                | 4,600           |
| FOUDROYANT, 82, large repair; to be completed October 1818..                          | 21,650          |
| KENT, 80, large repair; time of completion uncertain .....                            | 18,000          |
| MILFORD, 78, between middling and large repair; time of completion uncertain .....    | 1,300           |
| STIRLING CASTLE, 74, large repair; to be completed October 1818                       | 37,200          |
| RIFON, 74, between middling and large repair; time of completion uncertain .....      | 1,300           |
| MULGRAVE, 74, between middling and large repair; to be completed November 1818 .....  | 28,000          |
| REFUSE, 74, large repair; time of completion uncertain .....                          | 520             |
| SATURN, 58, small repair; to be completed January 1818 .....                          | 1,100           |
| RESISTANCE, 46, middling repair; to be completed April 1818..                         | 10,460          |
| NISUS, 46, small repair; time of completion uncertain .....                           | 640             |
| PYRAMUS, 42, between middling and large repair; to be completed June 1818.....        | 13,000          |
| DARTMOUTH, 42, between middling and large repair; to be completed November 1818 ..... | 12,500          |
| PELORUS, brig, 18, middling repair; to be completed June 1818                         | 3,680           |
|                                                                                       | Total £ 249,140 |

## PEMBROKE YARD.

|                                                             |                |
|-------------------------------------------------------------|----------------|
| BELLEISLE, 74, building; time of completion uncertain ..... | 25,000         |
| FISGARD, 46, building; time of completion uncertain .....   | 16,000         |
| MELAMPUS, 46, building; time of completion uncertain .....  | 1,200          |
| NERRUS, 46, ordered to be built .....                       | 1,000          |
| HAMADRYAD, 46, ordered to be built .....                    | 1,000          |
| FALCON, brig, 10, ordered to be built .....                 | 3,000          |
| FROLIC, 10, ordered to be built .....                       | 3,000          |
|                                                             | Total £ 50,200 |

## MERCHANT'S YARD.

## BOMBAY.

Charge of Hull, Masts, Yards,  
Rigging, and Steams.

|                                                          |   |        |
|----------------------------------------------------------|---|--------|
| MALABAR, 74, building; to be completed September 1818 .. | } | 60,000 |
| GANGES, 84, ordered to be built .....                    |   |        |
| SERINGAPATAM, 46, ordered to be built .....              |   |        |
| Total                                                    | £ | 60,000 |

Total for the ships in the King's Yards .....

1,170,990

Total for the ships at Bombay, &amp;c. ....

60,000

Grand Total for the Ships £ 1,230,990

*Mr. Urquhart's Reply to An Officer in the Navy,*

MR EDITOR,

I BEG leave, through the medium of your Chronicle, to acknowledge the receipt of a Pamphlet, in reply to my Letters on Impraisment, stated to be written by an Officer in the Navy.

When any person (or persons), attempt to correct the written opinions of another, he certainly ought to read them with some attention, and if they are intelligible, he ought to comprehend them before he offers opinions himself. How far my remarks are intelligible, and how far they have been comprehended by an Officer in the Navy, I leave for the present to the judgment of others. My only request at this time is, that those who read the publication before-mentioned, will compare many of those passages on which the Officer of the Navy has animadverted, with what I have offered; and also reflect on the old adage, as represented by this Officer in the Navy, that one tale may be received as true, until another is told. Such I presume will hereafter prove to be the fact.

This Officer in the Navy complains of some allusions which I have made when offering opinions on the naval service, in general terms; compare these with the remarks he has made on those officers who were in the navy before the year 1790,\* from which time perhaps he commenced his career in the naval service, or more probably in 1793. Allow me to ask, if I have made any allusion half so severe upon naval officers, in general terms, as this writer has done on a certain class of naval officers pointedly. This certainly claims the particular attention of naval officers, but more particularly of Admirals Earl St. Vincent, Lord Fixmouth, Strachan, Whitbed, Hope, Yorke, Moore, Sawyer, Cockburn, Hotham, and many others now living, who had many of the principal commands during the late war, and no doubt trained the superior class of officers to which this writer belongs, by their skill and judgment.†

\* See page 13 of this publication.

† See page 9 of ditto.

The immortal Nelson, who acknowledged the advantages he derived as a seaman, in consequence of having served on board of a ship in the West India Trade, would never have gained a victory over the enemies of his country, or had a monument raised to his memory, if he had not been opposed by them. Opposition on the part of such writers as the Involuntary Idler, and an Officer in the Navy, will, in due time,\* promote the cause of doing away the evils of impressment, by exposing their want of knowledge on the subject of the cause of the aversion which regular-bred merchant seamen have to the naval service.

I am, &c.

Lloyd's Coffee-House,  
16th April, 1818.




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PLATE 507.

Portrait of the Sylph.

IF the value of a Portrait be (as we think it is) increased, by the difficulty of access to the original, that must be most so to which all access to the original is impossible. The Sylph, of which we give the annexed representation, was unfortunately wrecked on the 17th January, 1815, and of 117 souls on board her at the time, only 6 were saved, consisting of the purser and 5 seamen! For particulars of this most distressing accident, we refer the reader to vol. xxxiii. p. 231, where they are given as extracted from the *New York Gazette*.

The Sylph mounted 20 guns; viz. 16 carronades of 24 lbs. 2 long 12-pounders, and 2 12-pound carronades: her dimensions were as follows:—

|                              | Ft. | In. |
|------------------------------|-----|-----|
| Length of the gun-deck ..... | 107 | 0   |
| Keel for tonnage.....        | 85  | 10½ |
| Breadth extreme.....         | 29  | 11  |
| Depth .....                  | 14  | 8   |
| Burthen in tons .....        | 399 |     |

She was built at Bermuda in 1812.

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\* Query if the writer (or writers) of this Pamphlet are not the same person (or persons) who wrote in the PUBLIC LEDGER under this signature, and received a severe reprimand from the master of a merchant ship, and an ex-lieutenant.

## MANUSCRIPT FROM ST. HELENA.

[TRANSLATED BY THE EDITOR.]

[Continued from page 233.]

**T**HUS was I compelled to war. Massena maintained his position at Genoa, but the armies of the Republic no longer dared to pass either the Alps or the Rhine. Italy was therefore to be re-entered, and in Germany peace to be a second time dictated to Austria. Such was my plan; but I had neither soldiers, artillery, nor firelocks.

I called out the conscripts, ordered arms to be made, and aroused the feeling of national honour, which in the French never dies. I collected an army, one-half of which was not yet clothed. Europe laughed at my soldiers, but payed dearly for its moment's mirth.

It was, however, impossible to undertake openly a campaign with such an army. To surprise the enemy, and take advantage of its astonishment, was necessary, and that I resolved to do. General Suchet was moving slowly through the defiles of Nice, and Massena still prolonged, from day to day, the defence of Genoa. I set out, proceeded to the Alps, and my presence, and the brilliancy of the enterprise, reanimated the soldiers. They had no shoes, but they all seemed to march as though they were a van-guard.

At no period of my life did I experience any sensation equal to that which I felt in crossing the defiles of the Alps. The echoing shouts of the army announced to me a victory uncertain, but probable. I was about to visit again that Italy, which had been the theatre of my first achievements. My artillery slowly mounted the rocks. At length my chief grenadiers reached the summit of St. Bernard. They threw their caps into the air, trimmed with rose-coloured ribbons, and shouted with joy. The Alps were passed, and from their heights we descended like a torrent.

General L'Ange commanded the van-guard. He rapidly possessed himself of Ivrea, Verceil, Pavia, and the passage of the Po, which the whole army passed without opposition.

At this time we were all, both soldiers and generals, young; and were all desirous of making our fortune. We treated as trifles, fatigues, and still more so, dangers—We were indifferent to all but Glory, which was not to be obtained but in the field of battle.

On the first notice of my arrival, the Austrians began to manœuvre on Alexandria. Assembled within this place at the moment when I appeared before its walls, their columns made a developement in front of the Horns, I gave orders to attack them, but their artillery was superior to mine, and disorganized our young battalions, who lost ground. The line was preserved by only two battalions of the guard, and by the 45th; I was myself the support of the corps which marched in column. At last the division of Desaix arrived, and the white line was re-established. Desaix formed his column of attack, and entered the village of Marengo, in which

the centre of the enemy was posted. This great general was killed at the moment in which an immortal victory was decided.

The enemy fled for shelter under the walls of Alexandria, but the bridges were too narrow to afford them a passage, and the confusion was immense: we took masses of artillery, and whole battalions. The Austrians, collected behind the Tanar, their communications cut off, retreat impracticable, and threatened in the rear by Massena and Suchet, with a victorious army in their front, accepted the terms we imposed on them. Melas implor'd a capitulation, which in the pride of war was unattended to. All Italy was restored to me, and the conquered army afterwards saw their arms at the feet of our conscripts.

This was the most distinguished day of my life, for to France it was one of the brightest in the annals of her glory—she experienced in her situation a complete and glorious change—she had only to enjoy the peace she had conquered—to repose in the tranquil sleep of the Lion—to be happy, for she was great.

The factions appeared quiet, awed by the glory I had acquired. All was peace in Vendée—even the Jacobins were compelled to congratulate me on my victory; for it was also in their favour. I had now no rivals.

Common danger, and public enthusiasm, produced a momentary union of parties. The security I had now placed them in again divided them. Where there is no centre of incontestable power, there are always found men who will endeavour to possess themselves of it. It was thus with mine. My authority was no more than a temporary magistracy, and was therefore not unassailable. Certain vain and presumptuous men, fancying themselves men of talent, opened a campaign against me, and for their head quarters chose the Tribunal. Then it was that they began to attack me under the name of the Executive Power.

Had I yielded to their declamations, I should have given up the commonwealth of the state. It had many enemies, it could not diminish their strength, and there was no time to be lost in words. A bold experiment was resolved on, but which of itself would not have been sufficient to silence men of this description, who preferred the gratification of their vanity to the interests of their country, and who had endeavoured to gain popularity by refusing the supplies, discrediting the government, impeding its progress, and also the recruiting of the army.

By these means, we should have been, in less than a fortnight, at the mercy of the enemy, for we had not yet forces sufficient to cope with him. My power was as yet too recent to be invulnerable; and the Consulate was about to experience a similar termination with that of the Directory, if I had not put an end to this opposition, by a manoeuvre of state. I disbanded the factious Tribunes.

By this simple act was the Constitution of France changed; for by it I put an end to the Republic. It in fact ceased to exist from the moment that its national representation ceased to be sacred. It was a change of absolute necessity, both from the situation in which France was placed in respect to herself, and to all Europe. The Republic had powerful enemies, as well internal as external, and was, like all other Republics in

times of danger, obliged to assume a dictatorial character. Countervailing authorities are only serviceable in a time of peace. That which France had conferred on me, it was necessary that she should reinforce, at all times when her safety was endangered, to prevent relapses.

Perhaps I should have done better to have frankly demanded this dictatorship, than to have left them to accuse me of aspiring to it. Every one would then have spoken according to his opinion, of that which was termed my ambition: it would have been more advantageous to me, as monsters appear most hideous at a distance—it would have had the advantage of not occasioning any doubts of the future, of leaving opinions in the state they then were, and of intimidating the enemy, by shewing to him the resolution of France. But I saw this power present itself—offer itself to my hands, and there seemed no necessity to receive it officially—if I exercised it not *de jure*, I did *de facto*, and it was sufficient that I thereby surmounted the crisis, saved France, and maintained the Revolution.

My task was now reduced to the completing this Revolution, by giving to it a legal character, that it might be legitimated by the public acknowledgment of Europe. All revolutions have passed through the same conflicts, that of France was not to be an exception, but it had reason to expect finally, like others, its certificate of possession. However, previous to the proposing it, I saw the necessity of moderating its principles, consolidating its legislation, and reducing its excesses. I believed myself possessed of the power to do all this, and I did not deceive myself.

The Revolution commenced by the extinction of family dignities, or the establishment of Equality—I respected it. It was the business of legislation to regulate its principles, and I made laws for that purpose. There were excesses in the existence of the Factions; I gave no importance to them, and they disappeared: in the abolition of public worship, and I re-established it: in the existence of the Emigrants; and I gave them a country: in the general disorder of the administration; and I regulated it: in the ruin of the finances; and I restored them: in the want of an authority to tranquillize France; and I gave to it this authority, by assuming, myself, the government of the State.

Few men have done so great things as I then did, and in so short a time: History will one day declare what France was, when I began to rule it, and what it afterwards was, when it gave laws to Europe.

Nor had I in any instance occasion to avail myself of an arbitrary power to accomplish these arduous services. It is true, the exercise of such a power would not have been denied me, but I never wished it; I always detested whatever is really arbitrary. I always respected order, and the laws, and I therefore made many; I made them clear, and severe, but at the same time, just: for a law which knows no exceptions, is always just. I made them to be rigorously observed—it is the duty of the throne to do so—but I also myself respected them. These laws have all survived me; and it is the recompense of my labours.

All seemed to proceed according to my wishes. The State was renovated, and order restored. In all which I exerted myself earnestly and assiduously, but I saw that to the system, there was still wanting, what was of the utmost

importance—*stability*. But however desirous of establishing the principle of the Revolution, I saw clearly it was not to be done without first overcoming strong oppositions, for there was a natural antipathy between the old regime and the new. These formed two masses whose interests were diametrically opposite. All the governments which still subsisted under the ancient form, saw danger in the principles of the Revolution, and this had no security but by treating with the enemy, or by crushing him if he would not treat.

Such was the struggle that was finally to decide on the renovation of social order in Europe. I was at the head of a great faction, which was desirous of annihilating the system by which the world was governed after the fall of the Roman Empire; and as such exposed to the hatred of all those who had an interest in the preservation of the Gothic rust. A man of a character less firm than mine, might have been well warranted in sitting down and leaving to time a part of the decision of this project.

But I had penetrated deeply into the temper and views of these two factions; I saw that they divided the world, as in the time of the Reformation, and was convinced, that to reconcile them would be impossible, from the positive contrariety of their respective interests; and that in proportion as the crisis was shortened, the better it would be for the people. But to effect this it was necessary that we should have on our part the half of Europe, and the best half, as without this advantage the balance would not preponderate on our side. After all, I could not dispose of this weight, but by the law of the strongest, the only law which prevails between nations. It was therefore necessary that I should be the strongest, for I had not only the task of ruling France, but of subjecting to her the whole world, or the world would have crushed her.

There was consequently no choice of measures, all depended on events that could not be foreseen; danger was always imminent, and the 31st of March sufficiently proved how much there was to fear, and how desirable it was that the old and new regimes should live in peace.

I could easily foresee, that while there was an equality of strength between the two systems, there would be always war, open or concealed. Whatever peace should be signed, it would be but a truce, to rest awhile. It was consequently necessary that France as the head of the Revolution, should be always in a condition to resist the storm. It was necessary that in the government there should be unity, that there might be strength; that the nation should be united, that all its means should tend to the same end; and that the people should have confidence, to consent to the sacrifices necessary to complete the conquest.

In the consular scheme all was precarious, for there was nothing in it consistent. There was a Republic in name—a Sovereignty in fact; a National Representation feeble—an Executive power strong; Authorities submissive—and an Army preponderant.

Nothing goes on well in any political system, where words are in contradiction to things. The government forfeited its credit and reputation, when



it placed itself in the condition of eternally lying. It fell into that contempt which every thing that is false invariably generates, for whatever is false is frail. The people, however deficient in political sagacity, already knew too much—the gazettes were sufficient for their instruction. The whole art and mystery of governing the world, consists in being strong; in real strength there is no error—no illusion—it is solid truth.

I felt the weakness of my situation; that is, the absurdity of my consularship. I saw it was necessary to establish something solid as a stay to the Revolution. I was nominated Vitalic Consul; but it was a temporary dignity, insufficient in itself, because, including a future date, it pointed to an end, and there is nothing so destructive of confidence, as a change foreseen. However, it was a dignity less objectionable, on the occasion for which it was established.

In the interval which the truce of Amiens afforded me, I ventured an imprudent expedition, for which I was blamed, and with reason: although it was in itself of small importance.

I had projected the recovery of St. Domingo, and my motives for doing so were good. The Allies hated France, and it was not expedient that she should be in a state of inaction during the peace. It was necessary that she should be always an object of fear; to feed the curiosity of the idle, and to have the army always in motion to keep it awake. I wished also to exercise the marine. I have only to add, that the expedition was very badly executed. Things always went badly where I was not present. However, in this affair, it would have come to the same end; for it was easily to be seen, that the English ministry would break the truce, and if we had reconquered St. Domingo, it would have only been for it.

[To be continued.]

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## NAVAL LITERATURE.

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*Narrative of a Voyage to Hudson's Bay in His Majesty's Ship Rosamond, containing some Account of the North-Eastern Coast of America, and of the Tribes inhabiting that remote Region.* By Lieutenant EDWARD CHAPPELL, R.N. London: J. Mawman, Ludgate-street, 1818.

THE publication of this Volume under the sanction of Dr. E. D. Clarke, is an indisputable testimony of its merit—having been himself a traveller, and one of the most learned and enlightened of our modern investigators of this wonderful planet, assigned us for the present stage of our existence.

There is, perhaps, no branch of literature that combines a greater portion of amusement with information, than the narratives and observations of travellers and navigators, and in proportion as they are endowed with sagacity to improve their opportunities of observation, by rational and

scientific inferences, is the degree of interest and instruction derived from them.

The character in which Mr. Chappell visited the countries he describes, was not that of a professed traveller; discoveries were not the object of the voyage; nor does it appear, that in the composition of his narrative or Journal, he had any views beyond that of private gratification in a customary duty—it is, however, a duty ingeniously performed, although, from the observation of his very respectable Editor on the letters which accompanied his communications to him on the subject, the voyage itself was most reluctantly so. The expectations of the reader are therefore to be limited to what he cursorily saw, and they will be most agreeably gratified. Since the account given by Mr. Hearne of the inhabitants of the Hudson's-bay coast we have had none, and it is upwards of forty years since the publication of that. The following extracts will prove Mr. Chappell to have been a close observer, and to be relied on as an accurate reporter of what he saw.

After their departure from Orkney, the author observes, “we never had a night so dark as not to be able to *read and write.*”

On the variation of the needle he observes:—

“Since our departure from Stromness, the variation of the compass had been gradually increasing. We this day allowed for a difference of four points westerly, between the magnetic and the true needle; whereas at Orkney there is only a difference of two points and a half, or 28 degrees. Thus it continued increasing until we arrived within about 300 miles of the settlements in *Hudson's Bay*; when it decreases much more suddenly; falling away, in that short distance, to half a point, or five degrees, West—this being the ascertained variation at York Factory. I should think that no subject could exhibit to an inquisitive mind a more astonishing matter of inquiry, than the singular phænomenon which I have just noticed. Can any thing be more surprising, than that the variation should increase but eighteen degrees, in a run of upwards of 2000 miles to the westward; and that it should then begin to turn; and, in the short run of 300 miles on the same course, that it should suddenly decrease 41 degrees? An officer belonging to one of the Hudson's Bay ships attempted to account for this astonishing attraction of the needle, by supposing the contiguity of metallic mountains; but he could state no facts in support of his hypothesis: and, although the interior of the N.W. part of America has doubtless been explored, and is even actually colonized, owing to the enterprising spirit of a Selkirk, yet I cannot learn that any metallic mountains have been discovered, with a sufficient profusion of ore to cause such an aberration in the compass, and at so great a distance.”\*

The enmity between the whale and the finners is thus described.

“Towards evening we were highly entertained with a combat between a whale and two or three of that species of fish called finners. The fury

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\* For an accurate Table of the different degrees of variation, see Appendix (A).

with which they engage is surprising. The whale, slowly lifting up his enormous tail, lets it suddenly fall on his opponents with a most tremendous crash; thereby throwing up foam to an amazing height. Although the finners have incomparably the advantage in agility, yet in size and strength they fall but little short of the smaller whales. The finners derive their name from an immense fin, which they use with great effect in their attacks on the whale. Sometimes they lift up this enormous fin, and let it fall upon their antagonist, in the manner of a thresher's flail; at other times, they run their whole body perpendicularly out of the water, exhibiting a beautiful view of their snow-white bellies. In this position they have the singular power of turning round; and thus they contrive to fall sideways on the whale, with a shock that may be heard at a considerable distance."

An inaccuracy in the Admiralty charts of the Greenland coast, is very properly adverted to by Mr. Chappell, and should be accordingly rectified:

"Early in the morning, July 23d, we saw five Greenland ships, returning to England from the whale-fishery; and shortly afterwards we perceived two ships of war, in the N.W. quarter. At noon we spoke with His Majesty's ships the *Victorious* and *Horatio*. They had been to Davis' Straits, for the purpose of protecting the whale-fishery; and the former vessel exhibited a melancholy proof of the ill effects likely to result from the extreme state of ignorance in which our best navigators are placed, relative to the exact situation of the Northern lands. The *Victorious* had struck on a rock, in lat.  $66^{\circ} 21'$  N. long.  $53^{\circ} 47'$  W.; entirely owing to the coast of Greenland having been laid down four degrees wrong in the Admiralty charts. The consequences likely to result from the loss of a seventy-four-gun ship, in such a situation, may be easily imagined; allowing every man to have been safely conveyed on board the *Horatio*. The frigate must herself have been short of provisions at the moment; and in what possible way could the captain have provided for the subsistence of nearly six hundred people in addition to his own ship's company, in a part of the world where he could not have formed the most distant hope of receiving a supply? Fortunately, they were not destined to experience the horrors of so dreadful a situation; the *Victorious* was got off the rock again, without much difficulty; yet that her danger had been imminent cannot be doubted, as she was obliged to get a topsail under her bottom; and at the time when we met with her, there were some apprehensions that she might not reach England in safety; the leak being so bad, that the crew were compelled to labour incessantly at the pumps. The *Horatio* of course remained with her until she reached a British port."

[To be continued.]

*A Reply to Mr. Urquhart's Letters on Impressment, with an Exposition of the Real Cause of the Difficulties which have arisen in Procuring Men for the Navy in time of War; and an Explanation of the Circumstances which induced so many British Seamen to serve on board of American Vessels during the late War. BY AN OFFICER IN THE NAVY.—*  
1818.

THE Letters to which this Pamphlet is a reply have been reviewed by us in our Thirty-seventh Volume, pages 71, 153 and 237. The zeal of Mr. Urquhart for the abolition of impressment has led him into a very ample consideration of the subject, and his letters contain some very just observations. The author of the reply has however brought forward objections to many parts of them, which we refer to the judgment of the reader unbiassed by any remarks of our own. As we have no doubt that the good of their country is the ultimate objects of the labours of both these gentlemen, we trust the labours of neither will be wholly lost.

As a reply it consequently gives a view of the opposite side of the question, and on the subject of naval discipline, &c. the author says:—

“ In former times, men of family and interest were advanced to the rank of lieutenants and captains, and even to the rank of admirals, before they had acquired any experience at sea, or had had an opportunity of attaining a knowledge of the duties of either the officer or the seaman; many of them were alike ignorant of the art of navigating their ships, or of preserving order or discipline in them: the performance of those duties was in consequence confided to the masters and first lieutenants, who, being at that period, generally selected from among officers who had been promoted from the station of private seamen, and who were bred in the mercantile service, the notion became prevalent and general, that the best seamen must necessarily be produced from that service. The officers so advanced, (from the mercantile service) almost invariably proved themselves *rough, unfeeling, harsh, overbearing, cruel, and even brutal*, in their conduct towards those who were subject to their authority; they had neither method nor system in their mode of carrying on duty, nor in preserving order and discipline in their ships; every service was executed by main force, and by a species of violence which could not fail of exciting, in those who were subject to them, feelings of dread, of hatred, and of revenge.

“ The boatswains and their mates, who were invariably selected from the best *regularly bred mercantile* seamen, carried with them in those days a rattan, with which they beat and punished the crews at their pleasure, and drove them before them with almost as little feeling as a butcher drives his cattle. Thus punishment became frequent, and the young naval officer who at first shuddered at the sight of it, was, in process of time, hardened and familiarized to it; and as he advanced in rank, he too often divested himself of his better feelings, and from the force of example and custom, (which he it recollected, had been set him by mercantile seamen) and from what he erroneously considered as a public duty, he continued to permit

those petty tyrants, the boatswains and their mates, to exercise an authority with which they ought never to have been vested. Thus the prejudice which has for so many years existed among sailors against serving in the navy, owes its origin to the oppressive and tyrannical conduct of those officers who had been promoted from the merchant's service; a description of men who have almost in every instance proved themselves unqualified to command those who compose the crews of his Majesty's ships and vessels in time of war. Such was the odium brought on the character of naval officers (by the conduct of those officers), that, until within the last twenty years, a naval officer could not appear in uniform in any of our large sea-port trading towns, or near the shipping in the river, without being insulted and abused. On the paying off of his Majesty's ships after the first American war, many boatswains and their mates, (who be it ever borne in mind, were all *mercantile seamen*) had their ears cut off, and were otherwise maltreated by those who had been subject to their authority; and many other officers were obliged to conceal themselves to avoid and escape the insults they were threatened with, and anticipated, from those who had been subject to their orders.

"During the last twenty years, but few seamen have been promoted to the rank of lieutenants or captains, who were brought up in the mercantile service. His Majesty's ships and vessels have been commanded and officered\* by navy-bred officers, who have made it their study to preserve order, and maintain discipline in them, without having recourse to severity of punishment; and through their persevering and indefatigable exertions, that object has been very generally attained.

"Of late years, no captain has permitted the boatswain or his mate, or any other officer, to strike or punish any man, or in any way to ill-treat them; and the custom of starting, and of using abusive and irritating language, which was formerly so much practised, and which is yet practised in the American, and in all other ships of war, and even in the East India ships, has long been abolished in his Majesty's naval service; in which punishments have been superseded by a watchful attention, and an anxious solicitude on the part of the captains and officers to promote the health, the comforts, and even the happiness, of those who have been under their command. Corporal punishments have been considerably less frequent in the navy of late years; and were never resorted to excepting for offences, which, for the sake of example, would not admit of any punishment less severe."

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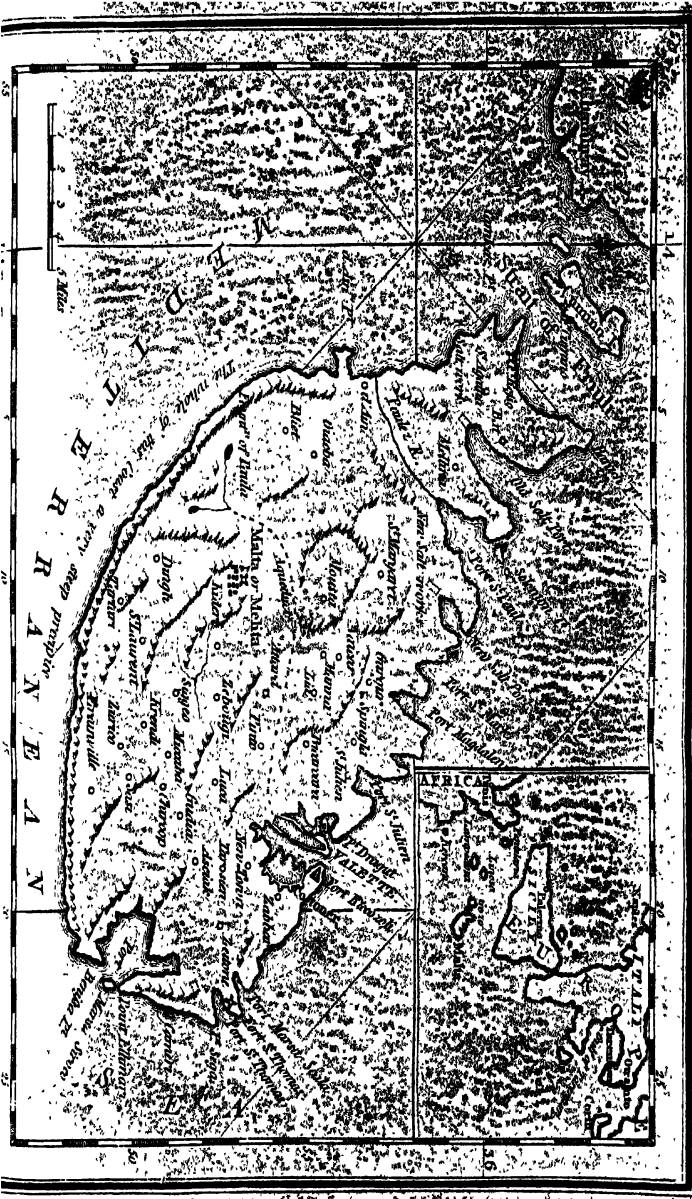
\* "Whenever the term officers is used, it is meant to apply to the captains and lieutenants only, whose duty it is to work and navigate our ships of war, and to promote order, preserve discipline, and to superintend and direct every duty that is executed in them.



And its Relative Situation with the Continents of Europe & Africa.

# MALTA.

Plate 30b.









THIS famous island is situated in the Mediterranean, between the 35th and 36th degrees of east longitude, and between the 35th and 36th degrees of north latitude; about 19 or 20 leagues in length, 12 or 10 in breadth, and 40 in circumference; was anciently called *Melita*, and is supposed by Cluverius to be the *Ogygia* of Homer, the residence of Calypso.

According to ancient tradition, Malta was first possessed by Balaam, the African Prince, from whom it was taken by the Carthaginians, as appears from several Punic inscriptions on stone pillars and other monuments yet standing. From them it passed to the Romans, at the same time that they became masters of Sicily. The Romans were displaced by the Goths; these in their turn were driven out by Roger, the Norman, King of Sicily, 1190, from which time it remained in the hands of the Sicilian Princes, until the time of Charles the 5th, when with Naples and Sicily, it was added to his empire, and was by him given to the Knights of St. John, afterwards called the Knights of Malta, to protect Sicily and the Levant. This order of knights was abolished by Buonaparte, but afterwards conventionally restored, and the island is now subject to the British Government.

"The approach of the island," says Mr. Brydone, "is very fine although the shore is rather low and rocky. It is every where inaccessible to an enemy by an infinite number of fortifications. The rock, in many places, has been sloped into the form of a glacis, with strong parapets and intrenchments running behind it.

"The aspect of the country is far from being pleasing; the whole island is a great rock of very white free stone; and the soil that covers this rock is, in most places, not more than five or six inches deep; yet what is singular, we found their crop in general was exceedingly abundant. They account for it, from the copious dews that fall during the spring and summer months; and pretend likewise, that there is a moisture in the soil below the soil, that is of great advantage to the turn and cotton, keeping its roots perpetually moist and cool; without which quality, they say, they could have no crop at all, the heat of the sun being so exceedingly violent.

"One side of the island is so completely fortified by nature, that there was nothing left for art. The rock is of a great height, and absolutely perpendicular from the sea for several miles. It is very singular, that on this side there are still the vestiges of several ancient towns, with the tracks of carriages worn deep in the rocks. These roads had now terminated by the precipice, with the sea beneath; and show, in a demonstration, that this island was formerly born of a much larger size, than it is at present, but the convulsion that occasioned its diminution, is probably to be found beyond the reach of any human conjecture. It has been often observed, notwithstanding the very great situation of Malta, that the island

has generally been more or less affected by its eruptions; and they think it probable, that on some of these occasions, a great part of it may have been shaken into the sea.

“Perhaps Malta is the only country in the world,” says Mr. Brydone, where duelling is permitted by law. As their whole establishment is originally founded on the wild and romantic principles of chivalry, they have ever found it too inconsistent with those principles to abolish duelling; but they have laid it under such restrictions as greatly to lessen its danger. These are curious enough. The duellists are obliged to decide their quarrel in one particular street of the city; and if they presume to fight any where else, they are liable to the rigour of the law.

“But what is not less singular, but much more in their favour, they are obliged under the most severe penalties, to put up their swords when ordered to do so by a woman, a priest, or a knight. Under these limitations, in the midst of a great city, one would imagine it almost impossible that a duel could ever end in blood; however, this is not the case: a cross is always painted opposite to the spot where a knight has been killed, in commemoration of his fall” *Vide Vols. viii. p. 121, and Vol. xxi. p. 213, for other views and descriptions of Malta.*

Such was the celebrated island, and its knights of Malta, such its fortifications, and we have only to look a little farther into its history to be convinced of the ancient prowess of its knights—and yet with scarcely an effort of resistance, did they surrender their order and the island to the French under Buonaparte.

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### Poetry.

*Extract from Mrs. M' Mullin's "BRITAIN," just published.*

WHEN war awake's the trumpet's martial tone,  
Then, rude Corunbia! is thy genius shown;  
Thy thousand's issue from the dusky mine,  
Like Dalicaria's, dun but not supine;  
Bound without pause to the belligerent field,  
And give fresh records to Britannia's shield.

Devonia's rustics rally at the sound,  
Leave tree half-fell'd, the plough-share on the ground:  
Each sister-county deems the cause her own,  
Her's the sole glory of the host o'erthrown.

The cities pour, from clouds of dark'ning smoke,  
The true-born heroes of the British Oak.

The useful artisan, the clerk, the groom,  
From engine, wherry, cellar desk, and loom,  
In myriads hasten to the sea-girt strand,  
Shouting for Brunswick and their native Land!  
Sons of the anvil and the broken spade,  
'Touch'd by the sergeant, sport a gay cockade:  
Zealous to close, when war's loud echoes call,  
They live victorious, or triumphant fall.

The ports invite—the sons of Neptune hail—  
Peak the sure anchor, and prepare to sail;

Summon the landsman from his softer fare,  
 Their junk, their biscuit, and their purse to share :  
 Instruct to splice, to knot, to reef, to steer,  
 To beat to quarters when the foe is near,  
 To pour the broadside, break th' opposing line,  
 And strew fresh trophies on their Nelson's shrine.

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Nor to inferior ranks this zeal confin'd,  
 It rouses, stimulates the highest mind :  
 Burns with a pure, a patriotic flame—  
 The cause is noble—the effect the same  
 In peer, in peasant, in the vaulted dome,  
 In ducal palace, and in herdsman's home.  
 From classic hall, from academic grove,  
 The student rushes, war's rough scenes to prove ;  
 Throws off the tunic and the flowing gown,  
 For tented fields forsakes the eider-down ;  
 Leaves Grecian lexicon and Roman lore  
 To scan the famed epitome of Moore.  
 His only aim to learn the compass now,  
 And know the larboard, from the starboard bow ;  
 His proud dexterity to throw the lead,  
 And chalk most knots upon the capstan head ;  
 Whilst each exertion has a *high* reward,  
 When he can set the royals, square the yard.  
 The soldier's wish a soldier's toils to share,  
 The sailor's boast to outsail every care !  
 The pride of each that Britain e'er will be,  
 The Island Queen, and Empress of the Sea !  
 Remembrance glancing to scholastic page,  
 Reviews the splendid names of every age ;  
 Till boyish fancy grows confirm'd belief,  
 He yet may triumph as a British Chief.  
 And whether field, or deck, receive the youth,  
 His star is Honor—and his helmet Truth.

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### THE STORM.

(From the Same.)

THE curling wave began to rise,  
 As if to threat the frowning skies ;  
 The Sun declined with alter'd hue,  
 The eve on stormy darkness flew ;  
 The Moon conceal'd her lucid orb,  
 Dense clouds each cheering ray absorb.

Loud raged the storm—the rocking mast  
 Felt the rude fury of the blast,  
 Bent with a shiver'd, fearful crash,  
 While thunders roll and lightnings flash.  
 Black boist'rous waves the deck o'erwhelm,  
 Wash the brave pilot from the helm,  
 Fiercely besiege the vessel's sides,  
 That shatter'd on the billow rides.  
 And now a chasm, deep and dark,  
 Seems closing on the friendless bark;  
 And now on rolling mountain thrown,  
 From the dark precipice look down,  
 As those whom pangs of death convulse,  
 Strive to renew the doubtful pulse.

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 .....  
 The bursting clouds in torrents fell,  
 Black whirlwinds like the demon's yell,  
 Despair sat hideous on the prow  
 To mock the hopeless Ronald's vow.  
 Heavens, what a plunge! 'tis sure the last—  
 Death's cold hand is in that blast!  
 No! Ronald's vesper pray'r had sped—  
 Despair and all her demons fled.

—————  
 "She rights—she rights! th' horizon's brighter—  
 Quick, ship the helm—the pumps work lighter.  
 The storm's decreasing—clear the wreck—  
 Hope once more gleams upon the deck.  
 Now, timid fair one! we may soon  
 Hail starlight and a cloudless moon."

Thus spoke the sailor, and no sound  
 Erst breathed from Heaven more welcome found.

—————  
 Day cheer'd the spent and toil-worn band—  
 The watchman's voice proclaim'd "The Land!"  
 Which drooping eye-lids rise to meet  
 With silent joy; in haste to greet  
 The purple peak, the rising sun—  
 It seem'd as life had just begun;  
 As if the nerve, new-strung for joy,  
 Could feel no future ills annoy—  
 It were as if redeem'd again,  
 A spirit freed from Eblis' chain,  
 Had found the throne, and joined the choir,  
 That tune in Heaven the golden lyre.

**Letters on Service,**  
*Copied verbatim from the LONDON GAZETTE.*

(FROM 1793 to 1798.)

[Continued from vol. xxviii. page 497.]

ADMIRALTY-OFFICE, MAY 6, 1794.

**T**HE following returns of the killed and wounded on board his Majesty's ship *Melanipus*, Captain Thomas Wells, and *Goncorde*, Captain Sir Richard John Strachan, Bart. in the engagement with the French frigates on the 23d ult. have been received at this Office since the publication of the Extraordinary Gazette of the 23th; viz.

*Melanipus*.—1 officer (Mr. S. R. C. Champlain, master), 3 seamen, and 1 marine, killed; 1 officer (Licutenant John Campbell, of marines,) 3 seamen, and 1 marine, wounded.

*Goncorde*.—1 seaman, killed; 12 seamen, wounded.

ADMIRALTY-OFFICE, MAY 16, 1794.

Captain Parker, late of his Majesty's ship *Blanche*, arrived this morning with despatches from Vice-admiral Sir John Jervis, K.B. commander-in-chief of his Majesty's ships and vessels at Barbados and the Leeward Islands, to Mr. Stephens, dated Barrington-Bay (late Grand Cul de Sac), St. Lucia, April 4, 1791, of which the following is an extract:—

On the 29th and 30th of March, I directed such troops and artillery as the general thought necessary for the reduction of St. Lucia, to be embarked on board the ships of war, and copper-sheathed transports; and on the 31st, at noon, I sailed with the squadron of his Majesty's ships under my command, and the day following landed the light infantry and grenadiers in the following order: Major-general Dundas, with a part of his corps, embarked on board the *Solchay*, *Winchelsea*, and *London* transport, about three o'clock, at Ance de Becune, a little within Point du Cap, and one mile and a quarter distant from Gros Islet.

This service was performed with neatness and precision, under the direction of Lord Viscount Galles, Captain Kelly being ill of a fever. The other part of Major general Dundas's corps embarked on board the *Vengeance*, *Irresistible*, and *Rattlesnake*, were landed in Choc Bay, by signal from the *Boyne*, at 5 o'clock; and the corps of grenadiers, under the command of his Royal Highness Prince Edward (embarked in the *Santa Margaritta*, *Rose*, and *Woolwich*), were landed under the judicious direction of Captain Harvey, at Marigot des Roscaux, before sun-set; as were the corps of light infantry embarked in the *Boyne* and *Veteran*, under the command of Colonel Coote, near the Grand Cul de Sac, after the close of the day.

In ranging the coast to these different points of debarkation, the ships were obliged to hug the shore, and received many shot in their hulls, yards, sails, and rigging, from the numerous batteries along the coast, but happily, though the ships were so much crowded with men, not a drop of blood was spilt.

The grenadiers and light infantry having carried all the out-posts and batteries the night before last, with some loss on the part of the enemy, the general and myself thought proper to summon the *Morne Fortunée* to sur-

render yesterday morning, to which an equivocal answer being returned, a disposition was made for landing the battalions of seamen from the different ships, and the terms of surrender were instantly despatched, to which the garrison has acceded, and marched out at nine o'clock this morning, grounding their arms at a place appointed for that purpose.

The same spirit of enterprise, which inspired every breast in the reduction of Martinique, has shone in full lustre here.

I am much obliged to Captain Salisbury for serving as a volunteer on board the *Boyne* upon this service, whose critical pilot knowledge has been very useful.

To Captain Parker, the bearer of this despatch (who commanded in these seas with great reputation previous to my arrival), I beg leave to refer the Lords Commissioners of the Admiralty for further particulars.

ADMIRALTY-OFFICE, MAY 19, 1794.

A despatch, addressed to Mr. Stephens (of which the following is a copy), was this day received from Vice-admiral Sir John Jervis, K.B. and commander-in-chief of his Majesty's ships and vessels at Barbados and the Leeward Islands, dated Port à Pitre, Guadaloupe, the 13th of April, 1794:—

SIR,

I desire you will acquaint the Lords Commissioners of the Admiralty, that I sailed from St. Lucia on the 5th instant, and anchored with the squadron, transports, ordnance, storeships, &c. in Fort Royal Bay, Martinique, that evening. On the 8th I proceeded with the ships as per margin,\* together with the necessary transports with troops, ordnance, and hospital ships, and victuallers, for the reduction of Guadaloupe; and the following day, Captain Rogers, of the *Quebec*, having under his command the *Ceres*, *Blanche*, and *Rose*, was despatched to take possession of les Isles des Saints, which he effected without any loss at three A.M. on the 10th, on which day I anchored here; and at one o'clock the next morning, the grenadiers from the *Woolwich* and *Experiment*, one company of the 43d regiment, fifty marines, and forty seamen, made good their landing in the *Ance de Gosier*, under cover of the *Winchelsea*. Captain Lord Viscount Garlies acquitted himself with great address and spirit on the occasion, although he received a bad contusion from the fire of a battery against which he placed his ship in the good old way, within half-musket shot; he was the single person wounded either of the army or navy. At day-break of the 12th the fort of *La Fleur d'Epée* was carried by assault, and the greatest part of the garrison were put to the sword: a few brave seamen were dangerously wounded in this gallant action. Fort St. Louis, the town of Point à Pitre, and the new battery upon *Islet à Couchon*, were soon afterwards abandoned, and many of the inhabitants escaped in boats to *Basseterre*, before the *Ceres* and two gun-boats could get into the carenage to prevent them, notwithstanding the alertness and precision with which Captain Inledon executed the orders I sent him by Captain Grey.

The ardour of the officer, soldier, and seaman surmounts every difficulty.

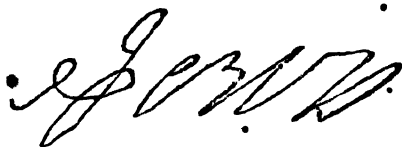
The small number of troops the General Sir Charles Grey was under the necessity of leaving to garrison Martinique, induced me to order Commodore Thompson to remain there, with the *Vengeance*, to co-operate with

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\* *Boyne*, *Irresistible*, *Veteran*, *Winchelsea*, *Soltbay*, *Quebec*, *Ceres*, *Blanche*, *Rose*, *Woolwich*, *Experiment*, and *Roebuck*.

Lieutenant-general Prescott, in establishing order and good government in the island, for the preservation of the conquest, and to execute many other duties essential for the weal of his Majesty's service.

I am, Sir, &c. &c. &c.



*An Account of the Killed and Wounded belonging to the Ships of the Squadron under my Command on the 12th of April, 1794, at the Storming of Fort La Fleur d'Épée.*

*Boyne.*—Mr. George Røe Port, midshipman, and 9 seamen, wounded.

*Blanche.*—Mr. Robert Colquhoun, midshipman, and 2 seamen, wounded.

Total.—13.

*J. Jervis.*

ADMIRALTY-OFFICE, MAY 21, 1794.

Captain Nugent arrived yesterday with a letter from Vice-admiral Sir John Jervis, K.B. commander-in-chief of his Majesty's ships and vessels at Barbadoes and the Leeward Islands, dated Boyne, Basseterre, Guadaloupe, April 23, 1794, addressed to Mr. Stephens, of which the following is an extract:—

On the 14th instant, the Quebec, Winchelsea, Blanche, Experiment, Woolwich, and three gun-boats, with two divisions of the army, under the command of Prince Edward and Colonel Symes, in transports, were ordered to anchor under Islet haut de Fregatte, and the troops were landed that night and the following morning at Petit Bourg. On the same day, the Irresistible, Veteran, Assurance, Santa Margarita, and two gun-boats, were detached with a corps under the command of Major-general Dundas, and an army hospital-ship and victuallers, to the road of Bailiff, near the town of Basseterre, and the day afterwards I followed in the Boyne, accompanied by the Inspector and Bull Dog sloops, some army victuallers, and two hospital ships, and was joined by the Terpsichore and Zebra sloop, and two gun-boats, off les Isles des Saints, in the afternoon; when, perceiving that the troops had not reached Trois Rivieres, I stood off and on between that anchorage and the Saints during the night; and on the morning of the 17th, being joined by the Winchelsea, and an ordnance store-ship, I ordered Captain Lord Garlies to take under his command the above-mentioned sloops of war, gun-boats, the victuallers, hospital-ships, and ordnance store-ships, and to anchor at Trois Rivieres, which he performed with his usual promptitude; and I then proceeded in the Boyne to the Road of Bailiff, where I anchored before sunset, and received a very satisfactory report from Captain Henry, of the debarkation and progress of Major-general Dundas's corps. Perceiving, as I passed Basseterre, some movements amongst the shipping that indicated a design to escape in the night, and a few people busied in the batteries between that town and the road of Bailiff, I sent Captain Grey, with a detachment of marines, to disable the guns in the batteries, and the boats of the other ships to intercept any thing attempting to go out. Soon after sunset some incendiaries, who had plundered the town, set it on fire, and got off in an armed schooner. Most of the other vessels were brought into the road of Bailiff



by the boats; among them the Guadeloupe Republican sloop of war.

I have now the greatest satisfaction in informing you of the entire reduction of the French islands in those seas; the post of the Palmiste was carried by the divisions of Prince Edward and Colonel Symes, under the command of General Sir Charles Grey; and that of Morne Howel, by the corps of Major-general Dundas, was carried before day-break on the 20th, when General Collot immediately surrendered Fort Charles upon terms of honour to himself and garrison. Lord Garlies, in the Winchelsea, with three flank companies of the 39th regiment, will proceed this evening to Mariegalante, to receive the submission of that island, as commanded by General Collot; from thence he will go with a small detachment to Desirada for the like purpose.

The unabated exertions of the officers and seamen under my command will never be surpassed; they kept constant pace with the efforts of the troops, and, thus united, no difficulty or danger arrested their career of glory for an instant. From the general and other officers of the army, with whom I had frequent occasions to transact business, I never experienced an unpleasant item; and I found in Colonel Symes, the quarter-master-general, resources, zeal, and ability superior to every obstacle which presented.

Captain Nugent, who carries this despatch, will recite many parts of the detail, which, in the various operations I had to concert, have escaped my memory. He served with the naval battalions at Martinique, St. Lucia, and in this island, and was present at many of the most important strokes.

Rear-admiral Kingsmill, in his letter to Mr. Stephens, dated Cork, the 17th instant, gives an account of the arrival of Captain Boyles, of his Majesty's ship *Swiftsure*, with the French frigate *l'Atalante*, of 38 guns, and 274 men, commanded by Mons. Linois, which he captured the 7th instant, after a chase of thirty-nine hours.

The *Swiftsure* had one man killed by a random shot; the frigate, 10 men killed, and 32 wounded.

WHITEHALL, MAY 27, 1794.

A letter (of which the following is an extract) was this day received by Mr. Secretary Dundas from Vice-admiral Lord Hood, dated Victory, off Bastia, April 25, 1794:—

Bastia still holds out, although our batteries have had a powerful effect. A surgeon, who came out of the town, reports the enemy to have lost a great number of men, and that there were then in the hospital near 300. Our loss has been inconsiderable, as the inclosed returns will shew.

*Return of Troops Killed and Wounded since landing at Pietra Nera.*

*Royal Artillery.*—3 wounded.

*11th Regiment.*—1 killed.

*25th Ditto.*—1 killed.

*30th Ditto.*—3 wounded.

*69th Ditto.*—2 wounded.

*Marines.*—4 wounded.—Total, 2 killed, 12 wounded.

Captain Clark, of the 69th regiment, wounded, exclusive of the above.

(Signed)

*Wm. A. Villettes,*

Lieutenant-colonel, commanding troops  
before Bastia.

*Return of Killed and Wounded Seamen between the 4th and 25th of April.*

*Victory.*—1 killed, 1 wounded.

*Windsor Castle.*—2 wounded.

*Fortitude.*—1 killed, 1 wounded.

*Agamemnon.*—5 wounded.—Total, 2 killed, 9 wounded.



Camp, April 25, 1794.

ADMIRALTY-OFFICE, JUNE 7, 1794.

The following is an extract of a letter from William Parker, Esq. captain of his Majesty's ship *Audacious*, to Mr. Stephens, dated in Plymouth Sound, on the 3d instant:—

I have the honour to acquaint you, for their Lordships' information, that, on the 28th ult. in the morning, about eight o'clock, his Majesty's fleet, under the command of the Earl Howe, then in the latitude  $47^{\circ} 33'$  N. longitude  $14^{\circ} 10'$  W. got sight of that of the enemy.

The wind blew strong from the southward, and the enemy's fleet directly to windward.

Every thing was done by his Majesty's fleet, per signals from the Earl Howe (preserving them in order) to get up with the enemy, who appeared to be forming in order of battle. But, as I apprehend his Lordship considered their conduct began rather to indicate an intention of avoiding a general action, at fifty-five minutes after one o'clock he directed a general chase.

It was just becoming dark when his Majesty's ship under my command arrived up with the rear ship of the enemy's line. I immediately commenced a very close action, which continued near two hours without intermission, never exceeding the distance of half a cable's length, but generally closer, and several times in the utmost difficulty to prevent falling on board, which, as his last effort to appearance, at about ten o'clock he attempted to effect. At this time his mizen-mast was gone by the board, his lower yards and main-top-sail yard shot away; his fore-top-sail being full (though flying out from the top-sail yard, the sheets being shot away), he fell athwart our bows, but we separated without being entangled any time. He then directed his course before the wind, and, to appearance, passed through or close a stern of the ships in the rear of our line.

When the enemy separated from athwart our bows, the company of his Majesty's ship under my command gave three cheers, from the idea, taken from the people quartered forward, that his colours were struck. This I cannot myself take upon me to say, though I think it likely, from his situation obliging him to pass through or near our line, but certain it is he was completely beaten: his fire slackened towards the latter part of the action, and the last broadside (the ships' sides almost touching each other) he sustained without returning more than the fire of two or three guns.

His Majesty's ship under my command, at the time we separated, lay with her topsails a-back (every brace, bowling, most of her standing, and all her running rigging shot away), in an unmanageable state. It was some time before I could get her to wear, to run to leeward from the French line, under cover of our own ships, which, by what I could judge by their lights, were all pretty well up, and tolerably formed.

This being effected, I turned all hands to the repairing our damages, to get into readiness, (if possible) to resume our station at daylight.

The rear of the French line had been engaged at a distance by Rear-admiral Pasley's division, and some other ships that did not fetch so far to windward, a considerable time before I arrived up with them; and this very ship was engaged by one of his Majesty's ships, at some distance to leeward, the time I did.

The night being very dark, I could form but little judgment of the situation of our fleet with respect to the French in point of distance, other than, not hearing any firing after our own ceased, I concluded they were scarcely far enough to windward.

Soon after daylight the next morning, to our utmost chagrin and astonishment, we discovered nine sail of the enemy's ships about three miles to windward.

The Audacious then, with her standing rigging but very indifferently scuppered, her foresail and topsails unbent, main-top-sail in the top in the act of bending, we put before the wind, with the main and fore-top-mast stay-sails only, ill set, from the stays being shot away; but it being hazy, with rain, and soon becoming thick, we, for a time, were covered from their view, and before, as I apprehend, they had formed a judgment of what we were.

The greatest exertion was used by every officer and man in the ship to get the other foresail and main-top-sail bent. The fore-top-mast being so badly wounded, the fore-top-sail was of but little moment; however the people brought the damaged sail to the yard again, though it could not be hoisted; but, before we got the foresail and main-top-sail set, the haze cleared off, and we soon discovered ourselves to be chased by two of the enemy's ships. At this period we saw the ship we had engaged without any mast standing, and passed her at about a mile and a half distance. The ships coming up with us very fast, our situation became very alarming, until we got the main-top-gallant-sail, main-topmast, and top-gallant-studding sails set, when it was judged we nearly preserved our distance. However, from the foremast being in a tolerable state of security, at half past nine we were about setting a lower studding-sail, when three sail, that had been discovered to the eastward some time before, (viz. Two ships and a brig), coming pretty near us, hoisted French colours.

The state of our masts did not admit of making alteration in our course; they observing our shattered state, and two ships in chase of us, stood athwart us boldly within fire, and shot were exchanged; the one a large frigate, and the other two corvettes; but as we had so much sail out, they fell astern for a considerable time; at length the frigate came within shot of us again, and harassed us, by a distant cannonade upon the quarter, upwards of an hour, but without doing us any material injury, we only firing some of our after-guns upon each deck at her. She was observed to make a signal to the ships astern, and soon after, viz. about half past twelve o'clock, with the two corvettes, hauled her wind, and, by its coming hazy, the whole were soon out of sight.

Having been chased twenty-four leagues directly to leeward, and the crippled state of the bowsprit being such as judged impossible to stand if the ship was hauled to the wind, I considered the endeavouring to find the fleet again might put his Majesty's ship (in her defective state) to too much risk, and therefore judged it most advantageous for the service to proceed to port without loss of time to refit; which I hope may meet with their Lordships' approbation.

I must beg you will be pleased to represent to their Lordships, that the conduct of the lieutenants of his Majesty's ship under my command during the action merits all the praise I can bestow upon them; as also that of

Lieutenant Crofton, of the 69th regiment, whose alertness and activity with his men at small arms, in supporting the seamen armed to defend the boarding (which occurred twice during the action), gave me perfect satisfaction.

The conduct of my ship's company, also that of the soldiers of the 69th regiment, exceeded every possible expectation; in fact, the whole of the officers and men, in their different departments, behaved in a most exemplary manner.

It is wonderful, after such an action, that I have the happiness to say the whole number killed and wounded are but twenty-two: three were killed on the spot, one died soon after, and the life of two more is despaired of.

The captain and some of the officers of a French corvette, which we took possession of and burnt a few mornings before, by the Earl Howe's order, viewed the ship we had engaged while passing her in the morning, and were of opinion she is called *La Revolutionnaire*, formerly the *Bretagne*.

In case their Lordships should have any inquiries to make further, I have despatched Lieutenant Joseph Bingham, my senior lieutenant on board, with the charge of this letter, who is a very excellent officer, and an intelligent young man, and, I trust, capable of giving every requisite information.

[To be continued.]

## NAVAL HISTORY OF THE PRESENT YEAR 1818.

(*March—April.*)

### RETROSPECTIVE AND MISCELLANEOUS.

**T**HE hostilities of the Southern Hemisphere still exist, with no prospect of cessation. A struggle for independence carries with it an influence so generally prevailing, that it is scarcely in the nature of mankind to oppose it, excepting those from whose dominion it must be obtained. But with this neutral inclination in other countries, it seems no more than just that they should pass unmolested through the contest; yet such is the nature of these contentions, they involve all who come within their vortex, as real or suspected enemies, and occasion great inconvenience, if not positive loss, as will be seen in the two following instances:—

A letter has just been received from the master of the *Hydra* whaler, Captain Russel, dated at Lima, where she arrived on the 5th of November. It appears by this letter, that on the 10th of October, whilst at Tumbes procuring refreshments, the *Hydra* was boarded by two private armed vessels, both of Lima; namely, the *Tygra*, of 24 guns, and the *Cleopatra*, of 22 guns, which, after overhauling her, and finding nothing to justify detention, were on the point of proceeding to sea; but this was prevented by two of her crew giving false information, that there were contraband goods on board, for which reason those two vessels took possession of her on the 11th, and ordered her to Lima for investigation. She accordingly sailed for that place on the following day, and on her arrival there, a minute

inspection of the cargo took place, but without producing any discovery in the way alleged. On the 9th of November, Comodoro Bowles arrived at Lima, in his Majesty's ship *Amphion*, and on learning the circumstances of the case, he exerted his influence for the restoration of the vessel, which was expected to be immediate. The names of the base informers are Robert Main, of Plymstock, and Joseph Kellon, of Ycalm, who, having been detected as the ringleaders in a mutiny, when off Cape Horn, and punished, were instigated by motives of revenge to invent what they themselves knew to be a vile falsehood: The untimely seizures caused by these men, is much to be lamented, as the *Hydra* had taken oil more expeditiously than any other vessel on the coast, having at the period of detention 600 barrels, though little more than eight months had elapsed since her leaving Plymouth.

Captain Russel mentions the arrival of the Countess of Morley, Captain Best, at Lima, with 1800 barrels of oil. This ship was the first fitted out for the Southern Whale Fishery, at Plymouth-Dock, and having handsomely performed the object of her voyage, may be soon expected to return to England.

Extract of a letter from Pernambuco, dated December 31, 1818.

"We arrived here safe this day, without any thing material occurring since I wrote from Teneriffe, except that the day following we were brought by one of the cruisers under the Buenos Ayres flag, which created no little bustle on board. The Captain and men determined he should not board us unresisted; the men were consequently ordered to quarters, our small arms handed up and loaded, as well as our two great guns; the Captain mounted his bit of uniform (blue) and sword; and the mail was brought upon deck and shotted. When the cruiser came within hail, her Captain said he should come on board; our Captain replied, that if he did, he should sink the mail and despatches; notwithstanding which he came alongside, but unarmed, and very politely told us he would not come on board without permission. On his coming on board, I immediately recognised the celebrated Captain Taylor, whom Brown, of the *Ben Lomond*, succeeded as Commodore, and who has now succeeded Brown. He has 14 vessels under his command, with orders, he solemnly assured me, to cruise against Spaniards only. He complained bitterly against a parcel of American buccaneers, who are committing all sorts of piracies, under the assumption of the Buenos Ayres flag. He had been a month from the Gulf of Mexico, since when he had destroyed 27 vessels, and was now scouring the Canaries, one town of which he had bombarded that day, for refusing him water. He gave us a reasonable supply of white sugars, and me two large canisters of Spanish spuff; and if we would have gone round Teneriffe with him, he would have given us a pipe of Malaga, from a prize which he had in that quarter."

The last letters and papers from Quebec state, that considerable astonishment was excited in Canada, at the military preparations in the neighbourhood, under the direction of the Government of the United States.

# A METEOROLOGICAL JOURNAL,

KEPT AT THE OBSERVATORY OF THE NAVAL ACADEMY, GOSPORT,

From March the 20th, to April the 20th, 1818.

| 1818.   | Winds.           | BAROMETER. |       |        | THERMOMETER. |      |      | Evap.<br>in In.<br>&c. | Rain<br>in In.<br>&c. |
|---------|------------------|------------|-------|--------|--------------|------|------|------------------------|-----------------------|
|         |                  | Max.       | Min.  | Med.   | Max.         | Min. | Med. |                        |                       |
|         |                  | In.        | In.   | In.    | °            | °    | °    |                        |                       |
| Mar. 21 | W.S.W. to W.     | 29·90      | 29·81 | 29·855 | 53           | 41   | 47   | —                      | ·06                   |
| 22      | W.               | 29·65      | 29·59 | 29·620 | 56           | 46   | 51   | —                      | ·17                   |
| 23      | S.W. to W.       | 29·58      | 29·24 | 29·410 | 52           | 38   | 45   | ·30                    | ·15                   |
| 24      | W.               | 29·75      | 29·58 | 29·665 | 50           | 36   | 43   | —                      | ·24                   |
| 25      | N.N.W. to W.     | 29·60      | 29·48 | 29·640 | 50           | 35   | 42·5 | —                      | —                     |
| 26      | S.S.W. to N.N.W. | 29·49      | 29·19 | 29·340 | 53           | 31   | 42   | ·20                    | ·34                   |
| 27      | N.N.W. to N.     | 30·20      | 29·91 | 30·055 | 50           | 38   | 44   | —                      | —                     |
| 28      | E. by S. to S.   | 30·21      | 30·18 | 30·195 | 51           | 40   | 45·5 | —                      | ·06                   |
| 29      | S. to S.E.       | 30·10      | 30·02 | 30·060 | 56           | 40   | 48   | —                      | ·01                   |
| 30      | S. to W.S.W.     | 30·20      | 30·10 | 30·150 | 58           | 38   | 48   | —                      | ·02                   |
| 31      | N.E. to E.       | 30·26      | 30·18 | 30·220 | 50           | 36   | 43   | ·55                    | —                     |
| April 1 | N.E.             | 30·12      | 30·07 | 30·095 | 50           | 40   | 45   | —                      | —                     |
| 2       | E. to N.E.       | 30·15      | 30·12 | 30·135 | 50           | 40   | 45   | —                      | —                     |
| 3       | N.E.             | 30·24      | 30·22 | 30·230 | 48           | 33   | 40·5 | 1·                     | —                     |
| 4       | N.E. to S.E.     | 30·24      | 30·17 | 30·205 | 49           | 35   | 42   | —                      | —                     |
| 5       | S.E. to S.       | 30·21      | 29·68 | 29·945 | 52           | 43   | 47·5 | —                      | —                     |
| 6       | W.S.W. to W.     | 29·56      | 29·33 | 29·455 | 56           | 41   | 48·5 | ·40                    | ·12                   |
| 7       | E. to S.W.       | 29·73      | 29·50 | 29·615 | 52           | 50   | 55   | —                      | ·47                   |
| 8       | S. to S.W.       | 29·46      | 29·36 | 29·410 | 58           | 50   | 54   | —                      | ·43                   |
| 9       | S.W. to W.       | 29·5       | 29·32 | 29·440 | 57           | 45   | 51   | ·20                    | ·10                   |
| 10      | S.W. to S.       | 29·53      | 29·29 | 29·420 | 57           | 45   | 51   | —                      | ·10                   |
| 11      | S. to N.         | 29·48      | 29·17 | 29·325 | 56           | 32   | 44   | —                      | ·10                   |
| 12      | N. to N.W.       | 30·        | 29·91 | 29·955 | 52           | 31   | 41·5 | ·35                    | —                     |
| 13      | S.               | 29·95      | 29·75 | 29·850 | 55           | 40   | 47·5 | —                      | —                     |
| 14      | S.S.E. to S.     | 29·68      | 29·63 | 29·655 | 58           | 39   | 48·5 | —                      | —                     |
| 15      | S.E. to E.       | 29·67      | 29·52 | 29·595 | 52           | 43   | 47·5 | ·55                    | —                     |
| 16      | E. to S.E.       | 29·33      | 29·17 | 29·250 | 60           | 46   | 53   | —                      | ·06                   |
| 17      | E. to E.N.E.     | 29·16      | 29·15 | 29·155 | 63           | 46   | 54·5 | —                      | ·02                   |
| 18      | E. to E.N.E.     | 29·44      | 29·15 | 29·295 | 56           | 37   | 46·5 | ·40                    | —                     |
| 19      | E.N.E.           | 29·71      | 29·60 | 29·655 | 56           | 36   | 46   | —                      | —                     |
| 20      | E. to S.S.E.     | 29·72      | 29·66 | 29·690 | 52           | 42   | 47   | ·40                    | ·01                   |
|         |                  | 30·20      | 29·15 | 29·728 | 63           | 31   | 46·8 | 4·30                   | 2·46                  |

The observations in each line of this table are for a period of 24 hours, beginning at 8 A.M.

### RESULTS.

|             |                                                        |              |             |               |
|-------------|--------------------------------------------------------|--------------|-------------|---------------|
| BAROMETER   | Maximum..                                              | 30·26        | March 31st, | Wind N.E.     |
|             | Minimum..                                              | 29·15        | April 17th, | Ditto E.N.E.  |
|             | Range of the Mercury ....                              | 1·11         |             |               |
|             | Mean barometrical pressure                             | 29·728       |             |               |
|             | Greatest variation in 24 hours                         | ·74          |             |               |
|             | Spaces described by the rising and falling of the mer. | 8·88         |             |               |
|             | Number of Changes.....                                 | 25           |             |               |
| THERMOMETER | Maximum..                                              | 63°          | April 17th, | Wind E. N. E. |
|             | Minimum..                                              | 31           | Ditto 12th, | Ditto N.      |
|             | Range .....                                            | 32           |             |               |
|             | Mean temperature of the Atmosphere .....               | 46·8         |             |               |
|             | Greatest variation in 24 hours                         | 24           |             |               |
|             | Evaporation during the period                          | 4·35 Inches. |             |               |
|             | Rain, and hail, ditto.                                 | 2·46 Do.     |             |               |
|             | Prevailing Winds, East and West.                       |              |             |               |

### A Scale of the prevailing Winds.

| N. | N.E. | E. | S.E. | S. | S.W. | W. | N.W. | Days. |
|----|------|----|------|----|------|----|------|-------|
| 2  | 4    | 6  | 3    | 4  | 4    | 6  | 2    | 31    |

## REMARKS ON THE WEATHER, &amp;c.

MARCH 21. A grey morning, and much dew on the grass till 9 A.M. then *cumuli* and *cirrus*, with a brisk gale from the W.S.W. : P.M. *cirro-cumuli*, followed by *nimbi* and rain.

22. A.M. sunshine, with *cirrus*, *cumulus*, and a moderate gale from the west : at 3 P.M. a solar halo, succeeded by rain, and a heavy equinoctial gale from the S.W. through the night.

23. A.M. rain, and a continuation of the gale from the same quarter, with increased force, by which a boat was upset in the harbour, and two men drowned : P.M. sunshine, with *cirri*, *cirrostrati*, and a brisk wind.

24. A.M. sunshine, with *cumuli*, *cirrostratus*, and *cirrus* : in the afternoon large crowned *nimbi*, with showers of hail and rain : a clear sky after sun-set.

25. A.M. as the preceding : P.M. *cumulostratus* and a few drops, and in all quarters near the horizon, overhanging *cumuli*, which at sun-set were tinged with dark blue, orange, red, and a lake colour.

26. Steady rain till 10 A.M., then sunshine and showers : *cumulostratus* and a brisk gale from the N.W. till sun-set : a cloudy night.

27. A slight frost, and a rising barometer—a fine day with *cumuli* : the sun set red behind *cirrus* and streaked *cirrostrati*, which were richly tinged with prismatic colours—a blush on the twilight, and an obscuration afterwards.

28. A thick mist from 7 till 8 A.M., when the wind veered to the south, followed by light rain through the day and night.

29. Overcast till 11 A.M., then sunshine, *cumuli*, and a refreshing breeze : P.M. fine, with *cirrocumulus* and attenuated *cirrostratus*.

30. A.M. sunshine, with linear *cirri*, *cirrocumuli* and opposite currents of wind, the upper one from the N. : P.M. an overcast sky, and light rain.

31. A.M. fine, with *cirrostratus*, and a strong breeze from the N.E. : P.M. light showers of rain at intervals.

APRIL 1. A fine day, with *cirrostrati* and *cumulostrati*, and an uncommon drying gale from the N.E. : a clear starlight night.

2. As the preceding, with the addition of linear *cirrus*, and an increased strength in the gale after sun-set.

3. As the preceding : a luminous twilight, and light red *cirri*, passing slowly to the westward. The N.E. wind has been so drying, that a perpendicular inch of water has evaporated during the last three days, which is only  $\frac{1}{100}$ th short of the quantity that evaporated in the three hottest days last summer, when the maximum temperature was between 80 and 90 degrees.

4. A.M. as the preceding, and a change of wind to the S.E.—the early budding drooping and looking rusty : P.M. a clear sky.

5. A.M. as the preceding, and a sinking barometer : the clouds increasing in the afternoon : at 3 P.M. *cirrostratus* sweeping the ground, which has now a dusty surface.

6. A.M. *nimbi*, light rain, and a strong gale from the W.S.W. P.M. *cirrus* and *cumulostratus*.

7. Steady rain through the day, and squally at night.

8. A.M. a mixture of *cirrostratus* and *cirrocumulus* : P.M. rain and wind.

9. Rain till 10 A.M. then fine, with *cirrostratus*, and a brisk gale from the W.S.W. through the day and night.

10. A succession of *nimbi* in an obscure sky, with showers and a close air.

11. Showers of hail and rain, and intervals of sunshine, with various modifications of clouds; at 8 P.M. a brisk gale came on from the north.

12. A slight frost before sun rise, and a clear sky till 9 A.M.; afterwards fine, with *cumuli* in all quarters: in the afternoon *cumulostratus*, and a dash of rain: a clear moonlight night.

13. Hoar frost and ice early, and a fine solar halo from 8 A.M. till 5 P.M.: a faint moonlight, and several small lunar halos through the night.

14. A little dew, and a transparent atmosphere till 8 A.M., then summerlike clouds: a lunar halo  $47^{\circ}$  in horizontal diameter to the outside of the colours, from 7 till midnight.

15. A copious fall of dew: this is the second morning that a dense *cirrostratus* has swept the ground, and been carried off by a S.E. wind, which prevailed over that from the S.W.—a fine sunny day, with linear and arched bands of *cirrus*: a large lunar halo from 8 till 11 P.M., the atmosphere within the circle of a dark appearance.

16. The sky shrouded with *cirrocumulus* and undulated *cirrostratus* till 4 P.M., when a steady and refreshing rain came on for two hours, as much dust had risen from the ground in the day: the night cloudy at intervals.

17. Overcast, calm, and close till 11 A.M.: at 1 P.M. a double solar halo, the interior ring  $3\frac{1}{2}^{\circ}$ , and the exterior  $7\frac{1}{4}^{\circ}$  in perpendicular diameter to the outside of the colours: they were formed on, or reflected from a large lofty passing bed of *cirrocumulus* from the east, and remained perfect while this modification continued in the vicinity of the sun: the afternoon fine, with *cumuli* and *cumulostratus*, and a brisk gale from the E.N.E.

18. A.M. as the preceding: P.M. sunshine, and a continuation of the gale from the same quarter.

19. A sunny day, with *cirri* and *cirrostrati*, which at sun-set passed through several tints: a clear night; the moon's disc at first of a brass, and then of a silver colour.

20. A.M. lofty *cirrus*, low *cumuli*, and two currents of wind: at 4 P.M. an overcast sky, and light rain at intervals from 8 till ten minutes past 11, which, with the interposition of clouds, prevented our seeing the beginning of the eclipse; but in a *cirrostratus* cloud that was passing slowly to the eastward, there were several apertures through which the eclipse was distinctly seen for a few seconds, and through one of these openings, at 45 minutes past 12, nearly one-third of the moon's disc behind the earth's shadow was well defined by the naked eye, and interspersed with a dark crimson colour, while a light red narrow crescent, which bounded her southern limb, was also seen through the shadow. As the night was unfavourable for general observations, and but few persons disposed to watch the eclipse, we have thought proper to make this remark, upon a supposition that such an appearance is produced by the moon's attenuated atmosphere (if any exist); for, in a clear frosty night, when the nonilluminated part of her disc is best defined, the dark crimson colour and light red rim do not appear, the whole of the opaque part resembling heated iron just deprived of its fiery hue, or a ferruginous substance. At the close of the eclipse, there was another faint break in the cloud, which enabled us to determine that the earth's shadow cleared the moon's southern limb within a few seconds of 27 minutes past 1 A.M., apparent time at Gosport, by a watch regulated for the purpose.

ERRATA.—Page 261 of the last Number, line 13, for *polar read solar*; and in the following page, line 8, for *shows read showers*.



**Promotions and Appointments.****Admirals, Captains, &c. appointed.**

Rear-admiral Lord Amelius Beauclerk, is appointed Commander-in-chief and Governor of Newfoundland and its dependencies

Captain James Wallis, is appointed to act as captain of H.M.S. Conqueror, vice Dacre, invalidated on account of ill health; Captain Brine, to the Racoon; Hon. Captain Ross, to the Mosquito; Captain John Bowker, of H.M.S. Sir Francis Drake, in consequence of the death of Vice-Admiral Pickmore, being the senior officer at Newfoundland, was sworn in, on the 4th of March, as governor and commander-in-chief of the colony.

Captain Charles B. Ross, is appointed commissioner and commander-in-chief on the Lakes in Canada.

Captain Lumley, to the command of the Topaze, destined for the East India station.

Hon. Henry Duncan, to the Liffey; Francis Stanfell, to the Conqueror; (flag-ship of Admiral Plamplin, commander-in-chief at St. Helena) Captain G. Dillon, to the Phæton; Lieut. Cairnes, 1st lieutenant of the Conqueror, Admiral Plamplin, is appointed to act as captain of the Podargus; Captain Alexander Montgomery, to the Confidence.

Captain William Walpole, to the Curlew; John Gore, (a) to the Doterell; Henry Shiffner, to the Drake. F. E. Loch, to the Eden; W. R. A. Pittman, to the Ferrett; Henry Forbes, to the Grasshopper; A. B. Branch, to the Harlequin; J. H. Plumridge, to the Sappho; W. T. Wise, to the Spartan; J. R. White, to the Spey; George Rennie, to the Teea.

**Lieutenants appointed.**

Lieutenant Cuppage, of the Conqueror, to the Island of Ascension; Charles D. Ackland, to the Albion; W. E. Parry, to the Alexander discovery ship; H. P. Ho finer, to ditto; Robert Boyle, to the Antelope; H. P. Littlewort, to ditto; Richard Hoare, to the Blossom; Jas. Roy, to the Cadmus; George Hearty, to the Carnation; Frederick Freeman, to ditto; George Vivers, to the Conqueror; Vaughan Lloyd, to ditto; S. H. Hemmans, to the Curlew; Joseph F. Foster, to the Curlew; Wm. Downey, to the Doterell; Joseph Johnstone, to ditto; V. Munbec, to the Drake; Thomas W. Moffett, to the Eden; John R. Booth, to the Favorite; John Church, to the Ferret; H. Crocker, to the Grasshopper; Edward Coleman, to the Pique; S. Hopkins, to the Pike; R. B. Reed, to the Liverpool; J. W. Young, to the Queen Charlotte; A. Henry, to the Ramilles; James Annesley, to the Sappho; D. C. Clavering, to the Spey; Francis Ormond, to the Iphigenia; George Robinson, (a) to ditto; R. B. Fenwick, to the Liverpool; John Church, to the Ferrett.

Lieutenants W. A. Heringham, J. M'Arthur Low, H. C. Pemberton, to be commanders.

Messrs. G. H. Bourne, Charles Carpenter, R. H. Cockerill, Wm. Dundas, Charles Dangerfield, Charles H. Gardner, J. C. Grace, Francis Hart, Matthew Llys, Wm. Pinhorn, Charles Whitham, and Daniel Ridgway, to be lieutenants.

Lieutenant Thomas Stewart, to be agent of a division of transports fitting out at Deptford.

Messrs. Robilliard and Argimbau, midshipmen of H.M.S. Severn, are promoted to the rank of lieutenants.

Lieut. colonel George Lewis, C.B. to be barrack master of the royal marines at Plymouth.

Wm. Goody Martin, to the *Curlaw*; W. Sidney, to the *Doterell*; A. Campbell, to the *Drake*; A. Watson, to the *Driver*; J. W. Coy, to the *Erne*; W. Wilson, to the *Favorite*; R. Holman, to the *Harlequin*.

Surgeons appointed.

Mr. Henry Hall, surgeon to the *Carnation*; James Carruthers, to the *Cherokee*; Herman Cochrance, to the *Curlaw*; M. M'Morris, to the *Doterell*; Robert Williams, to the *Erne*.

Pursers appointed.

W. K. Hooper, to the *Alexander*, D.S.; J. Benefold, to the *Grasshopper*; Robert M'Reed, to the *Harlequin*; Frederick Bone, to the *Spey*; Stephen Fisher to the *Tees*; Thomas A. Wallis, to the *Iphigenia*.

### MARRIAGE.

On the 18th April, at Fareham, Anne, 3d daughter of Captain Becher, R.N. and Frances his wife, niece of the Countess of Oxford, to C. W. Nepean, Esq. son of General Nepean, and nephew of the Right Hon. Sir Evan Nepean, Bart. Governor of Bombay.

### DEATHS.

On 22d November, at the naval yard, Bermuda, Mr. William King, a clerk of that establishment.

On 31st December, on board the *Hadlow*, on her passage from Calcutta, aged 23 years, Capt. Edward Lamb, jun. commander of that ship.

On the 7th February, at Navy Point, Kingston, Upper Canada, in the 39th year of his age, Capt. Sir Robert Hall, K.C.B. commissioner of the navy, and commander-in-chief of the naval forces on the Lakes in Canada. Commission dated 18th November, 1799.

On 16th March, of typhus fever, Dr. Pollock, surgeon, R.N. of H.M.S. *Dromedary*, employed off Greenwich to receive distressed seamen sent from the City of London. Date of warrant, 14th May, 1813.

On the 21st March, at Stoke, near Plymouth, Mr. Alexander Osborne, late purser of H.M.S. *Hannibal*.

On 26th March, was drowned in Portsmouth Harbour, by the boat upsetting in which he was sailing, W. Watson, gunner of H.M.S. *Pitt*.

On 16th April, 1818, the *Fly*, 13 guns, Captain John Baldwin, arrived at Portsmouth, from St. John's, Newfoundland, with an account of the death, and the corpse, of Vice-Admiral Francis Pickmore, late Governor and Commander-in-chief of that Island. The lamented event took place on the 24th February, after an indisposition of a fortnight's continuance, which did not portend dissolution until a few hours previously. He retained perfect possession of his mental faculties; which were remarkable for strength and perspicacity: the only circumstance known, as indicating that he had any presentiment of his approaching death, was, he wrote a long letter the day before to Lord Melville, warmly recommendatory of Captain Hunn, his son-in-law, whom he was anxious should possess the honor of his Lordship's future patronage. This highly esteemed officer may be truly said to have died a victim to zeal in the service of his country. He left England, to resume his command, in very infirm health; and the calamitous and destructive fires at St. John's, occurring soon after his arrival, the cares of his Government became thereby vastly increased, and the duties painful to execute: a poor, miserable, unemployed population, in a winter unequalled for severity since the year 1796, became supplicants of his bounty and objects of his paternal care. He did much to

alleviate their miseries; but the consequent anxiety, fatigue, and apprehension lest any should perish from want, operating upon a benevolent heart, tended to destroy the mortal fabric of him who was thus so humanely, benevolently, and honourably employed. The Vice-Admiral was in the 60th year of his age, was made Post 21st September, 1790; Rear-admiral 28th April, 18—; Vice-admiral 12th August, 1818.

The season not being sufficiently advanced to despatch a ship to England immediately with the body of the Vice-admiral, his remains were removed, in public funeral procession, on the 3d March, from his late residence, to a vault temporarily prepared for it, in the church at St. John's.—These last honors were attended by all the officers of the naval, military, and civil departments. Captain John Bowker (Flag-captain) attending as Chief Mourner: supported by Lieut. Bonifant (Flag-lieutenant), P. C. Le Geyt, Esq. Secretary, Mr. Wm. Smith, Master, Mr. T. Shanks, Purser, Lieut. S. Campbell, R. M.—T. Coote, Esq. Chief Magistrate, Captain Baldwin, *Fly*, Captain Rowley, *Egeria*, Colonel Fitzherbert, Commanding the Forces, W. Carter, Judge of the Vice-Admiralty Court, and F. Forbes, Esq. Chief Justice, bore the pall.—The Vice-Admiral's flag was borne by Mr. Frederick, Midshipman, followed by Lieutenants H. Sankey and S. Jervis, and Messrs. Jones and Shephard, Midshipmen of the *Sir Francis Drake*.—The Rev. T. A. Grantham, A.M. performed the funeral service. During the procession, the ships of war and different forts fired minute guns, and the artillery and infantry concluded the solemn honours with the customary discharge of cannon and small arms.

“We understand (says the *Newfoundland Journal*), that Admiral Pickmore received his first commission in the navy upwards of forty years ago, in the early stage of the American Revolution; and it may be thought a remarkable coincidence, that he began, as it were, and ended his professional career on the same scene. The Admiral's natural kindness of heart, while it smoothed his own course down the rugged stream of life, endeared him to his private friends, and fixed the esteem and attachment of those engaged with him in the arduous duties of his profession. Among these, we are persuaded that no one more sincerely laments his loss than his successor in the Government.—The social and benevolent qualities, so conspicuously characteristic of Admiral Pickmore, can derive no additional lustre from high rank or station; but must at all times contribute to adorn and exalt it.

“A wit's a feather, and a chief's a rod,  
An honest man's the noblest work of God.”

The next day after the Vice-Admiral's decease, the *Fly* was ordered to commence cutting through the ice, for the purpose of conveying the body to England; but although there were from 250 to 300 men from the shore, 40 from the *Sir Francis Drake* and *Egeria*, and the whole of the crew of the *Fly*, daily employed on it, it was not until the 18th of March (three weeks,) the canal was found to be sufficiently large to permit the *Fly* to pass through. The distance cut was 2856 yards; the ice was from two and a half to five feet thick; the blocks of it cut from 33 to 36 feet in breadth. All the blocks were hauled up on the main ice by a single rope, and main strength. Added to this labour, the channel cut was almost every morning frozen to between six and seven inches thick; and the operation of clearing this away was obliged to be performed daily. On the 23d ult, the *Fly*, being then 90 miles from the land, struck against ice, which was from 18 inches to two feet thick.

The Vice-admiral's remains were attended on shore from the *Fly* this afternoon, by Captain Hann, R.N. and deposited in the family vault at Kingstun Church.

BIOGRAPHICAL MEMOIR  
OF THE LATE  
CONWAY SHIPLEY, Esq.  
CAPTAIN R. N.

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————— The youthful Diomed,  
’Tis he—I know the manner of his gait,  
He rises on the toe:—that spirit of his,  
In aspiration lifts him from the earth.

SHAKESPEAR.

**T**HAT general and laudable curiosity respecting all who have signalized themselves on the great theatre of the world, is seldom more ardently, or more naturally excited, than by the illustrious characters whose services have been those of national protection. The advantage derived, and the sacrifice made to it, when properly considered, add to our curiosity the sensations of admiration and gratitude, than which perhaps there are none more congenial with the human heart in its best state of purity, or which does our nature more honour in the full acknowledgment of.

We delight in mentally following them through the various critical and perilous situations in which they have been placed—in accompanying them through the dangerous, but glorious, enterprises which they have headed, or in which they have borne a part—or which have been suggested by their wisdom—or have merited success by their conduct, although success has failed them—in viewing their behaviour in the extremes of adverse and prosperous fortune—in tracing their progress through all the difficulties they have surmounted,—and in contemplating their whole life and conduct, at a time when, divested of the pomp and power of office or command, they appear to us in the simple and unassuming garb of abstract facts.

We have not offered these remarks wholly in allusion to those rare Genii who head the list of Fame. Many there have been who might have attained the highest step of her Temple, had they not been cut off in their honourable progress through the conflicts

opposed to the attainment—but which progress, so far as it was made, is worthy of record—they have been to a degree benefactors of their country, and are entitled to a register of their services, as a means of securing its grateful recollection of them.

In pursuance of this opinion, we avail ourselves of the communication, we regret to say a very brief one, of the following particulars relative to that much respected officer, the late Captain Shipley, second surviving son of the Reverend Dr. Shipley, Dean of St. Asaph.

This gentleman was born in North Wales, in the year 1782, and at a very early age entered into the navy, we believe under the protection of the Honourable Admiral, then Captain, Pakenham. In the memorable battle of the 1st of June, 1794, he served under that gentleman in the *Invincible*, of 74 guns, and although then only in his twelfth year, gave earnest of his future reputation, by displaying traits of courage that would have done honour to a veteran.\*

We next trace him as midshipman, under Sir Robert Barlow, in the *Phœbe* frigate, in which ship he saw much active and severe service, and not only saw but shared it, to the great advancement of his reputation in her. In fact, there were few frigates more unremittingly or more successfully employed, while Sir Robert (now, to the regret of his brother officers, retired from active service) held the command of her.

In the year 1800, Mr. Shipley passed his examination, and received a commission as lieutenant, and soon after proceeded with his steady patron, Sir Samuel Hood, † to the West Indies. The short peace, or rather truce, of Amiens, occurring not long after, deprived him of those opportunities which would probably have presented themselves, and which he would have been sure to have actively availed himself of to justify the zeal of his patron for his advancement, but on the war recommencing in 1803, he was one of the first officers promoted by that excellent judge of merit, who appointed him to command the *St. Lucie*, of 14 guns, captured by the *Emerald* frigate.

\* The killed and wounded on board the *Invincible* in this action were, 9 seamen, 5 marines, killed; 21 seamen, 10 marines, wounded.

† *Vide* N. C. vol. xvii. p. 1, for portrait and memoir of Sir Samuel Hood.

In this vessel, although of small size, he rendered great and important services, by his attention to the protection of the trade of the islands, and the capture of the enemy's privateers—he also assisted at the reduction of the French and Dutch islands.

From the St. Lucie, Capt. Shipley was removed into the Hippomenes, of 18 guns, in which vessel he fought a most gallant action with L'Egyptienne, French privateer frigate, of 36 guns, and 300 men, which he captured, after a short but severe contest; she had been engaged some days previously by the Osprey, of 18 guns, commanded by the late gallant Captain Younghusband, but this did not lessen the uncommon merit of Captain Shipley, who with a motley crew of 90 men, attacked such an enemy. His letter to Sir Samuel Hood, on this occasion, is written in the language of modest merit; without attaching the least praise to himself, he delineates the heroism of the captain and crew of the Osprey in such colours, as might be expected from a brave and ingenuous British officer:—

SIR,

*Centaur, Carlisle Bay, Barbadoes,  
March 29, 1804.*

I have the satisfaction to send you the copy of a letter I have received from Captain Shipley, of his Majesty's sloop Hippomenes, giving an account of the capture of the Egyptianne, French frigate, of 36 guns, by that sloop. The firmness and perseverance of Captain Shipley, in the pursuit of a ship of such force, does him, the officers, and sloop's company, the highest credit; and being well marked with judgment and decision, he so surprized the enemy, that he struck the moment the Hippomenes came alongside, after three hours' running fight. No doubt the spirited action of the Osprey contributed, of which Captain Shipley speaks in the handsomest terms.

I am, &amp;c.

William Marsden,  
Esq.



SIR,

*His Majesty's Sloop Hippomenes, March 29, 1804.*

I have the honour to acquaint you with the capture of l'Egyptienne, French privateer (formerly a Republican frigate), mounting 36 guns, twelves and nines, commanded by M. Placiard, and having 240 men on board, on the evening of the 27th, after an arduous chase of fifty four hours, and a running fight of three hours and twenty minutes, by his Majesty's sloop under my command, for she struck the moment we fairly got alongside of her. I feel much pleasure in saying, the officers and men behaved with that coolness and intrepidity inherent in Englishmen; and had the euc

allowed them a trial alongside, I am convinced her superior force would not have availed them much. However, I cannot forbear recommending to your protection my first lieutenant, for his good conduct on this, as well as on all former occasions. The slight resistance she made I can only attribute to the fear of being as severely beat as she had been four days previous by the Osprey, who killed eight of her men, and wounded nineteen, and whose gallantry astonished them. Mr. John Lloyd, master's mate, is the only person hurt on this occasion, and he slightly.

I have further to inform you of the recapture of the *Reliance*, of London, taken by the above frigate.

I have the honour to be, &c.

Commodore Hood, &c.

*Conway Shipley.*

The previous action of the *Egyptienne* with the *Osprey* is thus related :—

*Centaur, Carlisle Bay, Barbadoes,*  
March 28, 1804.

SIR,

I beg leave to enclose you, for the information of the Lords Commissioners of the Admiralty, a letter I have received from Captain Younghusband, of his Majesty's sloop *Osprey*, giving an account of a most spirited action he fought with the *Egyptienne*, a French frigate, of 36 guns, and two hundred and sixty men, which must certainly have fallen to his superior skill and bravery, had not she availed herself of her sailing to get away. Captain Younghusband's gallant conduct, with that of his officers and men, against such superior force, merits my warmest applause.

This ship was formerly the *Railleure*, and given to the merchants of Bourdeaux, to fit out as a private ship of war; she had made several captures, one of which has been retaken by the *Hippomenes*.

I have the honour to be, &c.

W. Marsden, Esq.

*Sam. Hood.*

*His Majesty's Sloop Osprey, Barbadoes,*  
March 28, 1804.

SIR,

I beg leave to inform you, that on the 23d instant I discovered four sail to the S.W. quarter; I immediately chased, and upon nearing them, I found them to be a large frigate and three merchant ships; upon coming within hail of the frigate, she hoisted French colours, and fired her broadside, which was instantly returned, and the two ships continued in close action for an hour and twenty minutes, when the enemy ceased firing, and began to make off, and her convoy to separate on different courses; I then found with regret, that she out-sailed the *Osprey* under her topsails upon the cap; I however continued the chase, firing our bow-chasers as long as they could reach, but we lost sight of her during the night.

The French ship's sails, rigging, and hull, were very much cut; the

Osprey has also suffered very much in her sails and rigging; and I am sorry to add, that we have one man killed, and sixteen wounded.

Lieutenant Collier, the officers, and ship's company, behaved with the greatest bravery and activity.

I have further to inform you, that on<sup>o</sup> the 25th, the Osprey and Hippomenes retook the ship Reliance, and I am informed from the French prize-master, that the ship the Osprey engaged, was the frigate *Egyptienne*, fitted out as a privateer by the merchants of Bourdeaux, mounting 36 guns, and having on board 255 men.

I am, Sir, &c.

To Samuel Hood, Esq. Commodore  
and Commander-in-Chief, &c.

G. Younghusband

For this gallant action Captain Shipley was most deservedly posted, and soon afterwards returned to England, with a convoy from Jamaica, having been appointed to the *Sagesse* French frigate, captured at St. Domingo.

After spending a short time with his relations and friends, to whom he had returned with a nobly-earned exaltation of rank, from whom he had been a considerable time absent, and in fact with whom he had passed but few years of his honourable life, he again sought employment in the service of his country. His late meritorious conduct had rendered him too valuable a commander to be suffered to remain long without it, and he was appointed to the *Comus*, a new ship of 20 guns. His patron, Sir Samuel Hood (a name honoured and beloved, although now unhappily extinct in the British navy), having applied for him to be attached to his squadron, at that time under orders to take possession of Madeira, and cruise to the westward, he sailed with him on that expedition. A more decided proof of the esteem and regard of that excellent man could not have been given, for the vessel Captain Shipley then commanded was far from being desirable for such a service, and therefore his confidence in the talents of her commander to supply the deficiency of the ship, was evident, and highly honourable to Captain Shipley.

Soon after his return from effecting the object of the expedition, he was, to his great gratification, appointed to the *Nympe*, of 36 guns, a ship in every respect equal to the ardent purposes of our youthful warrior, and which had been eminently successful when commanded by his predecessor. But, alas, a different, although not less honourable, fate was reserved for him.



In the year 1808, Captain Shipley was ordered to join the squadron under Sir Charles Cotton, then employed off the coast of Portugal, to co-operate with the British army. On this service he had not long entered, before that spirit of enterprise, by which he had been always actuated from the very commencement of his naval career, led him to the indefatigable search of objects in all possible directions and predicaments; and impelled by a desire to distinguish himself in some signal display of valour, he proceeded with the ship's boats to attempt the cutting out from under the guns of Belem Castle, a French corvette. The circumstances of this unsuccessful attack, in which the country was deprived of the services of one of its bravest officers, were as follows:—On the 16th of April, reconnoitering the harbour of Lisbon, it was discovered that an enemy's corvette had taken refuge under the guns of the castle, and was lying at anchor near Belem battery; an attempt to cut her out was projected, and eight boats were manned by volunteers from the *Nymphé* and *Blossom*, of 18 guns; they were headed in this gallant enterprise by Captain Shipley himself, who was in a fast-rowing boat, and consequently took the lead, and was first to get alongside the enemy, when in attempting to board her he was shot through the head, fell immediately into the sea, and was never seen afterwards. One of the boat's crew was killed at the same time, and a midshipman and several of the men wounded. The other boats not being able to get up, owing to the strength of the current, the tide then running strong out of the harbour, the attempt was relinquished.\*

Thus, at the early age of 26, fell the gallant and accomplished Conway Shipley; he was handsome and graceful in his person, engaging in his manners, firm in his attachments, an invaluable friend, a noble-minded man, and an heroic commander—perhaps no one ever more eminently possessed the power of inspiring all

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\* In presuming to offer any remark in the way of objection to the heroic conduct of the late Captain Shipley, we do not mean to detract in the least degree from his merit as a British officer: but it does appear to us, that had not his ardent thirst of glory rendered him impatient of delay, discretion would have suggested the propriety of previously collecting his force around him so as to have commanded a unity of action with his whole strength, rather than to have commenced the attack with a force so obviously inefficient. But he disdained to look behind him—faced his enemy, and fell!—May the laurels on his tomb be ever green.

whom he commanded, with sentiments similar to his own—what these sentiments were, his life, short, alas! as it was, and his glorious, but lamented fall have revealed; had he lived, what might not his country have expected from him.

Ye weeping Muses, Graces, Virtues, tell,  
 If since your all-accomplished Sydney fell,  
 You, or afflicted Britain, e'er deplored  
 A name more worthy of our high record.  
 Such spotless honour; such ingenuous truth,  
 Such ripened wisdom in the bloom of youth!  
 So mild, so gentle, so composed a mind,  
 To such heroic warmth, and courage joined.  
 He too, like Sydney, nursed in Learning's arms,  
 For nobler War forsook her softer charms;  
 Like him possessed of every pleasing art,  
 The secret wish of every female heart;  
 Like him, cut off in youthful Glory's pride,  
 He unrepining for his country died.

\* \* \* Should this brief sketch of the gallant Captain's services meet the eye of any of his friends or relatives who may have it in their power, and be inclined to transmit us a more full account of them, with his portrait, from which an engraving may be made, the favour will be duly acknowledged.

## NAUTICAL ANECDOTES AND SELECTIONS.

LORD HIGH ADMIRAL OF ENGLAND.

At the Court at Whitehall, 13 June, 1673.

Present,

The King's Most Excellent Majesty.

**T**HERE being this day proposed in Council a draught of instructions for ascertaining the duty of Lord High Admirall of England, the same were read and approved of in the forme following:—

That the Lord High Admirall be able at all times to give his Majesty a perfect account of the state of his navy relating to the condition both of his ships and yards, with the stores, retaining persons employd, and services to be performed therein.

And in order thereto, to see that all the officers entrusted with the providing, issuing, or expending of stores or moneys, the impresting, or otherwise the procureing, entering, mustering, employing, or discharging of men, the estimateing, performing, or accounting for any work or service to be done by themselves or others under them, do, with all diligence, faithfullness, and good husbandry, performe their respective duties in the execution of all commands they shall receive from his Majestie or himself, as Lord High Admirall. And for the better enabling him effectually to do the same, he is once at least every month, and oftener as his Majesties service shall require, to visit and sitt with the principall officers and commissioners of the navy at their publick place and time of meeting, thereby to inform himself in the method of their proceedings; and moreover, to demand and receive from each of them, weekly, an account in writing of all matters relating to their respective charges, by which the state of each branch of the said office, and his Majesties works respectively depending thereon, may be at all times distinctly known, and the Lord High Admirall thereby enabled to inform his Majestie, and otherwise issue such orders relative thereunto, as may best conduce to the advancement of any service, either in doing, or commanded by his Majestie to be done therein, for the more regular and effectuell proceeding on which service he is to cause an estimate to be prepared by the comptroller of the navy, signed by three or more of the principall officers and commissioners (whereof the treasurer to be one), of the charge of each work and service to be done, before he issue any orders for the doing thereof; which estimates being then signed by himself, he is, with the said treasurer, to present to his Majestie, and the same being by him approved, to assist the said treasurer in all his solicitations with his Majestie and the Lord High Treasurer, for the obtaining reasonable and sufficient supply of money for enabling the officers of the navy to proceed to, and directly carry on each service required from them.

For the more regular dispensing of which money when received, and the necessary credit of his Majesties service depending thereon, he is in no wise to direct or permit the principall officers and commissioners of the navy to apply any part thereof to any other use than what it was originally assigned to, or paid in any other method or course, than what is already or hereafter shall be to that purpose established by his Majestie in Council: nor is he, without order from his Majestie, to command or allow the principal officers and commissioners of the navy, commanders, or any other officers or persons employed therein, to do any work or thing on which the use or expensr of any of his Majesties ships, houses, stores, or treasure, doth or may depend, contrary to the known and allowed practice and president of the navy; nor by himself or his order, to make or interpose in the making of any contracts for ships, stores, or ought else relateing to the service of the navy, saving the contracts which shall at any time be made for the victualling thereof, the same being always to be done by his Majestie at the Councill Board, after being first consulted on and prepared by the Lord Treasurer and Lord Admirall.

And for as much as the weale of his Majestie's navy in an especiall man-

ner depends upon the integrity, diligence, and experience of the officers entrusted therein, he is to use his utmost circumspection in his choice of every of the said officers, and therein particularly to take care that virtue be encouraged, by the advancing of persons suitable to the knowledge he shall have of each man's deservings in his former employments, either from his own observation, or the report of the principall officers and commissioners of the navy, in relation to the officers accountable for any stores, provisions, moneys, or work within their inspection, or of the flagg officers and commanders of the fleet, for the behaviour of those at sea serving under them; and that no commission be granted by him on store to any commander, without the privy and approvall of his Majestic first had in writing therein.

Lastly, he is to take care that all masters herein not specified, to proceed in the well governing of his Majestic's navy, and in performing the whole duty of Lord High Admirall of England, according to the allowed and known practice thereof, or the orders he shall from time to time receive from his Majestic, and to see that a perfect and fair record and register be at all times duly kept by the secretary of the Admiralty, as well of such his Majesties said orders, as of all letters, orders, instructions, estimates, commissions, warrants, articles exhibited, and sentences passed in courts martiall; journals, reports, and certificates from the officers of the navy, or others; passes, list of fleets, stations, convoys, establishment of wages, rules of ships, numbers of men and guns, rewards, press-warrants, protections, and all other papers and transactions whatsoever, whether at land or sea, within his cognizance as Lord High Admirall; and that the same be methodically by the said secretary digested and safely laid up in some certain and convenient place, to be provided and employed on a standing office for that purpose, there to remain for the use of his Majestic, and information of all succeeding admiralls, on any occasions of service calling for the same.

And it is ordered by his Majestic in Councill, that the said instructions be entered in the councill book, and a copy of them sent unto his Royall Highness the Lord High Admiral of England, &c. to be observed accordingly.

#### INCOMBUSTIBLE STOREHOUSE.

WE have to congratulate the public on the completion of an extensive storehouse at Portsmouth, from a design by Edward Hall, Esq. surveyor of Buildings to the Navy Board, contracted for by Mr Bocker, and executed under the direction of Mr. S. W. Smith. This building possesses the advantage of one story more than the other storehouses near it, though its extreme height does not exceed them.—Every part of it is composed of iron and stone; not a particle of wood is to be seen; the girders, joists, doors, sashes, and frames, are all of cast iron, from the foundery of Messrs. Sturges and Co. in Yorkshire, and executed in a style of peculiar neatness. The roof, which is also of cast iron, is worthy of particular notice, from the beauty and lightness of its construction. The floors, which are of York-

shire stone, are laid in a masterly manner, by Mr. T. Marshall, of Deptford.—The most gratifying part of this building is its beautiful geometrical staircase of moor stone, projecting six clear feet from the wall; the hand-rail and balusters are of iron, extremely light and airy; the former is 170 feet in length, so neatly manufactured as to exhibit no traces whatever of a joint. The edifice altogether reflects great credit on the projector, the superintendant, and the contractor. The expense may be calculated at about 15,000*l*.

#### NAVAL ARCHITECTURE.

A NEW schooner, about sixty tons burthen, built for the purpose of displaying a new system of naval architecture, was launched at Belfast, on the 10th April, 1818. She is constructed without any frame timber, breast hooks, beams, or knees, and without any metal under water, except her rudder braces, and a few bolts in her keel. The advantages presumed in the system are the following: saving in price of building, strength, duration, capacity, tightness, buoyancy, sailing, and safety.

#### ANTIQUITIES.

THE Weymouth store-ship has arrived at Deptford, with the valuable head of Memnon, King of Abydos. This superior production of the ancients has been sent from Egypt by Mr. Salt, the consul general there, as a present to the British Museum, and consists of one solid block of granite, weighing about nine tons. The whole of the face is in the highest preservation, and remarkably expressive.—The right ear is rather damaged, but in a trifling degree. On the right breast is a hole, made by the French, during their sojourn under the Corsican Renegado, for the purpose of blasting it with gunpowder, to reduce the size of the bust. This attempt was not, however, so successful as one they made on the left side, which has knocked off the arm, and mutilated the body. The fragment has, however, been luckily found, and sent home. The head appears surmounted, or bound round, with a diadem or drapery, and the chin rests on a projection similar to what is seen in many Egyptian figures. Such of the cognoscenti as have seen this piece of sculpture, pronounce it as belonging to the higher order, and a valuable acquisition. It has been removed to the British Museum.—The Weymouth has also brought presents from the Bey of Tripoli to the Prince Regent. They consist of columns, cornices, chapters, &c. found at Lebida (the Leptis Magnus of the ancients), and are in great preservation. Some are of pure white marble, almost, if the expression may be allowed, transparent: others beautifully veined; while the cornices, &c. at once display the superiority of the ancients in the art of sculpture. The columns are mostly of one solid piece, one weighing near 15 tons, and is 22 feet in length.—These relicts of former grandeur were selected by Captain W. H. Smyth, of the royal navy, in which he was assisted by the British Consul at Tripoli. Notwithstanding the immense weight of these stupendous monuments of ancient splendour, the whole were, from the judicious arrangements made by Mr. Turner, commander of the Weymouth, got on board the vessel, without any accident occurring to the men employed in the removal.

## NAVAL PENSIONS TO THE WIDOWS OF FRENCH NAVAL OFFICERS.

*Ordonnance of the King, for regulating the Pensions and Aids to the Widows and Orphan Children of Military and other Officers of the Marine Department.*

Paris, Feb. 21, 1816.

LOUIS, by the Grace of God, KING OF  
FRANCE AND NAVARRE.

**I**N consideration of our Ordonnance of the 14th August, 1814, regulating the pensions and aids to the widows and orphan children of the officers of the army,

Upon the report of our minister, the secretary of state, for the marine and colonies,

We have ordained, and do ordain as follows :

ART. I. The widows of military and other officers of the marine department shall be entitled to pensions,

- 1, If their husbands shall have been killed in battle ;
- 2, If they shall have died within six months, of the wounds they have received ;
- 3, If they shall have perished by shipwreck, or any other accident resulting from maritime service ;

II. The widows of marine officers enjoying, at the time of their decease, retired pay acquired by wounds, or seniority of services—and those whose deceased husbands shall, in active service, have fulfilled the conditions requisite for the obtaining the said retired pay, shall have an equal claim to be admitted to the pension.

III. To be entitled to the benefit of the present ordonnance, the widows of officers, dead in consequence of their wounds, shall be bound to prove that their marriage was contracted anterior to the battles in which their husbands have been wounded.

The widows mentioned in Article II. who have had no children by their marriage, shall prove that they have not been divorced, and that they have passed at least five years of their legitimate union with the officers to whose claims they shall pretend to succeed.

In failure of the proofs demanded, they shall not be proposed as fit objects for the pension. Widows not divorced, having one or more children, shall be exempted from the qualification of five years' marriage.

IV. The widows' pensions shall be fixed at the rate of one-fourth of the *maximum* of the retired pay of seniority, according to the rank of their husbands.

V. The children of marine officers, born in lawful wedlock, shall be entitled to an annual aid.

This aid must not exceed, whatever be the number of the children, the amount of the pension which had been granted to the mother. It shall be extended proportionally, until each child shall have attained the age of twenty complete years.

- VI. When officers shall have rendered distinguished services to the state, our minister, the secretary of state for the marine, shall make a representation to us in favour of their widows, or orphan children, for especial pensions proportioned to the importance of the services.
- VII. The Pensions and Aids, regulated by the execution of the present ordonnance, shall be paid from the funds of the Chest of Marine Invalids.
- VIII. All pensions and aids granted up to the present time, to the widows and orphans of marine officers, remain according to the rate at which they have been fixed.
- IX. Our minister, the secretary of state for the marine and colonics, is charged with the execution of the present ordonnance.

Given at Paris, at the Castle of the Tuilleries, the twenty-first day of February, in the year of Grace 1816, and of our reign the twenty-first.

(Signed) *Louis.*

(Signed) *Le Vicomte Dubouche.*

#### FATAL DUEL IN FRANCE.

THE following account of a duel, at Caen, between a young English gentleman, of the name of Pickford, and M. Marinier, a Frenchman, is copied from a private letter, received by a gentleman in the county of Sussex:—

“ *Caen, April 30, 1818.*

“ A fatal duel took place yesterday morning, the relation which follows will account for it:—Some weeks since a Frenchman, a Monsieur Dubuisson, who passes here for a gentleman, spat in the face of a lieutenant in the navy: the insult was unprovoked, but is supposed to have originated in an unfounded jealousy. The fair object of it was a nursery maid of General H——. The Prefect was applied to, and requested to interpose his authority; of the result of this application I am ignorant. Nothing further occurred for several days, till a M. Allan, a friend of Dubuisson, following the lieutenant, and a captain in our army, out of Longuet's Café, struck, from behind, the lieutenant across the head with his cane, and also as grossly insulted his companion. This happened at night, a little after ten. There was not any previous quarrel between the parties, nor was intimation given of the intended assault. A considerable difference of opinion appeared among our countrymen, as to the course to be pursued in punishing the aggressor. Those to whom the lieutenant and the captain applied for advice, decided, that as M. Allan had not sought a quarrel in a gentlemanly manner, he had no right to be considered as a gentleman, and that he ought to be prosecuted. On Saturday the cause came on, and he was condemned to a month's imprisonment, and to a fine. On returning from the place of justice, the English, who attended the trial, had to

suffer under the most revolting scurrilities showered upon them by the townspeople, and by the friends of Allan, irritated by his condemnation, and exalting themselves mightily at the supposed pusillanimity of the prosecutors. Young D. and young F. had each an affair on their hands; but these were settled by their receiving apologies. Charles Pickford, who had his share of the words "Cochon Anglaise, polisson, canaille;" marked his man, and avoiding all present altercation, pursued his way through the mob. In the evening, having found him on the Cour, he requested satisfaction, which was promised, with the significant hint of "the nearer the better." They met near Vancelles the following morning, about seven, M. Marinier with Dubuisson for his second; and Pickford, with Lieutenant Morgan, of the navy. There was some dispute about distances; Marinier wanted 15 paces; Pickford said that he was no shot, and would allow of none beyond four. To this Marinier had no objection, provided he had the first fire. Pickford insisted that they should fire together; but this species of equality was stiffly opposed. Another proposal was then made, that Marinier's friend should charge one only of his pistols with ball, and give Pickford the choice; or that Morgan should charge with ball one of his pair, and should let Marinier choose. This was acceded to. Marinier first took one, and then Pickford the other. They presented together; the interval between them was about two feet. After a moment or two of hesitation, the word was given, and Pickford put a ball under his adversary's ribs, on the right side, which passed clean through him. He presently expired. The survivor was brutally insulted by the second of the fallen man. After a proper display of theatrical feeling, he wanted to proceed to another duel *a l'outrance*, and instantly; but Pickford though terribly provoked; kept perfectly cool. He said only "fetch a witness, and I will wait for you." After remaining more than an hour on the ground, and seeing no one, they went into Caen.

Pickford's quarrel was fortunately unknown to his father and mother till all was over. The young man played whist at Colonel H.'s on the preceding evening, with his accustomed coolness, and till a late hour. There is no occasion to make any remark on the lad's conduct. I must add, that when they arrived on the ground, he said, "I do not approve of Monsieur Allan's prosecution; my opinion was entirely against it. I have had no concern in it. Only make me an apology for the insulting expressions of yesterday, and I shall be happy to shake hands with you. I have not the slightest wish to push this matter further." The unfortunate sufferer and his second refused all concession, and to them only can any blame be imputed. It gives me great pleasure to tell you, that every respectable Frenchman applauds heartily young Pickford's behaviour; I have not seen one, whatever his party and politics may be, who does not say, that his humanity, forbearance, and steadiness, cannot be excelled."



## CORRESPONDENCE.

*Retired Lists, and Promotion.*

## LETTER V.

MR. EDITOR,

I HAD much pleasure in reading your excellent Correspondent *Arion's* letter,\* on the subject of *Retirement*: to that valuable writer your Chronicle and the naval service is infinitely indebted, for a variety of highly important and useful suggestions, eminently calculated to improve and render more efficient the best defence of Britain—its naval force; and to ameliorate the situation of its brave and invaluable officers and seamen. The subject of extended retirement was, I believe, first adverted to, and taken up by another Correspondent, "*A Friend to Naval Merit*," from whose useful hints it is supposed originated the late circular to naval officers, requiring an account and statement of their individual services, so as to enable the Admiralty Board to possess a complete register of the services of every officer in the navy; and I now rejoice to be told by *Arion*, that *extended retired Lists* are *actually* preparing for those classes which most stand in need of them; viz. post captains, commanders, and lieutenants: when they are promulgated, I have no doubt they will do honour to the wisdom and discrimination of the Board, and give great and universal satisfaction to the officers of the navy. Some comfortable provision of this kind has been long and greatly wanted, for old and worn-out officers; and considering what has been done for the army, in the way of retirement, it is but doing them justice, whilst at the same time it will reduce the numbers on our lists, and these lists will in future contain the names of effective officers only, thus opening wider the door to promotion to numbers who, in consequence of the lists being overcharged, and want of interest, are now hopeless of preferment. Nearly connected with this interesting subject, is that of promotion; and I seize this opportunity of recommending *very earnestly* to the Board to promote *no more* officers, without some consideration to their abilities, and former services, as well as to their recommendations from members of the legislature, the mischief already entailed on the service, from injudicious and *unmerited* promotion, flowing *too much from interest*, and *too little from merit, or fitness for command*, is *incalculable*; and when war shall find these officers in command of our finest ships, which interest also will procure them, the consequences may be humiliating to the navy and to England; for, Sir, in order to command a ship *efficiently*, an officer must possess *experience, judgment, and ability*, as well as *courage*: the latter qualification, although indispensable, is not the only requisite for successful or efficient naval command; and it

\* See page 122.

It is a matter of notoriety, that at the time when the late American contest commenced, many of our finest 38-gun frigates were commanded by young men of 25, who had not served above eight or nine years in the navy, and who were not only very ignorant of their duty as commanders, but so careless of it, and of their own and their country's reputation, as seldom or ever to have had their crews exercised at the guns; but such martinets and high-flyers withal, as to have disgusted their officers and men by their severity, and in general lost no small part of their crews from desertion. I appeal to the navy, if this picture is overcharged; and I contrast with it, with emotions of pride and exultation, the conduct and characters of Sir P. Broke, that ornament of the navy; of Sir James Alexander Gordon; Captains Hope, Maxwell, and others, whose names I need only mention to point out what a British naval commander *ought* to be, and the success which will in general attend on the exertions and skill of such men. We are assured, Sir, that Sir Philip Broke was beloved *as a father* by his officers and men; and that his ship was in a state of constant preparation: his own superior skill and seamanship, and the attachment, bravery, and devotion, to death or victory, of his ship's company, are well known; nor were the eminent qualifications of Sir James Gordon less highly appreciated by those who served *under him*. It is fortunate for the British navy, that these, and many such, grace its ranks; and I doubt not, that if wanted to defend their country's rights and honour, they will be called on, and ready to obey the summons: but, Sir, it is of infinite importance to the navy, and to the British empire, that as few as possible of a different description should be admitted to command, by injudicious or too rapid promotion, before they have learned *how*. Interest and patronage has always had great and almost unlimited scope, both in our navy and army; yet it is manifest, that much more time is necessary for a man to become an experienced and able officer in the navy, than in the army; and therefore it requires no great penetration to discern the fatal consequences of promoting young men of twenty to the rank of commander, or post captain, who may have interest *only* to recommend them. If I am told, that our immortal Nelson was thus early advanced, I answer, that he was at sea constantly from a boy, and that *his services* gained him the envied prize; that at the age of eighteen, Captain Locker reckoned him the best seaman in the ship: where equal zeal, exertion, and ability prevail, let the merited promotion *always* follow.

These observations, Sir, I am aware, may not be equally relished, or acceptable to all: they are nevertheless founded on incontrovertible facts; and if we look back to the promotion of commanders, at the termination of the late war only, we shall find an illustration of them, although, I hope in God, we shall never again suffer defeat and mortification from the employment of incompetent officers, or inadequately armed and manned ships. If, Sir, we look at the long list of commanders then made, we shall find *two* men of interest advanced for one man of real merit, long standing, or brilliant service. I admit, that many of the latter were included, yet such was unquestionably the proportion; and although some of the gentlemen thus promoted from interest, are no doubt good, zealous,

and active officers, yet if report speaks true, there are others, whose age, inexperience, and incompetency, ought to have been sufficient bars to their advancement; indeed it were much to be wished, both for the sake of the honour of the service and the good of the state, that more sufficient reasons were required for advancing a naval officer, or giving him a ship, than that Lord Somebody, or Mr. Nobody, who happened to have a vote in the House, recommended him. Such, however, has been the ratio of promotion for the last century, and I fear very much that such will continue to be the system pursued, in spite of all that can be said. Nevertheless, it is the duty of Englishmen to point out its pernicious and injurious effects on the service; these are, I believe, pretty generally known, although I doubt very much whether they have been so deeply or so generally considered as circumstances imperiously require. We ought to consider that we have the probability before us of being at no distant period called on to contend for the dominion of the seas, with these new pretenders to naval supremacy, the Americans; and when this day arrives, I trust it will be the good fortune of Britain to have ships and men adequate to begin the contest in earnest, and to quickly end it, by the annihilation of their fleets.

I think there can be few accustomed to look "at the signs of the times," who do not already perceive the cloud gathering; and I cannot believe our naval rulers will allow us to remain long unprepared for coming events, but speedily provide larger ships, and good and able officers and men will be at their call, when wanted.



Robur.

*On Falmouth as a Packet Station.*

MR. EDITOR,

February 17th, 1818.

HAVING noticed some of the interested arguments produced as reasons why the packets employed in the *Atlantic Ocean*, should be removed from *Falmouth* to *Plymouth*, and I would trust, exposed their futility; it is but justice to the interests of the nation, that authentic and incontrovertible facts be recorded in the *NAVAL CHRONICLE*, to prove that she possesses a safe and commodious harbour near the western entrance of the English Channel, which has saved numerous convoys from dispersion and destruction; and enabled them to get into the ocean, when they could not from any other port to the eastward. The mists of prejudice may one day disperse;—its opposition may one day cease;—self-interest may one day be silenced; and the country allowed to reap the full benefit of a safe harbour, the most advantageous she possesses for communicating with the Atlantic, whether by single ships, convoys, or squadrons of ships of war. The following appeared in the *Cornwall Gazette* about the times mentioned.

Tiphys.

*A Diary of the Weather, with a Statement of Occurrences which took place during the detention (by foul winds) of his Majesty's ship Warrior, Rear-admiral Douglas, and others, with a large Convoy for the West Indies, &c. at Falmouth, between the 4th day of March, and the 3d day of April, 1814.*

Saturday, 4th March, wind S.S.W.—This day strong breezes and thick cloudy weather: arrived his Majesty's ships Warrior, Liffy, Cephalus, and Badger, with 120 sail of ships for the West Indies. His Majesty's ships Phoenix, Tovey, and Nautilus, with a convoy of 65 sail, for Portugal and the Mediterranean, and anchored all in safety in the Roads.

Sunday, 5th, wind W.S.W.—This day light breezes, and thick cloudy weather, with a swell in from sea; several of the ships shifting their berths.

Monday, 6th, wind S.—This day fresh breezes and thick cloudy weather; fleet ride in safety, and clear of each other.

Tuesday, 7th, wind S.W.—This day strong gales and squally, but clear; fleet riding safe.

Wednesday, 8th, wind W.N.W.—This day fresh breezes and clear, fleet riding well.

Thursday, 9th, wind W.—This day fresh breezes and clear, fleet as before.

Friday, 10th, wind N.W.—This day fresh breezes and squally, with rain; the fleet riding in perfect safety, nor has an accident of any nature yet occurred.

Saturday, 11th, wind N.W.—This day strong breezes and heavy squally weather; men of war struck lower yards and topmast; fleet ride well.

Sunday, 12th, wind W.N.W.—This day hard and tremendous gales, with heavy squalls, and rain; ships ride easy, and perfectly secure.

Monday, 13th, wind N.W.—This day strong breezes, and squally; fleet ride in complete security.

Tuesday, 14th, wind W.S.W.—This day fresh gales and squally, with rain; fleet in perfect safety, making, with fresh arrivals, about 250 sail in Carrick Roads.

Wednesday, 15th, wind W.S.W.—This day fresh gales and squally, with rain; fleet in perfect safety, some shifting berths.

Thursday, 16th, wind S.W.—This day light breezes and fine weather; fleet in general employed, righting their anchors, &c.: no accident.

Friday, 17th, wind S.W.—This day moderate weather, but cloudy, and changeable. Swell in from the southward.

Saturday, 18th, wind N.W.—This day moderate breezes, and clear weather; ships continue to ride in safety, and clear of each other.

Sunday, 19th, wind N.W.—This day moderate breezes, and clear weather; fleet remain still in safety; the number increases by several arrivals from the eastward, making in all near 270 sail.

Monday, 20th, wind S.S.E.—This day light breezes, and thick hazy weather, with rain; fleet riding well.

Tuesday, 31st, wind S.W.—This day fresh gales and thick cloudy weather, with rain; fleet riding in perfect safety.

Wednesday, 22d, wind S.S.W.—This day light breezes, and thick hazy weather, with rain; fleet continues to ride in safety.

Thursday, 23d, wind N.W.—This day light breezes and clear; fleet as before.

Friday, 24th, wind N.W.—This day light breezes and fine weather, fleet as before.

Saturday, 25th, wind W.—This day strong gales, and heavy squalls, with hail, fleet ride in perfect safety, men of war striking topmasts.

Sunday, 26th, wind S.W.—This day strong gales, and thick cloudy weather, with rain, fleet continues without accident; several East Indiamen arrived, under convoy of his Majesty's ship *Thais*.

Monday, 27th, wind S.W.—This day heavy gales, and squally, with rain; fleet riding in safety, now increased to near 280.

Tuesday, 28th, wind N.W.—This day fresh gales, and clear weather; fleet ride in perfect safety.

Wednesday, 29th, wind W.—This day fresh breezes, and changeable weather; fleet still moored in safety, and riding well.

Thursday, 30th, wind W.S.W.—This day light breezes and fine weather; fleet preparing for sea.

Friday, 31st, wind from S. to S.E.—This day moderate breezes and cloudy, inclined to rain; fleet employed in preparing for sea.

Saturday, April 1st, wind E.—This day light breezes and clear; sailed, his Majesty's ship *Thais*, with convoy for the East Indies, and his Majesty's ships *Phoenix* and *Badger*, with convoy for Portugal and the Mediterranean, in all about 85 sail.

Sunday, 2d, wind S.W.—This day light breezes and cloudy; the wind shifts again to S.W.: his Majesty's ship *Warrior* and convoy remain as before.

Monday, 3d, wind N.N.E.—This day moderate and fine weather; remainder of the fleet got under weigh, about 200 sail, per signal, and at three P.M. was clear of the Manacles, after having remained in Carrick Roads 31 days, during which time it blew at intervals, severely, without accident, or any other occurrence that bears that character. The winds during this time have been principally from W.S.W. and as the ships were sheltered, they rode perfectly secure. This is another and corroborative instance of the importance and safety of Falmouth harbour, particularly in the winter months, for ships and fleets bound to the westward. Its outlet to the Western Ocean has often been pointed out as one of its greatest advantages; and did it require fresh proof of its facility in that respect, this very fleet would amply afford it; for the day after they sailed the wind shifted to N.W. and had they started from any other port in the Channel, they must undoubtedly have been obliged to put back; for from no one port in the Channel, except Falmouth, could they have weathered Ushant with that wind. The putting back of fleets, if caught with the wind at N.W. then to the eastward of Plymouth, is not only frequent, but inevitable; whereas there is no instance on record of that alternative having taken

place under that circumstance, of a fleet having once started from Falmouth having bore up again for the anchorage. This, combined with its well known security for a fleet, however large it may be, renders Falmouth, without any degree of controversy, of all ports in the British Channel, the safest and the best, at all times easy of access; and not only commodiously, but eligibly situated for readily getting to sea.

(Signed)

*William Broad,*

Agent and Surveyor to Lloyd's.

*A Diary of the Winds, and general State of the Weather; together with a Statement of Occurrences which took place at Falmouth during the stay of the West India Fleet, of 250 Sail, and upwards, under convoy of his Majesty's Ships Swiftsure, Araxes, Redwing, and Conway, having put into that Port with a contrary Wind on the 8th, and remained at Anchor till the 25th December, 1814.*

Thursday, 8th, wind S.S.W.—This day strong gales, with rain, the weather thick and cloudy: arrived H. M. S. Swiftsure, 74, Conway, 24, Redwing, 14, with 80 sail of merchant ships of the convoy destined to the West Indies, who, together with the other part of this fleet, consisting of more than 250 ships, having got out as far to westward as Scilly, were, in consequence of bad weather, obliged to bear up for an anchorage, the above portion of the fleet reached Falmouth in safety, and anchored in Carrick Roads without accident.

Friday, 9th, wind S.W.—This day, with the whole of last night, it blew a continued and heavy gale, with thick gloomy weather, till 10 A.M.: several ships were seen off the Manacles, making for this port; the pilots from St. Mawes, with an activity highly creditable to them, and though the sea was very high outside the harbour, succeeded in boarding them, and in the afternoon H. M. S. Araxes, with 116 sail of vessels, were anchored in Carrick Roads, and other anchorages, independent of those which arrived yesterday, without the slightest accident whatever. And notwithstanding the appearance of being crowded in the Road, there was sufficient room for 50 or 60 sail more, besides more room in St. Just Pool, a safe and eligible anchorage, where, from the shelter it possesses, ships are not liable ever to receive the slightest injury in any weather.

Saturday, 10th, wind S.S.W.—All these 24 hours strong gales, with rain, the wind having blown hard from S.S.W. for several days, there was consequently a high sea: several of the outward ships shifted their berths, and anchored further to the westward, and three or four other ships of the convoy joined the fleet also, with equal safety as those before arrived.

Sunday, 11th, wind S.S.W. S.W. and W.S.W.—This day continues boisterous and squally, the sea outside and between the Castle very high; the fleet appear to ride heavy, but without danger; none have drove, nor has any accident occurred.

Monday, 12th, wind S.W.—These 24 hours the weather something more moderate; several of the outward ships moved higher up the harbour, and found some difficulty to weigh their anchors, from the superior quality of the ground: no casualty to the ships.

Tuesday, 13th, wind S. to W.S.W.—The first part of this day moderate and cloudy; latter part strong gales and squally; the sea high from the southward, which caused the outside ships to roll heavy, but without apprehension of danger: no accident has yet happened.

Wednesday, 14th, wind S.S.W.—This day throughout continues boisterous weather: the fleet ride in safety.

Thursday, 15th, wind W.S.W.—First part more moderate; towards night the wind having shifted to the west and W.S.W. and blew a severe gale, the ship Kingston having anchored on the edge of Falmouth bank, drove into deep water, and falling on board the Elizabeth, Captain Radley, carried away her bowsprit, head, and foremast; and the ship John, from the same cause, fell on board H.M.S. Araxes, whose crew cut away the merchantman's mizen-mast; the rest of the fleet ride well, and in safety.

Friday, 16th, wind W.—The gale from the westward continues with unabated violence; at four A.M. the brig John, Roberts, parted from her anchor, and driving on shore in St. Mawe's Creek, was stranded: this vessel had anchored much too far to the eastward at first, being not more than half a cable's length from the shore, and had when she parted not more than 40 fathoms of cable out. In this state she had rode out the gale, whilst from the southward, well; but its sudden shift to the west, by which she tailed near the land, prevented her veering cable; she has, however, been got off the rock, and is capable of being repaired: no other accident has happened.

Saturday, 17th, wind S.S.W.—The wind this day backed to the S.W. yet the ships appear to ride easy, having now their relative situation as when anchored at first. The weather continues very unpromising, its appearance indicating the continuance of the storm: several of the ships moved into Strandgate channel (where there is safe anchorage for a considerable number), and rode out the gale with ease and perfect safety, many of them having had only 30 or 40 fathoms of cable during the remainder of their stay here.

Sunday, 18th, wind S.W.—This day continues stormy weather; the weather peculiarly thick and gloomy: fleet all well.

Monday, 19th, wind S.W.—These 24 hours something more moderate; the weather continues hazy: ships ride well, completely clear of each other, and in perfect safety.

Tuesday, 20th, wind variable.—This day the weather is moderate, and wind changeable, indicating a change totally. Ships repairing the damages sustained lately, and preparing for sea.

Wednesday, 21st, wind S.—These 24 hours fresh gales and cloudy; the sea high from the southward; latter part heavy rain, with squalls: ships in safety.

Thursday, 22d, wind S.S.E. and S.S.W.—Heavy gales, and dark cloudy weather, and rain: at day-light a brig was discovered at anchor between

Pendennis Point and Helford Harbour, close to the shore. At eleven she made signals of distress; the pilots from St. Mawes went off and took out her crew; she proved to be the Neptune, Fildes, from London for Liverpool, in ballast; at 2 P.M. in a heavy squall, the wind shifted suddenly to S.S.W. when the master returned to his vessel, taking with him people from the shore, and having succeeded in weighing his anchor, brought her in safety to St. Mawes, having only lost one anchor and cable. Notwithstanding the sudden shifts of the wind, the fleet continues in safety in Carrick Roads, and different anchorages, without fear or apprehension. N.B. This day H. M. S. Hope, with several sail from Plymouth, arrived to join convoy: upwards of 250 sail in the Roads.

Friday, 23d, wind S.S.E.—The wind this day blowing nearly a gale from S.S.E.; the weather unfavourable: no accidents with the fleet, which rides well, and perfectly easy.

Saturday, 24th, wind S.E. by E.—This day the weather moderate; the commodore making signals to prepare for sea, and for all to repair on board their respective ships.

Sunday, 25th, wind E.N.E.—This day moderate weather, and clear: at day-light signal was made to weigh: at 3 P.M. the whole fleet clear of the harbour, without the smallest accident.

From the foregoing diary, the importance of Falmouth harbour in a national point of view must be obvious to every experienced seaman. A fleet of nearly 300 sail entered the port in thick and blowing weather, where they rode out in safety one of the longest and severest gales on record, the wind blowing incessantly from those points which peculiarly affect the roadstead. No accident occurred during their stay, which reasonable precaution might not have prevented; and in the short space of six hours, the whole fleet was clear of the harbour and Manacles.

It is proper to add, that the buoys which were laid down to mark the channel, were all removed during the last summer; yet even this disadvantage is an additional proof of the facility of approach, and national importance of Falmouth Harbour.

Dated 6th January, 1815.

(Signed)

*William Broad,*

Agent and Surveyor to Lloyd's.

*Hints of Subjects for Correspondents.*

MR. EDITOR,

18th March, 1818.

I HAVE read with much pleasure the interesting details of active service carried on by different ships in the Mediterranean, during the late war, furnished by your valuable Correspondent *Thessaly*, whose pen, I hope, will long be employed in the service of the Naval Chronicle, and his example followed by other officers, who have now leisure to employ themselves in recording meritorious services, and brilliant actions. Allow me



to call their attention to the following topics in particular :—The Gazette account of actions, we know from experience, are frequently very brief and barren; is it not therefore very desirable, that officers who have been in actions, of which we have such imperfect accounts, should furnish more minute and particular details?

An engagement is often terminated by some fortunate manœuvre of a ship, as many officers of the navy can testify; would not examples of this kind be extremely useful; and could not many of your Correspondents furnish you with them, from personal experience? As an example, I refer you to an account of the preservation of the *Magnificent*, of 74 guns, by the uncommon exertion and superior seamanship of Captain Hayes, when at anchor off the Black Rocks, recorded in one of the late Volumes of the *Chronicle*.

Merit in a subordinate station is seldom rewarded with public encomiums; but is it not to be wished, that instances of merit, in whatever station, should be handed down to posterity, and does not the British navy abound in such instances. From the manner in which naval enterprises have been conducted, may not much be learned, and many valuable lives saved in future. By going into the detail of boat enterprises, and the whole of that species of warfare denominated *coup de main*, might not much be taught to junior officers, by those who have been concerned in such attacks? Ships meeting with violent storms at sea, are sometimes preserved from foundering, by very uncommon and singular expedients; might not accounts of these prove highly valuable and serviceable on future occasions. Are not all biographical anecdotes of deceased naval officers highly interesting to naval readers—I might say to general readers? And are not such records of the meritorious services of those who have fallen in defence of their King and Country, due to the memories of those brave warriors? These hints may, I trust, prove useful, and not entirely unworthy the notice of your correspondents and readers, whom I must however remind farther, if they are disposed to pursue my ideas, that accuracy is most likely to be attained by describing events while they are recent; the lapse of a few years makes great inroads on the memory, and the circumstances which formed the chief merit of an action or enterprise, are soon forgotten; by committing these to the guardian pages of your highly interesting *Chronicle*, officers will, in the down-hill of life, review with pleasure and gratification the scenes which faithless memory would then record far less distinctly, and with far less minuteness. I know of no way in which our half-pay officers can more pleasingly or usefully beguile some of their vacant hours, than by devoting them to such employments; and I trust some of them will soon send you materials in the style of *Thesaly*, which I beg leave to hold up as an excellent example of what I here recommend, being satisfied that many, like myself, have read his communications with infinite pleasure.

W. Fred.

*Observations by a Naval Officer in a Cruise up the Mediterranean.*

MR. EDITOR,

March 9th, 1818.

**I**f the following remarks made during a cruise up the Mediterranean when a boy, in 1807, are worthy a place in your Chronicle, in this dearth of naval news, they are much at your service.

*A Subscriber.*

After passing the Dardanelles, I arrived, on the 10th of April, 1807, at Messina, in Sicily; from hence Ætna is perceivable in all its splendour; the summit of this wonderful phenomenon of nature is 48,000 feet from its base, and the circumference of its base is said to be 180 miles. The town of Catania, which has suffered at various periods from the lava, is 30 miles from the mouth of the crater; there has not been an irruption since 1787, but the people residing in the neighbourhood are in constant apprehension, particularly when Stromboli is at all convulsed, (this mount is to the westward of Sicily): the top is covered with eternal snows, especially on the north side. I remained but a very short time here, quitting it for Naples; here I saw part of the ruins of Herculaneum, a town of ancient Campania, which was inundated (if I may so express myself) by the lava from Vesuvius in 79, when Pliny the elder lost his life. Near this place stood Pompeii, which was destroyed by an earthquake during Nero's reign. Vesuvius is about 3,700 feet above the level of the sea, from the crater of which smoke of a sulphureous smell is continually issuing. N.E. of Vesuvius is Nola, where Augustus died. Near Naples, is the island of Capri, from which you have a delightful view of the Bay of Naples; it is famous for having been one of the retreats of the hateful Tiberius. Tacitus, in the 4th Book of his Annals, and in the Supplement to the 5th Book, gives an enlarged account of the tyrant's conduct during his stay there; there are numberless curiosities here, as well as in Sicily, but from my short stay, and limited knowledge of the language, I was unable to satisfy myself in a number of points. I embarked on board a Corsican felucca, bound to Civita Vecchia, at which place I arrived on the 6th of May: from hence I went up the Tiber to Rome; this river is very narrow at the entrance, with a bar running across the mouth, which renders it inaccessible to large vessels; it widens considerably some distance up, in short, it is the finest river in Italy. Rome, of which I am now to write, is situated about 18 miles up this river; it will be out of my power to describe this capital of the once greatest empire on earth, within the compass of a letter: I shall briefly therefore touch upon leading points. Rome is now famed for being the centre of an ecclesiastical tyranny, which has long held the greater part of the world in subjection: the Vatican, the winter residence of the head of the papal church, is the largest heap of buildings known; it is said to contain 10,000 rooms, and has 240 staircases; this astonishing pile was begun in the 5th century, and successive Popes have increased it

\* For view of, see N. C. vol. xxv. p. 409.

to its present magnitude: that the library is the richest in the world, in prints, books, and manuscripts, I believe is universally allowed; amongst other rare works, here, I am told, is deposited our Henry the 8th's defence of the seven sacraments, against Martin Luther's exceptions, which so pleased the Pope, that he bestowed upon him the appellation which our Sovereign now bears, of Fidei Defensor. On approaching Rome, the first public edifice which meets the eye is St. Peter's, of which our St. Paul's is a miniature copy; it is said this church is built on the spot where once was Nero's Circus, and which had been stained with the blood of thousands of his fellow-creatures. The first appearance of this church is beyond conception grand: the area is surrounded by nearly 300 columns, in the centre of which stands an obelisk, of granite, 80 feet high, placed here by the command of Caligula: it would fill a volume to describe the beauties and curiosities of this superb building; the lantern in the centre of the dome is 350 feet above the pavement; round the cupola, are written, in gold letters, the annexed passage from the gospel of St. Matthew, chap. xvi. verse 18, "Tu es Petrus, et super hanc Petram, ædificabo ecclesiam meam, et tibi dabo claves Regni cœlorum."—The summit of this stupendous building is about 420 feet in height: from the upper gallery the houses of Rome appear as tombs in a church-yard, in point of size. You have an excellent view of the Mediterranean on one side, and the barren plains of Campagna on the other: history records that it was 300 years in building. The Pantheon, or Rotunda, stands next in point of grandeur; the interior of the dome is 150 feet in height, and 150 feet in diameter: the walls are 30 feet thick: the window, on opening to admit light, is at the top, and is 30 feet in diameter; it was built for a Temple, and dedicated to the Gods by Agrippa, after the battle of Actium, A. U. C. 723; it is now used as a church. St. Paul's is a noble building; it stands without the walls of the city, upon the banks of the Tiber: the remains of St. Paul are said to be deposited under the high altar; others say that the church was built over his grave.

The Amphitheatre, or Coliseum of Vespasian, next attracts the attention of the curious; this place was constructed so as to be capable of containing seats for 86,000 persons (there are four rows), and 20,000 more might find standing room; it is an oblong, 580 feet by 480 (including the arena, in the centre of which is placed a cross) and 160 feet high; it is now in a most ruinous state; as are also the Temples of Jupiter, Antoninus, and Faustina, Romulus and Remus, the Sun and Moon, with many others: the site of the Roman Forum, once so famed, is now, miserable degradation! a cow-field. The Temple of Concord, where Cicero once charmed the ear, lulled the passions, and fascinated the senses, by the strength of his argument, the choice of his language, and the happy combination of invention, disposition, and pronunciation, is also in ruins. In a similar state, near this place, is the Capitol, from whence the Valerii, Fabii, and Scipios, once gave laws. To the westward of the town is the Tarpeian Rock, so called from the Virgin Tarpeia, who was burnt upon it, for betraying Rome to the Sabines: from this Rock, by the ancient laws of the 12 Tables, persons found guilty of certain crimes were precipitated;

and from this rock the tyrant of antiquity, Nero, was to have expiated all his crimes, but he chose in a most pusillanimous manner to be his own executioner. For an account of this transaction, *vide* Tacitus, appendix to book 16th of the Annals.

On the spot where once stood the prison in which St. Peter and Paul were incarcerated by Nero, stands a small chapel, in commemoration of their unmerited punishment. Near Rome are also the catacombs, which I was told ran several miles under ground in a winding direction, but I believe the distance is greatly exaggerated. Of the manners and customs of the Italians, much has been said, both by ancients and moderns, therefore I need not intrude my opinions, which generally speaking would not be much in their favour, although I confess, that I always received every attention and kindness from all classes.

On the 14th of May I sailed from Civita-Vecchia, and arrived at Gibraltar on the 21st: this important place has been so often, and so well described by those better able to do justice to it than I am, that it would appear presumptuous to attempt it, I shall therefore briefly say, that it is, properly speaking, a peninsula of Spain, and was called by the ancients a pillar of Hercules, as Mount Atlas opposite on the Barbary shore was another: it is an immense rock, about two miles long from north to south, and about one mile across from east to west, and 1360 feet above the level of the sea; on the summit is a battery, signal post, &c. A Frenchman has said, "it is not of the least use to England, but they imagine their honour concerned in the preservation of it, in spite of nature, which seems to have allotted it to the Sovereign of the Peninsula, of which it forms a part; they (the English) spare no pains to fortify, to retain, and to defend it. Spain, on the other hand, has no motive but vanity in attempting to recover it, and to this phantom, under a monarch sparing of the blood and treasure of his subjects, did she, during the space of four years, sacrifice immense sums, the most hopeful plans of more distant expeditions, and even the national glory."

This was most true, and will be a lasting monument of fame to the memory of General Elliot; it is believed that the block ships alone, which were brought against the fortress, cost the Spanish monarch five millions and a half of livres. The celebrated Moreno commanded in chief, seconded by the Prince of Nassau: the whole plan of attack was arranged under the famous engineer, D'Arcon; but all their efforts were unavailing, for one short day crushed their presumptuous hopes of annexing this Rock to the Spanish dominions. Its importance to Great Britain, in despite of the Frenchman's assertion, which I have just quoted, is very manifest: the Bay is capacious, and the Mole most useful; they are plentifully supplied with fish. The Barbary powers are kept under subjection at a trifling comparative expense, as it prevents in some measure the necessity of keeping up large squadrons to protect our trade against the piratical disposition of the petty states on the southern shores; as a naval *dépôt* alone it is invaluable; from it we can mark the movement of every vessel entering the Streights: as across the Genta (Mount Abyla) the distance is not

more than 15 miles, so that no vessel can pass in the day-time undiscovered. The fortifications of Gibraltar are perhaps the strongest in the world, not excepting Malta, particularly on the north side, opposite the Spanish lines: battery surmounts battery from the base to the summit; the east side is insurmountable, being nearly a perpendicular. The garrison during war consists of 4000 men; the inhabitants fluctuate from 3 to 4000, of all nations and habits; it is said that there are not less than 2000 pieces of cannon mounted on this little Rock, which is certainly the pride of Great Britain, and an object of envy to Spain. I shall here release you from the task I have imposed upon you, by confining your attention to this unlettered string of reflections and observations. I take no merit to myself for them, for as they occurred to my untutored mind I wrote them down; so with all their faults, I confide them to your care.



TO THE RIGHT HON. LORD MELVILLE.

MY LORD,

3d April, 1818.

EVERY one who wishes well to his country, and is desirous of seeing it long continue glorious and invincible in arms, and the sovereign of the seas, must have been pleased to hear it stated, during the short debates on the Naval Estimates, by a Lord of the Admiralty and its Secretary, that the British navy was at this moment in the most efficient state, and that fleets could more speedily be prepared fit to cope with, and to conquer any opponent, than at the commencement of any former war. I sincerely hope, my Lord, as war cannot be our present interest, that we shall not soon have occasion to resort to it; but at the same time we know, that the surest way to avoid it, is to be *well* prepared for it; and therefore I was certainly glad to hear these statements made on the part of the Honourable Board over which your Lordship presides.

The activity and determination with which the American government are preparing a navy, that will speedily become formidable, ought unquestionably to arrest the attention of Englishmen, and to call forth commensurate exertions on the part of the British government: it is perfectly understood that these relate to the preparing equal sized, armed, and manned ships, as the superiority of the Americans in these most important respects are so well known, as to require only to be mentioned to be fully understood. What provision has been allotted in the naval estimates of the present year, for building new ships of an enlarged description, I cannot say, as hitherto I have had no opportunity of seeing any detailed statement of them, but from Sir George Warrender's and Mr. Croker's observations, I trust they are in some degree adequate to the object. I have indeed heard that your Lordship, after seeing the Franklin, had immediately ordered *twelve* sail of the line of similar construction to be laid down; but some are of opinion, the order only was given to prepare that number of old ships for carrying *an additional number of guns*, when wanted for service. I trust, however,

my Lord, that *both these* accounts are correct, and that active and energetic measures are already taken to prepare the British navy for sustaining its wonted glorious superiority: the want of better armed, and more powerful ships, is universally expressed throughout the navy, and I was indeed surprised to see no notice whatever taken of this during the debates on the naval estimates: this circumstance, however, leads me to hope, that the necessary and proper steps have been already taken, to remove all cause of anxiety and complaint on this head.

The Hon. Secretary of the Admiralty likewise took great merit to himself (but of this I would most willingly give your Lordship and the Board your full share) for the many and great improvements introduced into the naval service during your administration; the continued efforts of your Lordship and the Board are well entitled to the applause of the country, and the gratitude of the navy, and I trust will be persevered in with undiminished vigour, and produce effects which will be found to be of the happiest kind, when war again ensues. I am now anxious to pay a well-merited tribute of respect to the useful services of the two naval lords lately retired from the Board: the character and merit of Sir George Hope are so well known, as to require no panegyric; and I know he carries with him into retirement the good wishes of his countrymen, and more particularly of his professional brethren. Allow me also to congratulate your Lordship on having appointed to your assistance, in their places, two\* naval officers of the most distinguished talents and professional reputation, who, I am hopeful, will, by their experience and professional information, be able, as I am confident they will be willing, to promote and advance *still further* the best interests of the navy. I think it is particularly fortunate that both these officers held high and responsible commands on the American coast during the late contest, and that no officers in the service perhaps are more capable of judging fully and correctly of the proper steps to be taken, in order to keep our navy in a fully efficient state, to meet whatever events may be before us. Able naval advisers at your Lordship's Board are indispensable to lead to wise and prudent measures being adopted; as, however zealous and anxious, your Lordship cannot possibly possess that accurate and just information on all points, which can alone guide with certainty to the adoption of them.

Hoping that your Lordship's administration will continue to be distinguished by wisdom, firmness, and vigour,

I am,

Your Lordship's obedient humble Servant,

*Oceanus.*

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\* Sir George Cockburn and Sir Henry Hotham.

MR. EDITOR,

IT is very long since we heard of a *frigate* from the Royal Dock-yard. Can any of your readers inform us if the seven new 84's *building* are on the plan and of the size of the American ships of that class; or if it is intended to lay down more ships of that description, as vacancies occur. Methinks we ought to begin to look about us.

*Nestor.*

*Case of Distress in a Naval Officer's Family.*

MR. EDITOR,

April 8th, 1818.

IN a former communication relative to the situation of naval officers' widows, I proposed to animadvert on some strong cases that had fallen under my observation. Agreeably to such intimation, I will now state a few facts, that will need no other illustration than such as the sympathy of a benevolent mind will immediately feel.

During the autumn of the last year, I was making a tour through the western part of England. At the extremity of a small village my carriage met an accident, which obliged me to stop. At the instant a cottage door was opened, and assistance proffered to me, in the kindest manner, by a young man, whose accent and appearance was not that of a rustic. Whilst the vehicle was repairing, I accepted this invitation; and on entering the abode, so hospitably opened for my accommodation, I observed the faded vestiges of furniture that had once displayed the smiles of fortune; but whose antique form and crazy texture, were now consistent with the appearance of two female inhabitants, whom the young man addressed as his aunts. The manner of those persons was altogether beyond the vulgar; and I could not resist that interest which is apt to create a degree of inquisitiveness. The senior female proceeded to answer my inquiries, by acquainting me, that her father (whom she named) had been an active and zealous officer in the royal navy for a period of fifty years: and that during the revolt of the American colonies, he had been wrecked on the enemy's coast, and from the cruel treatment the Americans then shewed towards English prisoners, added to subsequent circumstances, his constitution became so injured, that he died within two years after his liberation. Being far advanced in years, and a warrant officer, he applied for superannuation: but so illiberal was the naval administration at that period, that such an indulgence was refused to this worn-out veteran, unless he could present himself to the Board of Admiralty. In the mean time the ship (in ordinary) to which he had been appointed on his arrival from America, was broken up, and for the space of eleven months, that poor old officer was sending up petitions and certificates, without obtaining his superannuation. It was at length granted: but, alas! only dated from the day of issue, consequently during those months in which he had obtained credit for the subsistence of his family, he had accumulated a debt, which

either the cruel regulation of the Board, or the chicanery of office clerks, disabled him from repaying. A broken heart finished his career, and the rapacity of creditors turned his family penniless into the streets! And who were his children, is the next question—for his wife had died during his absence. Here the heart must indeed be callous, that could pursue the succeeding anecdotes, and not conceive a similar degree of compassion and sympathy to that which I endured at the recital. His family consisted of three daughters, and two grand-children: the eldest an officer's widow, the next likewise the widow of a naval officer, and the third, unfortunately, a cripple. The eldest did not long survive her father; but the situation of the second was so peculiarly afflictive, that I never recollect her story without experiencing a mixture of pity and commiseration for her, and of shame and contempt for those of my own sex, who having power and influence, could exert neither for a suffering fellow-creature. When young, she was married to an officer of good family and connexions, who immediately procured for him the patronage of the commander-in-chief on the West India station, and in a few weeks after his marriage he sailed with the full hope of speedy promotion. In a few months he died in the hospital at St. Lucia, on the instant that the desired promotion had been obtained! His widow had given birth to a female infant, and both were left destitute of all support, except the casual bounty of relatives. For adhering to the regulations, a widow cannot be admitted on the pension list till married a full year, except her husband be killed, or drowned, in the service, then her pension is considerably increased. Acknowledging this rule to be correct, surely the death produced by contagion, in a climate where few, if any, would serve from choice merely, should be considered sufficiently meritorious to entitle the widows of officers so cut off, to some remuneration for the loss so grievously sustained. At the death of the old officer, first mentioned, few situations could be more distressing than that of this poor widow and her orphan child. Her husband's brother, also a naval officer, proposed to meet every expense incurred on account of the infant, and he kept his word—till the West Indies also put a period to his existence. She then had recourse to industry, and kept a little school, till her daughter was grown up, and married to an officer in the navy; when her state of health being very infirm, from the repeated visitations of affliction, both herself and her crippled sister were maintained by the liberality of her daughter's husband. As if fate had not poured a full cup of wretchedness into this poor woman's life, her son-in-law was also doomed to die of the yellow fever, and she to be separated from that daughter who was the sole object of her surviving affections. The pension of one was not equal to the support of so many; the daughter dutifully and generously appropriated one-half to the support of her mother and aunt, and had desperately removed into a more populous neighbourhood, to endeavour to use such industrious and honourable exertions, as might enable her to contribute more fully to their support.

Thus had I the mortification to behold the daughters, sister, and widow of men who had fought and died in the country's service, bereft of every provision, neglected by the government, disregarded by the rich, and



pinning in poverty, without a hope this side Heaven. Petitions, I learnt, had been transmitted—but *interest* was wanting to give them effect: even the Naval Charitable Society had declined relieving their distresses; and during the whole course of their misfortunes, not one shilling had ever been granted to them from any department of the navy. Who can read of the thousands lavished on places, pensions, and speculative projects, and not contrast it with the minor sum that, if annually bestowed, would have alleviated distress so poignant, and been no more than an act of common justice. I should not omit to add, that my first hospitable interlocutor was a midshipman, then shipless; but he is now embarked, and will, I trust, be more successful in the service than his predecessors—more meritorious I cannot add; for, on full inquiry, “I have been informed that all those officers, of whom I have spoken, were highly estimable in every respect, and did honour to that country which refuses to protect their helpless and hopeless female relatives from the biting blasts of penury.

Should this statement meet the notice of any liberal mind, who may feel a desire to assist age and infirmity struggling with distress, I shall be most happy to give any further information; and I doubt not, Mr. Editor, that you will accept any letter entrusted to your care on so interesting a subject, as you know my address. In a future communication, I will enlarge on the circumstances I have not communicated so briefly, and shall include some observations on a letter, relative to pensions, that appears in the last number of your work, signed “*An Idler*.”

I am, your very obedient servant,

Clericus.

Remarks on a Review of Chappell's Voyage to Hudson's Bay.

MR. EDITOR,

I BEG leave to offer a few remarks on Article xi. No. 35, in the *Quarterly Review*, published in February 1818, on Lieutenant Chappell's Voyage to Hudson's Bay in his Majesty's ship *Rosamond*. The personal reviewer of the above article may, I think, be traced to the Admiralty; and, with respect to the “Voyage to Hudson's Bay,” to reverse his own quotation, but applied to the article xi. in the *Quarterly Review*, No 35, never was “*metal less attractive*,” or more cruelly dettractive.—The Reviewer observes, “there is literally nothing worth communicating to the *public* at large; nothing in the slightest degree connected with *professional* subjects.”—Yes, the opinion of the Admiralty is such, I little doubt, for he communicates to the “*public*,” and the “*profession*,” that the ignorance or inattention of the Admiralty was such, that, when they sent the *Rosamond* on that service, they did not provide the ship with one article of protection or defence against the dangers of such a navigation; and that the *King's* ship, on her arrival at the Orkneys, where she found the *Trade* she was to convoy, was obliged to borrow, of the merchant vessels, “*ice anchors*,” and other articles, without which she could not have proceeded on, or accomplished the voyage, and protection of the

*Hudson's Bay Trade.* The Reviewer, incautiously, and with much bitterness, remarks, "He might just as well have written his little Volume on a voyage to the South Seas, as Hudson's Bay," which naturally must call forth the observation from those, who, in spite of the Admiralty, read Lieutenant Chappell's Narrative, that *their Lordships might much better have sent the Rosamond to the South Seas,*" and after such a remark of the Admiralty Reviewer, we cannot be surprised at his hurrying "northward" or southward, in search of "metal more attractive" than Lieutenant Chappell's Narrative.

I am, Sir, your's, &c.

*A Friend to, but unacquainted with,  
Lieutenant Chappell R.N.*

*Historical Account of the Rise of the British Navy to the Command of the Ocean.*

[Continued from vol. xxxviii. page 286.]

LETTER III.

MR. EDITOR,

**D**URING the war in which Louis-le-Grand undertook, in 1672, to crush the United Provinces, the Dutch naval forces displayed themselves with great credit. The French fleet, of 36 ships, with 1,926 guns, and 11,000 men, joined itself to the English fleet, consisting of 65 sail, mounting 4,092 guns, and manned by 23,530 seamen and marines. The allied fleets, consequently, amounted to 101 ships, 6,018 guns, and 44,530 men. The Dutch, by themselves, opposed to these forces 91 ships; and the next year (1673), they re-appeared with 75 ships of war, which together mounted 4,312 guns, and 20,000 men.

After the accession of William of Orange to the throne of England, the Dutch made common cause with Great Britain. James II. who was obliged to cede the crown in 1688 to the Prince of Orange, had, from the very time of his being Duke of York, rendered great services to the navy of his country. When King, he formed excellent regulations for the administration of the Admiralty, and augmented the forces from 113 to 173 sail, and invented also a new system of signals.

Louis XIV. was one of the most active and formidable adversaries of the British maritime power. The French soon learnt how to fight regular battles by sea. July 10th, 1690, Tourville being stationed off Dieppe, with 62 ships, won a glorious victory over an Anglo-Datavian fleet, of 60 ships. The vessels of these two powers dared not for a long time after appear on the seas. But the empire of the seas, which Louis imagined he possessed, was soon wrested from him. Agreeable to the French monarch's orders, Tourville, with only 44 sail, fought near the Hogue, on the 29th May, 1691, an action, with a combined English and Dutch fleet,

consisting of 99 ships. Nearly the whole fleet fell a victim of his rashness; from that period, Louis XIV. whose continental wars absorbed his treasures, was no longer in a state to dispute the dominion of the seas with his neighbours.

For a long time the English had nothing to fear from the Spaniards, who towards the close of the 16th century, had above 1,000 ships. Ever since the reign of Philip II. their naval power had been declining. If England, joined her forces to those of Holland, in order to prevent the union of Spain with Austria, it was solely for fear that in the sequel the maritime power of these two states should rival hers, and re-establish an equality with Great Britain, which she could not suffer. Philip V. wished to re-establish the Spanish navy. He encouraged several companies, whose object was to prevent the contraband trade of the English in the Spanish South American dominions: in fact, several guarda costas took many smuggling vessels. Such was the origin of the war of 1739. Admiral Vernon took Monte-Bello, but was not so fortunate at Carthagena, where he lost many lives, especially a great number of young noblemen, who went there as on a triumphal expedition. He raised the siege 27th April, 1741. Commodore Anson, who, in four years, from 1737 to 1741, made the voyage of the world, captured many vessels from the Spaniards.

England and Holland, in order to balance the French power on the continent, assisted Maria-Theresa in her war with France, after the death of her father, Charles VI. France and Spain were attacked by England and Holland. For five months the Spanish fleet had been blockaded in Toulon by the English. February 9th, 1744, united with the French squadron, it put to sea, but was soon obliged to put back. The English had so much the advantage, that the French, at the end of the war, had only one ship fit for service. In the course of the seven years' war, the superiority of the English was equally decided. They took from the French nearly all their colonies, and the Spaniards did not even dare to venture in the Bay of Biscay.

It is principally to this preponderance that the English owe the extent of their commerce, the number of good seamen, and the abundant sources of their revenues. It is almost a century that they have been masters of the whole Portuguese commerce. They procured by Methuen's treaty the exemption of their goods from duties (which were imported into Portugal), and the free passage of their weekly packets, which sail for Portugal. In India, a doctor, by name Hamilton, restored the health of the Emperor Ferooksheea, who, at his solicitation, granted the English, in 1716, not only exemption from custom-house duties, but also the right of coining, and of establishing factories. They afterwards profited by the weakness of the Great Mogul and Mahrattas to strengthen their own power in Bengal. Their company possess in India a vast empire, which insures them the possession of the precious productions both of nature and art of all the coasts of the Indian Ocean.

It is true that, in 1783, the colonies of North America separated themselves from the mother country and France took advantage of the insurrection of the Americans, to dispute once more with the English the dominion of

the sea : she joined Spain, and formed a fleet of 66 sail of the line ; but the success did not answer the brilliant hopes which had been formed ; for Rodney defeated Admiral Langara off Cadiz, 17th January 1780, who only saved five out of his eleven ships. Admiral F. Guichen defended himself better in the West Indies, when, like his countrymen in general, he made the most spirited and honourable resistance : at last he was obliged to yield to the very superior forces of the English. Admiral De Grasse, on 12th April, 1782, lost seven ships out of 36, off Dominica.

Such constant successes, and a confidence in their own strength, led the English to treat all other nations with very little consideration. It had been agreed, that all merchandise on board neutral ships should be respected, but the English would not recognise this right in ships coming from, or going to an enemy's country. This unjust exception involved in general the northern commerce, especially the Russian. In consequence of which, Catharine II. formed, in 1780, the armed neutrality, to which Denmark, Sweden, Russia, and all other maritime powers, acceded. The English, therefore, not wishing to increase the number of their enemies, relinquished the search of neutral vessels. They suppressed in favour of Portugal, the navigation act issued by Cromwell. The unequal contest the Dutch had to sustain against England, shewed them, even in their fall, to be worthy of their former maritime glory. Zoutmann defended himself, on the 5th of August, 1781, near the Dogger Bank, with a courage highly to his honour.

The war which England waged with the French Republic, confirmed her dominion on the water. She took all the French and Dutch trans-atlantic possessions, and much annoyed the commerce of these two nations. The alliance which Tippoo-Sultaun contracted with France, gave England the power of dividing the dominions of this Prince, and of extending her Indian possessions. In August, 1793, the English destroyed a great part of the French naval forces at Toulon ; and a still greater one at Aboukir, Aug. 1, 1793, under Nelson. Since 1795, a line of English ships have blockaded all the ports from the Texel to the Bay of Biscay ; and since the French have taken Hanover, from the Texel to Hamburg. In 1799, the Anglo-Russian descent in North Holland destroyed the remains of the Dutch navy. In 1801, the English were threatened with a coalition, which the Emperor Paul proposed to oppose to the British naval tyranny, but the fineness which Nelson displayed in the passage of the Sound and bombardment of Copenhagen, obliged Denmark to make peace ; and at the death of Paul, amicable terms were entered upon with Russia.

The treaty of Amiens suspended but for a short time the struggle between France and England ; and the English government, who by its treaty with Austria and Russia, had sheltered itself from the impending storm, exercised the most absolute empire on the ocean, especially since the battle of Trafalgar, October 21, 1805, where Lord Nelson terminated his glorious career. In this action, 27 line-of battle ships, and four frigates, English, engaged a combined French and Spanish fleet, of 33 sail of the line, and four frigates, one frigate blew up, and 19 ships were taken. In February, 1806, three French ships of the line were taken off St. Domingo. Since

that time, to the abdication of Napoleon-le-Grand, the English have continued to make captures of many French, Dutch, &c. &c. ships, and finally the victory of Algiers.—Another new maritime nation has now sprung up, whose navy seems to prosper very much; who entered into a long war with only eleven frigates, and a few smaller vessels, against Great Britain, who at that time had far above 1,000 ships; and after obtaining some successes in her naval combats with the English, concluded a war, which has, however, had the effect of giving a most rapid and astonishing increase to her infant navy, she having at present 25 sail of the line, besides frigates, sloops, &c. !—I allude to the United States.

I am, Sir,

Your obedient Servant,

— — —

Juvenal.

Mungo Park.

MR. EDITOR,

16th April, 1818.

IN considering the account given of the death of that celebrated traveller, the late Mungo Park, and other events related as having since happened, there certainly appears sufficient reason for doubting the authenticity of the time, at least, in which it is said to have happened. This, I trust, will be made obvious by the following observations:—

Mr. Park, in his letter to Sir Joseph Banks, from Sansanding, dated November 16th, 1805, says, “I have hired a guide to go with me to Kashna; he is a native of Rasson, but one of the greatest travellers in this part of Africa, having visited *Miniqua, Kono, Buedoo, Gotto, and Cape Corse Castle,\** to the south; and *Tombuctoo, Haoussa, Nyffe, Kashna, and Bornou,* towards the east. He says, that the Nyger, after it passes Kashna, runs directly towards the right hand, or the south; he never heard of any person who had seen its termination; and is certain that it does not end any where in the vicinity of Kashna or Bornou, having resided some time in both those kingdoms. He says, our voyage to Kashna will occupy two months; that we touch on the Moors no where but at Tombuctoo; the north bank of the river, in all other places, being inhabited by a race of people resembling the Moors in colour, called *Surka, Mahinga, and Tuarick,* according to the different kingdoms they inhabit. I have as yet had only two conversations with my guide, and they were chiefly occupied in adjusting money matters; but I have no doubt that I shall find him a very useful fellow-traveller.”

So far Mr. Park's last letter that has been received gives information; but it appears by no means improbable that he might have written a later communication, if the following account be but near the truth, received

\* Now called Cape Coast Castle. For a view of this Castle, see page 225 of the present Volume.

from Isaaco by the governor of Senegal, and said to be from the journal of Amadi Fatourna, Mr. Park's guide from Sansanding.

"There was Mr. Park, Martyn, three other white men, three slaves, and myself as *guide and interpreter*; nine in number, to navigate the canoe: without landing, we bought the slaves."

Now from this account it is evident, that Amadi Fatourna must have been the person mentioned by Mr. Park, in his letter to Sir Joseph Banks; for he could not be one of the three slaves; and being a native of Rasson, he could not be one of the three white men. But the journal farther informs us, that when they "entered the country of Haoussa, and came to an anchor, Mr. Park said to me, 'Now, Amadi, you are at the end of your journey; I engaged you to conduct me here; you are going to leave me, but before you go, you must give me the names of the necessaries of life, &c. in the language of the countries through which I am going to pass.' Again, 'Mr. Park had paid me for my voyage before we left Sansanding; I said to him, I agreed to carry you into the kingdom of Haoussa; we are now in Haoussa. I have fulfilled my engagements with you; I am now therefore going to leave you, and return.'"

This does not agree with Mr. Park's letter, before quoted, that he had "hired a guide to go with him to Kashing?" which guide could be no other than Amadi Fatourna: How then was the agreement performed when they entered the kingdom of Haoussa? An alteration might have been made in the agreement after Mr. Park wrote his letter to Sir Joseph Banks; but this wants confirmation: Amadi's journal throws no light upon the subject. Mr. Park had now arrived at a critical situation in his travels; he must have been aware of the uncertainty of his future progress; and having navigated the Niger four hundred miles from Segou; ascertained the situation of Tombuctoo; and escaped various perils; having, according to the journal of Amadi Fatourna, fought his way for two hundred miles on that celebrated river; and at one time engaged a fleet of sixty sail of canoes, which he defeated with great slaughter; and must have made many observations worthy of communication; and as his guide informs us, he was now about to return into the kingdom of the friendly sovereign of Bambarra, whence he could have forwarded any communication to the English on the Gambia; is there not sufficient reason for supposing, nay is it not certain, that Mr. Park would not have omitted so favourable an opportunity of giving an account of his progress, situation, and expectations as to the future? No such communication having been received, or even pretended by the guide to have been delivered to him, and afterwards taken from him or lost, appears as one reason, amongst others, for doubting the authenticity of the journal of Amadi Fatourna in all its parts.

Another difficulty appears in believing the authenticity of the relation, as follows: Amadi Fatourna says, in his journal, "Next day (Saturday) Mr. Park departed, and I slept in the village (Yaour). Next morning, I went to the King, to pay my respects to him; on entering the house, I found two men, who came on horseback," &c. &c.—"The next morning, early; (that must have been Monday) "the King sent an army to a village called Boussa, near the river side. There is before this village a rock, across the

whole breadth of the river," &c.—We are told that this army took possession of the rock before Mr. Park arrived. This must have been about *forty-eight* hours after Mr. Park departed from Yaour. Now, we are left altogether to conjecture what had detained him from passing this rock before the second morning of his departure from Yaour. Allowing the current of the river to have carried him three miles in an hour, he would have been an hundred and forty-four miles on its course from that village; how then could an army overtake him and oppose his passage? He might indeed have stopped somewhere, but the journal gives no such intimation; and Amadi could easily have ascertained from the surviving slave, what had occasioned such delay. For the distance of Boussa from Yaour, as laid down in the map, being about *twenty miles*, Mr. Park, if only carried along by the current of the river, may be supposed to have been at the rock about *seven* hours after his departure from Yaour; but an army is ordered, between thirty and forty hours after his departure, to march and intercept him here. Truly the veracity of this account, when examined, appears more than doubtful. Even if the distance from Yaour to Boussa were supposed to be greater than represented in the map, still the difficulty is the same; as the march of the army, and the receiving of orders, would occupy a greater space of time.

As a traveller, Amadi Fatourna may be supposed to have possessed common observation, and capable of detecting glaring inconsistencies in narration; how then is this part of his journal to be reconciled with the events it pretends to relate, and the circumstances connected with them? If Mr. Park had not passed this rock by Saturday night, and he waited for day-light, he might early on the Sunday morning. As his guide must no doubt have given him a particular account of its existence and situation, we have a right to think, that he would be anxious to pass it as soon as possible.

According to Isnac's journal, it was four months after Mr. Park left Sansanding before he arrived at Boussa. If this were true, he could not have made more progress, on an average, than about *three miles and a half* in *twenty-four hours*. But Amadi Fatourna gives no account in his journal of any considerable delays; on the contrary, he says, "we went in two days to Gennie;" this is about an hundred miles from Sansanding: Was Mr. Park then *one hundred and eighteen days* going *three hundred miles* more? This would have been about *two miles and a half* in *twenty-four hours*. According to the progress made the two first days, it might have been performed in twelve or fourteen days more, allowing for delays in anchoring, and in the Lake Dibbi. The whole account of stoppages, in the journal of Amadi Fatourna, amounts to about four days, including the time at Yaour. He says, when at anchor before Kaffo, "we had in the canoe, before we departed from Sansanding, a very large stock of provisions, salted and fresh, of all kinds, which enabled us to go along without stopping, for fear of accident."—Gourman appears to be the first place where any considerable purchase of provisions was made; and Kaffo, according to the map, is 300 miles from Sansanding, and about 100 from Boussa. Allowing it to be 300, or even 400, miles from Ginn to Boussa,

on account of our imperfect knowledge of the geography of the country; and allowing four days for stopping at different places, if Mr. Park had only made a progress of 15 miles in 24 hours, he would have been at Bousa in *thirty days* from Ginn, or *thirty-two* from Sansanding.

When all those circumstances are considered, the journal of Amadi Fatourna appears a very imperfect and unsatisfactory document. And there is certainly sufficient reason for doubting the time which terminated the labours and the life of that intrepid traveller, Mungo Park.

In his letter to Sir Joseph Banks, already alluded to, the guide, or Amadi Fatourna, says, "our voyage to Kashna will occupy two months;" and Mr. Park had expressed his hopes of being only "three months from Sansanding to the Atlantic." In four months from Sansanding, allowing only *fifteen* miles progress in *twenty-four* hours, this would give *eighteen hundred* miles.

In the conclusion of Isaac's journal, we are informed, that when he had communicated the death of Mr. Park to Dacha, King of Bambarra, that he collected an army, and went with it to Banangcoro, when he ordered the chiefs to go and destroy the kingdom of Haoussa, in which Bousa is situated. That this army passed Tombuctoo, and made a halt at Sacha, whence it despatched a messenger to the King, to inform him, that "Haoussa was at too great a distance for an army to go without running many dangers of all kinds."

In the map accompanying Mr. Park's travels, from Tombuctoo to the city Haoussa, the distance is about *one hundred and sixty* miles; to Yaour about *sixty*; and to Bousa it may be *seventy-six*. If, then, the Bambarraean army had passed Tombuctoo a "great way," as Isaac says, it could have been at no great distance from Yaour, where, probably, the object of its vengeance were to be found. If it had advanced only *thirty* miles beyond Tombuctoo, it could not have been above *thirty* from Yaour; and after having advanced *three hundred* miles from Segou, to execute the orders of its sovereign, and halted whilst a courier went back this distance and returned again, it could not have been any great exertion, *during this period*, to have marched to Yaour or Bousa, unless some insuperable difficulties stood in the way, of which we have no account.

After all this delay, and the army seizing, after the return of the courier, on all the cattle of the country of Massina, the vanguard returned in about *three months* from the time of its departure; and the main body in about *four months*—According to this account, if the army had continued advancing, it would have got to Bousa in about a month after its departure from Banangcoro: how then was Mr. Park four months?

It would be gratifying to have all the difficulties that now stand in the way of the veracity of Amadi Fatourna's journal removed. Some things appear involved in inexplicable obscurity.

Respecting the final termination of the Niger, it must remain matter of opinion, until the interior of Africa be farther explored, and an end put to all doubt on this subject. There may be such a region in the interior of the Continent as the Caspian Sea, and its environs; there may be such accumulations of water as the Lakes of Canada, even in the torrid zone,



where great part of those of the Niger may be wasted by evaporation, without being entirely, or nearly exhaled.

As to the difficulty of this river finding a passage through the Kong mountains (Montes Lunæ of the ancients), this rests only on the representation of opinion; for no authentic description of their situation, extent, and continuity, exists; therefore this bar against the progress of the Niger rests on conjecture only. There may be an opening in the Kong mountains, through which it passes, similar to that described by the Rev. John Campbell, in the course of the Orange river (if I remember the name aright), north of the colony of the Cape of Good Hope, where the mountains tower on each hand above its waters, which being compressed into a narrow bed, rush on with amazing rapidity.

Amidst all these conjectures, one certainty exists, the situation and state of the Congo, or Zair. That this river has resources north of the Equator, hardly admits of a doubt. Its rapidity, extent, and turbid state during the dry season south of the Equator, plainly indicate, that its waters are affected by a region in a different state. So that, whether it be in reality the Niger or not, its source must be in a region very remote from its discharge into the ocean. There is proof sufficient to warrant the belief, that its waters are affected by the periodical rains north of the Equator.

Whether the Niger and Congo be the same, or separate rivers, their waters appear to have been designed by Providence, as a great means for promoting the intercourse amongst the nations inhabiting the interior of Africa, and may be the means of producing greater effects than any that have yet happened amongst them—their civilization, and conversion to Christianity.

What has happened in the south of Africa, calls upon the British nation to exert herself in behalf of the heathens, from the Gambia to the Niger; from Kayee to Sego, from Sego to Tombuctoo, Haoussa, Kashna, and Bornou. From the mouth of the Congo, as far as its waters will carry a Messenger of Peace.—Perhaps Missionaries may be the first to draw aside the veil that now covers the geography of the interior of Africa; as they have been the first to settle and civilize different tribes north of the colony of the Cape of Good Hope.

— — — J. M. — — —

*On Promotion.*

MR. EDITOR,

18th April, 1818.

**I**N addition to the regulations now in force, which ought to be *strictly* enforced, otherwise they become grievances to the many, and subjects of ridicule to the fortunate *few*, I am persuaded it would tend much to the good of the service, if no lieutenant of the royal navy received his commission before he had obtained the age of 21, and no commander was made before he had served a float for five years as lieutenant. Were this rule established, we should have no boyish commanders, or beardless post captains, as sometimes are to be seen, but commanders of experience and judgment; nor

would this be imposing any very great or unnecessary hardship on our young officers of the navy, who, to obtain reputation and fame, *must first* acquire a necessary portion of professional knowledge, which experience can *alone* properly teach. Very lately, I observed, that a set of young midshipmen had passed their examination for lieutenants, the major part of whom were *under fifteen* years of age ! This should not be : such youths are too young for command ; but although no lieutenant-commander should be given, I think the pay of their rank ought to be bestowed *after three* years service ; they will then be very useful officers, and although rank should be refused until 21, midshipmen's pay might still very properly and fairly be granted : by the new regulations it is withheld until they *pass* ; hence such juvenile candidates for pay and rank.

I have the honour to be, &c.

*Orion.*

*Letters to a Friend relative to his Son's entering the Naval Service.*

• LETTER I. •

MY DEAR SIR,

September 25th, 1805.

**Y**OU write to me that your youngest son has imbibed a decided predilection for the naval service, and that you think you can command sufficient influence to secure his advancement in our profession : at the same time I feel highly honoured by your desire of my advice as to the proper age at which he should embark, and what previous preparation is necessary to set him forward in his career, in a manner most likely to reflect credit on himself and his connexions.

In the first place, then, my dear Sir, convince yourself that your son really feels that preference for a nautical life you both imagine ; learn from himself where he has imbibed his ideas on the subject ; whether from the biography of our more fortunate and distinguished naval characters ; from that of our early navigators, Cavendish, Drake, &c. or from the enthusiastic, but egotistical, narratives of some worn-out veteran in your neighbourhood ; for insulated as you are, and at so great a distance from our maritime stations, I cannot suppose that they are drawn from actual observation of the duties attached to youths of his age on board our ships of war. Should then his ideas of the naval service have been derived from the first source, he will have seen only the bright side of the picture, where, fortunate in his career, the officer is held up to his view, accompanied by the acclamations of the public, and the favours of his Sovereign ; but the man, who possessed perhaps of equal merit, yet, whose wayward fortune it has been to drag heavily on a tedious servitude, in inactive ships, or on inactive stations, where no opportunity of distinguishing himself occurs ; and who, after the better part of a life spent in honour, retires at length, worn out with fatigue and disappointment, to vegetate in some retired nook on the sup-

port afforded by his half-pay, seldom obtrudes himself on the notice of the public. Again, nothing is more calculated to inflame a youthful imagination, than the exploits of our early navigators; their hardships, and sufferings of every description, severe as they are sometimes described to have been, sink into the shade, when opposed to the honours and riches attained by the chiefs: fired with emulation, the romantic youth longs to explore new seas, and dreams of the discovery of new continents; of displaying the British flag in regions before unknown, and of transferring the wealth of her enemies to the shores of his native country; but he forgets, or is not aware, that war is now reduced to a science, and that predatory system abolished, which enriched one individual at the expense of another, without affecting in the slightest degree the general interests of the belligerents: and in the present high and efficient state of the British navy, how many years he must patiently endure the privations of a cockpit, before he can obtain even the first object of his ambition, a lieutenant's commission; and then, how many more must elapse, before he can, in strict justice, expect to mount the next step on the ladder of promotion.

These remarks, you are aware, are not dictated by any dislike to the service on my own part: on the contrary, I glory in the name of a naval officer, and I think of it now, as I have ever done, as of the first service in the world: as little do I wish to dissuade you from embarking my young friend, whose amiable disposition, and budding talent, in my opinion, peculiarly fits him for it; but I wish him, as far as his years will admit, to form a just idea, at least of those duties and privations which, immediately on his embarkation, will fall to his share. How many are the young men I have known, enter a man of war at fifteen or sixteen years of age, their heated imaginations filled only with chimerical ideas of command, and of enjoying in rotation the luxuries of every climate, the favoured guests of the fair and great wherever they dropt their anchor; but soon the dull routine of each succeeding watch, together with the privations necessarily attendant on the Spartan discipline established in the navy, has soured their minds; they obey with reluctance the commands of their superiors; their duty becomes a task, enjoined by a master from whose will there is no appeal; a disgust to the service follows, and all the fondly cherished hopes of his friends, of seeing him rise to celebrity, are crushed in the bud.—Not so the youth, whose mind has, by a careful parent, been prepared for the approaching estrangement from all his domestic comforts; he looks forward to sufferings and hardships, which perhaps he may never encounter, but is prepared to meet, almost to wish for, that they may serve as touchstones, to try that firmness with which he purposes pursuing his career to the summit of his profession.

In order therefore to give your son some little idea of the service to which his life is to be devoted, I would recommend you, at the commencement of the ensuing vacation, to take him with you to Portsmouth; my friend, Captain ——, whom you have frequently seen with me, is lately appointed to the *Agamemnon*; you will find him as much the officer on board his ship, as you have hitherto done the polished gentleman, and agreeable companion at the social board: he will be inost happy to forward

your views, and I cannot wish my young friend better fortune, than at a future period, to commence his career under the protection of such a man. While he is here, let him mix with the young gentlemen of the *Agamemnon*; leave him on board as frequently as possible; let him accompany the boats to and from the dock-yard, and make himself acquainted with the whole routine of a midshipman's duty: then if he persevere in his desire to embrace a nautical life, let the next succeeding two years be exclusively dedicated to those branches of education necessary to qualify him for his profession. At twelve years, which I believe is his present age, I take it for granted he is already master of the English, and the rudiments of the Latin language, of arithmetic, and the elements of geography; let the period alluded to, then, be employed in the acquisition of mathematical knowledge, and of the French and Italian languages. The theory of navigation is no where so well taught as in our larger sea-ports; and while here, the youth has the advantage of being enabled to form some idea of the manners of the men with whom he has hereafter to associate: ships and vessels of every description are constantly moving before his eyes, and he becomes in some degree acquainted with their management, before he is called on to take an active part in it, giving him an unspeakable advantage over one who sees a ship, perhaps for the first time, when he is introduced on the quarter-deck as one of her company.

It is very much to be regretted, the little attention which has hitherto been paid by parents to the acquisition of foreign languages, when professedly educating their sons for the naval service: were I to include every rank in it, I am convinced we have not more than one officer in ten who is acquainted with any other language than his mother tongue; yet the absolute necessity of such an attainment, you would imagine, must be obvious to every one, when engaged on foreign stations. How often have I known officers, when examining the masters of vessels they had detained, obliged to have recourse to a native of Guernsey or Jersey, or to some rascally deserter from the enemy, as an interpreter, while the papers have been wholly neglected, merely because there was no one on board who could read or write the language. You will easily perceive these remarks do not extend to the system of education adopted by the Naval College at Portsmouth; for there, I am well aware, that nothing is neglected which may contribute to form a valuable officer; I allude only to the great majority who have it not in their power to place their children on that establishment. Indeed it would appear, from the manner in which youths are too frequently sent into the service, that the chief care of many parents is merely to get rid of their children at as early an age as possible: how many hundreds, I had almost said thousands, are there in the navy, sent afloat between the ages of eight and twelve years, with no other acquirements than barely reading, writing, and a little arithmetic, with minds totally unformed, open to receive every impression, good or evil, embarked perhaps in a small vessel, without either a chaplain or a schoolmaster, where, from the narrowness of the accommodations, the gross debauchery of the seamen is constantly before his eyes, and too often introduced even into the cabin

where he lives : what is to be expected ? but that he will grow up in the grossest ignorance even of his profession, beyond the mere duty of taking charge of a watch, with the manners of a boatswain, and the sensuality of a savage. How many of these unfortunate young men have I known, who, after passing their period of servitude as a midshipman, were totally unable to state the simple rule for finding the correct course and distance the ship had run in twenty-four hours.—Happy is it for your son, that his mind, even at this early age, is so fortified by the care of his amiable mother in the principles of religion and morality, that you may safely trust him from you, kept alive as I am sure they will be by a frequent correspondence.

If my young friend possesses the least talent for drawing, let him assiduously cultivate it, for it may prove of infinite service to him in his profession, and at any rate will be always a rich source of amusement, and a constant recommendation to his superiors. You will smile when I ask you if he has yet learned to dance ; but trivial as this accomplishment may appear, it is by no means immaterial : “ You will almost see the necessity of it, when employed on foreign stations ; indeed the honour of the nation is so frequently entrusted to sea officers, that there is no accomplishment which will not shine with peculiar lustre in them.”\*

I have always conceived fourteen years of age quite early enough to trust a boy on board a ship of war. His mind is then, it may be supposed, in some degree formed ; he is capable of distinguishing between right and wrong, consequently less liable to be drawn into the vortex of dissipation by his associates. You will perceive, by a former observation, I lay considerable stress on the amiability of my young friend's disposition : for the idea entertained by some parents, that the bully of a school, and merciless tyrant of his younger brothers and sisters, who because he has gained the ascendancy over every individual at home, is peculiarly fitted to grace the quarter-deck of a man of war, cannot be sufficiently deprecated. The disposition of such a youth ill qualifies him to attain the confidence either of his officers, his messmates, or the affections of the men : his time in the cockpit, therefore, will be spent in a continual state of petty warfare ; the officers will trouble themselves no further about him, than to keep him strictly to his duty when on deck : he passes the period of his servitude as a midshipman in a kind of sullen dissatisfaction with all around him, and looks forward to his promotion, as to an event desirable chiefly as it will give him power to annoy his former companions ; and while this disposition adheres to him, he must live neglected and despised by his equals, and detested by his inferiors. But happy am I to say, few indeed in proportion are the characters of this description our navy is cursed with ; for in many instances, the admirable discipline established in the service have corrected this demoniacal temper, and in others it has driven its possessor to acts which have either disgraced, and obliged him to retire to undergo the sentence of a court martial, or perhaps become a sacrifice in a duel to the insulted honour of some brother officer.

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\* Letter of Lord Nelson to the Earl of Cork.

Naval officers are in general much attached to children, and this partiality is frequently extended to the youths on board their ships, whether they are particularly recommended to their care or not, where an amiable temper and disposition to learn are remarkable; they delight to watch the unfoldings of early genius; it relieves the tedium of a protracted blockade, or an unsuccessful cruise, and reminds them of domestic comforts, of which their duty enforces a temporary deprivation. Among such men, I firmly believe your son's disposition to be such, that he could not fail of making friends. Yet I am well aware, that you are not one of those parents (yet how many are there to be found), who having once obtained a situation for their child on the quarter-deck of a man of war, conceive they have sufficiently done their duty, and leave him there to sink or swim. I know that nine out of ten of these persons will say, they have recommended their son to the care of the captain, who perhaps had never seen them before, or had the slightest knowledge of them; but allowing him to be ever so much inclined to watch over the morals and education of the youth thus thrown upon his care (and I am convinced there are few officers commanding men of war who have not that inclination), still, in many cases, it is impossible, from the multiplicity and importance of his duties when employed on an active station, that he can constantly superintend twelve or more young men at the most dangerous period of their lives, when every passion is rising into full power, and the reason which should control them, still in infancy. How desirable is it, then, that parents should take an opportunity, and opportunities may easily be found, of cultivating an acquaintance with the officers of the ship on board which he purposes to embark his child; they will then feel themselves in a manner bound to watch over him, for his parent's sake, and what is of the greatest consequence, though too much neglected at present, to introduce him, as he rises to manhood, to the society of their friends; and where that is impossible, as in foreign ports, where all are alike, strangers, to make him one of their party in their little excursions, that by thus giving him a relish for superior pleasures, he may not be driven to spend his hours when on shore in the tavern and in the brothel.

It has often struck me with a degree of wonder how parents, and many of them too affecting a more than common interest in their offspring, can reconcile it to themselves thus turning them adrift in the world without a monitor, and exposed to every vicious allurements. The instances are certainly not many, in which a man cannot afford at least a few days to see his child embarked; how easily is it then for him to form an acquaintance with the officers of the ship, to whom the mere act of taking the boy on board is a sufficient introduction: and I am convinced there are but few who, when solicited by a father, would not consider themselves bound in honour to watch over the morals and conduct of their youthful charge; and surely a correspondence with the person to whom he has thus delegated so sacred a trust, could not fail of being most grateful to a parent's feelings.

I shall enlarge no farther on this subject until I know your final determination respecting my young friend's destination; and if that proves to be the naval service, remember, that next to a thorough knowledge of the

theory of navigation, it is particularly desirable he should be made acquainted with the French and Italian languages, the first you will easily perceive to be indispensable in forming an accomplished officer. I beg you will command me on all occasions where I can be of service.

W.

*On making the Ships now building capable of mounting more and heavier Guns.*

MR. EDITOR,

20th April, 1818.

WHILST the desire to have a proportion of our navy made fit to contend successfully with that of America, is so generally felt and expressed, I cannot but suppose government are also fully sensible of the necessity for accomplishing what will at once gratify the eager wishes of the nation, and add, unquestionably as it will do, to the naval power and security of the kingdom.

That government is impressed with these sentiments appears pretty strongly, from the orders which have been already given, to prepare several of our larger 74's for carrying 84 guns, of 32 and 24-pounders, and for building eight new 84's, of large dimensions, and to carry heavy guns; these measures are truly judicious and praise-worthy, and if duly persevered in, will soon accomplish all that is wanted; viz. to keep an eye on, and to keep full pace (I would wish us, however, to precede them) with the active exertions of that rapidly advancing naval power. There has been much surprise excited by the Board of Admiralty having recently ordered no less than 24 new frigates to be built, all of 46 guns, in addition to 12 which were in progress before. Now, Sir, there does appear to me something exceedingly ridiculous, nay, I may say, excessively mortifying, in witnessing such an order; for it is neither more nor less than telling us, in spite of all our experience, and in the very face of the most undoubted testimony, that these ships are capable of contending with any class of frigates belonging to any other power, and in fact of the former acknowledgment of the Board itself, which in the end of the late contest judged it necessary to order the *Leander*, *Newcastle*, &c. to be built. Why, then, I would ask, build so many common-sized frigates, and so few as four only of a larger size, fit to contend with the Americans? and why not yet give directions for making these new ships of sufficient length and strength, to carry more and heavier guns, in case of a war with America; if they should be only wanted for a French, or any other war, 12 and 18 could be substituted for 24-pounders; as you may reduce the establishment of a large ship easily, and make her a most effective vessel; but to increase it after a ship is once built, is more difficult and awkward. If these new frigates are not yet laid down, perhaps these hints may be serviceable; if they are, I trust the next order will contemplate the possibility of our being again at war with America, and the absolute necessity of being soon prepared.

*Neptunus,*

## TO THE RIGHT HON. VISCOUNT MELVILLE.

MY LORD,

WHEN I addressed your Lordship, with a copy of my letter to the Lord Mayor, on the subject of the Auxiliary Bible Society for Merchant Seamen, I then said, that I would offer a few remarks on a Meeting convened for the purpose of establishing a place of worship on the River Thames, for Merchant Seamen.

That there has been a shameful neglect in this country, of late years, beyond that of every other maritime power in Europe, in regard to the religious duties of seamen, cannot be denied, although it is evident, from the quotation I made in the before-mentioned letter, from the 10th bye-law of the Corporation of the Trinity-House, that such was not the case formerly. This circumstance, my Lord, I presume, claims your marked attention towards it, more than that of any other man in this realm, in consequence of the public situations you fill, as First Lord of the Admiralty, and an Elder Brother of the Corporation of the Trinity-House.

For many years past it has been too generally the case, that men, not seamen, conceive that they are equal to the management of maritime affairs, and seamen afloat; and, unfortunately, they cause many others, unacquainted with nautical affairs, to believe they are so. Such persons conceive, because they transact a certain clerical business connected with shipping ashore, that they are capable of the direction and management of seamen afloat, as well, if not better, than those who have had practical experience through life. To such erroneous ideas, I believe, may be attributed the Meeting I now allude to.

The gentleman who presided at this Meeting, I conceive, had been requested to take that situation, in consequence of his being a member of the legislature. The few remarks he made on the occasion were intended merely as an introduction to the explanation that was to be given by a gentleman possessing, as the Meeting was afterwards informed by a Reverend Divine, a superior knowledge and judgment of merchant seamen. This, no doubt, the Reverend Gentleman presumed to be fact, as did also many others present; but I believe he will find, upon inquiry, that the merchant seamen of this port form a very different opinion of this gentleman's nautical knowledge, or practical experience, as regards seamen, so as to render him equal to the direction or management of seamen afloat; and it may with truth be asserted, that many of the evils which attach to British shipping, and British seamen, at this time, have arisen through a class of men, many of whom are not seamen, but who presume to a profound knowledge of nautical affairs, from the causes before mentioned. Even public nautical Boards, through erroneous opinions formed of the nautical knowledge of such persons, have applied to them, at times, for information in the management of maritime affairs, to the serious injury of their country.

The opinions advanced by the gentleman alluded to, and others, were so similar to those advanced at the Auxiliary Bible Society for merchant



seamen; viz. the debt of gratitude due to merchant seamen, in the cause of their country, and the depravity of their moral conduct—that I should not deem it deserving any further notice than what I have already said upon that subject, were it not that this gentleman's supposed superior knowledge of seamen caused him to make allusions, from which it might be inferred, that the lives of officers in command, and passengers on board of ships, were not safe with such persons as merchant seamen. He even went so far as to appeal to the ladies present, what would their feelings be, should any of their husbands, or relatives, be so circumstanced. The pathetic manner in which this was expressed, certainly produced an extraordinary effect upon their tender nerves. Allow me to ask, my Lord, if a severer reflection could have been uttered upon the moral character of British seamen.

It is unnecessary to endeavour to refute such an assertion on my profession, by any opinion of my own; but I claim the attention of your Lordship, and of the public, to the general meeting in 1797, when this now degraded class of men, from a cause, perhaps, better known to your Lordship than to the public generally, very improperly possessed themselves of the command of the principal part of the British navy. Allow me to ask, my Lord, if, during that time there was one act of outrage committed by them, to justify the assertion before-mentioned. The crime of murder is less prevalent among regular-bred British seamen, than with almost any other class of men. The true character of a British seaman is to act with mercy, even to his enemy, as soon as he yields.

I expected, from the feelings which this gentleman expressed for the salvation of the souls of seamen, and from his superior knowledge of my profession, as represented by the Reverend Gentleman, that he would, in the true spirit of Christianity, have offered his opinion by *what means their bodies might be guarded from violence, and their minds from torture, through the evils of impressment*; but on this subject he was *totally silent*. This, I conceive, must prove to every British seaman, that they are not to expect from any *religious sect whatever, those feelings of sympathy to arise towards their sufferings*, through impressment, so as to cause the nation to act on the true principles of *Christian Charity towards them, as taught by our Saviour to mankind*, whilst they have any self-interest in their services; proving that self interest and popularity are the grand objects they have in view, by their present attention towards them.

It certainly must afford some consolation to my profession, that after all the vices and immoralities which have been alleged against them, by Reverend Gentlemen and others, that there are some few items in the catalogue of human frailties, of which they have not been accused: how far the dictates of conscience in those who offered their opinions upon them, may have prevented it, I will not pretend to say: among those of which they have not been accused, are—hypocrisy, deceit, ostentatious charity, publicly vaunting on religious subjects, guided by self-interest in all their actions, overhearing when in power, fawning to their superiors, and flattering those whom they can dupe; yet these are frailties daily taking place among other classes of society.

The result of this Meeting was, that a vessel, already purchased, should be fitted as a place of worship a-float, and to be called "The Ark." It was my intention, but space will not permit at this time, to offer a few remarks upon it, and also upon the subject of religion,\* as regards seamen; but this I shall defer until a future occasion. In the mean time, perhaps the gentlemen who have promoted this place of worship, will, agreeable to the Christian Charity they profess towards seamen, say how they are to be protected from impressment, whenever it may take place again, and no seaman can say but that may be to-morrow, when passing to and fro, and when on board the Ark; and what sort of protection your Board will grant on the occasion, otherwise it may prove a trap for their bodies, a concern for which they have some regard themselves, although neglected by others.

From the experience which the executive government has had with men formed into religious societies of late years, for various purposes, and to whose opinion at times they have bowed submission, contrary to their judgment; on what may be deemed political affairs, if I mistake not, your Honourable Board will find some difficulty to answer this question, when called upon by a religious society, for such protection as may be required from impressment for those belonging or attached to the society of the Ark, particularly when this will be urged on the principles of Christianity. This perhaps will prove more perplexing to your Hon. Board, and more injurious to the true interests of the country, and even to the cause of religion among seamen, than were you to adopt, in the first instance, the plan I have suggested to your Lordship, to renovate the whole of our marine system, as regards seamen.

This may be effected at a trifling, if any, expense, on good old established principles, which first gave rise to our maritime power, but now principally done away with. And also with the same institutions which now lawfully exist, but require some trifling alteration in their constitution, to suit present circumstances. This would give a fatal stroke to all self-formed bodies, for the management of maritime affairs, as regards seamen, and leave them in the hands of experienced seamen, as formerly, who only are capable to manage these affairs properly, for the good of the country, and the advantage of the British seamen.

I am, very respectfully,

Your Lordship's most obedient humble servant,

Lloyd's Coffee House,  
1st May, 1818.




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\* When I make this remark, I wish it to be understood, that I am an advocate in the cause to promote religious duties among seamen, although I differ in opinion with this Society on the means they have adopted to promote it. Had they confined their exertions to the shore, in this port, there is no doubt it would have met with general approbation, particularly at this auspicious moment, when the country is about increasing the number of churches.

*Remarks on the "Reply to Mr. Urquhart's Letters on Impressment,"*

By

Fortsmouth, 25th May, 1810.

A PUBLICATION, entitled, "A Reply to Mr. Urquhart's Letters on Impressment," has just reached my hands; it is written with so much vigour and so much force, that it may justly be called a Reply. Mr. Urquhart's Letters neither contain personal abuse, or any other matter, which could justly subject him to the animadversion of the writer of the Reply, who calls himself an officer in the navy. I sincerely regret that any officer in the service should have so constituted his pen, for from the unblushing effrontery and rashness of the assertions which are contained in the Reply, (totally devoid of truth,) I should suppose it to have had a much superior origin; for I cannot think that any naval officer would or could so far forget what is due to his own character, as well as to that of the whole naval service, as to have wandered so widely from the path of truth; he must have been convinced he could not always be hid, although at present he remains concealed. Would it not have been more to his honor to have avowed his name, and not to calumniate under an assumed name, a man, who, whatever may be his opinions, has boldly avowed himself their author; and given the world an opportunity of judging whether, (from the known abilities and keen observation he is allowed to possess) they are entitled to credit; how much is due to the statements of the writer of the Reply I shall endeavour to shew; but in the first place, he shall have my sincere thanks for having commenced the controversy, and thrown down the gauntlet in defiance to any person who would take it up; this will do more for the accomplishment of Mr. Urquhart's object, than if he had written five hundred letters to Lord Melville.

I was fearful the subject would have fallen to the ground, from want of an opposite opinion; but am indeed happy to find it will at last come to a debate. To provoke the discussion of any subject, is to invite curiosity, and that will induce reasoning: this is one point gained; and I am now inclined to think, the cause which Mr. Urquhart has advocated, will derive strength from the opposition offered in the reply; and ultimately lead to the result at which he has aimed—the liberation of seamen from the worst species of tyranny. Mr. Urquhart has written strongly on this subject, but he has not abused any individual; the reason of this is, that his cause is a good one: the writer of the Reply appears to understand abuse, much better than he understands the subject of Impressment, and thus confirms my conjecture, that it was not written by a naval officer; but that it proceeds from a passion, in which many of them have been most egregiously abused and misrepresented; no seaman would have ventured such injudicious assertions, as he has offered on the subject. In fact, if he had not given the world at large, "A Reply to Mr. Urquhart's Letters on Impressment," it is possible they could have considered it to be so, from the very small portion of eighty four pages which it occupies, having been









dedicated to any kind of discussion on the subject; the major part consists (as shall be shown hereafter) in loose assertion, not argument; and in abuse of an individual, respected by every one to whom he is known: a man conspicuous as a philanthropist, respectable as a merchant and broker, and one on whose opinion and knowledge there are few men at Lloyd's who would not rely in any point connected with mariners, or maritime concerns. It would be throwing away time and argument, to follow the respondent through all his quotations from Mr. Urquhart's Letters; nor would it answer any specific purpose, as whoever peruses the two books, will find that the latter, is any thing, but a reply to the former.

I will begin my remarks with an assertion from the Reply, "that there were no rendezvous opened for the purpose of manning the ships on the peace establishment; vide page 21. In August 1815, rendezvous were opened in all the principal seaports of the United Kingdom and traders employed for the purpose of raising men, by almost every ship then commissioned; and though in time of war, the Admiralty order the expense of printing bills for the invitation of volunteers, to be paid from the pockets of the regulating officers, in this instance, the bills were sent from the Admiralty, or charged in the officers' accounts with the navy board; pension lists for long services, were likewise sent from the Admiralty, and every exertion ordered to be made for the purpose of procuring men: but so few had been obtained by the middle of October, that a circular letter was written from the Admiralty, to the officers employed on the service of raising men, expressing the surprise of their Lordships that so few had been raised, and that no greater exertions had been made; and threatening that the rendezvous should be closed, unless more men were procured. The fact is, that the rendezvous at Shields was paid off in February, in consequence of the men not entering: there were not thirty men raised in that port, between August and February following; though, during some part of that time, seamen were actually starving, because they would not serve for the pay the merchants offered, and they disliked a ship of war so much, that it was only in the last stage of misery they resorted to the rendezvous: one third of the number raised for the peace establishment had never been on board a ship of war previous to the peace: this is so notorious a fact, that I am surprised any person should have the hardihood to assert, that no rendezvous were opened; when it must be known to every man who crossed Tower Hill, that the rendezvous were not closed there, until after Lord Exmouth's fleet sailed for Algiers. It is true the Admiralty would not give bounty; but, to induce those seamen who had entered for the peace establishment, to volunteer their services in the ships destined for Algier, the offer of two months' pay was made and accepted; and though it had been confidently asserted in a place where truth should always guide, that every ship which was sent upon this expedition, was commissioned and manned for the purpose, it is a notorious fact, which can be proved by the list of vessels sent from the Admiralty to the rendezvous for the purpose of allowing the seamen to chuse their own ship and stations, that with the exception of the bombs, every



ship was commissioned for the peace establishment: and that the flag ship of Lord Exmouth on that service, had been commissioned and manned for Sir Edward Thornborough's flag at Portsmouth, and so far from the rendezvous being opened for the purpose of manning that squadron, it is *not the less a fact* that with the exception of London, every rendezvous in the United Kingdom was closed in May 1816: though the ships for the peace establishment, were *not two thirds* manned.

I will now quote the replicant's own words, at the beginning of the 21st. page of the Reply. "That it is the duty of those who take upon themselves to inform and instruct the public to have some little regard for truth and accuracy." I dare him to the refutation of this assertion; that, not five men in every hundred who had served their time for the pension, returned to the service: and the greatest number of those who had been in ships of war before and returned to the service, were such as had not more than two or three years to serve, to entitle them to the pension, for strange as it may appear, those who had served a sufficient time to entitle them to the pension were not allowed to receive it, if serving in a ship of war: so much for naval economy.

The seamen are certainly obliged to this naval officer for his opinion of them in the 24th page; "That a very great portion of those men who had been serving in the navy during the war were bad characters, who in consequence could not get admittance into a ship of war since the peace." I need not proceed to any part of the 25th page as I have already shewn, that rendezvous were open during nine months of manning for the peace establishment, and that it was not when the Alger expedition was fitted out, that they were opened; on the contrary, they had at that period with one exception been paid off: so much for consistency: the replicant must have *known* this, as I shrewdly suspect he is in a place where these things originate, and where young statesmen are paid, nursed, and educated. It is evident from the whole tenor of his argument, that he is not a seaman, either *merchant* or *naval*; I rather suspect, that he has carried a *bag*: but if he can prove that any great number of seamen were ever bred exclusively in the naval service, I will then acknowledge that I know not what is meant by the word seamen.

The replicant asserts, that the service has been brought into the contempt in which it is at present held, by the tyrannical behaviour of merchant seamen; this may be the case, but he should have recollected that such are not the persons recommended by Mr. Urquhart; that gentleman expressly says, that the measure should be adopted partially: that is, as far as it concerns young men of education and connections, who may be induced in time of peace or otherwise, to go to sea in the merchant's service: neither do I think him fortunate in his selection of officers for examples, which he calls navy bred, after his assertion that thirty years since, there were *no good seamen*; and yet from the whole number selected, it will puzzle him to find one, who was *not at sea* upwards of thirty years since. The first quoted prided himself on being bred a *merchant seamen*, in that very trade in which, the replicant insults Mr. Urquhart with having been a master, and I doubt much whether his own enumeration from the naval columns, is

the most judicious that might have been selected: he appears to think, that the whole merit of an officer, consists in animal courage. What Mr. Urquhart meant by a thorough bred seaman is, a man who can take a ship from the Dock, rig, navigate, and fight her; that there are some of those enumerated who have all the qualifications in an eminent degree, is readily accorded: but it is absolutely denied that all have.

I will now give an anecdote of a captain who was supposed to be one of the best seamen and most scientific man in the service. It so happened, that the foremast pair of main shrouds on the larboard side were gone in the nip of the seizing; the captain would not be at the trouble of lifting the rigging, but brought the second pair of shrouds forward, the third pair to the second place, put over head a new pair for the after shrouds, and seized the eye aloft. A young midshipman who had been (from his own act) in the merchants' service, remarked, that bringing the shrouds thus forward without shifting the eyes at the mast head, would ruin the gang of rigging: the captain was behind him unperceived, and as the youngster was not aware of his soliloquy being overheard, he was much astonished by a voice saying, "so sir. you presume to find fault with your captain," the youngster apologized, but gave his reasons for thinking so; answer was, three months in the fore-top. The ship went a cruise in the Eastern Sea from Amboyna, and though the weather was fine and her cruise did not exceed six weeks, on her return it was found that the eyes of all the larboard main rigging was wrong; and in consequence, the whole was obliged to be replaced. The youngster's punishment was rescinded, but he was told never to animadvert upon the actions of his captain. He was blown up with the ship some time after. This captain was not a merchant seaman; or he would have known better, than even to have thought, that the eyes of rigging would shift their nip without being lifted.

I will now quote some merchant seamen who are not inferior in talents or courage to any in his majesty's service: the present commissioner Bowen, the present commissioner Woodriffe. The first was Lord Howe's master in the action on the 1st June. The latter fought the Calcutta against a French squadron, and saved his convoy: I could quote others, but will stop here. There is an old saying in the navy, that one volunteer is worth twenty pressed men, and a true and just one it is. But had Mr. Urquhart taken up the cause of seamen, only on the score of humanity: it would have entitled him to the thanks of all feeling men.

The replicant says, that "the masters of trading vessels are in general as inferior to the navy-bred officers of the present day, in their knowledge of seamanship, as the navy officers in the early part of the American war, were inferior to the masters of trading vessels at that period." I would ask him as a seaman, which according to his own telling he should be; if he really believes, that one lieutenant in twenty would take the charge of a ship of three hundred tons, with only fourteen hands in all, men and boys, and bear her from the Downs to Spithead, without the assistance of a pilot: or if one captain of a ship of war in the same number, would do the same with his own ship, without the assistance of the master: if not; I contend that the merchant seamen are the best, and from them are the

generality of the masters in the service taken. The proportion of such to *navy-bred officers* being about one hundred to five; and in the generality of ships of war, these are the only persons who *really navigate them*; and certainly those who are always called upon in a difficult navigation.

I am much inclined to think, that had the discipline on board ships of war been continued (without any animadversions in the House of Commons on the subject) in the hands of naval bred officers, until the conclusion of the war, that there would have been as many spare ears and noses to be found, as at the conclusion of the American war of Independence.

Mr. Urquhart appears to have been better acquainted with the articles of war, and the printed instruction for naval officers than the replicant; or he would not have stigmatized the former for attempting to bring the Salisbury's advertisement for men into notice. The first article of war, visits with the sentence of a court martial, all profane oaths, cursings, execrations, drunkenness, uncleanness, and other scandalous actions. The printed instructions say, that when ships are in port and it can be conveniently done, that the men *may have their wives* on board; but the ship is not to be too much pestered even with them. How Mr. Urquhart gained his knowledge I know not, nor have I a right to ask; but that he is *correct in his assertion*, is a fact that cannot be subverted; that it is a direct violation of all rules of good morals, order, and discipline; in as much as it is contrary to the articles of war, and the general printed instructions: and no person will deny, that the advertisement is a deviation from moral propriety. Permitting women to come on board is another consideration, but surely no person who has the least title to the character of a *moral man*, can advocate such a public advertisement.

There are few men but will agree with Mr. Urquhart, that seamen should be allowed all the advantages possible on board ships of war: but I cannot agree with the replicant, that drunkenness is an advantage; and we know from the very habits of seamen, that they set a very high value upon this: liberty to get drunk, I am sorry to say, is considered to be an indulgence; or why grant what is called liberty liquor; which liberty is productive of more punishment, than any other species of what is termed, crime in the service. Seamen also set a high value upon *personal liberty*, and according to the replicant's mode of reasoning, they should certainly be highly indulged in this; but that would be too consistent for this advocate of the liberty to impress. I most sincerely wish, that he may have a specimen of the cruelty and degradation, which many have suffered under Impressment: that he may some day be torn from his wife and family, after returning from a long voyage (if he is a seaman) that he may be kept for such a length of time, that all his prospects in life may be blasted: and at the expiration of this, he may be turned loose upon the world, to seek a livelihood: he will then know, and *feel* the hardships of Impressment, and perhaps complain in vain.

I envy not that man's feelings, who can from whatever reason support this brutal system; may every advocate for it in addition to the above disadvantages, be forced to associate with the sweepings of gaols, and the refuse of the gallows. Such unfortunately, is the situation of the man, who

has committed the crime of being a regular bred seaman. Shame on those, who could thus compel the honest man to associate with the thief, and the unconvicted though suspected murderer; can we be any longer surprised that seamen lose their good characters in ships of war, and become that which they are stigmatized with, in the pages of the Reply. That Mr. Urquhart is right in asserting something in our maritime code, to be radically wrong, cannot be refuted: the great scarcity of seamen at this time most fully prove the fact, as many merchant ships have been detained in the river latterly, through want of seamen capable to navigate them, although the wages have advanced from 40s. per month to 55s. for regular bred seamen. This latter circumstance is another proof of the wanton misrepresentation of the replicant, by his assertion in the 37th page of his Reply.

At present, I will wind up by observing, that this redoubtable vindicator of an insupportable system, this calumniator of a much more moral man (even from his own shewing) than himself; has not in one specific instance answered Mr. Urquhart: he does not indeed profess so to do, *he only replies* but not to the subject matter of the letters; they are written plainly and intelligibly, the reply vaguely and undefined. Will the replicant favor the public with his opinion upon the Impress service? will he represent the reason, or the justice, of forcing a seaman from his own employment in the merchant's service to a ship of war? and if there is not as good reason, and as much justice in the measure, to impress landmen, carpenters, smiths, blockmakers, sailmakers, and gunsmiths: in fact, men of all trades connected with shipping; who are as much wanted, and without whom, he allows the duties of a ship cannot be carried on: he wants but one third or even one sixth seamen; they could and would be easily raised, if proper encouragement was held out; without resorting to the arbitrary measure of Impressment.

Marines are raised by volunteering, landmen the same: if he will give a reason why the Impress should be more necessary in the naval than in the military service, I shall feel obliged; and as he has promised to keep up the controversy, the seamen of this country will be obliged to him likewise: it is from such discussion, that their emancipation will arise.

I will now take my leave by asking the replicant one question, what would be the result of impressing men for the army? that Mr. Urquhart deserves well of his country, for the open candid manner in which he has offered his opinions, few men will deny; he could have written in the time of war, when the sufferings of himself and family were aggravated in an extraordinary degree, by the brutal conduct of those employed in the Impress service, he, long ere this, could have formed a society to petition Parliament against such arbitrary and unconstitutional measures: but if I am correctly informed, he is a man who rigidly adheres to the laws of his country, and would prefer to carry conviction to the minds of those persons, who (from their official situations) ought to find a remedy for this great evil. It is my most sincere wish, that he will come forward and promote a society for the purpose; this there is no doubt, will restore seamen to the rights of their fellow subjects. I am, Sir, Your's,

*A Seaman; and an Officer in the Navy.*

## PLATE 509.

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*Nichola Mole, St. Domingo.*

**S**T. DOMINGO, of which the annexed plate is a partial view, is the largest of the Antilles or Caribbee Islands; and is in extent about 420 miles from east to west, and 120 in breadth from north to south. This island was the earliest settlement of the Spaniards in the New World, and in which the *auri sacra fames* produced the most shocking barbarities toward the original inhabitants, who in the year 1492, when the island was discovered by Columbus, were in number 2,000,000, and in 1545 scarcely 150 remained! having been all exterminated, because the mines were exhausted. To supply the deficiency of hands to dig for gold, the African Slave Trade was commenced, but the mines on the continent were so numerous and rich, that those on the island having become no longer of importance, the slaves were employed in husbandry. Soon after the middle of the 16th century, the mother country drew annually from this ten millions weight of sugar, besides great quantities of wood for *dyeing, tobacco, cocoa, cassia, ginger, cotton, &c.* But the immense fortunes raised in Mexico induced the richest of the inhabitants in the island to quit it for the more alluring prospects of the continent, and from the previous depopulation of the island, it was rendered so defenceless, that she became the frequent prey of the enemies of Spain; and in the year 1697 a part of it was yielded to the French.

The town is built in the Spanish manner, with a great square in the middle of it; about which are the cathedral, and other public buildings. From this square the principal streets run in a direct line, crossed by others at right angles. The country on the north and east side is pleasant and fruitful, and there is a large navigable river to the west, with the ocean on the south. It is seated on the river Ozema. West long. 69° 30'. North lat. 18° 25'.

The French part of the island, previous to the Revolution, was governed by an officer called the Intendant, and a Governor-general, both nominated by the crown, and invested with authority for three years. But at the same time that the revolutionary principles of Liberty burst out in France, they spread to the West Indies, and in France an Association was formed, calling itself *Amis de Noirs*, by whom the inhabitants of Hispaniola were instructed in the French Philosophy of the Rights of Man. Discontent succeeded, and independence was demanded of the mother country—which in a considerable degree was granted to the whites—but the example operating on the blacks, they also insisted on it, and the *Amis de Noirs* excited them to rebellion. A person of the name of Oge, residing at Paris, was persuaded to go to St. Domingo, and place himself at the head of the blacks. But the French government, apprized of his purpose, sent out his portrait before him. He, however, collected about 200 men of colour, and published a manifesto, demanding that the privileges of the whites

should be granted to all persons, without distinction, and all the whites, and all the blacks, who refused to join them, were massacred, wherever they fell in with them; they were at length overpowered by the regular troops, and their leader was put to death.

This happened in the year 1790; and on the morning of the 23d August, 1791, the town of the Cape was alarmed by a fresh revolt. At Acul, the parish where this second revolt had broken out, the whites had been butchered without distinction; and the rebels proceeded from parish to parish, putting all to death, and burning the cane fields. In the space of two months, upwards of 2,000 whites perished; and of the insurgents, by famine, the sword, and the executioner upwards of 10,000.

Commissioners at different times, and of different principles, were sent out by the French government under its various factions, but without effecting the peace of the colony, and after repeated massacres, and one-half the town being consumed by fire, the island was lost to the mother country, and Toussaint L'Ouverture converted it into an independent republic, which he continued to govern until the peace of 1801. On that event taking place, an expedition was projected by Buonaparte, for the recovery of St. Domingo, and an army was sent out under the command of General Le Clerc: after several actions obstinately maintained by the blacks, Toussaint, by magnificent promises, was induced to put himself into the hands of the French general; soon after which he was stripped of his property, and sent prisoner to France, where he did not long live to regret his confidence in his captors.

Our limits will not admit a relation of the subsequent events, of the failure of the expedition, and the contests between the rival chiefs, Petion and Christophe—we shall therefore conclude this article with the following recent intelligence of the death of Petion. “Some time since, this Prince was authorised by his Senate to appoint his successor, and he nominated General Boyer. Petion is said to have starved himself to death; the cause is yet a mystery, but he had frequently been heard to say that he wished himself dead; for that, with all his study to render the people happy and prosperous, some were still dissatisfied, and made his life a torment. He was buried at Port-au-Prince, amidst the public lamentations for a man who was beloved for his acts of charity and benevolence.”

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## MANUSCRIPT FROM ST. HELENA.

[TRANSLATED BY THE EDITOR.]

[Continued from page 322.]

**E**VERY day seemed to increase my stability, when the affair of 2 Nivose, proved me placed upon a volcano. This conspiracy was unexpected, and is the only one which the police did not frustrate before its purpose was put in execution. But it had no confidence, and was therefore effectual.

I escaped by miracle; and the concern expressed for me was an ample compensation. The time of the conspiracy was very ill chosen, for at this period France was not prepared to receive the Bourbons.

An investigation was instituted respecting the conspirators, and I candidly declare that I then only accused some ignoble Brutuses. When crimes are the object of scrutiny, it is to such we are always inclined to attribute them. I was therefore astonished when, in the process of the examinations, it was proved that, to the Royalists alone, were some individuals in rue St. Nicaise obliged, for having been sent up into the air.

I considered the Royalists as men of humanity—they having accused us of being the reverse; and thought them especially incapable of that audacity and petulance which such a project indicated.

The Royalists, who had been absolutely forgotten since the pacification of La Vendée, began then to re-appear in the political horizon. It was the natural consequence of the progress of my authority. I had re-established the kingdom, and that was in effect to place myself in a situation to be hunted through its provinces.

They knew very well that my monarchy had no relation to theirs. Mine was founded on facts—theirs on rights. Theirs was founded only on custom and habits; mine gave no importance to them—mine marched with the genius of the age; theirs laboured to arrest it.

The Republicans, contemplating the circumstances which had raised me so high, were terror-struck, and dreaded the use which I might make of the great power I possessed. They feared that I should re-organize an old kingdom by the aid of my army; and the Royalists promoted such rumours, wishing to hold me up to the public eye as an exact representative, or imitator of the ancient monarchs. Others of the Royalists, more polite, spread it about as a secret, that I meant to play the part of Monk, and that I was only endeavouring to restore monarchy in order to make a present of it to the Bourbons, when the opportunity should offer of doing so.

Weak minds who knew not my strength, gave ear to these reports. The Royalist party believed it, and discrediting me with the people and the army, began to excite doubts of my adhesion to their cause. I could not suffer such opinions to spread, because they tended to disunite us. It was therefore necessary to undeceive France, and the Royalists of Europe, that all might know what they had to expect from me.

Petty persecutions for words never produce any good effects, because it does not attack the mischief at the root. Besides, this expedient was impossible in an age of solicitations and promises, and in which the banishment of a single woman threw France into a state of agitation and disturbance.

Unfortunately for me, there occurred at this decisive moment one of those casual circumstances which overthrow the best resolutions. The police detected some petty intrigues of the Royalists, which had their focus on the other side of the Rhine, and in which an august personage was implicated. All the circumstances of this event squared exactly with those which induced me to attempt a state manœuvre. The destruction of the

Duke d'Enghien settled the question which agitated France; it also amply explained my intentions, therefore I ordered it.

A man of much spirit and understanding, and who was capable of judging in this affair, says, speaking of this attempt, that in it there was something more than crime—there was error. But, with the pardon of this personage, I say that it was a crime, but not an error. I very well know the value of words. The offence of that unfortunate prince was limited to paltry intrigues with some old baronesses of Strasburgh. These intrigues were well watched, and neither dangerous to France nor me. He died the victim of policy, and of an extraordinary concurrence of circumstances. His death was, therefore, not an error, for all the consequences which I foresaw happened.

War had commenced again with England, because it is impossible for her to remain long in a state of peace. The territory of England is even now very small for her population, and it is therefore necessary to her that she should live on the monopoly of the four-quarters of the world. It is war only that gives this monopoly to the English, by giving her the right to destroy all on the sea. It is her only security.

This was a lingering war, for want of fields of battle. England found herself obliged to live the Continent,—but for that, time was necessary; without which there are no crops. Austria had suffered such disasters, that her ministers, however great their desire of money, dared not immediately to propose war. Prussia fattened on her neutrality; and Russia had had a fatal taste of war in Switzerland. Italy and Spain, with very few exceptions, had adopted my system.

Under these circumstances, I conceived the project of a descent on England as the best expedient which I could then adopt, but without any intention of realizing it, from a conviction that it must fail. The descent was very possible—but not so the retreat. There was not an Englishman who would not have armed to support the honour of his country; and as the French army could not have received any augmentation, it must finally have been annihilated, or compelled to capitulate. I had effected a disembarkation in Egypt, but a disembarkation in London was a much greater risk.

But as menaces cost me nothing, and I had not then any employment for my troops, I thought I might as well garrison them on the coasts as any where else. It obliged England to raise armaments and other means of defence, which drew largely on her finances, and I consequently obtained some advantage.

On the other hand, a conspiracy was organized against me, which I attributed to the emigrant princes; for it was truly *royal*. They put in action thousands of conspirators, by which means I became the sooner acquainted with it—my spies were so vigilant, that they informed me of the whole plot within four-and-twenty hours.

As I was desirous of punishing these individuals, who, in defiance of the laws, human and divine, had contrived the ruin of the state, I was obliged to suspend the arrest of them until I had obtained against them such a sum of proofs as might leave no doubt of their guilt.



Pichegru was at the head of this conspiracy. This man, who had more courage than talent, wished to play the part of Monk—the part suited his stature.

These projects gave me no concern, not only because I knew how far they could go, but also because I knew that they were at variance with the public sentiment. Had the Royalists succeeded in their project of assassinating me, they would not have been advanced by it—things were not yet ripe for them.

I knew also that Moreau was connected with this conspiracy—which I considered as a circumstance rather more serious, because he was very popular. I had endeavoured to bring him over to my side, but his reputation was so high, that we could not live in harmony. I could not be all, unless he were nothing. It was necessary to resort to some mode of separation, and he found it.

It was generally reported that I was jealous of him: I was a little so—but he was greatly so of me—and with good reason. I esteemed him, for he was a good soldier; but as he had for his friends all who hated me, and they were innumerable, had he been executed, they would have extolled him as a hero—it was my wish that they should know him as he in reality was—a nobody.\*

The other culprits demanded less consideration. They were all conspirators by habit, and it appeared to me necessary that France should be purged of them—I accordingly did so, and thus put an end to conspiracies.

All in Paris who had any influence took so great an interest in the fate of these culprits, that I found myself importuned on all sides with solicitations of pardon for them; and I had the weakness to order some to state prisons, instead of consigning them to execution by the hands of justice.

I confess that even now I repent this kind of lenity; it is in a sovereign a reprehensible weakness, whose sole duty to the state consists in making the laws observed. All connivance at crime, renders the ruler criminal. The right of pardoning should never be exercised toward criminals, it should be confined to unfortunate cases, where conscience absolves, although the law condemns.

Pichegru was found strangled in his room, and it was reported, by my order, although I took no part in that extraordinary event; nor had I any reason to screen him from the due course and execution of justice. He was no better than the others, and I had a tribunal to judge, and soldiers to shoot him. I never did any thing uselessly in my life.

My authority was strengthened by the conspiracies which threatened it. There was nothing in France ripe or ready for a counter-revolution. Aware that the machinations of the royalists tended to involve her in anarchy and civil war, France placed all her hopes on me, as on the only man capable of protecting her from those scourges which she contemplated with horror. She desired to sleep under the shade of my sword. The public wish (history will not belie me) called me to reign over her.

\* He was at least a good soldier.—FRANS.

The Republican form could not endure; for republics are never formed of decrepid monarchies. What France desired was, her greatness. To support the fabric of her greatness, it was necessary that the factions should be annihilated—the work of revolution consolidated—and to fix for ever the limits of the state. I was the only one who promised France the accomplishment of these things. France was desirous that I should reign over her.

The title of King was not eligible, because it was a title very common, and associated with familiar ideas. It was expedient that my title should be new, to suit with the nature of my power. As I was not the heir of the Bourbons, it was necessary that I should be much greater than they, to establish myself on their throne. I took the name of Emperor, because it was greater, and more decisive.

Never was there a revolution so tranquil, as that which overturned this Republic, the formation of which had caused so much blood to flow. As in fact the thing was the same, changing only the name, the Republicans were not alarmed at seeing it transformed into an empire. Revolutions which do not affect the interests and fortunes of individuals, are always quiet.

The revolution now completed, was firmly consolidated under a permanent dynasty. The Republic had done no more than substitute new opinions for old ones; the empire guaranteed interests with opinions. These interests were those of an immense majority—the institutions of the empire guaranteed also Equality. The Democracy existed *de facto et de jure*; it had restrained liberty, and it was necessary that liberty should be restrained, because it is always dangerous in critical times. Besides, liberty is only servicable to the higher classes of the nation, equality is useful to the whole world. It was therefore that my power always bore a popular character, even in the time of those reverses which afflicted France.

My authority did not, as the old monarchies, rest upon a monstrous gradation of ranks, and intermediate bodies—it was immediate, and self-supported. There was in the empire no distinction between me and the nation, in which all were equally eligible to the performance of public duties. Party was no obstacle to any one—the privilege of access was universal in the state—and hence I derived my strength.

This system was not of my invention, it sprung from the ruins of the Bastille—it was a natural consequence of the civilization and customs which time had given to Europe. This system, as often as its destruction was attempted, maintained itself by the mere nature of things, which always terminates in occupying the place of force.

This force certainly did not then exist in the nobility; as it had consented that the *Tiers Etat* should take up arms, and did not desire to be the only militia of the state.

It did not then exist in the clergy; as the people less influenced by religious notions began to reason. It did not exist in the governments; for the nobility and clergy were not in circumstances to exercise the functions of supporting the throne. It existed not in prejudices, and ancient habit,

for the people had seen the futility of these habits and prejudices. Dissolution existed in the social body long before the Revolution, from their being no relation between words and things. The mist of prejudices being removed, had shown clearly the origin of power, and its weakness being discovered, it fell at the first attack.

It was necessary to re-establish Authority upon a plan entirely new, independent of prejudice and ancient customs, and of that blindness which bears the name of faith. As it inherited no rights of any kind, it must be totally *de facto*, and constituted solely in strength.

I came not to the throne as an heir of ancient dynasties, to fill it tranquilly, supported by the influence of ancient habits and illusions, but firmly to establish institutions which the people desired; to render the laws consistent with their manners, and to make France terrible, in order to maintain her independence.

It was not long before I had occasion to realize my projects. England was weary of looking at my troops extended along the coasts, and wishing to be rid of this embarrassment, by her money-purchased allies on the continent.

At the same time the ancient dynasties were alarmed at seeing me on the throne—and although they treated me with some respect, they well knew that I was not of their class; and that I reigned only by virtue of a system which had destroyed the altar that time had raised to them. My exaltation was equivalent to a revolution. The Empire menaced them as much as the Republic, or with this difference, that they feared the Empire more than the Republic, inasmuch as it was stronger. Policy demanded that they should attack me as soon as possible, before I had acquired my full strength.

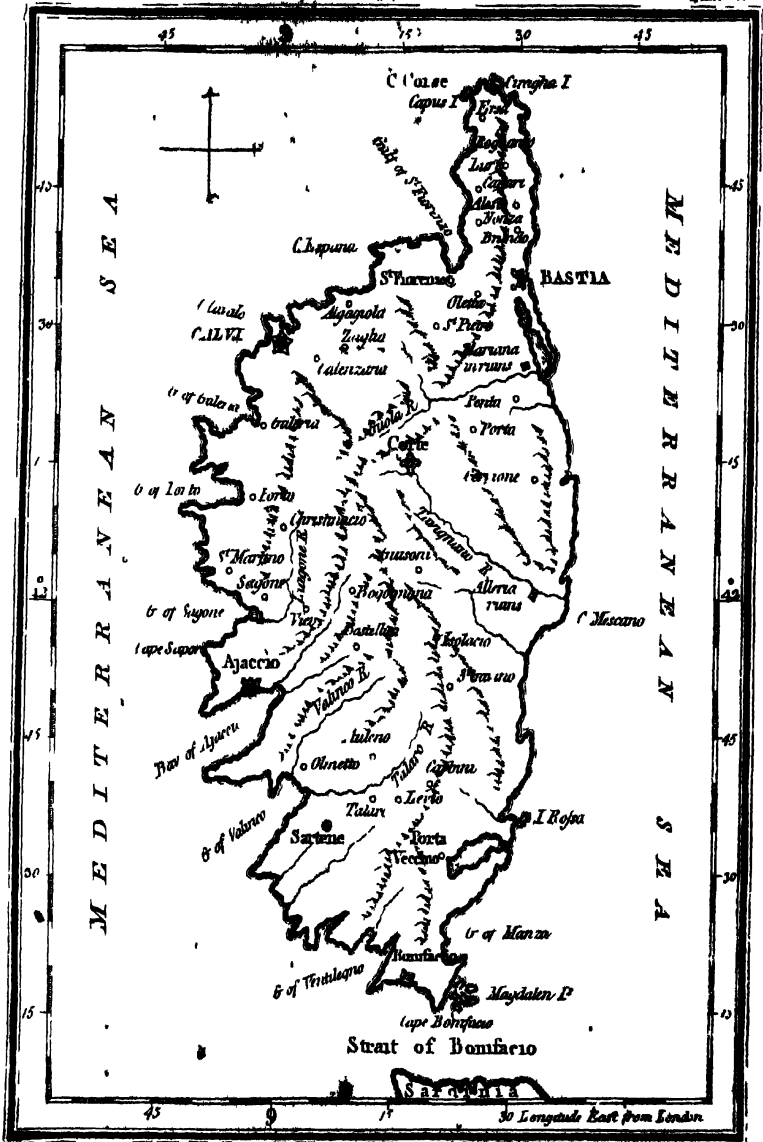
The probable effects of the struggle which was about to take place were of the greatest interest to me; for besides that it would ascertain the degree of hatred which the sovereigns bore me, it would enable me to distinguish those who, through fear, might resolve to connect themselves with the system of the Empire, from those who would prefer destruction to such an alliance. This struggle would produce new political combinations in Europe, and I should either succumb or be the arbiter of nations. I had reunited Piedmont to France, because I wished the Empire to extend to Lombardy. They accused me of ambition, and my proceeding as an encroachment, armed immediately for combat, and made this union the signal for action. The battle could not be decided without much bloodshed. The Austrians assembled all their forces, and the Russians were resolved to join them.

The young Alexander had ascended the throne, and as the sons delight in doing the contrary of that which their fathers have done, he declared war against me, because his father had made peace. It was not my intention then to make war with Russia, because her turn was not yet arrived; but the women and his courtiers persuaded the Emperor to war, and he declared it. They imagined themselves only doing that which all approved, for my name was detested in all societies, and they commenced, without knowing it, the system to which Russia will owe her greatness.



# CORSICA.

Plate 11



Publ. and. Mar. 30 1849 by T. and A. S. in U.S. & Office 207, Shoe Lane, London.

The coalition never opened a campaign so madly. The Austrians thought to surprise me, but they found themselves mistaken. They invaded Bavaria without waiting the arrival of the Russians, and advanced by forced marches to the Rhine. My columns broke up the camp at Boulogne, crossed France, and passed the Rhine at Strasbourg. My vanguard encountered the Austrians at Ulm, where it drove them back. I marched rapidly upon Vienna, and entered it without opposition. The Austrian general forgot to burn the bridges on the Danube, by which I crossed that river. I should notwithstanding have passed it, but I should not have reached Moravia so soon.

The remains of the Austrian army took refuge under the ensigns of Russia, which then began to appear. The enemy wished to make a stand at Austerlitz, but was beaten. The Russians retired in good order, leaving me Master of Austria.

[To be continued.]

## PLATE 510.

### *Corfica.*

**C**ORSICA is situated in that part of the Mediterranean which was anciently called the Sea of Liguria, and in length from north to south is said by Pliny to be about 150 miles, and in its broadest part 50, though more modern calculators assert its length about 80, and breadth 40. Its ancient inhabitants were the Phocenses, and to them succeeded the Ligurians and Hispani; afterwards two Roman colonies were established in the island by Marius and Sylla. It is separated on the south from Sardinia by a narrow Strait, called according to Pliny *Tapeos*, or *Fossa*, about seven miles broad.

In the beginning of the fourteenth century, the Genoese got possession of the island, and governed it for upwards of four centuries with the most arbitrary rigour, which the Corsicans at various periods indignantly and strenuously resisted. In the beginning of the year 1736, Baron Nieuhoff, a German adventurer, conceived the idea of rendering himself sovereign of the island, and accordingly having procured at Tunis money and arms, he proceeded to Leghorn, from whence he wrote to the Corsican chiefs, Giasseri and Paoli, offering to assist them in shaking off the Genoese yoke, if they would elect him sovereign. The Corsicans agreed to his proposal, and in the spring of the year 1736, he set sail, and landed at Tavagna. His stately figure, and the Turkish dress he wore, gave him an imposing appearance, and his engaging manners cultivated their esteem, and gained their credit to his plausible offers. He brought with him about 1000 sequins of Tunis, some arms and ammunition, and held forth the most encouraging promises of foreign assistance. He was proclaimed king, and

assumed the habits of royal dignity.\* A manifesto was published by the Genoese against his usurpation, to which he replied with the dignity and calmness of an established monarch. Several months having elapsed, without having produced any external supports to his throne, and perceiving, what was a very natural consequence, a coolness on the part of his subjects, he assembled the chiefs of the island, and avowed his determination to seek in person the aid he had so long expected. He accordingly settled an administration to act during his absence, and went to Holland, where he bargained with some wealthy Jews for a supply of cannon and other warlike stores, to be sent under a supercargo to Corsica, and with them in 1739 he returned. But in the meanwhile the Genoese, aided by the French, had gained so strong a footing in the island, that although he threw in his supply of stores, he would not venture his person with them; a price having been set on his head.

In the year 1743 he was made the tool of the British government to perplex the Genoese. He revisited his kingdom, and published a manifesto, granting a pardon to all who should return to their obedience, and professed himself supported by the King of Great Britain and the Queen of Hungary; and he was in fact supplied by the British government with money to purchase arms—but a change in the ministry took place, his support failed, and he died in England in the year 1756, after being long a prisoner in the King's Bench.

In the year 1755, the Corsicans made another effort for Independence, and invited Pascal Paoli, the son of one of their exiled generals, to take upon himself the supreme command, and the struggle was maintained with various success, until 1764, when the Republic of Genoa entered into a Treaty with France, to aid her in the defence of the places she then held, for four years; but before the expiration of that term, Paoli had got together a marine force, with which he greatly annoyed the Genoese trade, and took from the Republic the island of Capraia.

In 1767 the Genoese concluded another Treaty with the French King, by which the island of Corsica was ceded to him, on condition of putting them again in possession of Capraia, and protecting their trade against the cruizers of Barbary and Corsica. But as the country had been given up without the consent of the inhabitants, it cost the French near a twelve-month's contest with the Corsicans, headed by Paoli, before they could get possession of it, which was at last obtained by the bought treachery of some of the chiefs.\*

\* Paoli, and about 300 faithful associates of his fortune, cut their way through a body of 4,000 of the enemy by night, and effected their escape to Leghorn in an English ship. His brother, with a party of about 300 more, arrived there in a few days after, in another English vessel. The fugitives were hospitably received every where; and Paoli having chosen England for the place of his retreat, in the hope, as he said, of happier times, had an ample pension settled upon him by the King, as a reward of his bravery and patriotism.

In 1794 the sovereignty of the island was annexed to the British crown. Lord Hood, in the month of February that year, proceeded to Corsica, and found it in a state of revolt against the authority of the Convention. On the 10th the tower and garrison of Mortella surrendered. On the 17th, the tower of Torneli was abandoned by the republicans; and in two days after, they evacuated St. Fiorenza, and retreated to Bastia, where they made a most gallant defence against the united efforts of the British fleet and army, joined by a considerable corps of Corsicans, which Pauli had collected and despatched thither. The republican garrison held out till the nineteenth of May, when Lord Hood offered honourable terms to the commandant, Gentili, and on the twenty-fourth the garrison of Bastia\* marched out with the honours of war, and the English took possession. The town of Calvi only remained, which resisted under the brave Casabianca till the tenth of August, when the whole of Corsica was in subjection to the British Crown. This annexation of sovereignty, however, did not exist long. The Corsicans became averse to it, and having again confederated with the French, the British Viceroy, Sir Gilbert Elliot, informed them that he should leave them to their former masters; and on the fifteenth October, 1796, the British evacuated the island.

The air of Corsica is insalubrious, and the soil so strong and barren, that except in some of the vallies, there are scarcely any vegetable productions.

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## NAVAL LITERATURE.

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*Narrative of a Voyage to Hudson's Bay in His Majesty's Ship Rosemond, containing some Account of the North-Eastern Coast of America, and of the Tribes inhabiting that remote Region.* By Lieutenant EDWARD CHAPPELL, R.N. London: J. Mawman, Ludgate-street. 1818.

[Concluded from page 324.]

“AFTER all that has been said respecting the erroneous state of even the Admiralty Charts for the Northern Seas, yet I do not imagine that the smallest imputation of neglect can be charged to government upon that account. It has never yet been thought an object of sufficient national importance, to warrant an expenditure of the public money towards defraying the great expense that must necessarily be incurred in surveying thoroughly those frozen coasts which border upon Davis' and Hudson's Straits. The Greenland mariners are notorious for paying so little regard to the situation of the places they visit, that they are incapable of giving any correct information: and the officers of the Hudson's Bay ships have a motive in concealing the knowledge which they actually possess: this I shall notice more fully hereafter.”

\* For a view of Bastia, see N. C. vol. ii.



On the 31st of July, they reached Cape Saddle-back, where they were first visited by the Esquimaux, whom the author thus describes :—

“ I must, for a time, quit the ship and her proceedings, to describe the appearance, manners, and customs of this singular race, who inhabit the shores of Hudson’s and Davis’ Straits, the northern part of Hudson’s Bay, and both sides of the vast peninsula of Labrador. Upon the first intelligence of the approach of the natives, I immediately jumped out of bed, and ran upon deck ; where, on my arrival, the most discordant shouts and cries assailed my ears. Alongside the ship were paddling a large assemblage of canoes, of the most curious construction : these were built of a wooden frame-work of the lightest materials, covered with oiled seal-skin, with the hair scraped off ; the skin being sewed over the frame with the most astonishing exactness, and as tight as parchment upon the head of a drum. But the most surprising peculiarity of the canoes was, their being twenty-two feet long, and only two feet wide. There was but one opening in the centre, sufficiently large to admit the entrance of a man ; and out of this hole projected the body of the Esquimaux, visible only from the ribs upwards. The paddle is held in the hand, by the middle ; and it has a blade at each end, curiously veneered at the edges, with slips of a sea-unicorn’s horn. On the top of the canoe were fastened strips of sea-horses’ hide, to confine the lance and harpoon ; and behind the Esquimaux were large lumps of whale blubber, for the purposes of barter. These canoes are only capable of containing one person, for any useful purpose ; the slightest inclination of the body, on either side, will inevitably overturn them ; yet in these frail barks will the Esquimaux smile at the roughest sea ; and in smooth water they can, with ease, travel seven miles an hour.

“ Whilst I was still busily employed in making my remarks on the canoes of the male Indians, a large open boat arrived, containing about twenty women, besides many children. This last boat was steered by a very old man, with a paddle : he was the only male adult amongst them. The women pulled with oars, having a very broad wash at the extremity ; and they cheerfully kept time to the tune of a song, in which they all joined. The boat was built of the same materials as the canoes ; that is to say, a frame-work covered with oiled seal-skins ; but differed, in being shaped more after the European boats ; also, in having a square sail made of seal-skins, with the hair taken off ; and owing to this difference, the Hudson’s Bay traders have distinguished these boats by the name of Lug Boats ; although they never attempt to use the sail, except with a fair wind. It is difficult to give an adequate idea of the delight expressed by these poor creatures, on reaching the ships : they jumped, shouted, danced, and sang, to express their joy. And here it should be observed, that the arrival of the ships is considered by the Esquimaux as a sort of annual fair ; their little manufactures of dresses, spears, &c. are reserved for the expected jubilee ; and when, after long watching, they at last catch a glimpse of the approaching vessels, their exultation knows no bounds.

“ The male Esquimaux have rather a prepossessing physiognomy, but with very high cheek bones, broad foreheads, and small eyes, rather far-

ther apart than those of an European: the corners of their eyelids are drawn together so close, that none of the white is to be seen; their mouths are wide, and their teeth white and regular: the complexion is a dusky yellow, but some of the young women have a little colour bursting through this dark tint: the noses of the men are rather flattened, but those of the women are sometimes even prominent. The males are, generally speaking, between five feet five inches and five feet eight inches high; bony, and broad shouldered; but do not appear to possess much muscular strength. The flesh of all the Esquimaux feels soft and flabby, which may be attributed to the nature of their food. But the most surprising peculiarity of this people is the smallness of their hands and feet; which is not occasioned, as in China, by compression, nor by any other artificial means, as their boots and gloves are made large, and of soft seals'-skin. To their continual employment in canoes on the water, and to the sitting posture they are thus obliged to preserve, perhaps their diminutive feet might be ascribed: but when we reflect on the laborious life they must necessarily lead, and yet find that their hands are equally small with their feet, it will naturally lead us to the conclusion, that the same intense cold which restricts vegetation to the forms of creeping shrubs, has also its effect upon the growth of mankind, preventing the extremities from attaining their due proportion.

"The chin, cheek-bones, and forehead, among the women, are tattooed; and this operation is performed among the Esquimaux by pricking through the skin with some sharp instrument, and rubbing ashes into the wound; as the marks are not deep, their appearance is not disagreeable. I imagine that the tattooing does not take place until the female arrives at the age of puberty, because the youngest girls were without any such marks. None of the men undergo the operation; but they have a few straggling hairs on the chin and upper lip, while the women carefully remove them from every part of the body, excepting the head, where they have a lock on each temple, neatly braided, and bound with a thong of hide. On the back of the head, the hair is turned up, much after the fashion of the English ladies. I hope the latter will not be offended at the comparison.

"After having gone so far in a description of their persons, perhaps their diet ought not to be overlooked; because it has been before noticed, that the relaxed state of their flesh, and the sallow hue of their complexions, may in a great measure be ascribed to the nature of their food. As they seem to devour every thing raw, it has been conjectured that they are unacquainted with the use of fire; but this is not true. I observe, near one of their huts, a circle of loose stones, containing the ashes of a recently extinguished fire, and a stone kettle standing upon it: \* also, in a hut, I saw a pan of vegetables, resembling spinach, which had been boiled

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\* Mr. Hearne, in his journey to the mouth of the Coppermine-River, observed, that the Esquimaux, on the sea-coast to the northwest, used kettles made of *lapis ollaris*.

into the consistency of paste.\* Yet, after all, it is no less certain that an Esquimaux prefers all flesh raw. In proof of this it may be mentioned, that the commander of the *Eddystone*, a Hudson's-Bay ship, having shot a sea-gull, an Indian made signs that he wished for the bird: immediately on receiving it, he sucked away the blood that flowed from its mouth; then, hastily plucking off the feathers, he instantly dispatched the body, entrails, &c. with the most surprising voracity. The knowledge which the Esquimaux possess of the use of fire, is observable in the ingenuity with which they transform iron nails, hoops, &c. into heads for their arrows, spears, and harpoons. May not their fondness for raw flesh, have arisen from the scarcity of fuel? There was not a bit of wood to be found on that part of the coast where I landed.

"We made many attempts to induce the natives to partake of our food. At breakfast, we placed an Esquimaux at table, and offered him every species of food that the ship could afford. He tasted every thing; but, with a broad laugh, he was sure to eject whatsoever he tasted, over our plates, and upon the table cloth. The only thing they could be induced to swallow was a piece of hog's lard, and of this they all partook with avidity. Above all, they appeared to have the greatest aversion from sugar and salt.

"In their dealings, they manifested a strange mixture of honesty and fraud. At one moment I observed an Esquimaux striving, with all his might, to convey into a sailor's hand the article for which he had already received his equivalent, and, in ten minutes afterwards, I detected the same man in an endeavour to cut the hinder buttons from my own coat. They value metals more than any other article of barter, and iron most of all. As a specimen of the relative articles of traffic, I shall briefly insert the prices which I paid for some little curiosities, viz.

|                                                                                                                                                         |               |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| A seal's-skin hooded frock, quite new, for a knife.                                                                                                     |               |
| A seal's skin pair of breeches .....                                                                                                                    | needle.       |
| Seal's-skin boots .....                                                                                                                                 | saw.          |
| A pair of wooden spectacles, or rather shades, used by the Esquimaux to defend their eyes against the dazzling reflection of the sun from the ice ..... | } one bullet. |
| A pair of white feather gloves .....                                                                                                                    |               |
| A fishing lance or spear .....                                                                                                                          | file.         |

"They have a strange custom of licking with their tongue every thing that comes into their possession, either by barter or otherwise, and they evidently do not consider an article as their property until it has undergone this operation. By way of experiment, I gave to a young girl half a dozen iron nails: she immediately jumped, and shouted, to express her gratitude, and then licking each nail separately, she put them into her boot, that being the depository of all riches among the female Esquimaux, who are entirely unacquainted with the use of pockets. Several of the natives

\* It was probably seaweed; a kind of food eaten as a stew, or soup, by the natives of the Isle of St. Kilda, in the Hebrides."

brought their wives on board the ship, and, in return for a tin spoon or pot, compelled them, nothing loath, to receive our salutations. Many of the women had very pleasing features; but they were so disfigured with dirt, and their persons smelt so strongly of the seal oil, that it required a stout heart to salute even the prettiest of them.

"On board the ship, they were exceedingly curious in viewing every thing: but however astonished or delighted they might appear in the first sight of any novelty, yet ten minutes was the utmost limit of their admiration. The pigs, cats, and fowls, attracted their attention in so remarkable a manner, as to indicate a certainty of their not having seen any such animals before. A sailor threw them all into the most violent fit of jumping and shouting, by walking upon his hands along the deck. But nothing seemed to fix their attention so much as Captain Stopford's amputated arm: they satisfied themselves, by feeling the stump, that the arm was actually deficient, and then appeared to wonder how it could have been lost: but when I made signs to them that it had been severed by a saw, to the credit of their feelings, I must state, that commiseration was depicted on every countenance. We did not perceive an instance, either of man, woman, or child, amongst them, who was in any way crippled or deformed."

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## Imperial Parliament.

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HOUSE OF LORDS, FRIDAY, APRIL 24, 1818.

### OFFICERS' WIDOWS' PENSIONS.\*

**T**HE *Marquis of Lansdowne* moved for a copy of the regulations, dated the 17th of February, 1817, limiting the granting of Pensions to the Widows of Military Officers, to those cases only where they were not possessed of an income of double the amount of the Pension. His Lordship stated briefly the origin of the fund out of which those Pensions were granted, and observed, that the proposed regulation would operate unjustly, and in many cases produce great hardship. The Pensions in themselves were so small, being only upon the scale of 120*l.* a year to a widow of a general officer, 50*l.* per ann. to a widow of a captain, and 30*l.* a year to the widow of an ensign, that they could scarcely be considered as objects for regulation; the whole amount of them did not exceed 90,000*l.* per ann. and the saving that could be made by the regulation must be extremely trifling, whilst the hardship that resulted from it must be in many instances very great. It was going too far, to say that the widow of a general officer, having an income of little more than 200*l.* per ann. or

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\* This gallant officer lost his arm in the attack on Java, by a cannon-ball. The seamen seeing him knocked backwards by the shock, and lying senseless, conjectured that he had been killed outright; but as they were bearing him off the field, the captain recovered his senses, and feeling the hot beams of a vertical sun striking directly on his face and head (his hat having rolled off when he fell), he immediately exclaimed to one of his men, 'Damme, Sir! fetch me my hat.'

the widow of a captain having 100*l*. per ann. should be excluded from the enjoyment of that Pension which had hitherto been considered as a right; and when, as was actually the case in some instances, the husband had sunk a part of his income in order by insurance to obtain an annual sum for his widow, after his death, in addition to the Pension which he had a right to calculate she would receive. Since, however, he had come into the House, he had heard with satisfaction, that the modification of the regulation was in contemplation, which would do away some of his objections.

The *Earl of Liverpool* referred to the origin of the Fund, and to the different warrants regulating the grants of these Pensions, for the purpose of shewing that they had recognized the principle of not allowing the Pension where the party applying for it had already a sufficient income. The wording, however, of these warrants in that respect, was, he admitted, vague and indefinite. The practice of the navy had been more precisely regulated, it having been long since established that the widow of an officer should not be entitled to a Pension, if she possessed an income of double the amount. In the army, on the contrary, from the principle not having been accurately defined, it had grown up to be considered as a right that the widow of an officer should be entitled, under whatever circumstances, to a pension. It was very desirable that the navy and army, in this respect, should be both placed upon the same footing; and with a due regard to that liberal feeling which ought in such cases to prevail, it was in contemplation to issue a new regulation, arranging for both services, that the widows of officers should be entitled to the Pension, except in cases where they were already in possession of an income of four times its amount. And with regard to the regulation respecting the widows of military officers, as the Pension had been, from the practice for some time considered as a matter of right, and as there were undoubtedly cases where, from the insurances effected by their husbands out of their incomes, their widows would be hardly dealt with if they were refused their Pension, it was proposed that the regulation, with regard to the widows of military officers, should not operate retrospectively, so as to effect those who were married before the day of its date, but only prospectively upon those subsequently married. These new regulations, would, he trusted, be satisfactory to both services.

The *Earl of Rosslyn* regarded the new regulations mentioned by the Noble Earl, as satisfactory.

*Lord Viscount Ermouth* begged leave, in the name of the service with which he was connected, to thank the Noble Earl (*Liverpool*) and the Members generally, for the regulations now proposed with regard to the Pensions to the Widows of Naval Officers, which he was convinced, would be quite satisfactory to the navy.

After a short explanation from the *Marquis of Londowne*, the motion was agreed to.

## PLATE 505.

*Cape Coast Castle, on the Gold Coast of Africa.*

[Continued from page 227.]

IT is customary for a woman, soon being pregnant with her first child to give oblations to the Fetish, and perform certain rites established by immemorial custom. On the first indication of the flow of the menses, a female is obliged to walk abroad, habited in a peculiar manner; thus publishing her attainment of womanhood. They suckle their children until they are able to walk about; and both sexes generally go naked until the age of puberty, excepting a girdle worn about the loins, to which a slip of cloth is affixed for the sake of decency. The change from adolescence to puberty, in this country, and which we will suppose is the same in every Tropical country, is very rapid; girls become women at the early age of ten years, and boys men at twelve. Their decline is equally quick; at that age when both sexes arrive to maturity, or to the height of accomplishment, in temperate climates; here they lose a great share, if not all, of their attractive qualities and perfections. One sex witnesses many years of sterility, and the other many years of imbecility. There are, however, exceptions to be found, not indeed in the towns on the sea-side, but inland sometimes, where a life of more temperance and regularity is followed, and where the passions are not so early excited."

"The dress of both sexes is nearly alike. The men wear a piece of cloth, of about four yards long and two wide, wrapped loosely about them, when they are unemployed; when engaged in any occupation, part of it is folded round the loins, the remainder hangs down and covers the lower part of the body. The men of wealth wear hats when they travel, and some of them sandals. In general the women appear with their breasts exposed: their garment is fastened round the waist by a girdle or zone, called a tombah, which is supported behind by folds of cloth, which form a protuberance, in proportion to the age and circumstances of the person; and to a European is a singular mark of consequence. In front the women of quality and fashion, have a number of silver keys suspended by a ring to the tombah, which by their sound announce the approach of the lady from some distance. They wear bracelets of either gold or beads, or both; and some strings of beads are worn about the neck. Both men and women take particular care in the decoration of their heads; they cut, or rather shave, the hair with taste and nicety. The old men shave the whole of the head, excepting a lock or two behind, to which they generally keep a piece of gold suspended. Some of the men allow the hair to grow on the chin; and whiskers and mustaches, are not uncommon among them:—we have given it the name of hair, but in fact it is a woolly substance, and which is considered as characteristic of the negro race. A Fantee may be known from others of the natives, by small articulations on the upper part of the cheek-bones, and on the back of the neck. Both men and women are particularly cleanly; they generally wash their

bodies twice a day: the latter are fond of European perfumes, and also of those they procure in the country; and they are particular in the frequent use of a certain operation, that excludes the necessity of laxative medicines. In all their dishes, pepper is an universal and necessary ingredient: and, indeed from the quantity of bread they consume, and which is of a strong and solid nature, something of a stimulating and digestive quality is requisite. Their principal dish is composed of fish, or poultry made into soup; to which are added palm-oil recently exprest; pepper, salt, and cashalots. This highly seasoned dish is accompanied with yams or plantain made into a pudding, or the bread of the country, which is unleavened: it is made of maize, or Indian corn, and called cankey. The men and women generally eat by themselves: four, six, or more, place themselves round a bowl of soup, in which they alternately dip some cankey, or pudding. They do not drink during their meals; but after the repast, they sometimes indulge freely in the use of palm-wine, or of spirits.

“Although the Fantée country is not considered by the natives as commencing at Cape Coast, we will, notwithstanding, speak of it as part of that country: it is subjected to the Fantees, and the people follow the same laws and customs as the Fantees do, and may in every respect be regarded as the same people. Much superstition is intermingled with the laws of the Fantee country, and they are particularly strict; their punishments are fines and slavery, which amount to nearly the same thing: for, if the guilty person cannot pay the fine, he is by law adjudged a slave. No corporeal punishments are inflicted. Causes are tried by the pyinins, or elders of the people; in whom are combined the office of judge and jurors. They generally assemble in the public market-place for the trial of offences: both parties are attentively heard, and witnesses examined; after which, sentence is pronounced. If the person who is found guilty, suspect the justice or partiality of the proceedings, an appeal lies to the governor of the fort, or to the elders of another town or district. The pyinins are chosen by the public voice; they sometimes succeed by hereditary right; in which case, if a deficiency in their legal knowledge be publicly known, their authority is suspended, and others appointed by the public. They get a share of all fines and forfeitures; and when any cause of consequence is laid before them, it is usually accompanied by a present of rum. In cases where family-connections interfere, the trial very often happens by night, for the purpose of preventing any impression which the countenance of the accused might create. Suicide is considered with abhorrence; and the bodies of such self-devoted criminals are burned, unless a considerable sum be paid to the pyinins for permission to give them decent sepulture.”

“All proclamations are accompanied with the sound of an instrument usually called gong-gong; but the true name of it is dahwool; it is made of iron, and very often of a mixed metal; and is shaped something like a bell. A man holds it in one hand, (if it be large, it is fastened to a piece of wood, and carried on the shoulder), and beats upon it with a stick. The sound of this instrument may be heard at some distance; but the tone it produces is not agreeable to the ear, and cannot be described.”

"In consequence of the strictness of the laws, crimes of any magnitude were seldom known; murder is scarcely heard of; and petty offences, particularly thefts, are not often committed. An article may be left in the public road without much danger of its being touched by any person belonging to the same neighbourhood. They are particularly cautious of making free with the property of their own class; but whatever belongs to a white man, is considered fair game; because they do not dread any severe punishment, notwithstanding the severity of the laws, and the obedience that was paid to them: yet during the slave-trade, we heard of crimes being perpetrated almost every day, or at least men and women seized for offences either committed by themselves or others; but false crimes and false witnesses were very common in those days."

"The practice of *panyaring* was carried to such lengths in this country, as to occasion great annoyance to trade, and to preclude public security. The word is not Fantee, but the phrase is well understood."

"Another odious practice, but productive of less evil consequences, was that of *brandeeing*: this is another word foreign to the Fantee language; but its meaning was as well understood as that of *panyaring*. If a man had slandered another, or used any words tending to vilify his character, the injured person repaired to the market-place with an anker or two of spirits, or less; and there invited his accuser to make good his assertions; who must likewise produce a like quantity before he can obtain a hearing. If the parties were rich, they sometimes proceeded until they got to one hundred gallons, or more; and if the man were found guilty, a pecuniary satisfaction was made, and the spirits went to the pyramids, and the friends and relations of the person acquitted. These proceedings created much interest; for if the parties were rich, the spoil was generally considerable. There are certain days, on which *panyaring* is interdicted Tuesdays in some districts, and Sundays in others."

[To be continued.]

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## Poetry.

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### DESULTORY THOUGHTS ON THE SEA SIDE.

BY MRS. M'MULLAN.

[Continued from page 255.]

**A**TTEND. The fragrant ottar bring,  
Quick, twine the earliest buds of Spring,  
And haste to meet Time's blushing morn,  
While Hebe's smiles your bowers adorn,  
She flies, alas! too soon.

Ere violets blow, or snow-drops sleep,  
Ere crocus fades, or heath-bells weep;



Ere April's fickle sun appear,  
O, haste to hail the new-born year,  
Nor wait the beam of noon.

Yon sea may soon tumultuous swell ;  
Yon vessel take a last farewell ;  
The bittern's lonely, hideous cry,  
Respond the sinking sailor's sigh,  
And spots eclipse the sun.

Then wait not Hope's deceptive ray,  
But swiftly seize the present day ;  
Let Pleasure's voice alone invite,  
Her varied charms your soul delight,  
Her magic circle run.

Study may hide in gloomy schools,  
Wisdom may preach her musty rules,  
Labour obtain what toil can give,  
'Tis only Pleasure's train that live,  
Or reach Olympus' mount.

Wait not till the meridian beam  
Illume the basking shepherd's dream ;  
Wait not till Autumn fill the land,  
But fly—ere Winter dim the land  
To seek the Paphian fount.

In cloudless skies, where dwells unchanging Truth,  
Were heard these accents of impetuous youth :  
Her radiance shone upon the rocky steep,  
And Hope came, smiling, o'er the tranquil deep ;  
As her soft arm the steady anchor press'd,  
The Goddess thus her azure train address'd :

[To be continued.]

## NAVAL HISTORY OF THE PRESENT YEAR, 1818.

(April—May.)

### RETROSPECTIVE AND MISCELLANEOUS.

**T**HE restless spirit of America seems to dispose her for differences with any power, from whom advantage may be gained with little risk. Ships, Colonies, and Commerce, are her objects ; the first of these three *considerata* she is laudably enough procuring by her own industry, the two others she appears determined to have by arguments weak or strong, or if

that will not do, by superiority of material strength. Her claims on Spain appear to us backed by that kind of reasoning, which the wolf would use with the lamb.

Her commercial resolutions against us are certainly more plausible, but the policy of which will admit of some doubt. As to the ground of complaint, we would ask her what can be her own view in the acquisition of colonial possessions, but an exclusive right of trade with them—by which her navy may be increased, and her seamen formed. She, however, is not yet rich in colonies—she sees, or thinks she sees, an advantage in the objection she makes to us, and very plausibly seizes it—had she colonies on which we could retaliate, the objection would not have been made.

Our remarks will be understood as alluding to the recent Navigation Bill, the object of which is, not to allow English vessels, from the West Indies, to trade with the United States, if the British do not allow vessels of the United States to trade with the West Indies. This of course is merely a matter of commercial regulation, amounting certainly to mutual prohibitions, but to which we can foresee no disadvantage to the interests of this country. The Americans only receive from our islands rum and molasses, while our islands receive from the United States large quantities of provisions and lumber, for which they can find no other market.—This will be a great loss to the agriculturists of the United States, and a great gain to the English Northern Colonies of Nova Scotia, Canada, &c. which will now supply our West India Islands; unless indeed the traders of the United States find means to carry on the trade with the West Indies clandestinely, which will probably be the case, as they will naturally strain every point rather than relinquish so profitable a traffic.—The Indians still continue to make an effectual stand against the forces of the United States. The governor of the Havannah is stated to have received instructions to close that port against all flags indiscriminately.

The *National Intelligencer* publishes a paragraph, discountenancing the rumour that any hostile measures were in contemplation of the American government against Spain—at least within the present Session.

A spirit of insurrection is reported to have manifested itself in Demerara, and some of the white inhabitants have lost their lives.

The inhabitants of Nova Scotia complain of the injurious encroachments of the Americans on the maritime property of the British. A petition has been numerously signed at Halifax, for transmission to England, praying ministers to take into consideration the state of the fisheries on the shores of British North America, where the citizens of the United States have pushed into the narrow strait dividing Nova Scotia from Cape Breton, every part of which is within the British territory; and have likewise occupied and nearly appropriated to themselves the whole of the fishing ground on the Labrador coast.

The Lords of the Admiralty have directed all the guardships of the United Kingdom, except the flag-ships at Portsmouth and Plymouth, to assemble at Plymouth by the 1st of June, and thence proceed to cruise for two months. The ships that will assemble are—*Hamillies*, 74, Captain

T. Boys; Spencer, 74, Captain W. R. Broughton; Rochefort, 80, Sir A. C. Dickson; Superb, 74, Captain C. Ekins; Vengeur, 74, Captain T. Alexander; Northumberland, 74, Captain J. Walker; Bulwark, 74, Captain T. Graves; and the Tonnant, 80, Captain Tailour. It is said they will be put under the command of Sir Benjamin Hallowell. The Rochefort and Vengeur, at this port, will go out of harbour on the 17th instant: their complement of men will be increased, during the cruise, from men to be lent from the Queen Charlotte. The period of three years' service for the guard-ships, expires generally about the 1st of September next; after which they will be paid off and re-commissioned.

By the Jamaica papers to the 14th of March, we learn that the privateers in those seas continue greatly to annoy the merchant vessels—The Buenos Ayres privateers are stated to be cruising in great numbers in the Gulf of Mexico, and to have captured, in less than three months, upwards of twenty vessels, the cargoes of which have been sold, and the vessels fitted out as new privateers.

A convoy of twenty-four Spanish ships, which sailed from the Havannah for Cadiz, has been dispersed in tempestuous weather, and most of them afterwards captured by Insurgent privateers, only two of them being known to have arrived at their destination.

New Orleans papers of the 6th of March, contain an account of a severe engagement between two squadrons, the one belonging to Old Spain, and the other to the South American Republicans, which ended in the complete triumph of the latter.

The following is a statement of the Trade at Calcutta.—Ships at that port, on the 1st of December:—

|                                                                                              | <i>Ships.</i> | <i>Tons.</i> |
|----------------------------------------------------------------------------------------------|---------------|--------------|
| H. C. ships for England .....                                                                | 11            | 9217         |
| Free Traders for Great Britain .....                                                         | 20            | 14135        |
| Free Traders for Malta .....                                                                 | 3             | 1140         |
| Country ships for Gibraltar .....                                                            | 1             | 416          |
| Ditto for China .....                                                                        | 5             | 2882         |
| Ditto employed in the country trade, including the<br>Isle of France, Persian Gulf, &c. .... | 40            | 13154        |
| Ditto laid up for sale or freight .....                                                      | 34            | 11812        |
| American vessels .....                                                                       | 4             | 1756         |
| French ditto .....                                                                           | 5             | 2241         |
| Portuguese ditto .....                                                                       | 8             | 2794         |
| Danish ditto .....                                                                           | 2             | 700          |
| Arabian ditto, from Arabian and Persian Gulfs ..                                             | 18            | 6989         |
| <b>Total Ships</b>                                                                           | <b>150</b>    | <b>67296</b> |

Accounts from the Havannah mention, that the news of the Treaty between Spain and England for the abolition of the Slave Trade, had arrived there, and had excited a great sensation throughout the Island of Cuba. Slaves had already risen twenty-five per cent. and the slaves from the northward of the Line, which are esteemed by far the best, were expected to rise even a hundred per cent.

## A METEOROLOGICAL JOURNAL,

KEPT AT THE OBSERVATORY OF THE NAVAL ACADEMY, GOSPORT,

From April the 20th, to May the 20th, 1818.

| 1818.    | Winds.           | BAROMETER. |       |        | THERMOMETER. |      |      | HYGROMETER.  |              |              | Evap<br>in In<br>&c. | Rain<br>in In<br>&c. |
|----------|------------------|------------|-------|--------|--------------|------|------|--------------|--------------|--------------|----------------------|----------------------|
|          |                  | Max.       | Min.  | Med.   | Max.         | Min. | Med. | At 9<br>A.M. | At 9<br>P.M. | At 9<br>P.M. |                      |                      |
|          |                  | In.        | In.   | In.    | °            | °    | °    | °            | °            | °            |                      |                      |
| April 21 | E. to S.E.       | 29.61      | 29.59 | 29.600 | 61           | 45   | 53   | —            | —            | —            | —                    | —                    |
| 22       | E. to E.S.E.     | .57        | .14   | .505   | 60           | 49   | 54.  | —            | —            | —            | —                    | .72                  |
| 23       | E. to E.N.E.     | .55        | .28   | .315   | 55           | 45   | 50   | —            | —            | —            | .10                  | .75                  |
| 24       | E.N.E. to W.     | .20        | .14   | .170   | 64           | 47   | 55.5 | —            | —            | —            | —                    | .94                  |
| 25       | W. by N. to S.   | .22        | .08   | .150   | 60           | 46   | 53   | —            | —            | —            | —                    | .03                  |
| 26       | S. to S.E.       | .37        | .32   | .345   | 63           | 51   | 57   | 80           | 64           | 74           | .25                  | .32                  |
| 27       | S.E. to S.W.     | .57        | .36   | .465   | 64           | 45   | 54.5 | 82           | 68           | 84           | —                    | .02                  |
| 28       | W. to S. by E.   | .91        | .76   | .835   | 57           | 41   | 49   | 64           | 49           | 78           | —                    | —                    |
| 29       | E. to S.E.       | .88        | .31   | .345   | 57           | 47   | 52   | 68           | 42           | 63           | 80                   | —                    |
| 30       | E. to S.         | .62        | .49   | .555   | 57           | 49   | 53   | 80           | 95           | 98           | —                    | .43                  |
| May 1    | W. by S. to S.   | .79        | .67   | .730   | 58           | 40   | 49   | 79           | 59           | 80           | —                    | —                    |
| 2        | E. to E.S.E.     | .76        | .62   | .690   | 61           | 50   | 57   | 76           | 50           | 71           | —                    | .02                  |
| 3        | E. to W.         | .43        | .36   | .395   | 67           | 47   | 57   | 76           | 66           | 82           | .50                  | .11                  |
| 4        | S.W. to S.E.     | .46        | .45   | .465   | 63           | 46   | 54.5 | 82           | 63           | 76           | —                    | —                    |
| 5        | E.S.E. to S.     | .42        | .35   | .385   | 66           | 49   | 57.5 | 85           | 63           | 72           | —                    | .07                  |
| 6        | S.               | .31        | .28   | .295   | 66           | 49   | 57.5 | 72           | 62           | 75           | .70                  | —                    |
| 7        | S.               | .40        | .28   | .340   | 66           | 47   | 56.5 | 68           | 60           | 79           | —                    | .11                  |
| 8        | S. to N.E.       | .48        | .47   | .475   | 65           | 45   | 55   | 72           | 53           | 65           | —                    | —                    |
| 9        | S. to W.S.W.     | .65        | .52   | .590   | 66           | 44   | 55   | 65           | 55           | 71           | .80                  | —                    |
| 10       | S.S.E.           | .86        | .73   | .820   | 67           | 49   | 58   | 64           | 60           | 73           | —                    | —                    |
| 11       | S.S.E. to S.S.W. | .67        | .54   | .605   | 67           | 49   | 58   | 67           | 61           | 76           | —                    | .04                  |
| 12       | W.               | .63        | .58   | .605   | 68           | 41   | 51.5 | 95           | 57           | 73           | .50                  | —                    |
| 13       | S. to S.W.       | .37        | .36   | .365   | 62           | 46   | 54   | 92           | 57           | 66           | —                    | .33                  |
| 14       | S.S.W.           | .43        | .31   | .370   | 62           | 45   | 53.5 | 80           | 57           | 78           | —                    | .07                  |
| 15       | W.N.W. to W.     | .50        | .48   | .490   | 68           | 45   | 56.5 | 65           | 50           | 70           | .40                  | —                    |
| 16       | N.W. to W.       | .60        | .52   | .560   | 65           | 51   | 58   | 64           | 52           | 66           | —                    | —                    |
| 17       | N.W. to N.E.     | .70        | .65   | .665   | 62           | 48   | 55   | 72           | 78           | 85           | —                    | .0                   |
| 18       | N. to N.E.       | .81        | .81   | .825   | 70           | 51   | 60.5 | 75           | 40           | 52           | .65                  | —                    |
| 19       | N.E.             | .92        | .90   | .910   | 65           | 45   | 55   | 70           | 60           | 70           | —                    | —                    |
| 20       | N.E.             | .30        | .94   | .970   | 66           | 46   | 56   | 55           | 42           | 58           | .45                  | —                    |
|          |                  | 30         | 29.08 | 29.544 | 70           | 40   | 54.9 | 73.5         | 52.5         | 73.6         | 16.                  | 4.01                 |

The observations in each line of this table are for a period of 24 hours (except the Hygrometer), beginning at 9 A.M.

## RESULTS.

Inches.

BAROMETER } Maximum.. 30" May 20th, Wind N.E.  
 } Minimum.. 29.08 April 25th, Ditto S.  
 Range of the Mercury .... .92  
 Mean barometrical pressure 29.544  
 Greatest variation in 24 hours .40  
 Spaces described by the rising and falling of the mer. } 5.12  
 Number of Changes..... 21

THERMOMETER } Maximum.. 70° May 18th, Wind N. E.  
 } Minimum.. 40 Ditto 1st Ditto E.  
 Range ..... 30  
 Mean temperature of the Atmosphere ..... } 54.9  
 Greatest variation in 24 hours 27

## DE LUC'S HYGROMETER.

|                                                        |       | Degrees.                 |
|--------------------------------------------------------|-------|--------------------------|
| Highest point of Deposition                            | ----  | 98 April 30th, at 9 A.M. |
| Lowest point of ditto                                  | ----  | 40 May 18th, at 2 P.M.   |
| Range of the Index                                     | ..... | 58                       |
| Mean of Observations at 9 A.M.                         |       | 73.5                     |
| Mean of ditto at 2 P.M.                                |       | 58.5                     |
| Mean of ditto at 9 P.M.                                |       | 73.6                     |
| Mean of ditto at 9, 2, }<br>and 9 o'Clock, for 25 days |       | 68.5                     |
| Evaporation during the period                          | --    | 4.65 Inches.             |
| Rain and Hail ditto                                    | --    | 4.04 Ditto.              |
| Prevailing Winds, South.                               |       |                          |

## A Scale of the prevailing Winds.

| N. | N.E. | E. | S.E. | S. | S.W. | W. | N.W. | Days. |
|----|------|----|------|----|------|----|------|-------|
| 1  | 4    | 5½ | 3½   | 7  | 3    | 5  | 1    | 30    |

## REMARKS ON THE WEATHER, &amp;c.

APRIL 21. Faint sunshine at intervals through the attenuated parts of *cirrostratus*, and opposite currents, the lower winds from the eastward: a calm cloudy night.

22. At 8 A.M. a small solar halo on a passing bed of soft undulating *cirrus*; also *cirrocumulus* and distant *cirrostrati* till 10; then small rain till 2 P.M.: an overcast sky, and close the remainder of the day: at 10, a torrent of rain for 15 minutes, with vivid lightning of various colours, and loud peals of thunder—the lightning to the south came on at half-past 7, and ceased at 11:

23. At 8 A.M. two currents crossing at right angles: steady rain through the day and night, and a brisk wind.

24. An overcast sky till 8 A.M., then sunshine, with *cirrocumuli*, and a chain of hemispherical *cumuli* capped: at mid-day a thick mist for half an hour, with a disagreeable smell, followed by incessant rain.

25. Rain till noon: sunshine with *cumulus*, *cirrostratus*, and *cirrus*, the latter modification very red at sunset: heavy thunder-clouds in the night. The swallows returned here to-day.

26. A.M. sunshine, with plumose *cirrus* and *cirrocumuli*, passing to *cirros'rati*, and some *cumulus* clouds near the horizon at noon: light showers and lofty thunder-clouds in the afternoon—immediately after sunset the low electric clouds to the N.E. and S. emitted strong flashes in quick succession; at half past 8 P.M. the wind freshened, and condensed matter in zigzag and globular shapes were discharged—at 9 a heavy storm came on, with distant thunder, the lightning ceased at 11.

27. Overcast till 8 A.M.; the remainder of the day nearly as the preceding—some electric discharges to the eastward between 8 and 10 P.M.; the night cloudy at intervals. During the last seven days the leafing has increased much, and the blossom of the early fruits spread astonishingly.

28. A.M. sunshine, with *cirrocumulus* and *cumuli*: a solar halo from 12 till 1 P.M., formed on a longitudinal bed of thick *cirrus*: a clear sky the remainder of the day and night.

29. A dewy morning, and a perfect blue sky till noon: P.M. *cirrus* from the E.S.E. which received a red tint both in the eastern and western parts of the sky after sunset.

30. The sky shrouded with dense *cirrostratus* till 8 A.M., followed by steady rain all day and part of the night.

MAY 1. A.M. sunshine, and an inoculation of *cumulus* and *cirrostratus*, and a brisk wind: a transparent atmosphere after 3 P.M.

2. A.M. light showers, close, and calm, and sunshine at intervals: in the afternoon *cumulus*, *cirrocumulus*, and *cirri*, the latter clouds were coloured in their descent after sunset, while large piles of *cumulus* evaporated.

3. A.M. the sky overcast with attenuated *cirrostratus*: P.M. *cirri* down to *nimbus*, and showers of rain.

4. A thick fog from 4 till 9 A.M. a fine day with the light modifications of clouds, and cloudy through the night.

5. Rain till 8 A.M. which prevented our seeing the solar eclipse: a sunny calm day, with the modifications of clouds from *nimbi* to *cirrus*: the night as the preceding.

6. As the preceding, except the rain—heavy *cumulostratus* prevailed.

7. As the preceding till sunset, then turbid clouds from the south, followed by *nimbi*, with gentle rain till midnight and light airs, the Barometer at the same time rising.

8. A.M. sunshine and clouds: at 1 P.M. a few drops of rain, after which the sky became overcast, except a small clear space to the west, in which the planets Mercury and Venus were seen following the sun in great splendour.

9. At ten minutes past 6 A.M. an inverted solar bow, with faint prismatic colours in an azure space about  $20^{\circ}$  east of the zenith, the sun's altitude being  $19^{\circ}$ ; there were *cirrocumuli* in the vicinity of the sun, and a species of the *cirrostratus* passing northward between the phenomenon, and low haze at the time—appearance only two minutes: a fine sunny day with a brisk wind, which increased to a strong breeze: at 9 P.M. a small meteor to the eastward descended through a space of about  $10^{\circ}$  in a S.E. direction: the night alternately clear and cloudy.

10. As the preceding, except the wind, which was more gentle: after sunset many chaffers flew out for the first time this year from their retreat: at 9 P.M. a coloured lunar corona formed on passing *cirrocumulus*.

11. Sunshine, and a succession of *cirrus*, *cumuli*, and other modifications of clouds till 4 P.M., when *nimbi* sprang up from the S.S.E., accompanied with light and refreshing rain through the night.

12. A sunny day, with a moderate breeze from the west: there were some drops of rain at mid-day from a *cumulostratus* cloud: *cirri* and haze, very red to the westward after sunset, when lofty *cumuli* displayed a gradation of tints: the illuminated part of the moon's disc very white till midnight, when the lower air became hazy.

13. Rain and wind till 10 A.M., afterwards sunshine between a quick succession of *cumulus* clouds: a moderate gale at S.W. through the day and night, which has stripped off many of the fruit blossoms.

14. A heavy shower of hail at 3 A.M., and a stormy morning: P.M. fine, with *cirrostratus* and lofty *cumulostratus*.

15. The wind shifted this morning to between the W. and N. points, where it has not been these 20 days past: a sunny day, with *cumulostratus*, *cirrus* in plumes, and in horizontal *striae*, and *cirrocumulus* in light flocks and in large beds at sunset: at 9, a meteor to the westward descended in a S.W. direction, and dispersed before it came to the ground like a sky-rocket just after its explosion: a moonlight night.

16. A thick fog from 3 till 7 A.M.—at 10 the concrete vapour dispersed, and the remainder of the day was fine, with plumose, linear, and thick globular *cirrus*: a solar halo from 12 till 1, followed by opposite currents of wind: overcast after sunset.

17. *Nimbi* from the N.N.W. floating in an overcast sky all day and night, and light rain at intervals, the Barometer at the same time rising.

18. A summer-like day, with plumose *cirri*, *cirrocumuli*, and *cum li*, in an azure sky: a drying breeze in the afternoon from the N.E. (See the state of the Hygrometer at 2 P.M.); and a clear moonlight night.

19. A stiff breeze from the same quarter as that of yesterday, and *cirrocumulus*, above *cirrostratus*, and intervals of sunshine: the night as the preceding.

20. Wind as yesterday: at 8 A.M. a broad thin band of *cirrus* in a blue sky, its extremities terminating to appearance in the E. and W. points of the horizon: the height of this cloud from the surface of the earth is calculated at  $5\frac{1}{2}$  miles, and its length, perhaps, is not less than 60 miles; a fine day with *cirri*; and the night as the preceding.

ERRATA.—In the medium of the Thermometer, last Table, page 339, April 7th, for  $55^{\circ}$  read  $51^{\circ}$ : and for hottest, page 340, line 38, read hotest.

### Promotions and Appointments.

Admirals, Captains, &c. appointed.

Sir Pultney Malcolm, K.C.B. late commander-in-chief at the Cape of Good Hope, and St. Helena, is said to be appointed commander-in-chief at Leith, *vice* Sir William Johnstone Hope.

Admiral Sir George Campbell, K.C.B. hoisted his flag on board the Queen Charlotte, as commander-in-chief of his Majesty's ships and vessels at Portsmouth, on 21st May.

Vice-admiral Sir Richard G. Keats, G.C.B. is appointed major-general of the Royal Marine Forces, *vice* Sir George Hope, deceased.

Captain Rainsden, to the Scout; Hon. G. P. Campbell, to the Racehorse.

Sir Josias Rowley, K.C.B. is said to be appointed to succeed Sir Benjamin Hallowell, as commander-in-chief at Cork.

Hon. Captain Henry Duncan, to the Liffy; Sir George Collier, K.C.B. to the Creole, and to command as commodore on the coast of Africa, *vice* Sir James Yeo.

Sir Charles Hamilton, Bart. commander-in-chief, and governor of Newfoundland, hoists his flag for that station on board the Ister frigate, Captain Forrest.

Lieutenants, &c. appointed.

Lieutenant J. Price, of the Algerine cutter, is appointed to command the Harpy cutter, on the Plymouth station.

Lieutenants J. L. Beckford, H. M. Williams, to the Queen Charlotte; Thomas B. Brigstocke, to the said ship, and<sup>o</sup> to be flag-lieutenant to Sir George Campbell, commander-in-chief at Portsmouth; D. Walch, to the Vengeur; George Allen, and Richard Morgan, to the Queen Charlotte; G. C. Blake, to be 1st lieutenant of the Queen Charlotte; J. Hutchinson, to the Vengeur; M. J. Curry, to the Racehorse; Jonathan Faulknor, son of the late Admiral J. Faulknor, to the Racehorse; William King, of the Sybille, to be lieutenant of the Rifleman, on the Jamaica station; J. Wemyss, of the Sybille, to be lieutenant of the Pelican.

Surgeons appointed.

W. J. P. O'Berne, to be surgeon of the Queen Charlotte.

Mr. Andrew Smith, to be surgeon and superintendant of the Lord Melville, convict ship.

John Robert Clover, Esq. is appointed secretary to Sir G. Campbell, K. C. B.

Reverend G. Brigstocke, to be chaplain of the Queen Charlotte.

Mr. William Sidney, to be master of the Rosario.

DEATHS.

Lately, at Plymouth, Mrs. Boger, wife of Admiral Boger.

Lately, at Plymouth, Captain N. Hunt.

Lately, at St. Austell, Cornwall, Captain Lanyon, R.N. aged 73 years. Commission date. 17th March, 1814.

Lately, at Portsmouth, aged 65 years, Mr. Robert Benzley, near 40 years chief clerk in the Commissioner's Office of the Dock-yard at that port.

On 29th Oct. Mr. William Hector, surgeon R.N. aged 30 years; was drowned by the ship Autumn, of Dundee, being wrecked on the coast of Ireland, when all on board her perished.

On 28th March, at Havant, at the house of her son, Mrs. Bullen, aged 85, relict of John Bullen, Esq. late of Weymouth, Dorset, and mother of Captain Charles Bullen, R.N. C.B.

On the 30th March, aged 66, Mrs. M. Colnett, sister of Captain Colnett, R.N.

On 7th April, at Chichester, Alexander A. Wilnot, 2d son of Captain Schomberg, R.N. aged 3 years.

On 9th April, Captain J. McGeorge, R.N.—Commission dated 19th December, 1809.

On 9th April, Lieutenant Ebenezer Winton, R.N. in consequence of a fall from his horse. Commission dated 6th May, 1809.

On 10th April, at Gosport, Miss Hollis, sister of Captain R. P. Hollis, R.N.

On 18th April, at his father's house, Plymouth Dock, Mr. Stephen John Dadd, surgeon R.N. aged 32 years:—Date of warrant, March 3d, 1810.

On 19th April, at Westboarn, Ann Sophia, 4th daughter of Mr. James Monneber, late purser of the Liverpool, was burnt to death by her clothes catching fire.



On 21st April, at Bombay Lodge, Kent, the residence of Stewart Erskine, Esq. Captain Peter Rolland, of the Honourable East India Company's service.

On 23d April, at Topsham, Captain Robert Carter, R.N. father of Mr. Charles Carter, surgeon of the Britomart, and J. Carter, Esq. secretary to Rear admiral John Harvey, commander-in-chief on the Leeward Island station.

May 2, at his house in the Admiralty, in the 53d year of his age, Rear-admiral Sir George Hope, K.C.B. Major-general of Marines, and late one of the Lords of the Admiralty. Sir George Cockburn had succeeded him as one of the Lords of the Admiralty; and Sir Richard Keats has been appointed Major-general of Marines. It is understood Sir George was nominated to the command at Leith.—On Saturday, May 9th, the remains of this gallant admiral were removed from his late residence in the Admiralty, for interment in Westminster Abbey. The Lords of the Admiralty, as a mark of their esteem for their late colleague, followed, and also many admirals and captains, and other officers, who had served with and under the orders of this meritorious commander. Nearly the whole of his life had been devoted to the service of his country; and it may be almost said that he died in its service, as he had only quitted the Board of Admiralty about six weeks. He regularly passed through the gradations of service, from the rank of midshipman, and was promoted to that of commander in the Racehorse sloop of war; he served in some other small ships, and in September, 1793, was posted, successively, commanding the Leda and Thetis frigates, Theseus and Defence line-of-battle ships. In the latter, he was at the close of the memorable victory achieved off Trafalgar, by the immortal Nelson. He also served as captain of the fleet under Admiral Sir James Saumarez in the Baltic, and was made rear-admiral of the blue squadron, August, 1811, at the promotion which then took place. On the appointment of Viscount Melville, as First Lord of the Admiralty, Sir George Hope became a member of that Board, which he soon after relinquished, and assumed the command of the squadron in the Baltic. This station he held only for a short period, when he was again nominated to the Board of Admiralty, and became the confidential adviser of the First Lord, which situation he filled with great ability and zeal, promoting by every means the comfort of the officers and seamen of his Majesty's ships.

Sir George Hope was related to the Melville and Hopetown families, and was brother to that excellent officer, the late Commissioner Charles Hope, who served as deputy-comptroller of the navy, and commissioner of the dock yard, Chatham. He had been twice married, the last time to the Hon. Miss Kinnaird, sister to Lord Kinnaird, and had issue by both marriages. A few years since, in conjunction with his relation, Admiral Sir J. W. Hope, he added the name of Johnstone to his family name, but had recently omitted it. Sir George Hope was about fifty-three years of age, stout and muscular in his person but latterly was so reduced in strength as to be unable to move without assistance. His manners were of the true seaman-like appearance, and the frankness, which is so peculiarly the characteristic of those gallant defenders of our country, was combined with the manners of the perfect gentleman.—Sir George was M.P. for East Grinstead.

On 17th May, in the 85th year of his age, John Madgshon, Esq. late master attendant of his Majesty's dock-yard at Chatham.

On 17th May, in the 16th year of her age, Amelia, second daughter of John Meredith, Esq. of the Victualling Department at Portsmouth.

BIOGRAPHICAL MEMOIR  
OF THE LATE  
CAPTAIN BETTESWORTH, R.N.

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- When we fight to save our country,  
We fight the cause of Heaven. The man that falls,  
Falls hallowed; falls a victim for the gods;  
For them, and for their altars.

MASON.

THERE is perhaps no department of Science, or Literature—no branch of the Belle-Lettres—no labour of the Annalist, more interesting to ourselves, or more beneficially instructive to posterity, than the delineation of the lives and transactions of persons distinguished by their talents, virtue, heroic valour, or eminent success in their pursuits, whether in the Camp, the Senate, the Seat of Justice, or on the mighty Deep. In relating their actions, the Seaman and the Soldier are animated, the Statesman is enlightened, and the Citizen interested and informed. In reading the immortal pages of the amiable Plutarch, our energies are awakened by examples of the most heroic valour, by the noblest instances of self-control, magnanimity, patriotism, and piety—and however short may have been the hero's career, his example is not without its effect.

The writer of this brief recital of Captain Bettesworth's gallant exploits, is not unconscious of the difficulty of doing full justice to his merits, without danger of falling into the too common error of unqualified panegyric; he nevertheless indulges the hope, that it will not be perused without appearing to those who knew him to transmit some portion of his excellent qualifications as a naval officer, and of his estimable qualities as a man; to enter farther into the latter than to name them, however pleasing would be the task, is not intended—they are indelibly registered in the hearts of all who were acquainted with him—his talents as an officer are best attested by his actions, so far as we are enabled to detail them,—the actions of his dawning manhood, and which led him to an

early, but highly honourable death, flushed with the hopes and expectations of enterprising youth, and with all the characteristic enthusiasm of one aspiring to fame in the service of his country.

Of the early stages of Captain Bettesworth's professional life, we very much regret the deficiency of our information. He was, we believe, the son of a clergyman in the North of England, and was born in the year 1781. His inclination to a naval life evinced itself so decidedly, as to induce his father to consent to his entering the navy at the age of thirteen, but with the name of the ship we are unacquainted. We have reason to think that he subsequently served in the *Venerable*, with Captain, afterwards Sir Samuel Hood,\* and that he was with him at Algeiras and in the Straits in 1801, when that ship performed such excellent service, under the orders of Sir James Saumarez. †

The squadron under the command of Sir James was ordered to blockade Cadiz, and on its arrival off that place, it was joined by the *Venerable*, and the blockade commenced on the 1st of July. On the 5th, intelligence was brought that a French squadron, consisting of three sail of the line and a frigate, had anchored off Algeiras, having in vain attempted to push through the Straits. On the afternoon of the same day, the admiral sailed with the squadron, and the next morning came in sight of the French ships, and advanced to the attack. The *Venerable* led the line, and sustained the fire of the ships and batteries until she had reached her station. The action lasted five hours, during which period the *Venerable* was actively and ardently engaged, and so far as disabling the enemy's ships, the purpose of the attack was answered; but the French admiral, Linois, having warped the ships aground, the capture of them was prevented. The acknowledged loss of the enemy was, however, 1,000 men in their ships, including two of their captains, besides 600 who fell at the batteries, and eight gun-boats and other armed vessels sunk.

Mr. Bettesworth's next stage of service seems to have been in the West Indies, on board the *Centaur*, 74 guns, as master's mate, in the following year, which ship then bore the broad pendant of Commodore Hood, and was commanded first by Captain

\* *Vide* portrait and memoir of Sir Samuel Hood, vol. xvii. p. 1.<sup>o</sup>

† For portrait and memoir of the gallant admiral, *vide* vol. vi. p. 85.

Littlehales, a good and worthy officer, and afterwards by Captain (now Sir) Murray Maxwell, an officer of distinguished merit and abilities, and her quarter-deck was at that time crowded with young men of the highest promise, many of whom have since most eminently distinguished themselves, and not a few have fallen, gloriously, in the defence of their country, or as victims to the West India climate.

In 1803, after a short cessation, war was again declared, and the gallant commodore lost not a moment in attacking the possessions of the enemy, within his reach: St. Lucia, Tobago, Surinam, and Demarara, were soon added to the British dominions; Martinique was blockaded, and the Diamond rock fortified and garrisoned, from the Centaur; which ship then achieved more than perhaps any British man of war ever did before—this is saying much, but we believe not more than truth.

These operations deservedly led to much promotion, and also to considerable prize-money, and Mr. Bettsworth, ever an object of notice, and always high in Sir Samuel Hood's good opinion, was made lieutenant, and allowed to remain in the Centaur; nor was it long before an opportunity was afforded him of proving how worthily he could fill his station. The boats of this ship had been often engaged in destroying batteries, and capturing and cutting out privateers, when cruising off Martinique, in which services he bore his part; a more arduous object now presented itself in the Curieux corvette, which vessel had left the anchorage under Fort Edward, where to take her was impossible, and coming to anchor further out, had made such preparations as the French thought would completely frustrate any attempt that might be made upon her. The particulars of this daring enterprise, so honourable to the officers and men of the Centaur, are worthy of detail.

Just before the war recommenced, this vessel had been sent with despatches from the Captain-general of Martinique to Commodore Hood, who was cruising to windward of the island, and she sailed some time in company with the Centaur, whose lieutenants then seemed to cast a *longing eye* towards her, and wished for nothing more, than an opportunity of trying their strength with her, although allowed to be the best manned and disciplined

sloop in the French navy. The lot fell on Lieutenant R. C. Reynolds to head the *Enterprise*, and it could not have fallen on a more gallant officer, as he by a fortunate chance first volunteered it with Lieutenant Bettsworth and Mr. Tracey, and thereby secured the preference, when all were eager to go; the event shewed how well they deserved the confidence thus placed in them by the commodore. Lieutenant Reynolds was the first man who got on board the *Curieux*, and was followed by a brave seaman named Richard Templeman. The enemy had their boarding nettings so high, that there was no possibility of getting in, excepting over the stern; fortunately the rope-ladder was there, with two boats made fast to it; but on the taffarel were two wall pieces, primed and loaded with musket balls, and six swivels pointed in the same direction. They hailed at a great distance, for the moon was just peeping over the clouds, and the alarm was instantly given. The sentries fired their pieces, as well as the guns, at the boats when approaching, which only increased the ardour of the assailants, although fagged with a pull of nearly 20 miles. When they got up alongside, all the Frenchmen were on deck, armed with pikes, and headed by their officers; the *Centaur's* men had only cutlasses, except the twelve marines, who had their full share of merit, for by their cool and well-directed fire in approaching the vessel, they much facilitated the boarding, which was effected by the crew of the barge up the rope-ladder; and Lieutenant Reynolds, in getting up, with a presence of mind which will be ever creditable to him, cut one of the tricing lines of the netting with his sword, by which the corner of it fell, and enabled those in the other three boats on the quarter to get up more easily. The French officers were the first to receive the boarders, and being armed with small swords, behaved with a bravery that did them honour; they were soon disabled, and most of them thrown down the hatchway; some, however, retreated to the fore-castle, where there was a formidable line of pikes; but notwithstanding their superiority in numbers and weapons, they soon followed their companions down the hatchways, or were thrown overboard, and the vessel, completely captured, was shortly afterwards under weigh, and brought alongside the *Centaur*. Lieutenant Reynolds received five wounds in this desperate conflict, and Mr. Bettsworth was also wounded,

as were likewise several of the men, but none were killed on our side.

Commodore Hood, in his despatch relative to this affair, made honourable mention of these gallant officers:—

*Centaur, Diamond Rock, off Martinique,  
February 6, 1804.*

SIR,

I have the satisfaction to acquaint you, for the information of the Lords Commissioners of the Admiralty, of the capture of the Curieux French corvette, early in the morning of the 4th instant, of 16 long French six-pounders, and had on board upwards of one hundred men when attacked by four boats of the Centaur, containing sixty seamen and twelve marines, under the command of Lieutenant Robert Curthew Reynolds; she was lying close under Fort Edward, at the entrance of the Carriénage, Fort Royal Harbour, Martinique: he boarded on the quarters in a most gallant manner, and was well aided by Lieutenant Bettesworth, and Mr. Tracey, my secretary, with the other officers and men; the enemy made a warm resistance at the first onset, but the spirited and superior valour of this brave officer and his supporters drove them forward, where a second stand was made, which was carried with equal gallantry: her captain, Cordier, leaped overboard, after receiving two sabre wounds, and saved himself, with some of the men, in a boat that lay under her bows, and got on shore; only one French officer escaped being either killed or wounded, and he was below. Fortunately this brilliant service was performed with only the enclosed list of wounded in the boats. I am sorry to add, Lieutenant Reynolds is of the number, severely, with five wounds; also Lieutenant Bettesworth and Mr. Tracy, though not badly.

I have the honour to be, &c.

Sir Evan Nepean,  
Bart.



*List of Wounded in the Centaur's Boats.*

Three officers and six seamen, one of whom is since dead.

*In the Curieux.*

Forty killed and wounded.

Mr. Reynolds was immediately made commander into the prize, which continued to be the envy and admiration of the officers and men on the station; but unfortunately he soon afterwards died of a fever, the effect of his severe wounds, and was greatly regretted by his brother officers, and the crews.

To this gentleman Mr. Bettesworth succeeded in the command of the prize, whom the commodore justly considered as next best entitled to this honourable command. He was at the time of attaining this rank, 21 years old; and thus, in the short space of eight years from his first entering the service as a boy, he had, solely by his merit, rose to the honourable post of commander.

In this ship Captain Bettesworth rendered very important services. She was a vessel admirably formed for cruising; and when the combined fleets appeared in those seas, it will be recollected, Captain Bettesworth was despatched by Lord Nelson,\* and his admirable management, in tracing their route, as foreseen by his Lordship, and preceding their arrival in Europe, were justly appreciated by the Admiralty, and he received from Lord Barham, then first lord, post rank, and an appointment to 20-gun ship, from which he was soon after, in 1807, removed to the Tartar frigate, of 32 guns, to be employed in the North Seas and Baltic; an appointment well suited to his ardent disposition, and unwearied pursuit of glory. But, alas! we now approach the close of his gallant career, for in the month of May, 1808, he fell, in action with some Danish gun-boats, off Bergen.

His conduct and death, with the particulars of the action, are thus related in a letter from an officer on board:—

“ We sailed from Leith to cruise off North Bergen, and to intercept a frigate said to be on the coast. On reaching it, we were told the frigate had sailed for the East Indies, with three or four ships; the pilots, however, took us through a most intricate navigation, within six miles of the town, but refused to take the ship farther. It being the captain's intention to reach the town with the frigate, and bring off the shipping, among which were five privateers, we anchored in the Straits, with springs on our cables, and in the evening the boats, with Captain Bettesworth, the first and third lieutenants, and master, went up to the town, and would have cut out an East Indiaman lying under the battery, had not the guard-boat fired on the launch, who returned it; and although their fire disabled the enemy, it also alarmed the town and ships; the consequence was, the bugles sounded, and the batteries were instantly manned, and as we found them chained, we returned to the frigate, leaving Lieutenant Sykes with the launch to watch the enemy. We immediately got the ship under

\* In vol. iii. of N. C. p. 157, is an excellent portrait of his Lordship, accompanied with a very interesting memoir of his public services to the Year 1798; and in vol. xiv. p. 386, xy. p. 37, are some Addenda, including his last great victory and death.

weigh, but from the lightness of the winds, and intricacy of the passage, could not get near Bergen; and in this narrow passage, surrounded with rocks, and without a breath of wind, we were attacked by a schooner and five gun-boats, who were within half-gun shot, lying behind a rocky point, each mounting two 24-pounders, and manned with troops. They kept up a well-directed fire, hulling us in ten or eleven places, and cutting to pieces our rigging and sails. One of their first shots, alas, too fatally directed, killed our gallant captain! in the act of pointing a gun. Although the force opposed to us was small, yet when it is known that we were drifting end on toward the enemy, no wind, and in a narrow passage full of rocks, with no anchorage, under heights manned with troops, with no guns that could bear on the enemy, and with a newly-raised crew, it must be confessed our situation was, after the loss of our brave commander, one of no common difficulty, and from which nothing but the exertions of Lieutenant Caiger, then commanding, and the other officers and men, could have relieved us. By these, however, we at length brought our broadside to bear, and getting a light air of wind, soon compelled them to bear up for Bergen, after sinking one gun-boat, and shattering others. After passing a most difficult navigation, often booming the ship with spars, we reached the open sea. Our loss was, Captain Bettesworth, and Mr. Fitzhugh, a fine youth, killed; and several men wounded. In our commander, the service has lost a most valuable officer, fitted, had he survived, to undertake and perform the most difficult and dangerous enterprises—although the frigate had been very recently commissioned, he had attached the whole crew to him, officers and men, by the most kind and exemplary conduct."

Such was the fall of this excellent officer, who lived beloved by officers and men, and died universally regretted by all to whom he was known. Here is another instance to prove, that a haughty and tyrannical behaviour is not requisite, to make a crew more brave, more zealous, or more attached to their duty.

Captain Bettesworth had been recently married to Lady Hannah Grey, sister to Earl Grey. He was only in the 23d year of his age when he died, and had received 24 wounds before the fatal shot, which so unfortunately terminated his honourable career.

In closing this memoir, we venture to say, that no officer of his standing in the service had excelled him in all that constitutes the character of a first-rate British naval commander. He was ardent and brave—yet kind, humane, and affectionate—the qualities of his heart will endear the recollection of him to his friends and family; and the active, though short, career of his public services, entitle him to the admiration and gratitude of his country.



## NAUTICAL ANECDOTES AND SELECTIONS.

## FISHERIES—PRACTICES AT BILLINGSGATE, &amp;c.

THE encouragement of the British fisheries, as it would tend to produce invaluable advantages to the country at large, deserves particular consideration. It is proposed, *inter alia*, that several markets should be established, and that the exclusive privilege should no longer be confined to Billingsgate, where they have now a charter, which, in the greatest and most populous city in the world, restricts the sale of an essential article of life to a small and inconvenient market; and has exclusively placed the monopoly of fish in the hands of a few interested salesmen. The evils of this monopoly are greatly enhanced by the tricks and abuses which are contrived by the fishermen, the salesmen, and the fishmongers, who, in the present state of things, are all more interested in creating a scarcity, than in the diffusion of plenty. It is more advantageous to sell a turbot at three guineas, and a lobster for its sauce at twelve shillings, than, by sending three times the quantity to market, to reduce the prices to a sixth of what they actually are. Great care is therefore taken that the market be precisely fed to the profitable point, but never overstocked. To effect this they have a dépôt of well-boats and store-boats, ready stocked, about Gravesend. In these boats, a supply of cod, turbot, and lobsters, is kept during the season, from whence the proper quantity is daily measured out for the Billingsgate market. In the height of the season, those that get sickly are thrown overboard; but, towards the end, when keeping up the price is no longer an object, thousands of sickly and emaciated cod and lobsters are thrown into the market. Not long since, a Russian frigate ran down one of these lobster vessels, and set 15,000 adrift in the Thames. A species of cruelty is resorted to, in order to prevent lobsters, so pounded up, from tearing one another to pieces—the great claw is rendered paralytic by driving a wooden peg into the lower joint.

All attempts have hitherto failed to break this iniquitous combination. Certain fishmongers, encouraged by several noblemen and gentlemen, agreed to serve out fish at reduced prices, by having it brought from the coast in land carriage. The Billingsgate salesmen took the alarm, raised a subscription of several thousand pounds, and bribed the servants and housekeepers of the encouragers of land carriage fish, to put the very worst fish they could get on their master's table; from which it soon obtained a bad character—the new fishmongers were ruined, and the old ones contrived to add to their monopoly all the fish brought to market by land as well as by water-carriage.

The late Admiral Rodney dining at Carlton-house, congratulated the Prince Regent, on seeing a plate of what he thought British-cured herrings on the table, adding, that if his Royal Highness's example was followed by the upper ranks only, it would be the means of adding 20,000 hardy seamen to the navy. The Prince observed, that he had paid him an

unmerited compliment, the herrings not having been cured by British hands—but, continued his Royal Highness, “henceforward I shall order a plate of British-cured herrings to be purchased, to appear as a standing dish at this table; we shall call it a Rodney, and under that designation, what true patriot will not follow my example?”

The fecundity of certain fish, the profit of which we slothfully resign to foreigners, is incredible. The spawn of each female herring comprehends from 30 to 40,000 eggs, each female mackerel deposits at least half a million of eggs; and the best possible authority assigns to the female cod, from three to four millions of eggs.

#### DANGEROUS STATE OF CEYLON.

THE present state of the island of Ceylon is likely to claim a considerable portion of the public attention: the irregularities and causes of discontent subsisting there, relate equally to our military establishment and to our commercial interests.

By the treaty which took place at the period of the conquest of Candy, between our army and the chiefs of the kingdom, it was stipulated that, on the deposition of the king of that island, the internal government should be conducted through the medium of the chief nobility or aristocracy, and that no interference with its domestic policy should be allowed on the part of the British army. This article of the treaty is said to have been lately infringed; and the consequence has been, that the Candian chiefs have become avowedly hostile to us, and have brought over the people at large to their sentiments, who had proceeded so far as to put to death not only some of our officers, but even some of the civil residents who had fallen into their hands; and it appeared not improbable that the British would shortly be excluded, as formerly, from all communication with the interior. This part of the mischief is ascribed to the conduct of the military establishment on the island.—The occasion of complaint on the part of the commercial residents has arisen from causes of a different nature: it had been the custom, till a late period, for the commercial transactions of the island to pass through the hands, and be subject entirely to the control, of the civil resident government: it was found that the general interest of our commerce was suffering by this mode of management; and a proclamation was accordingly issued, declaring that the plan would be discontinued, and inviting persons from this country to settle in the island, and declaring that uncontrolled liberty of trade was intended to be established. Many persons, on the strength of these assurances, proceeded to Ceylon, and opened commercial houses on a scale of great magnitude: they had, however, in a short time, the mortification to discover that the civil government still continued to carry on its mercantile functions, and that a successful contest with so formidable a rival was utterly hopeless. These persons remained therefore with disappointed expectations and shattered fortunes, greatly discontented, and complaining of the breach of that faith on the strength of which they had acted. These causes of discontent and danger to so valuable a part of our India possessions were hitherto but imper-

fectly known; if our intelligence is well founded, they appear, as above stated, to call most imperiously for investigation; before the evil that is likely to follow becomes too great to be remedied.

#### LORD COCHRANE'S VESSEL.

THIS vessel, of hopeful enterprise, lies in the dry part of the Commercial Dock, near Rotherhite. She is of about 200 tons burthen; although she has three masts, with complete polacre rigging, she has also a steam apparatus; so that his Lordship is prepared to make his own *impetus* when the winds deny it, or when he and they do not agree. She is called *The North Pole*, and the name is inscribed on her stern, where also the constellation of the Bear is painted, the North Star being on the Bear's tail. A Bear is her figure head. From these circumstances it has been supposed, that Lord Cochrane intends to aim at the parliamentary reward of twenty thousand pounds for the first navigator who passes the North Pole. But his Lordship has a little tendency to stratagem. The naval success, by which he was first distinguished, was by his rendering a cutter so like one of the trading vessels of the Mediterranean, that he was alongside of a large Spanish zebeck, while the crew were below deck, without the slightest expectation of hostility. His present vessel will never approach the North Sea; for she has not been doubled. Why there is so much in her ornaments relative to the North Pole, we have not heard, nor what is her real destination. She is pierced for ten guns, and has eight mounted.

#### ALGERINE SLAVES.

THE following description of the treatment of Algerine Slaves, is extracted from Panati's "Algiens," a work published not long since, the intelligent author of which unhappily fell into the hands of some of the unprincipled pirates of that country:—

"No sooner is any one declared a slave, than he is instantly stripped of his clothes, and covered with a species of sackcloth; he is also generally left without shoes or stockings, and often obliged to work bareheaded in the scorching rays of an African sun. Many suffer their beard to grow, as a sign of mourning and desolation; while their general state of health is not to be conceived. Some of these wretched beings are destined to make ropes and sails for the squadron: these are constantly superintended by keepers, who carry whips, and frequently extort money from their victims, as the price of somewhat less rigour in the execution of their duty; others belong to the Dey's household; and many are employed by the rich Moors, who may have bought them at market, in the lowest drudgery of domestic employment. Some, like the beasts of burthen, are employed in carrying wood and stones for any public buildings that may be going on: these are usually in chains, and justly considered as the worst among their oppressed brethren. What a perpetuity of terrors, series of anguish, and monotonous days, must not their's be! without a bed to lie on, raiment to cover them, or food to support nature. Two black cakes, thrown down as if intended for dogs, is their principal daily sustenance; and had it not been for the

charity of a rich Moor, who left a legacy for that purpose, Friday, the only day they are exempted from work, would have seen them without any allowance whatever. Shut up at night in the prison, like so many malefactors, they are obliged to sleep in the open corridor, exposed to all the inclemency of the seasons. In the country they are frequently forced to lie in the open air; or, like the Troglodites of old, shelter themselves in caverns. Awoke at daylight, they are sent to work, with the most abusive threats, and, thus employed, become shortly exhausted under the weight and severity of their keepers' whips."

Much more of dreadful suffering is described, and instances of individual misery cited, in aggravation of this black picture; but we leave the painful contemplation for matters of local interest. The climate of these barbarians is delightful—soft and salubrious. The author does not consider the plague as indigenous.—The coast, extending from the Atlantic to Alexandria in Egypt, more than 2,000 miles, comprehends the ancient Mauritania, Numidia, and Libya; in the country of the Massili, Getuli, and Garamantes; all celebrated among the Roman conquests. Algier was the Mauritania, Tingitana, or Cæsariensis of the Romans, from whose grasp it fell under the dominion of the Saracens. The Saracenic king of Algier, Eutemi, called two famous pirates, named Horue and Hayradin, to his aid against the Spaniards, in the beginning of the 16th century, and was soon assassinated by the former, who assumed the sovereignty. Hence sprung the piratical government, which has since existed under the Barbarossas and other lawless ruffians, protected by the Porte, whose supremacy is acknowledged as far as Morocco, which alone assumes the rank of an independent state.

"The regency of Algier includes above 600 miles of sea-coast, between the river Melooia, which separates it from Morocco and the Zaine, its eastern boundary; while its extreme breadth, from the capital to the country of Dates, does not exceed 180. It is bounded on the west by the kingdom of Fez, the chains of the Atlas and Biledulgerid on the south, Tunis on the east, and the Mediterranean sea on the north. The Dey's absolute dominion extends four days' journey from the capital. Beyond that, until you reach Biledulgerid, is inhabited by wandering tribes, who merely pay tribute when the army takes its annual tour through the country. The regency is divided into four provinces, Mascara, Algier, Titterie, and Constantina. Labez is a mountainous country, which pays tribute; and Biscara is another poor tributary country in the kingdom of Zeb. Between Algier and Bugia, to the south, are the mountains of Couco, inhabited by the Azagin, a ferocious people, whom the Deys have never reduced into complete subjection. Towards Fez, is the little desert of Angad, much frequented by beasts of prey and ostriches. Previous to reaching the lesser Atlas, there is a large tract of country, called Tell; from thence commences the country of Dates."

Of the chief cities, Algier contains about 120,000, and Constantina 100,000 inhabitants. Beautiful Punic and Carthaginian medals are continually found in the provinces; also, cameos, bronzes, and imperial coins.

## LIEUTENANT HUTCHISON, R.N.

EXTRACT of a letter from Dublin, detailing the recent laudable endeavour of Lieutenant Hutchison, R.N. and thirteen brave men, in saving his Majesty's sloop Pandora :—

“ Dublin, May 13, 1813.

“ About three weeks ago, his Majesty's sloop Pandora, Captain Jones, was lying in Dublin Bay, without a pilot on board, when a tremendous gale suddenly came on. She made a signal for a pilot, and fired minute guns. On perceiving the danger she was in, Lieutenant Wm. Hutchison R.N. son of Ephraim Hutchison, Esq. of Harcourt-street, Dublin, and nephew of Lord Viscount Frankfort de Montmorency, hurried to the beach, and used every persuasion, but in vain, to prevail on the pilots to go to her assistance: they were deaf to every entreaty, and candidly acknowledged their fear. The sea was running mountains high, and it appeared impossible to grant her the desired relief, till Lieutenant Hutchison hit upon the following expedient: he threw himself into the life-boat, and the force of his example induced thirteen gallant fellows to follow, and they put off, amidst the prayers and blessings of the people who witnessed it on shore.—After the greatest danger and exertion, they reached the brig, put pilots on board, and re-landed at Dumleary, amidst the congratulations, and to the admiration, of near two thousand spectators, who expected to have seen them swallowed up every moment—it was a most dangerous enterprize, and a most miraculous escape.—The pilots were only on board a few minutes before her cable parted; it was fortunately a spring-tide and high water, and by the greatest exertions of the Pandora's officers and crew, aided by the local knowledge of the pilots, they ran her safe into the Pigeon-house Dock, high and dry. Had the pilots been half-an-hour later, she must inevitably have been wrecked; for it would have been impossible to beat off shore, and she could not have passed the Bar. Captain Jones promised to report Lieutenant Hutchison's exertions to his admiral; and the Corporation of Dublin rewarded the men most liberally: and in stating Lieutenant H.'s conduct to the Right Hon. the Lords Commissioners of the Admiralty, they concluded by saying,—‘ They find themselves inadequate to fully reward Lieutenant Hutchison's meritorious services.’ Lieutenant H.\* is appointed harbour-master of Dumleary, under the Corporation of Dublin, for preserving and improving that port.”

## BRITISH EMIGRATION.

WE have had to touch more than once on this painful topic, and we are again impelled to revert to it. Whatever may be the real cause, it is too true that the mania has taken deep hold of the population of Plymouth and the neighbouring parts around, large portions of which have resolved and are resolving to become the inhabitants of the American land. During the last two or three weeks in particular, many have embarked; among others, Mr. Hornbrook, a woollen manufacturer, from the neighbourhood of Tavistock, who is said to have taken his machinery with him, and the whole of his establishment, consisting of sixteen men and apprentices; and four

\* We trust the Lords of the Admiralty will take an early opportunity of promoting Lieutenant Hutchison to the rank of Commander.—Ed.

women, for the avowed purpose of carrying on his future concern at Pittsburgh, the Birmingham of America. A silversmith at Plymouth is employed almost from morning to night in furnishing the emigrants with gold and silver in exchange for bank paper; and were we to state the amount thus exchanged, and which thenceforth may be considered as totally lost, as well as the possessors, to the mother country, it would be quite evidence enough, if any be wanting, of the spirit of emigration.

\* MYSTERIOUS DISCOVERY AT PORTSMOUTH.

A HUMAN body was lately discovered under the old Sally-port walls, which the extraordinary power of the sea that prevailed had washed out of its long-concealed depository. The fragments of clothing that adhered to the body, shews that the man has been a soldier; and suspicion arose that he had been murdered. The circumstance led to the investigation of what hitherto undiscovered murders, or suspicions of such, had been perpetrated in that neighbourhood; and it appears, that about the year 1780, a woman named Mary Baker, and her daughter, were tried at the county assizes, for the supposed murder of a marine, who was missing. But as the only evidence that could be adduced in proof of guilt, was that of Mary Baker's only son, who was an idiot, they were, from want of evidence, acquitted; the body then not being found.—In 1786, a woman, living at Chatham, followed a watchman, and entreated him to take her into custody, as she had been accessory in a murder. The watchman, thinking at first that she was insane, disregarded what she said; at last, wearied with her importunities, he conveyed her to the constable, who ordered her into confinement for the night. The next morning she was examined before Edward Pitcher, Esq. a justice of the peace, before whom she made the following confession:—That about six years ago, she lodged at the house of a woman, who lived on the Point at Portsmouth, and carried on the employment of a procuress for seamen: that she then cohabited with a marine belonging to the *Courageux*; who having received about ten guineas prize-money, the daughter of the said procuress endeavoured to seduce him to sleep with her that night; but he refused: that the marine being intoxicated with liquor, the daughter knocked him down with a poker, and repeated her blows till he was dead: that they then all assisted in carrying out the body to the sea shore; to which fastening stones, they endeavoured to sink it in the water; but finding that ineffectual, they dug a hole in the beach, and buried it; that the mother afterwards gave her six guineas, if she would not publish the fact, but go over to Ireland; to which she consented; but that her mind was so disturbed in consequence of the part she had taken, that she could have no peace by night or by day; and was therefore resolved to give herself up. Upon this confession, she was committed to Maidstone gaol. This is the same murder for which Mary Baker and her daughter were tried six years before; and the body discovered above, there is no doubt, is that of the man murdered by these persons. Though the power of conscience was so strongly marked in the case of one of the perpetrators, yet, in this instance, none concerned experienced the retributive justice due to their crime in this world, and they are all long since dead.

## CORRESPONDENCE

*On the Increase of the Navy.*

LETTER VI.

MR. EDITOR,

18th April, 1818.

**I**N your Number for March, you have laid before your readers the particulars of the naval estimates for the present year, and also a copy of the report of the finance committee, after examining their detail and amount. This report, in my opinion, is a judicious and able one, it gives much valuable information on a very important and always interesting subject to the British nation; and it decidedly expresses the opinion, founded on a conviction of the navy being our right arm, that it *ought* to be increased, strengthened, and perfected as quickly as possible: to accomplish this desirable end, no additional expense, if properly employed, will be withheld by Parliament, or given reluctantly by the people.

It proceeds to notice, that *considerable* exertions are still making to repair our ships, and proceed with those now on the stocks, but gives no information of what was accomplished last year; and only tells us, that the new ships already ordered are to be proceeded with; neither adverting to the continued exertions of other naval states in preparing navies, nor to the evident necessity for building our new ships of superior sizes and powers. I am, however, truly happy to observe, that great additions are making to the dock-yards at Sheerness, Chatham, and Pembroke, and that there is good ground to hope we shall be enabled, by hauling up even our largest men of war for repair, on slips, by means of an inclined plane, to give full energy to our ship-building in future years, by appropriating the docks *entirely* to new ships, and repairing the old, as in the case of the Kent, on temporary slips; this will assuredly give a great and decided impulse to our efforts to re-construct and prepare a powerful and durable navy.—Although the naval estimates, as given by you, do not furnish us with the *particulars* of what is intended to be done during the present year, only that the new ships are to be proceeded with, yet I sincerely hope it is seriously intended, at any rate so soon as those are launched (I shall regret if it cannot be done sooner), to lay down a sufficient number of ships of *all classes*, on the principle of the Americans, and of equal dimensions and capabilities; for however unwilling\* the Board of Admiralty may be to depart from the *old* system, it is unavailing and absurd to expect that our present 74's or 46's can cope with those powerful 86's and 68's of the Americans; nor will the excuse be listened to, in any future war, that this difference of force will sufficiently account for any disaster or misfor-

\* I am sorry to be obliged to state this seeming unwillingness.

tune that may befall our navy. No, Sir, we have had *ample* experience, and now have time to profit by it; and if Government, or the Board, are determined to sacrifice the glorious and prominent character of the British navy, by obstinately adhering to their own rules, instead of following the cause pursued by other powers, *great* will be their *temerity*, and *severe* the reprobation of the nation and the navy. But, Sir, I will hope better things of them, and that having once seen the necessity\* of making something like adequate preparations for contending with the Americans on equal terms, they will not allow their efforts to be enfeebled, or their vigour to cease, because we are now at peace. Surely the same reasons which originally induced government to order such ships to be built as the *Leander* and *Newcastle*, the *Firth*, *Glasgow*, *Liverpool*, &c. &c. still continue in force for increasing both the number and durability of such description of vessels, now established as our heaviest class of frigates; and also for building, with as little delay as possible, new line-of-battle ships (and not a few), of the size and force the Americans have recently sent us a model and sample of, in their *Franklin*.

I sincerely hope that this measure, although perhaps necessarily deferred for a little, is yet seriously in contemplation, as it is one of the utmost importance to our continued naval greatness; and shall rejoice to learn, that the new 84's now building, will be made capable of mounting as many heavy guns as the American ships, and that our present 74's, some of whom are also it seems in hand, to have their force increased, by being made to carry heavier guns, will be capable of meeting them on equal terms. I shall be most happy to hear that both of these schemes will prove in some degree adequate to our wants, and when slips become vacant, and more ships are ordered to be built, I am convinced the First Lord of the Admiralty, after seeing the *Franklin*, and being so perfectly aware of the great and unremitting exertions making by that power in particular, to acquire a navy, of peculiar excellence and strength, will not hesitate at once to issue his commands for our speedily obtaining an additional number of similar ships: certainly the prospect of having sooner or later again to contend with *this* enemy, makes the adoption of measures of precaution imperiously necessary; and their delay irksome, not only to the nation, but peculiarly so to the British navy; for although we have at present twenty sail of 50 and 60-gun ships, yet *these* are barely now sufficient to endure three years service on foreign stations, and when they return, must be condemned, most of them having been too quickly built, on the spur of the moment, and of green materials; to replace them, we have *five* building, and I believe only *one* likely to be launched during the present year, whilst there are now on the stocks 35 of 46 guns, of the common class and size of frigates, fit indeed to cope with French or Spanish, but certainly not with the heavy American ships. The Americans have now four or five ships of the line afloat, and a dozen more nearly ready to launch: what have we of a similar description? even our three-deckers are

\* They were obliged during the late contest to run up in a few months, 30 sail of 50's.



inferior to them, except perhaps in a calm; and our two-deckers, if we except the *Foudroyant*, *Tonnant*, and *Malta* (and they even are of inferior dimensions), are less than *these giants of the ocean*, by at least 6 or 800 tons; the calibre of their guns must of course be equally disproportionate: if we advert to our 20-gun ships, and 10-gun sloops, I believe the difference will be found in the same proportion. I am led to particularize these things, by observing no advertence or remark whatever on the subject, momentous as it is, in the estimates, or the finance report on them; but if affairs wear a better and more encouraging aspect than I have observed, or been able to ascertain,\* most sincerely shall I rejoice in receiving the intelligence, and be most happy to bear testimony to the wisdom and vigour of the naval administration; in these, as I heartily approve of it in other respects; and I am confident the late appointment of two gallant and experienced naval officers to that Board; viz. Sir George Cockburn and Sir H. Potham, will be attended with very important advantages, and beneficial consequences to the navy; having served on the American coast, they know the growing power and capability of that country, and will give their voice for wisely preparing in time, before the hour of danger and of trial comes, to meet its utmost rage. Hoping that Britannia will long reign triumphant on the main, I am, &c.

*Flour.*

*Impartialis's Defence of his last Letter.*

MR. EDITOR,

26th April, 1818.

AFTER the very dignified addresses to me, which you have published, impartiality demands the insertion of this. Let it not be said, that your work proscribes vice and folly, only when they are not allied to title and to power; and that those alone meet with accusation and reproach in it, on whom justice is already frowning with all her terrors, or misfortune has depressed into insignificance.

An absence of two years in a distant quarter of the globe has kept me in continued ignorance of the answers which I find the *Naval Chronicle* contains to my last letter.† I am sorry that I have thus for such a length of time laboured under the imputation of ingratitude. So penetrating a character as my opponent, ought to have been aware, that gratitude was only due for benefits conferred, or where the intention has been to benefit. However, in the present instance, I shall not trouble myself with the motives of his generosity, the obligation (if any) belonging entirely to the printer of the *N. C.* If he will extend his corrections of the press to his own letter, the occupation cannot be unsuitable; I should not recommend such an employment to any man but its author.

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\* Mr. Croker says our navy is in excellent condition, and a most effective state; but the finance report says, it is only to be put into that effective condition as quickly as possible—mark the distinction. I hope no time will be lost, then.

† *Vide* Vol. xxxv. pp. 42. 124. 128.

If *P. P. K.* was himself First Lord of the Admiralty, his interpretation of the commencement of my letter would perhaps be very natural. Inordinate vanity snatches alike at eulogy and reproof, too eager to hesitate, and too blind to distinguish those subtle reservations which sometimes mark their only distinction. No, Sir; the "Noble Lord" may do wrong without the assistance of *my* flattery.

With respect to a *plan* for the improvement of gunners, *P. P. K.* is right. I ought to have offered one, if I ought to have written upon the subject at all. I intended it; but having understood that the Admiralty were about to make considerable alterations in the situations of the warrant officers, I supposed *some* plan determined upon. I hoped also in the new regulations for the examination of midshipmen, which were issued in the beginning of 1816, to have found a little gunnery required as a part of their qualifications. To err in our judgments of our fellow-creatures is the common lot, nor can it be expected that the eye of reason should foresee all the possible aberrations of ill-directed intellect.

I have always believed it an undeniable rule in war, to provide the most powerful and efficacious weapons, calculating upon the strength and wisdom of those who were to wield them. To withhold the means of offence and defence in their utmost extent, upon the plea of incompetency in the officers to whom their direction must be intrusted, is to suppose such men most unfit for their stations. As this motive would imply imbecility in government, and inefficiency in its servants, so any other is too ridiculous for serious examination. We do not go to war, to

Pale and squall with mimic anger fraught,  
O'ercome in gesture, and destroy in thought.

Perhaps *P. P. K.* would desire to take the guns from the main-decks of our frigates, lest they should tend to "*raise up a spirit of acrimony between contending powers.*" Since the battle of Trafalgar, the navy of Great Britain has been employed in nothing else but ravaging the coasts of her enemies. We have chased the monster into the recesses of his den, and is it there that the champion of peace would have wished us to stop? Italy would long have tolerated the martello towers with which her conqueror encircled her rocks, had not the assulant involved in common destruction with them, her ports and her trade. It is to Captains Hoste, Duncan, and Napier, that her early emancipation may be attributed, and our American trophies, with one exception, torn from her shores. To *enterprising young Captains* we are indebted for the few laurels our late naval wars has afforded. *P. P. K.*'s metaphor, "that the praise of the unworthy is like fleeting breath on a polished mirror," is so pretty, that I am sorry it is not correct. The characteristic of virtue is its superiority to opinion. It soars above the reach of calumny, nor can praise add buoyancy to its wing, or vigour to its flight. I there is an "*ingenious merit*" distinct from virtue, let *P. P. K.* enjoy it; I am sure I shall cast no wistful glances over it; and I shall agree with him, that from *such ingenious characters* censure is more "grateful" than approbation.

An anonymous writer would in vain endeavour to prove that he was actuated by no private resentment in an attack upon any community; because, under whatever form he might offer his exculpation, it would still rest solely on the merits of his untried veracity. However, if his arguments are good, the thinking world will rest satisfied with his conclusions. They have neither leisure nor inclination to inquire into causes. I care not whether the late act of Parliament, by which so many thousand children have been rescued from the rapacity of the cotton manufacturers, originated in Sir Robert Peel, or Sir Francis Burdett; whether it is the monument of repentant atonement, or the stepping-stone of popular ambition. Our fellow-creatures enjoy the benefit of its existence.

It is fortunate for P. P. K. that he has premised his observations by declaring his intention of exposing my malice; for, like Balaam, he sometimes blesses where he intended to curse. His logic is peculiar to himself, though his language is so common that we have all heard it, but never without wishing it confined to those nurseries of which it is the particular produce and cultivation. I cannot, indeed, on this occasion blame his choice; they are very worthy of each other.

I continue to think that the pursers of his Majesty's navy occupy a higher station than they are entitled to by their employment. Let their instructions be examined, and it will be found, that the only accomplishments required, are reading, writing, and a little arithmetic. Their moral endowments ought to be those of every man in every station. The rank of captain in the army was once respectable indeed, in itself; it was a sufficient introduction to the first society in England. But now, Sir, I desire to be acquainted with the man who holds it, before I dare pronounce him respectable; and then I rejoice to add one more to the number that are still left to redeem it. I do not mean this as any reflection on pursers in particular. I did not forget that they held the rank of captain. But if I had chosen to remember who bestowed it upon them, I might have spared my last letter. Military rank was originally created in order to form that concatenated subordination which provides, that, except the two extremes, there can be no individual without a superior and an inferior. And these ranks were the rewards of the several degrees of *military merit* which filled them, and which placed, for military purposes, at their arbitrary direction, all below them. A degree of rank was necessary to secure to the civil orders the respect of the lowest classes in both services. That the pursers had before. What is there desirable in the *negative* rank which has been bestowed upon them? Has it increased their power? Has it rendered them less subordinate to the warrant officers, to the midshipmen, where no superior officers are present? Or was it to render the necessary submission in these cases more palatable to them? An independent and spirited man disdains to carry the trappings of power without its substance; a *nominal* superior, and a *real* inferior. They have diminished the rank of each individual lieutenant, by increasing the number of those who share it in common with him, and they have degraded it by dragging all to their own level. Let those who wish to form an idea of the condition of many pursers on shore, consult Mr. Forbes's speech on the

subject, and Mr. Croker's answer, during the last session of Parliament. They will see it there stated, that the country scarcely contains one despicable situation which has not the honour to be filled by men holding the rank of lieutenant in the navy. I do not deny that there are lieutenants also reduced to the same circumstances. This is alone the case, when such gentlemen have risen from low stations, and have no other support than their pay. It is liberal to suppose that they were promoted for their superior ability; and if so, let me ask one question, in which the whole navy joins with me—*Is it not disgraceful to a great nation, that they should starve by their dependence on the gratitude of a service which so long depended on them?* I humbly presume the pursers have not equal claims.

P. P. K. does not seem to be satisfied with my declaration ("that there are, no doubt, pursers in the navy who are men of strict honesty and excellent education"). I hope his conscience does not reproach him with the magnitude of my concession. However, if he is a purser, he may, perhaps, by declaring it, absolve himself from any charge of this nature, as some pursers have gone so far as to deny such an attribute to the officers of his class.

The "Vice-Admiral" says, "If *Impartialis* had not so unjustly attacked the tradesmen of our country, the rest of his letter would not have been worthy of the least notice." Then "my attack" on the tradesmen *was* worthy of notice. Unhappy tradesmen! you are destined to suffer most from your professed friends. Your cause is happily better than your advocate; who, the reverse of his coadjutor, curses where he meant to bless. If my letter was only worthy of the Admiral's attention, it would defile even the fingers of the pastry-cook.

The professions and trades by which mankind are independently and honestly supported, are equally honourable in the estimation of every wise man. But there are some which require greater powers of mind than others. This difference resolves them into various classes, of which the highest are the most intellectual. And mental ability reigns in every rising state, till grown powerful enough by her exertions to disdain her further assistance, she is pushed from her throne by wealth. He whose mind is elevated above sublunary projects by the contemplations of philosophy, or detached from the grovelling pursuits of humanity by pleading its common cause, will feel no association of mind with the statesman, who exists by corruption, and who must at his peril encourage it; or with the soldier, who is the involuntary and indifferent instrument of lawless aggression, or imperious self-defence. Nor can the warrior stoop from the career of glory to sympathise with the various speculations of insatiable gam, and the narrow views of labouring and discontented poverty. These characters are utterly incongruous. There may be a very mercenary bungler at the head of a fleet; and more than one warlike cobbler has exchanged his art for the sword, yet I should not think of placing the "Vice-Admiral" and a cobbler on a level, though the world, considering their professions, could more easily spare the admiral; unless the cobbler mends shoes no better than the admiral writes.

The inference which these gentlemen drew from my reasoning, was not mine. When next they invent for me, I beg they will endeavour to be more accurate, and recollect that they are not writing in their own characters. I said that the tradesman had an interest to cheat, and that he must be perpetually occupied by his gains, or that he would lose. The truth of these two assertions my opponents dispute. As to the first, there is unquestionably only one *real* interest—our spiritual welfare. But the intervention of a grain of sand may shut out a mountain from the eye; not because the grain is large, but because the eye is small. Thus the weakness of human resolution is overpowered by the most immediate temptations. I will not insult the admiral's experience by pretending to explain to him the nature of this *false interest*. My second assertion is demonstrated in every maxim which has been handed down by our provident and sapient forefathers to their thrifty posterity; from Mile End to Temple Bar, by every aphorism which declares war against the wandering muse, and proscribes all books except the ledger. It was not of moral failing that I complained, but of the course of ideas so foreign to all polite information and improvement, which are generated by these employments. In my opinion, finally, pursers are not *in general* fitted by education for the rank which they hold. It was an awkward attempt to defend them, by making their cause common with such brewers as Mr. Whitbread, and such grocers as the East India Company.

The Admiral is once more puzzling himself in the simplicity of his heart, and inanity of his perieranium, about Patriotism. "Patriotism" is indeed a word of such extensive signification, that it may be a matter of doubt whether Newgate shuts in or out those who have the fairest claims on it. A leading patriot only gives his ears in exchange for his celebrity, and the very gazers at his elevation are patriots. In short

"All who were ~~here~~, and all who were not,"

are patriots. Sincerity sickens at the constant opposition between words and their meanings. Virtue must speak an incorruptible language, or be content to offer a silent example; actions cannot be long misinterpreted.

The "Vice-Admiral" must himself have believed, that there was a "*magical spell to rank: confounding the senses,*" to have appended his own to his letter, and fondly imagined that it was a passport for criticism. With *my name* he may become early acquainted; but however difficult it might be for him to hurt the reputation of *his*, he ought to know that his rank is easily disgraced; the world expected better things from a "Vice-Admiral." He has still a retreat which I shall allow him, at the expense of his understanding; his intentions may have been good. If so, I cancel my animadversions, and sincerely pity him.

Your's, &c.

*Imartialis.*

## TO THE RIGHT HONORABLE EARL SPENCER.

MY LORD,

WHEN I addressed your Lordship in August last, on the subject of the Corporation of the Trinity-House; as regarded seamen, I then said, it was my intention to offer some further brief remarks, under the various heads mentioned at that time.

1st. What has been the consequence of the alteration of the constitution of this Corporation, with respect to the objects for which it was originally instituted; and which were no other than for the public good, and the welfare of British seamen?

When this Body, agreeably to their first institution, consisted of a master, four wardens, and eight assistants, chosen annually by all the brethren of the Guild, and liable to be removed by them, at any time during the year, either owing to neglect, or improper conduct, in their public capacity. They then were a free and independent Body, as it was intended by their founder they should be. At that time, it was necessary that every man who wished to fill the place of a superior in the Corporation, should have proved, by his abilities and conduct, that he was worthy of the confidence of the principal part of the brethren of the Guild, and capable to guide and direct their affairs, for the good of the country in all its maritime concerns, as prescribed by their charter; and also to maintain the rights and privileges pertaining to the seamen of this realm, as being attached to their profession; he would not otherwise become the object of their choice.

To enable them to perform the duties of this Corporation, it was wisely decided in the first instance, that its officers should not be under the control of any man, or body of men, except their own profession, who only are capable of forming a correct opinion, of their judgment in nautical affairs, when acting as the upholders of the principles prescribed by charter. Thus circumstanced, the good of their country, in all its maritime concerns, and the welfare of their profession, were the particular objects of their care.

They then could act as an independent body, without fear or subservience to any but their profession; and offer their opinions to those in power, according to the duties imposed upon them by charter; and if not attended to, they they could offer public remonstrance, as in the reign of James I. a duty they are bound to perform for the public good. Such were the advantages derived from this Corporation, when acting on its original constitution. It then exercised a vigilant guardianship over the welfare and increase of British shipping, and British seamen, and the general interests of the navigation of these realms.

When James II. came to the throne in 1685, from his having been partial to the naval service, during the preceding reign, and having commanded in person, he had by that means rendered himself much esteemed among the seamen of this realm. From this, he no doubt presumed that he could draw them over to promote his own views, and cause them to embrace

popery. To accomplish this object, among the first acts of his reign, he altered the constitution of this Corporation, under the pretence of confirming that which was already confirmed, by having existed for many reigns before. At that time naval and mercantile officers and seamen were nearly one and the same persons.

The peculiar manner in which James II. framed the constitution of this Corporation (and as it now remains), is a true specimen of the artful policy of those connected with the Church of Rome in those days. After a preamble, alleging the specious pretence of confirming all those rights and privileges conferred upon them by former Kings and Queens, the Charter ordains, that the Corporation should consist of one master, four wardens, eight assistants, eighteen elder brethren, and one clerk; from this number to be chosen annually, a master, deputy-master, deputy-wardens, &c.; the first Corporation after this confirmation, was named by himself; after which time they were to be self-elected; leaving only to the brethren of the Guild, the right of vote to elect a master from among this self-elected Body, annually, on Trinity Monday, and reserving to himself the power of removing one, or all, whenever he might choose.

Having arranged the constitution of this corporation according to his own views, he soon after caused Mass to be performed on board of Admiral Strickland's ship, at Spithead, with an intention to introduce it through the fleet. This so enraged the seamen, that they were going to throw the Priests overboard, and caused so much general discontent among them, that he was under the necessity of going himself to Portsmouth, to appease them by his presence. Compare this conduct with the 10th bye-law, framed at that time, by the first Corporation under that constitution, wherein it is particularly expressed, that Public Worship shall be performed on board of ships, agreeably to the ritual of the Church of England.

Although this violation of their bye-laws, made at that period, took place, we do not find that any remonstrance was offered by the Corporation, as in the days of James I. because they were now become a dependent and servile Body, agreeably to the establishment of the present constitution, and to dare to remonstrate, might have been the loss of their situation.

From that time the Corporation of the Trinity-House has ceased to be a free and independent Body; and from that period it may be dated, that the profession of a seaman in this country has been gradually in the decline, until reduced to their now degraded state, beneath that of every other class of British subjects.

Such, my Lord, have been the dire effects of the artful policy of James II. over the independence which ought to attach to this Corporation; a Body who ought to instruct the executive government in maritime affairs, and support British seamen in their just rights and privileges, by suggesting wise laws and regulations for the shipping interests and navigation of these realms, and for the guidance and good will of seamen, to uphold them in that rank of society to which they are entitled by their profession. Instead of this, they have not only allowed them to be ill-treated and degraded,

but they have allowed the Corporation to sink into a state of servility and insignificance, when compared to that independant state in which they were first placed by their original founder, whose intentions there can be no doubt, as I shall hereafter prove, were, to establish the rank of the profession, upon a footing, equal, if not superior, to any other in the kingdom.

This Corporation having been instituted for the purposes before-mentioned, although not acting up to its original principles, has prevented other institutions being founded, until lately, for similar purposes; and to this cause may be ascribed those evils which have lately been felt by British seamen, through the want of a system founded on the true maritime policy of this country for their management and welfare.

So much was this Corporation respected and esteemed, in earlier times, that Trinity Monday, the day of the annual election for superiors of the Corporation, became a day of rejoicing among seamen, and those connected with shipping, by a display of flags, ringing of bells, and firing of salutes, as the procession passed to and from Deptford, which of late years has dwindled gradually away, until now nearly extinct.

At that time a public notice was given to all the brethren of the Guild, some Sundays previous to Trinity Monday, in the churches of Deptford, Rotherhithe, Wapping, &c. and that the election would take place on that day. Even since the present constitution has been formed, a similar notice was given, until within these few years, for younger brothers to attend, and elect a master.—Why has this been declined?

Allow me to ask, my Lord, if it would not be more consistent with, and emblematical of, the present degraded state of my profession, to go into mourning on this day, and express their feelings, by a display of flags hoisted half-mast, tolling of bells, and firing half-minute guns, for the departed rights and privileges which formerly belonged to the British Seaman.

I am, with much respect,

Your Lordship's most obedient humble servant,

Lloyd's Coffee-House,  
13th May, 1843.

*Thos. Urquhart*

*Letters to a Friend relative to his Son's entering the Naval Service.*

LETTER II.

MY DEAR SIR,

September 4th, 1807.

IT is with no small degree of pleasure I find that Captain —— has offered to receive Charles on board his ship, for could you have chosen from out the whole service the man whom you would wish to hold up to your son as a model for imitation, you could not have made a more worthy election. Captain —— has been a soldier of fortune, and of the



early part of his career I know but little: it was by mere accident that he was appointed a lieutenant of the ship he now commands, and on joining her, found himself the senior. The *Agamemnon* was then commanded by the hero now so deeply regretted by the navy and by the nation, and who then, by the activity of his service, was laying the foundation of his future fame. Congenial minds are seldom long in discovering each other: the lieutenant became the firm friend and companion of his captain, and continued so until the last moments of his life. He was always distinguished on board for a promptness of action, accompanied by a cool determined courage when opposed to the enemy, and for a firmness and regularity in conducting the duties of the ship, that would have recommended him to a far less accurate observer than the officer with whom Providence had placed him. To these distinguishing traits of a good officer, was added an urbanity of manners, the natural effect of an amiable disposition, that made him beloved by every individual in the ship.

In the *Agamemnon* you will find the vulgar idea, that the duty of a man of war cannot be carried on without cursing and swearing, effectually contradicted. A religious education had early taught—the wickedness, as a correct manner of thinking soon convinced him of the vulgarity, of this disgusting habit. It was then, as it is now, far too prevalent among officers in the service; but he nobly withstood the force of example, and now furnishes one in his own person, how easy it is to conduct a ship without having recourse to it. Let us therefore look upon it as an auspicious omen for our young man, that he is thus enabled to commence his career with a person whom he may look up to as a perfect representative of what a naval officer ought to be.

I may now be allowed to congratulate yourself on the proper sense you have entertained of your own duty respecting the education of your son. The virtuous education of our offspring, who, by their future rank in the service, may influence the morals of a community, of such consequence to the state as are the rising officers in the navy, and to whom an almost absolute power is necessarily given over a class of men whose value is felt and acknowledged by every Englishman, is doubtless one of the most important duties of a parent who thus dedicates his child to the service of his country. “The happiness or misery, not merely of an individual, but of the world, depends upon the good or bad morals of its inhabitants, and the morals of men chiefly depend on the principles of action impressed on the minds of children.”\*

In the navy, believe me, that no one will ever make a good officer, unless he is at the same time a good man. If your son should in future turn out ill, you will have the comfort of knowing that you have not to reproach yourself with having neglected his education. If well, you may justly attribute some merit to your own foresight and assiduity in the conduct of his education. By writing thus seriously, you will perceive that I look upon religious instruction as the surest basis of future respectability of character, as well in the navy as in all other professions; and I am happy in know-

\* Dr. Watson's letter to Lord Euston: see his Life

ing, that in this point your son's future commander perfectly agrees with me. I do not mean that he should set himself up either for a preacher or a teacher of morality among his messmates, but that he should be habituated to consider the Gospel as containing a rule of life, which no propensities of sense, no fashion of the world, no licentious conversation of infidel companions, should ever induce him to disparage or ridicule; but on the contrary, one that it behoves us to follow and abide by, as far as the frailty of our natures will admit. This truth you will, I am aware, not only impress on his mind at his embarkation, but make it frequently the subject of your letters to him; it is this alone will prove his safeguard from the snares of vice, and his support in battle; for believe me, that the mere instinctive courage, which few Englishmen are found deficient in, is not alone that which is required in the officer. His must be a higher and a nobler sentiment: the bravery of the mind, that trusting solely to the protection, but, resigned to the will of an all-powerful and omniscient Being, goes into action prepared for the blow which may in a moment deprive him of existence; all extraneous matter discharged from his thoughts, his energies are solely directed to one point—the honour and advantage of his country in the defeat of her enemies.

Captain ——— will inform you what stock of linen, and other necessaries, will be sufficient for Charles on his out-fit; and of books, what room can be spared in a midshipman's chest will not contain a great number; some, however, are absolutely necessary—Mackey's Longitude and Requisite Tables bear as high a character as any work of the kind, and may be safely recommended; Mendoza Rio's Tables he should by no means be without. His books of amusement, few as they must necessarily be, should be such as are calculated either to advance him in the knowledge of his profession, in the manners and customs of those places to which his duty is most likely to give him access, or what may serve to strengthen, and at the same time polish his mind. But if to those I have mentioned, we add, "Plutarch's Lives," by Langhorne, I am afraid we shall have gone as far as the narrow limits of his chest will allow us. I do not mention this last in preference to Addison, on account of language, but the perusal will tend to keep alive his classical recollections, and at the same time inspire him with the noble sentiments of some of the greatest men the world has ever seen. A work much to be desired is a compendium of the life of our late lamented hero, Lord Nelson; that by the Rev. J. S. Clarke is too voluminous, one more portable is still a great desideratum for our young mariner; yet not so much abridged but that the character may be distinctly traced in every stage of the profession.\* Books of travels, descriptive of the manners and habits of nations, he should be instructed to take every opportunity of perusing: all those from which he would derive much information, are unfortunately too voluminous to admit a thought of his taking them with him; but he may, notwithstanding, whenever the ship is in an English port, take advantage of the public libraries. A young man's

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\* Southey's Life of Nelson was not published at the time this letter is supposed to have been written.

reading, who is thus situated, must of necessity be extremely desultory, but still it is greatly in the power of a parent to confine it to a proper channel, by making him in his letters not only inform you what books he has read, but of his comments upon them; this will have a double advantage not only of bringing him into the habit of thinking on what he reads, and having an opinion of his own on what is placed before him, but likewise of forming his style and language, which will insensibly imbibe a portion of the strength and nerve of the authors he is in the habit of commenting upon. The same system should likewise be followed up when he is employed on a foreign station. In describing the ports he visits, give him to understand you will not be satisfied with the bare information that he has been to this place or that, or that one has magnificent churches, and the other handsome streets, but that you will expect him to describe the manners and customs of the people, as far as they come within the scope of his observation and comprehension; to illustrate them by describing the conduct of the individuals from whom he draws his conclusions, and to notice and enlarge upon the peculiar points in which the most marked difference exists between the habits of those he may be among, and of his own countrymen. He should be desired to remark the apparent means of offence and defence the various places he visits appear to possess, his idea of the state of their troops, and other similar points, which an officer should at no time allow to pass without observation; intimating, that it is not a mere general opinion you require, but his reasons for forming that opinion, as you are in the habit of tracing the spots he refers to in maps and military plans. By these means he will attain a habit of reasoning on the various subjects brought under his observation; you will be enabled to judge of his habits, amusements, and opinions, and by your reasoning and advice, though at a distance, be in a great measure enabled to counteract erroneous ideas, and confirm those which are correct. On board his Majesty's ship \_\_\_\_\_, a rule was in force by the midshipmen, which it is much to be regretted is not more general in the service; that is, that every individual who joined the mess, should furnish a certain number of books for the general use; thus was established a kind of mess library; every one had the advantage of access to a considerable number of volumes, which each in particular was not burthened with more than he could conveniently carry about with him: a place in the berth was fitted with shelves for their deposition, and they were under the particular charge of one gentleman, who was either appointed by the captain, or by election among themselves; and without whose permission no book could be taken from the place. A mess of twelve young men were, by these means, at a trifling individual expense, supplied with all the volumes that are really necessary. Such an establishment should, however, be under the particular direction of the captain of the ship, or of the first lieutenant, who alone should dictate, on a youth's joining her, what particular books he should bring into the common stock, otherwise novels and similar trash would perhaps occupy the place of more valuable works.

It is peculiarly fortunate for Charles, that Captain \_\_\_\_\_ is one of those officers who make it a point to introduce their midshipmen, (such of

them at least, whose conduct does not put it out of his power), into the best society he himself has access to; in this he follows the example of his great prototype, who, whenever he paid visits of ceremony, had always as many of the young gentlemen with him as could be spared from the ship—it was in his opinion highly beneficial to them in their professional career. It was in the same spirit that he once said to the Governor of Barbadoes, when asked to dine—“Your Excellency must excuse me for bringing one of my midshipmen, I make it a rule to introduce them to all the good company I can, as they have few to look up to besides myself during the time they are at sea.”\* Evident as it certainly is how necessary an early introduction to what is called good company undoubtedly is, to forming an accomplished officer, I have frequently been surprised to see how much it is neglected in the service; though were the captain of a ship for an instant to recollect, that the youths on his quarter-deck may at a future period be called on to uphold the credit of their Sovereign and their Country, as well by their talents and address, as by their guns, surely it is a point they would more strictly attend to. At present, a young man too frequently leaves the cockpit at the age perhaps of two or three and twenty, almost as much a schoolboy in manners as he entered it.

In a former letter I strongly recommended your forming an acquaintance with some one of the officers of the ship, to whose care you may recommend your son, as well as to that of the captain, as the important duties of the latter will frequently prevent him paying that constant attention which is desirable to the habits of a youth just rising to manhood, however much I know he will be inclined. Captain ——— will therefore introduce you to Doctor R——, who is likewise an old friend of mine, and one of the most worthy of his profession, to a thorough acquaintance with which he adds no small degree of mathematical knowledge. To Charles the countenance and protection of such a man will be found of incalculable advantage; instruct him therefore to look up to him with respect, to seek his society, and to govern himself in those minor points which are not likely to come under Captain ———’s notice, by his advice. I have written to him to select a good sextant and a glass, neither of which my young friend must be without; and you will allow him to accept them from me, as a token of remembrance.

You will be right, indeed you will find it absolutely necessary, to make your son an advance, in addition to his pay. It is generally the custom of parents to pay a sum into the hands of the captain, and let their young men apply to him as they find it necessary; if you will take my advice, however, you will trouble Captain ——— no farther in this matter than to request he will indorse bills for him to a certain amount every six months; but let the young man have the entire control of his money, to make use of the words of an extraordinary character, Dr. Watson, a letter from whom I have before quoted—“It will gratify him with a notion of independence: it will teach him the use of money, and it will tighten the bonds of confidence and affection which ought always to subsist between

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\* Extract of a letter written by Lady Hughes.

a father and a son. I must caution you, however, to let your allowance be short of what you really intend to give him, that you may not be vexed or distressed by his exceeding it; for most young men, from inexperience, or indiscretion, incident to their age, are apt to outrun their income. An additional present of "a few pounds," though it may not exceed what you intended for him, will excite his gratitude and regard infinitely more than if it came as part of his allowance.

I should conceive thirty pounds a year, in addition to his pay, amply sufficient, particularly when you take into consideration the chance of prize money; for as many parents allow their sons to remain in a constant state of pecuniary dependance on the will of their captain, by these means keeping them totally ignorant of the use or value of money; others again run into the contrary extreme, and by allowing their young men large sums, which they may expend without control, give them habits of extravagance, which perhaps are never afterwards surmounted. To a man of fortune, thirty pounds a year appears so trifling a sum, that he judges it impossible a youth with no greater addition to his small pay, can support the appearance of a gentleman: but if he inquires of his officers, who it is presumed are at least equally able to judge of the point, he will find, they would much rather receive on their quarter-deck a well-educated youth, who had nothing more than his pay to look up to, than one bred in luxury, and who is allowed to throw away his hundred or two hundred pounds as he pleases: in the one instance poverty, and a total dependance on his profession, not only for future celebrity, but for support, will, it may be presumed, urge the youth to exertion; in the other, unlimited indulgence, when on shore, will be too apt to create a disgust to the discipline and hardy fare he finds on board his ship: indeed, when you consider the very short time a midshipman can be allowed to spend out of his ship when she is in port, a very small sum will be found sufficient to cover all his necessary expenses: a larger therefore is putting a temptation in his way, to run into excesses dangerous alike to his morals and to his health.

I shall have much pleasure in the proposed correspondence with Charles when he embarks; desire him to write to me as to a friend; to express his thoughts and opinions freely, and my advice and assistance shall not be wanting, whenever they can be of service.

W.

TO THE RIGHT HON. VISCOUNT MELVILLE.

MY LORD,

1st May, 1818.

AS the war of the French Revolution introduced new tactics into the military science, so the late short war between Britain and America bids fair to bring upon the ocean, in naval warfare, a new description of ships, as to capacity for carrying heavy artillery.

It has been fully proved, that the three American ships, *President*, *Constitution*, and *United States*, were an overmatch for British frigates carrying fewer guns, and those of smaller calibre.—These three ships were at first

designated to be of the line; but peace caused an alteration in their ultimate construction; and this has proved so advantageous upon trial, that the example is likely to be continued and extended.—This has induced the Americans to construct, on a similar plan, ships of the line, called by them two-deckers; but which, for war, are more effective than any ships in the British navy. Would it not be humiliating in the extreme to the British nation, were it said to the world, an American two-decker, or seventy-four, as they call them, has captured a British three-decker, of 90 or 100 guns? But that this may be not only practicable, but very probable, the force of the Franklin fully demonstrates. According to the statement of an intelligent Correspondent of the Naval Chronicle,\* the discharge of weight of metal from her broadside, would be to that of any of our first-rates, something more than four to three; and to one of the British seventy-four's, as 2 to 1. What could be expected from a conflict with the latter, but disaster on our side? Nominal disgrace it would be, as the matter of fact clearly proves; but still this would be matter of triumph to our transatlantic enemies; it would tend to elevate their national vanity still higher; and also be matter of rejoicing to those maritime states over whom the British navy has been victorious; while at the same time it might tend to dispirit the latter, and also the country.

From what has been experienced, does it not become the imperious duty of the British government, as much as lies in its power, to prevent a repetition of the disasters that have befallen her navy, from the inferiority of force in action with American ships, called of the same name, but every way superior? Let us not be above following an example of improvement set us by any nation, much less one where the vital interests of the country are concerned, which involves in its consequences her future prosperity, independence, and glory.

I do not know whether that pertinacious spirit which exhibited itself during the French revolutionary war, still reigns in the Royal Dockyards; which imagined itself authorised to flout at the captured French ships, although for stowage and fighting the guns, far superior to those of equal rates in the British navy: it even called them "*bundles of laths*." I by no means insinuate that the workmanship, or firmness, were superior, or even equal to the British ships; but it was evident to every seaman, that their models were superior, and therefore worthy of imitation.

The Franklin may be so flouted at, for aught I know; but one thing is certain, she could not in battle.—My Lord, the essential interests of the country make it your imperious duty, and that of his Majesty's government, not only to over-rule, but to silence all objections against the construction of ships of war, at least every way equal to the new-constructed American two-deckers, called by them seventy-four's, although carrying eighty-six pieces of artillery, each discharging a ball of forty-two pounds, English weight. It would be the height of dogmatic presumption for English shipwrights even to whisper, much more to argue, that any two-

docted ship in the British navy is calculated to cope with them, as now armed, with any hope of success.

When the American government had determined to build ships of the line, it consulted the most experienced of its naval officers, who, by the bye, appear to be scientific men. Let us then, my Lord, profit by their labours; so the capacities of their formidable ships of the line, let there be added, if any, the superior execution of the British shipwright. But, alas, how many of these may be now labouring in the naval arsenals of America.

The first rates in the British navy at one time carried forty-two-pounders on their lower decks; but those have been replaced by thirty-two-pounders, the latter having been considered more manageable in battle; and what they wanted in weight, to be made up by the more frequent discharges. This, upon trial, in action with the French, has not been found disadvantageous; nor in our 74's carrying 32-pounders against the French 36, or 42-pounds English. But when a ship is constructed to carry 86 guns, each discharging a forty-two pound ball, this puts another face upon the whole matter, and requires corresponding equipment, to meet it with any probability of success. The action of the *Endymion* with the *President*, has fully demonstrated not only the *advantage*, but also the *necessity*, of arming British ships of war with artillery of equal calibre with that of their enemies. With a small addition of metal, could not our first rates carry 42-pounders on the lower-deck, and 32-pounders on the middle and upper decks, with carronades on the quarter-deck and fore-castle equal in calibre to the Americans? This mode of arming would still make them more formidable than the American ships of the line. Should it be such weather as to prevent either from opening their lower-deck ports, the disadvantage of weight of metal on the side of the British ship, would be compensated by the superior number of guns discharged from the middle and upper decks. I have always considered the effects of the fire of two tiers of guns from a ship, as having a decided advantage over that of one tier, although of equal number to the former. Had one of the British fifties met either of the large American ships, in such weather as she could have fought her lower-deck guns, although carrying but 12-pounders on her main-deck, I should have been much disappointed if she had not given the American a good drubbing at the least; nor should I have been in any manner elated if she had captured her antagonist. But then the uncertainty of fighting the lower-deck in the hour of necessity, renders it imperious to be prepared for all events. A fifty-gun ship, if she cannot fight her lower-deck guns, is not equal to a frigate of 36 guns.

As the matter now stands, it might be advisable to cut down some of the English three-deckers, and to arm them with artillery every way equal to the *Franklin*. Should their services not be required until similar ships can be prepared, so much the better for this country and all others. But there is no time to be lost in making due preparation. Your Lordship must be aware, that the American government is not only stalking with gigantic strides, in imagination, from the Atlantic to the Pacific; from the Lakes of Canada to Iceland and the frozen sea; from Georgia to the isthmus of

Darien; but is also sweeping the seas with her victorious fleets: and even pursuing the British, vanquished, on their own shores.—Let this country then make a timely and proper use of the means the God of Nations has put into her hands, to prevent the realization of such proud and aspiring thoughts, that she may be enabled to dash the waves, and triumph over this new enemy, as she has done over all others.—The cause is that of the country; here all party questions sink into insignificance and contempt. And what Briton will not say, confounded by those men, or party, who, in any manner, abet their country's humiliation; who have been the cause of her navy being reduced to a state, which sound policy ought to reprobate aloud in the language of undisguised indignation.

But when America means to contend in earnest for the empire of the ocean, her fleets must holdly seek the British wherever to be found, and however prepared for the conflict. Where one drop of her blood has been shed in the late contest, she must expect a gallon to flow; where one dollar has been expended on her navy, it will then require a thousand, and every seaman she can muster, of all descriptions, instead of having her ships manned, as at present, with chosen men. But let it not be imagined that these certainties will deter her from making the trial.

Your Lordship's knowledge of the history of nations, and of the present age, must have assured you, that the republican spirit is restless, proud, and overbearing. While it talks aloud of liberty and freedom, it desires to domineer and extend its power. While it rises up in a rage at what it imagines an insult, and even at the false representations of acts of aggression on its citizens, it can not only be unjust, but cruel and tyrannical, to the subjects of another power, whom it may view with the eyes of envy and jealousy. However, and whenever, Britain shall be called upon to contend with such a spirit, although it may be fierce and ferocious as that of Republican France; although it may have sworn never to yield; but rather to sink in the deep, or blow itself into the air; if due preparation be made, the nation will have reason to hope, that over these her Flag will triumph on the ocean, as over the fury of revolutionary France.

As the Americans are worthy of imitation in the construction of their ships of war, so are they in choosing situations for their naval establishments, which are six in number, for their infant navy; while Great Britain has but seven; and two of these are little more than a name. Deptford can be considered as little more than a *dépot* for stores. Its situation renders it ineffective in war, even were its capacity twice as great as it is. Milford is in its infancy, besides being situated on a dangerous part of the coast, which no man in his senses would approach during hazy south-west gales (so prevalent), even with a single ship, much less with a squadron.

Excepting the Canadian Lakes, the United States of America have but one line of seaboard, from north to south; so that situations with them are only to be chosen in that respect, in connexion with conveniency, security, and capability of defence.—Great Britain being environed by the ocean, and from the N.E. to E. S. and W. having had to contend with hostile navies, required establishments in these quarters. Four of these being an



her eastern coast, and her greatest (Portsmouth) near the eastern part of the English Channel, left but one (Plymouth—until lately, that Milford seems adopted) in any degree calculated to give speedy efficacy to naval exertions on the Atlantic, the scene of multitudinous operations; the ocean where the British thunder has sounded with terrific roar, and spread dismay through the squadrons of her vanquished enemies; where her renown has spread wide; and through the waters of which all communication must be had with her numerous and valuable colonies; with her eastern empire; and where her commerce occupies an unceasing intercourse.—Ought it not then to excite surprize and astonishment, that the country has never profited, *as she ought to have done*, by the *only* harbour she possesses on her south-west coast, near its termination in that direction? While she has squandered away millions in muddling on naval establishments, much of which has yielded no corresponding national advantage, she has passed by *that harbour*, as a matter of course, because apparently ignorant of its advantages. It even appears as if Charing Cross had been thrown into an uproar, because it was recommended to the notice of government.

Whether, my Lord, this has proceeded from palpable ignorance, or what is worse, from unjust professional prejudice, and the cravings of selfish desires, surely your candour will allow, that those causes ought not to stand in the way of the interests of the country.—If it should be said, as a plausible excuse, or evasive subterfuge, that harbour is not what could be desired; what more need be said to expose the weakness of such excuses and reasoning, than to inquire, wherefore are any sums of money expended on the present naval establishments? Wherefore at Milford? Wherefore at Sheerness? Wherefore at Portsmouth? Wherefore at Plymouth? Wherefore a million and a half, or most probably two millions, to make the *Sound* a *secure* anchorage? Is expenditure to be withheld only where the nation would derive the greatest advantages from its application? And is the government of this country to be guided in a matter of so much national importance, by the representations of professional prejudice, and selfishness?—If I have read the truth aright, and of which I have no reason to doubt, the capacities of *Portsmouth* harbour are not equal to those of *Falmouth*. And as to the situations, as they might give effect to the operations of the British navy, let but any one, in the least conversant in naval affairs, look on them, and the Western Ocean at the same time, with the eyes of impartiality, and the question will be in a moment decided according as the truth requires.

Your Lordship must be aware, that the writers in the *Naval Chronicle* are not men who worship professional prejudices that oppose themselves to the interests of the nation; that they are not men who bow with blind obedience at the shrine of power; but who feel interested in the prosperity and glory of their country, and labour to promote these important ends; by respectfully, yet at the same time urgently, and undisguisedly, placing before the nation and her government, errors in her naval system and administration, that are by no means calculated to promote these ends; and improvements which may be beneficial in adding thereto. It can be in no

manner derogatory to your Lordship's judgment to retract errors you may have been inadvertently led into, by those, who either have been incompetent to give you the necessary information; or, being the slaves of unfounded prejudice, or selfish desires, have artfully imposed upon your unsuspecting confidence. It can be no reason to the country, because *Sea-Lords* at the Admiralty, who may have been blind full of prejudice, have set themselves in hostile array, and beat up for volunteers, and fished for all the objections self-convenience could invent, and misrepresentation devise, to strengthen their opposition to the Nation's deriving any considerable benefit from the most favourable situation on the coast of Great Britain, for carrying on naval operations connected with the Western Ocean.—Some benefit must ever be derived from it, as is proved every month in the year, from the refuge and protection it gives to the mercantile interests of the country during south-west gales; and more conspicuously during war, when large convoys and squadrons, from time immemorial, have benefitted from its advantageous situation, and found it, beyond the power of contradiction, an anchorage of safety, and worthy of the nation's fostering care. The interests of the country certainly then required that a sufficient reason should be given, why *such a harbour* is to sink under the representations of ignorance and prejudice. This can be no reason. Let these men, professional, or whatever they may be, produce this *sufficient reason*; let them, if they can, controvert the decisive facts related in the letters on this subject, addressed to the late Mr. Percival. But if this exceed the powers of their knowledge and sagacity, let the country speedily pronounce sentence against them, and trample their specious arguments under her feet. Let her take truth for her guide, and heap together the tales and representations by which she has been deluded and misled, and set fire to the heap of rubbish, that it may be dissipated for ever. Too long has she been deceived on this subject; too long have many naval subjects been covered with obscurity; too long had a dogmatical, narrow, and penurious spirit presided over the navy, when your late father (whose memory it respects) began to loosen the niggardly and galling fetters that had debased its administration; and which you, my Lord, have also assisted in rendering more agreeable; and which, I trust, will not only be your study, but also your boast and pleasure, while you fill that honourable and important office of First Lord Commissioner presiding over the British Navy. And while you must be truly sensible, that in faithfully discharging the duties of this high office, the interest of Great Britain require at your hands ships of war timely prepared, every way adequate to cope with their adversaries; and in order that their energies may have full effect, the choosing, for additional establishments, those situations most favourably situated for this purpose; without partiality, without favour or respect to any man, or body of men; deciding solely for the interests of the country.

Your Lordship can have no other motive to influence your decision; let me then beseech you to listen to the voice of truth. Had a million been gradually laid out on the improvement of Falmouth Harbour, since it was

first began, under the auspices of the late Mr. Pitt and your father in 1805, many times that sum might have been saved in the tear and wear of ships of the line blockading Brest: opposition and misrepresentation would have received their death blow; and the country would have been proud of an acquisition so important to her naval operations, by facilitating their communication with the Western Ocean.

I am, my Lord, with great respect,

Your obedient Servant,

*Tiphys.*

*On Naval Education.*

" Endeavour to be first in thy calling, whatever it be; neither let any one go before thee in well doing.—By a virtuous emulation, the spirit of a man is exalted within him; he panteth after fame, and rejoiceth, as a racer to run his course.—The example of eminent men are before him, and his delight is to follow them."

MR. EDITOR,

February 26th, 1818.

**O**F the new naval regulations lately promulgated, which certainly are very honourable to the Admiralty Board, as they are greatly for the benefit and encouragement of the service, none gave me greater satisfaction, than that part of them which related to the proper education of our naval youth, by holding out additional inducements for men of good education and talents to undertake the important task of becoming their instructors, by combining the two nearly allied and important appointments of chaplain and schoolmaster. This suggestion, Mr. Editor, was, I find, first given by an old, and I believe very respectable, naval chaplain, Mr. Larwood, who, in a well-written essay on the subject, recorded in the 7th volume of your truly useful and interesting work (the N.C.) brought it more fully before the public, and the Board of Admiralty, than it had previously been. The peace of Amiens, however, was too short to allow all the advantages of his plan to be then pursued, as in time of war it was nearly impossible, from the great number of ships then in commission, to carry it fully into effect, although its great importance and utility remained the same, and ought to lead to its adoption, as far as possible, and to extend it to ships of the line and frigates, even during war. Education, whether at-sea or on shore, constitutes the man—the gentleman—and therefore its importance is too obvious, and too well appreciated in this country at least, to require discussion: in time of peace, our ships afloat are few, but the numbers of midshipmen and volunteers serving on board are considerable, even although there is little chance of promotion in the service, but for the fortunate few, and of course the enterprise and exertion of the youths who see no road open to fame or fortune in that direction, are led to some other course; but if the number of our

young naval heroes are less, it becomes us, having so fully the means in our power, to take care that their education corresponds with their superior opportunities of acquiring instruction; and of the importance of their attaining those superior qualifications as officers, which education puts in their power, and which elevates and adorns the naval character.

It is the business of the Admiralty Board, and I rejoice to perceive that it has not been neglected, to give the most ample encouragement to facilitate naval education, and to put it within the reach of our young men, now serving as midshipmen; for although some men of superior minds, and perseverance, do labour to attain education, even after the period when young men imbibe more easily and aptly the rudiments and foundation of knowledge; yet amongst the many, such conduct, however praise-worthy, and such pursuits, however noble, will, I fear, only be found followed by the few. The importance of early education is therefore manifest; and as it is not every young gentleman, even of the most elevated or respectable family, that comes on board a ship of war possessed of more than barely the rudiments of requisite education; or if these rudiments have formed part of a considerate parent's attention previous to his entering his son into the navy, the youth must unavoidably be detained longer ashore than would, but for bringing him forward in necessary learning, have been required. With proper preceptors for our youth on shipboard, and such we should require the naval chaplains to be, a more early acquaintance with a sea life might hind the youth's affection to the service, attach him from early habit to its customs, season his tender years to the duties and operations of a ship; and all this time the chaplain schoolmaster might impart the necessary instruction of marine science, teach him languages, history, and geography; and as a divine, might inspire the juvenile mind of his charge, with the sentiments of morality, virtue, religion, and courage.

The present schoolmasters (or rather, I hope, those who lately acted in that capacity) might perhaps in some instances be competent to teach some of the inferior branches of the mathematics, and navigation; but their pay was only that of a midshipman and Queen Anne's bounty; and manners, united to abilities, could not very frequently be discoverable in these gun-room teachers: the absence indeed of the former might be compensated by a sufficiency of the latter; but it has been too often the case, that neither the one nor the other distinguished the person holding such an important office; from which deficiency, it is evident, that the appointment demands a liberal and well-educated man, whose pretensions shall be sanctioned by the combined authority of government, and his own personal and professional reputation. It has therefore occurred to me, Mr. Editor, that were those great seminaries of learning, the Universities of Cambridge and Oxford, Edinburgh and Dublin, &c. to have the privilege of recommending young men, educated with a particular view to serving in the royal navy, as chaplains and schoolmasters, much benefit, and many important advantages, would result to the navy, and to the young men bringing forward in its service: the students would have the strongest incitements to diligence and

attention, united with the hope of being useful to themselves and others; and the naval youths would *more certainly* obtain valuable and competent instructors, with adequate emolument, and highly respectable appointments. To render this establishment perfectly complete and effective, it might be necessary, as in all other departments, to have a head—a Chaplain-General, whose business it should be to collect the certificates of their proper qualifications, the testimonials of their being moral characters, the process and success of their labours, the result of their assiduity, the number of their pupils, the improvements suggested, &c.; and to embody and report, from time to time, on the whole progress and effect of the establishment.

After the termination of a long and arduous contest, wherein the naval glory of England was nobly upheld, and raised to the highest pitch, it was to be expected (and I rejoice to be able to say, these expectations will not be in vain), that the attention of our naval rulers, and of naval men in general, would be easily directed towards the promotion of scientific discovery; with this object also is closely connected and united that of naval education, which forms the ground-work of brilliant achievements, whether performed against the enemies of our country, or in the pursuit of maritime research, and useful discoveries: nothing more incontestably proves this fact, than the general and admirable exertions that distinguished the young gentlemen who attended Captains Croke and Vancouver in their different voyages, to excel in astronomical observations, whilst at the same time they became expert seamen and experienced navigators; and in a more recent instance the same remarks equally apply to the young men who filled the quarter-decks of the *Alceste* and *Lyra*. In all these instances, the high examples exhibited by the commanders and commissioned officers of those ships, had the most fascinating charms to allure the midshipmen, called forth the full exertion of their faculties, and stimulated them to honourable imitation; whilst their minds were becoming enlarged, and their studies and education properly directed, by the attention and zealous superintendance of the chaplain, or other instructors, specially appointed for the purpose of forwarding their naval education.

That the Board of Admiralty are sufficiently aware of the importance of naval education, their remarks in the new naval regulations, on the deficiency of encouragement *formerly* bestowed on schoolmasters in the navy, afford the most convincing proof; these are no less sensible than judicious; and in the present æra of knowledge and general improvement, I cannot but believe that the minds of most of the officers of the British navy are equally impressed with the importance of this subject, and that there are few captains, who, on getting the command of ships, do not use their best endeavours to obtain a proper precept for the young men committed to their care, who, if left without education, would never become accomplished or valuable officers: perhaps, however, there are some indifferent men, who feel or care only for themselves; and if such there are, it must be allowed, that was there a *fixed system of command, reduced to rule*, it would apply equally well in *this case*, as I am certain it would in many

others connected with naval discipline: on this point, Mr. Editor, I am glad to perceive that I have already obtained your hearty co-operation; and I trust the time is not far distant, when this additional, this great valuable improvement, will be introduced into the service.

In time of peace, there can be no difficulty whatever in finding a sufficiency of highly qualified gentlemen to fill the *double* offices (for such they should be) of chaplain to the ship, and preceptor to the young gentlemen of the quarter-deck, provided the provision for them is liberal, and the salaries and allowances of the *two* situations continue to be allotted for their comfort and respectability: in my opinion, therefore, a chaplain should now be appointed to *every* ship in commission of the class of line-of-battle ships and frigates; whether they can be allowed to sloops, I cannot so easily determine, although their usefulness would be also great, even in small ships. I observe with pleasure, that Bible Societies for Seamen have been lately introduced; and connected intimately with such associations is the proper appointment of chaplains; when I say *proper* appointment, I mean the appointment of men of general erudition, extensive knowledge, and *unblemished moral characters*. Although the great importance of the subject has induced me to present you with these observations, I am at the same time most happy in bearing testimony to the early attention bestowed on it by the Lords Commissioners of the Admiralty: from *their measures*, I hope much good to the service will arise, and I trust their exertions will be well seconded by those of the captains in command. Allow me also to observe, that those officers now on half pay have present and valuable opportunities (if in early life these were wanting) of improving themselves in the languages, and in general and useful knowledge; and I am far from doubting their inclination to use them, to their own great advantage, and the future benefit and reputation of their country. Sincerely wishing and hoping that our navy will long maintain its pre-eminent greatness, and that its best interests, and the comfort and happiness of its officers and men, will continue to form the chief consideration of those who preside over its most important concerns,

I am, Sir, &c.

Nestor.

TO THE RIGHT HON. VISCOUNT MELVILLE. .

MY LORD,

I BEG leave to claim your attention, and also that of the friends of humanity in this country, to a *Painting* now exposed in the Exhibition at Somerset-house, on the *subject of Impressment*; viz. No. 285, which is styled, "A Press Gang."

What must be the feelings of those who express so much sympathy in the cause of Negro Slavery, when they view the scene there represented, and the *feelings of distress throughout a family*, owing to this brutal system;

as also in the officer,\* who is performing a duty imposed upon him, perhaps contrary to his natural feelings and reason upon the subject, when committing such acts of violence in this boasted land of freedom, towards British seamen, the natural defenders of their country's rights, and vindicators of her wrongs:

This Painting well deserves the attention of a British public, as it gives them a true description of those scenes which too often take place under this oppressive system. How far this representation is founded on any particular fact, I cannot say; but it certainly corresponds with an afflicting tale of woe, which was sent me soon after the publication of my first letter to your Lordship, of a young man who was impressed on the day of his marriage (as many others have been), and dragged away from his family and friends. This young man, when going on board, was unfortunately drowned, through an accident to the boat. His bride followed the same day, and on getting alongside, was informed of his melancholy fate, on which she threw herself from the boat into the water, and perished.

On seeing this Painting, my mind was struck with horror, as it appeared to me to be the first part of the before-mentioned tragical tale; and that the young woman who is represented as having fainted away upon the floor, was the unfortunate female who afterwards destroyed herself, as I have already mentioned.

Reflect seriously on this Painting, my Lord, and compare the exertions of the friends of humanity in the cause of Negro Slavery, while the double debt of gratitude, acknowledged by Mr. Wilberforce to be due to British seamen, remains unnoticed.

The artist who painted this scene, well deserves the thanks and support of every British seaman; as also of this country—and if he will give the finishing which I have described, as it was handed to me, and if these paintings were to be engraved as a pair, there is no doubt that he would meet with all the encouragement he can wish for his pecuniary interest. This Painting has been sold for two hundred guineas, to —— Horrocks, near Dunbarton, North Britain.

I am, with much respect,

Your Lordship's most obedient humble servant,

Lloyd's Coffee-House,  
4th June, 1818.

*Thos. Sturges*

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\* This claims the particular attention of every officer in the naval service, as the contending passions of sympathy and duty are strongly delineated in this character.

## TO THE RIGHT HONOURABLE VISCOUNT MELVILLE.

*On the Increase of the Navy of Foreign Powers.*

“ Britain long hath born command,  
 And ruled alone the azure main,  
 For its charter of the land,  
 Which British valour will maintain.”

## LETTER IV.

MY LORD,

6th April, 1818.

I HAVE in some former letters endeavoured to draw your Lordship's attention to the consideration both of the propriety and the best means of gradually doing away, or at any rate of restricting impressment, to those who have not already served in the royal navy for seven years; and I have also, in my last letter, expressed my opinion as to the evident policy and necessity of increasing the naval force of Britain, with as little delay as possible. I have now had an opportunity of seeing the naval estimates for the present year, and of hearing the observations made during the debate on them; but although it was confidently asserted by the Secretary of the Admiralty, that our fleets were never in better condition, or more fit to meet the attack of any foe; yet I must confess this does appear strange to me, from not having had the good fortune to hear of a single new line of battle ship (the *Melville* from India excepted) being launched in the course of last year; nor observing, in these estimates, any allotment of money for more new ships than were ordered to be built some time ago. Your intelligent Correspondent, *J. C.* has already informed the readers of the *Naval Chronicle*, that of large ships now building or ordered, we have 5 three-deckers, 7 84's (I trust of the American size), and 7 common-sized 74's; of 68's we have 4; and of 46-gun frigates, 34, already on, or soon to be on the stocks—that gentleman's observations having been written before the production of the naval estimates. I can only join with him in expressing my surprize, that considering what is going on on the other side the Atlantic, and all around us, so much should be said, and so little hitherto actually done, towards preparing a respectable and formidable navy to protect our shores, and valuable colonies and commerce.

The finance report on the naval estimates certainly does tell us how necessary it is judged to repair and rebuild our ships, and to make additions to our dock-yards; and how anxious government is to do all this; and yet on inquiring what was done last year, and what is intended to be done during the present, we shall find, that the work of last year was confined principally to repairs; and that this year, although the new ships are to be proceeded on, their size and construction are much less satisfactory to the minds of our officers, and of the nation, than the occasion seems very seriously and indubitably to require. To prove the truth of this assertion, I need only request of your Lordship, and the Navy Board, to turn your attention for a moment to the accounts we are every day receiving from America, and to take notice, that they have already four very fine line-of-



battle ships afloat; that they can, in a few months, launch twelve more of the same description, besides increasing their 60-gun ships to 30, with a similar proportion of smaller frigates, &c.

There can be no doubt then, my Lord, that during the next war with that country, we shall have to contend with American *squadrons*, instead of *single cruisers*, as in the last contest; and if you will figure to yourself ten or twelve of these ships of the line, with a proportion of 60's, and frigates, you must allow it will form a respectable fleet, to overcome which, will require the superior energy, ability, skill, and experience of British commanders, and thorough-bred British seamen, commanding ships of at least nearly similar dimensions and powers. I believe, my Lord, with pride and exultation, that British officers and seamen can do wonders—have often performed them; for who amidst her brave defenders have done such mighty deeds, and who but British seamen have swept the seas of every enemy? but surely this cannot warrant the country, cannot warrant the Board of Admiralty, in demanding or expecting impossibilities at their hands. No, my Lord, this would be unworthy of us, as men of judgment and experience. We can now sufficiently appreciate the powers of American ships of all classes, and there does not appear throughout the country, or the navy, two opinions on the subject: it is clearly understood to be necessary, that we fit out our old ships in a more efficient and powerful manner, mounting heavier guns, with able crews, and experienced commanders; and that we proceed with *the least possible delay* to build new ones of all classes, on models and of sizes correspondent to American ships, or those of other powers with whom we shall have most seriously to dispute the palm of victory. I am quite aware that this cannot be accomplished in one year, but must require a series of years, with active and unremitting exertions, to accomplish it, to an extent commensurate to the wishes of the nation and the navy: but whilst I admit this, I would most earnestly entreat of your Lordship and the Honourable Board, *to lose no time*, but to set in earnest about effecting it. I trust many of the line-of-battle ships recently repaired, may be found capable of mounting *more,\* and heavier guns*, than formerly; if so, this is so far well; and that of the new ships now to be built, a proper and sufficient number will be ordered, of enlarged dimensions, of all classes.

I am also of opinion, that a few of our ablest and most intelligent naval officers, who will be, in time of war and danger, selected to command ships of the line and 60's, should be ordered to prepare and report on this subject what improvements they think necessary, or likely to be advantageous for increasing the efficiency and force of our ships; this would be very gratifying to naval officers, and only a just and proper compliment to those gallant officers, who are expected to maintain Britain's naval superiority.—I am glad to see such efforts making to increase the means of our building and repairing ships in the royal dock-yards. In this respect, also, you will find, my Lord, that the Americans are making the most spirited and surprising efforts, as three are planned to be established at Boston, New York, and Norfolk; it is certainly of the utmost importance to be able quickly and decidedly to put forth *all our means*, in case of any new

contest arising; and therefore the invention (which is a wonderful effort of human labour) of slips for drawing up ships for repair, as practised with the Kent, is at once a glorious achievement of art, and a most effective improvement in our dock yard practice, thereby enabling us to give the fullest effect to ship-building, and to carry on and complete the repairs of any number of ships by these means, at one and the same time, provided we have a sufficient number of carpenters.—Having said thus much, my Lord, I cannot leave the subject without protesting, in common with many judicious and well informed men, against the continuance of *old systems* now rejected by the public opinion as inefficient, either for building new ships of inferior dimensions, or fitting, arming, and manning them in an inadequate manner.

In perusing the communications of other writers in the *Naval Chronicle*, I think your Lordship, and the whole naval service, would find *much* to approve, and *little* to reject. J. C. has already animadverted strongly on the injudicious measure of building upwards of *thirty* new frigates of 46 guns, and only four of 60: with him I agree entirely in believing, it is the universal wish of the navy, that *half* of them had been *Leanders* in size, and *Eudymions* in other good qualities. Why, then, my Lord, persevere in thus *stinting* the increase of our superior sized ships? Is it thought the Americans will give over building these, after profiting so much already by them, or is it believed that Britain henceforth will always be able to remain at peace with that power; or that our 46's will yet become matches for them? before coming to either of these conclusions, my Lord, inquire well of those naval officers who have served, and fought against them, and be advised in time: the nation can seldom bear reverses with equanimity, and least of all, such as are entailed on it by false economy, blind obstinacy, or persevering and wilful ignorance. But, my Lord, I do not mean to apply these observations to your Lordship's administration, but the reverse. I entirely go along with your secretary, Mr. Croker, in his assertion, that during the last five years, *more* improvements have been made in the naval service, than for twenty years before. Your Lordship has done much good already, remedying abuses, correcting errors, and adding greatly to the comforts of both men and officers. Go on, then, my Lord, I entreat you, with this excellent work of improvement and renovation; let them next have good spanking ships before a new war, and my life for their glorious success: for these, they are impatient, and the nation is not less solicitous to see them quickly put in hand. I trust we shall soon have the satisfaction of knowing that their reasonable desire is complied with.

I am, my Lord,

Your Lordship's obedient humble servant,

*Albion.*

## HYDROGRAPHY, PILOTAGE, &amp;c.

## THE SOUTH SEAS.

## MR. HYDROGRAPHER,

A VERY imperfect statement of the discoveries made by Lieutenant Kotzebue in the South Seas, having appeared in the newspapers, I take the liberty to send you herewith a more correct account of those islands he saw on his voyage from the coast of Chili to Kamtschatka; perhaps it may prove interesting to some of the readers of the NAVAL CHRONICLE.

Several of the islands discovered by Le Maire and Shouten in the year 1616, and by Roggewein in the year 1722, not having been seen in later times, and their situation having frequently been made the subject of discussion by the most eminent Hydrographers in England and France, it was made a part of Lieutenant Kotzebue's instructions to search for these islands. In consequence of which, having, on the 28th of March, sailed from Faisten Iskud, where he staid but a few hours, on account of the unfriendly reception he met with there from the inhabitants, he directed his course towards the island first seen by Le Maire and Shouten, and named by them *Dog Island*. On the 16th April, Lieutenant Kotzebue saw a low uninhabited lagoon island, extending N.W. and S.E. 5 miles, the situation of which he determined to be  $14^{\circ} 50' S$ , and  $138^{\circ} 47' W$ . from the meridian of Greenwich. There is certainly no doubt but this island is Le Maire's *Dog Island*. Captain Burney, in his excellent history of the voyages and discoveries in the South Seas, assumes the latitude of *Dog Island* to be exactly as Lieutenant Kotzebue found it; viz.  $14^{\circ} 50'$ , and  $136^{\circ} 50' W$ .

From *Dog Island* the Rurick steered W. and S. and W. b. S.; and on the 20th an uninhabited low island was discovered, extending not above one league N.N.E. and S.S.W. This island, which has no lagoon, lies in  $14^{\circ} 50' S$  and  $144^{\circ} 28' 30''$ , and it being considered a new discovery, it received the name of Count Romanzoff, at whose expense this voyage of discovery has been undertaken. Romanzoff Island is not Le Maire's *Sondergrondt*, this island being inhabited, and 10 leagues (15 to a degree) in extent; neither is it Le Maire's *Waterlands*; for this island has a lagoon, which, as I have mentioned already, is not the case with the island of Romanzoff; nor is it Roggewein's *Carlshoff Island*, though it is nearly the same size; in the first place, *Carlshoff* is described to have a lagoon, and secondly, it is said to be situated twelve leagues to the eastward of the Shadelyx islands, whereas Romanzoff island lies about  $2^{\circ}$  from them. Le Maire and Shouten's course lay probably too far to the northward, and Roggewein's too far to the southward, and so both might easily have missed an island that was lost sight of by the Rurick at the distance of less than 4 leagues.

On the 21st of April an island was seen, in  $14^{\circ} 41'$ , and  $144^{\circ} 59' 30''$ , with a lagoon, extending N.N.E. and S.S.W. 11 miles, which was named *Spiridoff Island*. To me it appears that it is the island *Oura*, the westernmost of the two islands named by Commodore Byron, *King George Islands*. The middle of *Oura*, according to Captain Cook, is situated in  $14^{\circ} 37' S.$  and  $145^{\circ} 10' W.$  extending N.E. and S.W. near 4 leagues. Here then every thing agrees, latitude and longitude, extent and direction, and has besides, like *Spiridoff* island, a lagoon. But as this island lies 2 leagues S.W. b. W. from *Tiookea*, or the northernmost of the *King George* Islands, it might have been supposed that they ought to have seen on board the *Rurick* the other island also, which was not the case, and which probably induced Lieutenant Kotzebue to take the island he saw to be a new discovery. The island *Tiookea*, however, not having been seen on board the *Rurick*, is easily to be accounted for: the island of *Oura* is near 4 leagues in extent, the channel separating it from *Tiookea* is 2 leagues wide, the distance then from the S.E. point of *Oura* to the island of *Tiookea*, is 6 leagues. On seeing the island, Lieutenant Kotzebue shaped his course towards the south part of it, and consequently was from *Tiookea* at a distance of 6 leagues, or perhaps more; now these low drowned islands cannot, according to Lieutenant Kotzebue's own description of them, be seen at a greater distance than 5 leagues, and thus he was at too great a distance from the northern island to have seen it. I should not have the least doubt concerning the identity of the islands *Spiridoff* and *Oura*, if not both Commodore Byron and Captain Cook had found this island to be inhabited; Lieutenant Kotzebue, on the contrary, does not mention to have seen any at all. But this objection might easily be obviated, by considering, that the habitations are most likely situated on the northern part of the island, probably in order to be nearer their neighbours of the island *Tiookea*, and Lieutenant Kotzebue saw nothing but the south part of *Oura*.

I may be permitted here to state, that on the latest charts of the South Seas, and on those comprising the South Seas, two other islands in the same parallel are delineated, exactly similar to those of *Oura* and *Tiookea*. Probably the authors of these charts have thought proper to consider the two islands discovered by Commodore Byron, to be different from those discovered by Captain Cook in 1774, though there cannot be any doubt but they are the same: Captain Cook at least thought so. From the latitude and description Commodore Byron has given of his *King George* islands, he, notwithstanding a difference of  $3^{\circ} 54'$  in longitude, immediately recognized the islands *Oura* and *Tiookea* to be those islands. (Captain Cook's Voyage to the South Pole, 1st vol. page 314). I shall soon attempt to prove that these two islands are the same with *Le Maire* and *Shouten's* island of *Sondergondt*.

Lieutenant Kotzebue continuing his course to the westward, saw, on the 23d April, land on both sides; viz. to the S.S.E. and S.S.W.; the first was Cook's *Palliser* islands; but the land to the S.S.W. he took to be a new discovery. He passed through the channel that separates both groups, and shaped his course towards the latter land, which consisted of

a string of low islands, connected together by a reef of coral rocks. The extent of this chain of islands, along which he sailed within one mile of them, and which he named *Rurick Islands*, amounts to 40 miles, the circumference of the whole he estimates at about 20 leagues. The N.E. point of these islands lies in  $15^{\circ} 11' S.$  and  $146^{\circ} 32'$ ; the west point is  $15^{\circ} 30'$ , and  $146^{\circ} 51'$ ; here the islands took a direction to the northward. On rounding the S.W. point, which is situated in  $15^{\circ} 30'$ , land was seen from the mast head to the southward, and S.S.W. The string of Rurick's islands may certainly be considered as a new discovery, though it is not improbable but the eastern part of them is the same land, which Captain Cook, on being near the third of his Palliser islands, saw to the N.N.E. and by him was called the 4th of the Palliser islands, lying 6 leagues west from the first one. At the distance Captain Cook was from it, he could not but take it to be an island of small size. This 4th of the Palliser islands is the island called by Roggewein *Sister*, and is on Fleureau's chart of Roggewein's discoveries the smallest of the Shadelyk islands.\*

Hardly had Lieutenant Kotzebue lost sight of the Rurick islands, than land again hove in sight, bearing W. b. S.; this proved to be the same island that on Arrowsmith's chart bears the name of *Dean*. It consists, like the Rurick islands, of a range of low islands, some of them, however, of a considerable size, connected together by a wall of coral rock. Lieutenant Kotzebue sailed within a mile of the shore, along the whole southern part of the island, which in a direction E. b. N. and W. b. S. extends  $72\frac{1}{2}$  miles. The east point of it, 20' to the westward of Rurick's islands, is situated in  $15^{\circ} 16'$ , and  $147^{\circ} 12'$ ; from its western point in  $15^{\circ} 00' S.$  and  $148^{\circ} 22' 30''$ , the chain of islands takes a direction to the N.E. There can hardly be a doubt, but the island which Lieutenant Kotzebue calls, according to Arrowsmith's chart, *Dean Island*, is the same which Commodore Byron named *Prince of Wales Island*, and on some charts appears under the name of *Oanna*. According to Byron, it is about 20 leagues in length, lying east and west in  $15^{\circ} 00' S.$  and the westernmost end of it in  $151^{\circ} 53' W.$ — $3^{\circ} 54' = 147^{\circ} 59'$ . (Hawkesworth's Collection, vol. i. page 107.) The astronomer, Wales, makes the longitude of this point  $147^{\circ} 48'$ . We see then that the latitude, longitude, the direction of the coast, and the extent, agrees exactly with Kotzebue's *Dean* island. The difference of 12 miles in extent is to be accounted for by Lieutenant Kotzebue's sailing along the south side, and Byron along the north side of the island, which must be of a few miles less extent than the south side; as we know, from Lieutenant Kotzebue's survey, that from the west point the coast trends to the northward, consequently Byron, not having seen the west end but the N.W. end of it. † Captain Burney, page 451, 2d vol. of his history, is of opinion, that Byron's *Prince of Wales* island is the same

\* That Cook's Palliser islands are the same with the Shadelyk islands, is admitted by all Hydrographers.

† In Byron's account it is said, that he sailed along the south side of it; but considering every thing, this must be an hydrographical error.

Le Maite and Shouten's *Vlieghe Eyland*; for of all the low islands known which have been discovered in the Pacific Ocean, Prince of Wales island is the only one, the extent of which agrees with the extent given to Vlieghe island. According to Shouten's journal, this island extends W.N.W. and E.S.E. as far as they were able to see; and so it is not only the size, but the direction also, which agrees remarkably well. We may then safely adopt the opinion of Captain Burney, and efface from the charts the names of Dean, Prince of Wales and Oanna, and substitute for it the name of Vlieghe, given to it 200 years ago.

Due west, 15 miles from the west end of Vlieghe island, they discovered on board the *Rurick* another low island, exactly like the one they had just left, viz a number of small islands connected by a reef of coral rock; this island is of a triangular form, and is upwards of 12 leagues in circumference; it has a mark of distinction which most likely belongs to none but this island. Out of the middle of the lake, or lagoon, which with few exceptions is peculiar to all the low islands, another island, well covered with trees raises itself, and forms the singular appearance of one island situated within another. The centre of this island, to which Lieutenant Kotzebue gave the name of *Kruscnstern*, lies, according to his observations, in  $15^{\circ} 00'$ , and  $148^{\circ} 41'$ . Commodore Byron having sailed along the north side of Vlieghe island, and from thence steered N.  $82^{\circ}$  W. he could not possibly have seen that island.

Not displeas'd to have attained the end of this dangerous labyrinth, Lieutenant Kotzebue now shaped his course towards the islands of Bauman. Not having found them there, where Fleurieu supposed they might be situated, it may now be assumed with some certainty, that the opinion pronounced by Dalrymple, Roberts, and latterly by Captain Burney (vol. iv. page 577), that the Bauman islands are the same with *Bougainville's Isles des Navigateurs*, may safely be adopted, however warmly it has been contested by the learned and ingenuous Fleurieu. Nor could Lieutenant Kotzebue find the two islands that Roggewein took to be Shouten's *Cocos*, and *Traitors* islands, and by Fleurieu were named *Roggewein islands*; nor the islands Tienhoven and Gönninger, of which Captain Burney believed they may be the southern of the Salmon islands.

On the 30th April, they saw the Penrhyn islands, discovered in the year 1788 by Captain Sever, of the ship *Lady Penrhyn*; they are composed of a group of low coral islands, numerous, inhabited by a race of handsome people, not unlike those of Nukahiva. The latitude of these islands was ascertained,  $9^{\circ} 1' 30''$  S. and the longitude,  $157^{\circ} 34' 30''$  W.

Shaping his course from the Penrhyn islands to the northward, Lieutenant Kotzebue wished to get sight of the range of islands discovered in 1788 by Captain Marshall, of which the *Mudgrave* islands are the southernmost, and *Gilbert* islands the northernmost. In  $8^{\circ} 46' N.$  and  $187^{\circ} 47' W.$  and in  $9^{\circ} 46' N.$  and  $188^{\circ} 30'$  no islands were seen, although the charts he had on board taught him to expect to find here the *Calvert* and *Chatham* islands. According to Captain Marshall (*Governor Philips's voyage to Botany Bay*, page 249. 266.), a group of islands was discovered by him, between the 8th and 9th degree of latitude, and about  $189^{\circ} 30' W.$  and two islands in

9° 30' N. and 190° 30', were named by him *Gilbert Islands*. If Lieut. Kotzebue had had on board Captain Marshall's original account, he certainly should have continued his search till he reached the longitude of 189° 30', and 190° 30', as given to these islands by their original discoverer, but since his time diminished by more than 1½°. It is not unlikely that the island in 6° 00' N. and 190° 4', discovered in 1809 on board the brig *Elizabeth*, and named *Benham*, are the same with the southernmost of the *Mulgrave* islands, though these last are placed 1½° to the eastward of them.

On the 21st May, two groups of low inhabited islands, lying N. and S. separated by a channel two miles wide, was discovered, in 11° 11' N. and 190° 9' W. Lieutenant Kotzebue, not finding on the charts he had on board any island in this lat. and long. he considered them to be a new discovery, and named them *Kutusoff Islands*. If these islands have been discovered before, it must have been by Captain Marshall, in 1788, but from the account of his voyage, it does not appear that such a discovery was made. On leaving the *Gilbert* islands, which he took to be Anson's *Barbados* islands, in 9° 34' N. and 190° 38' W. it is said, page 264—Having now a clear navigation, they prosecuted their voyage, without meeting with any thing worthy of notice. These words might convince us, that in that voyage no islands were seen in 11° N. ; yet we find, on a chart that accompanies this account, and on which the tract of the *Scapborough* is delineated, two islands, in 11° N. and 188° W. named *Bulton Islands*; and in 12° N. and 191° 15', a single island, *Dawson*; so that it remains a matter of doubt whether these *Bulton* islands actually exist in the longitude assigned to them, or whether they are the same with the *Kutusoff* islands, which a difference of 2½° in longitude hardly leaves room to expect. At all events, thus much is due to Lieutenant Kotzebue, that he has not only assigned to a considerable group of islands their true latitude and longitude, but he has ascertained also the limits of a dangerous reef that surrounds that island, to the extent of 15 miles to the northward, and 12 miles to the westward.

The *Rurick* arrived on the 18th of June, at the port of *St. Peter and Paul*, the true longitude of which, by the observations of Captain Cook, *La Perouse*, and by ourselves, is 201° 16' 40". According to Hardy's box chronometer on board the *Rurick*, the longitude of the port was 201° 15' 30"; by *Barraud's* pocket chronometer, the longitude was 201° 31'; so that the longitude of all the islands seen in this voyage have been settled by the excellent watch of Mr. Hardy.

Although not all the islands discovered by the Dutch navigator in the beginning of the 17th and 18th centuries, have been found again by Lieutenant Kotzebue, yet it appears from the foregoing account, that the voyage of the *Rurick* throws considerable light on their situation. As it is not probable that they will soon be searched for again, I may be permitted to venture a few observations on the knowledge we have till now acquired of them.

*Le Maire* and *Shouten* discovered, between 14° 30', and 15° 45' S. and 138° and 149° W. a Zone, called by *Fleurieu*, *le Mer Mauvaise de le*

*Maire et Shouten*, the following islands:—1. Dog island; 2. Sondergront; 3. Waterlandt; 4. Vlieghe Eyland. Fleurieu discovered, in the same zone—1. Casthoff; 2. the Pernicious islands; 3. Aurore; 4. Vesper and the Labyrinth. The islands discovered since by Roggewein lie without the limits of this dangerous part of the Pacific Ocean.

We have already seen that *Le Maire's Dog* island has been found again by the Rurick; and as to *Vlieghe Eyland*, I think nobody will dispute the justness of Captain Burney's hypothesis as to the identity of that island and Byron's Prince of Wales island. What remains as yet to be rediscovered, are the islands Sondergront and Waterlandt. With respect to the first, it appears to me probable that Byron's King George islands, or the islands Oura and Tiookea together, are what was called by *Le Maire*, Sondergront; for if you take them both to be one island, the description Byron and Cook have given of them, agrees exactly with the description given of the island Sondergront. Tiookea has in an E.S.E. and W.N.W. direction, 10 leagues in circumference. Oura lies 2 leagues S.W. b.W. and its extent in a N.E. and S.W. direction is 4 leagues; both then together, including the channel that separates them, may have an extent of 12 leagues. According to Shouten's journal, Sondergront is a low island, with a lagoon, encircled by a narrow zone of inhabited land, and its extent in a N.E. and S.W. direction 10 German leagues, the latitude of the island is at one place said to be  $16^{\circ} 00'$  S. at another  $14^{\circ} 30'$ ; all this agrees remarkably well with the low islands of Oura and Tiookea, but above all has the distance between Sondergront and Dog island convinced me of the identity of the former, and those two islands. According to Shouten, it amounts to 100 German leagues; the true distance is  $145^{\circ}$ —to  $138^{\circ} 47' = 6^{\circ} 13'$ , or above 90 German leagues; a greater coincidence than of distance in a run of 4 days is not to be expected. If there was besides between those two islands, an island of the size of Sondergront, neither Commodore Byron nor Lieutenant Kotzebue could have missed it; nor could have *Le Maire* and Shouten, on their passage from Dog island towards Vlieghe Eyland, missed the King George islands. It remains for me now to remove an objection that no doubt will be made against the identity of those islands; viz. how *Le Maire* and Shouten have taken two islands for one. The separation of the two islands certainly could not have escaped them, if they had sailed in the day time along these islands; but from the journal of that expedition, it is evident, that the Dutch ships made the north end of Sondergront on the evening of the 14th April; that after sun-set they steered along the eastern side of the island, towards the south end of it, running 10 leagues S.S.W. or what is the same, the whole length of it; and as the land was to leeward of them, the ships certainly did not come very near the land during the night; on the following morning, the 15th April, they stood towards the land, where they had communication with the inhabitants (*Recueil des Voyages qui ont servi à l'établissement de la Compagnie des Indes*, tom viii. page 142—145; and Burney's Chronological History, 2d vol.) it may then easily be conceived, that they did not see the channel separating the two islands.

If then the island of Sondergront be the same with the islands of Oura



and Tiouka, there is only the island Waterlandt left to be re-discovered. According to the description we have of it in the account of Le Maire and Shouten's voyage, it is small and uninhabited, without cocoa-nut trees, 15 German leagues to the westward of Sondergrondt, in  $14^{\circ} 46'$ , and probably there it may yet be found. The only modern navigators who might have seen her is Byron, whose course, if it was too northerly, might, on account of her small size, easily have missed her; or he passed her during the night. The other discoveries of Le Maire and Shouten do not belong to this discussion.

The first discovery of Roggewein made in these seas is the island Carlshoff. I have already proved that this island is not the one discovered by Lieutenant Kotzebue in  $14^{\circ} 57' S.$  and  $144^{\circ} 28' 30''$ , and as its situation is said to be 12 German leagues to the eastward of the Shadelyk islands, it may yet be found in  $15^{\circ} 20' S.$  and  $145^{\circ} 20'$ .

Roggewein's Shadelyk, or Pernicious islands; are the same with Cook's Palliser islands.

Roggewein discovered to the westward of the Shadelyk islands, at the distance of 8 German leagues, a small low island, which he called *Aurore*, and the same evening another, which received the name of *Vesper*. The first island may be the same which Lieutenant Kotzebue, on rounding the south-end of the Rurick islands, saw to the westward of the Shadelyk island. Indeed, if the discovery of this island is not a fiction, it cannot be found any where else; for allowing Roggewein to have continued his course from the northern Shadelyk island instead of the southern, he could not but fall in with the extensive string of the Rurick islands, having a circumference of no less than 20 leagues. If, then, the land seen by Lieutenant Kotzebue is the island of *Aurore*, its situation will be,  $14^{\circ} 45' S.$  and  $146^{\circ} 55'$ , and that of *Vesper* in the same parallel, and about  $147^{\circ} 30' W.$

A much more difficult problem to solve are the islands called by Roggewein *the Labyrinth*, and described to be a group of islands lying close to each other, six of which are said to be of considerable size, and having together an extent of 30 German leagues. It has been by some supposed, that the Labyrinth of Roggewein is the same with Byron's Prince of Wales island, or what is the same with Shouten's Vliegten Eyland. A chain of a number of islands lying close to each other, having an extent of  $2^{\circ}$ , does certainly agree with no other island but Vliegten, which we know has an extent of  $1\frac{1}{2}^{\circ}$ , and if, according to Behrens, Roggewein did sail between the Labyrinth, it might be supposed that he sailed through the channel separating Vliegten Eyland from that one which Lieutenant Kotzebue discovered to the westward of it, and which of course he numbered as belonging to the Labyrinth; but many objections may, on the other hand, be offered to this hypothesis. 1. Roggewein estimates the distance between the Shadelyk Island and the Labyrinth 25 German leagues, whereas it is hardly 10; and if we would allow Roggewein not to have seen the eastern part of it, we shall not have the extent of 30 leagues. 2. The island *Aurore* lies to the eastward of the eastern part of Vliegten isle, and even the isle of *Vesper* is not situated to the westward of it; yet *Vesper* is said to be situated to the westward of Vliegten, and Roggewein sailed a whole day

from the isle of Vesper till he reached the Labyrinth. 8. According to Bherens, the Labyrinth, and the Shadelyk islands, are situated in the same parallel; viz.  $15^{\circ} 40'$ . Vlieghen isle, on the contrary, is in  $15^{\circ} 10' S$ . Fleurieu contends much against the identity of the Labyrinth and Prince of Wales island; and if his suppositions have not always been confirmed, yet the opinion of this learned and ingenious man is never to be slighted. Lieut. Kotzebue, who by exploring that land he had in sight, was led as far as  $143^{\circ}$ , could not explore the parallel of the Shadelyk islands. If, then, the Labyrinth actually does exist, these islands must be situated in  $15^{\circ} 45'$  and about the longitude of  $148^{\circ} 149^{\circ}$ . It is, indeed, much to be wished, that they may be looked for by the first ship sent on discovery.

I have the honor to be, Sir,  
Your most obedient humble servant,

Sternhoff in Ekslonie,  
May 1817.



#### THE STRAIT OF SUNDA.

THE Hydrographer of the Naval Chronicle is gratified in announcing, that the indefatigable Hydrographer to the Hon. the East India Company, JAMES HORSBURGH, Esq. F.R.S. has just published a new *Chart of the Strait of Sunda*. He has carefully examined this chart, which, from the known accuracy of Mr. Horsburgh, cannot fail being an invaluable acquisition to the masters of all vessels navigating that part of the world.

Mr. Horsburgh's explanatory remarks are as follows.

"The basis of this chart, are, chronometric measurements from Bavia to Java Head, by Captain Lestock Wilson and myself, corresponding to one mile, and corroborated by Captain Wilson's connected chain of triangles between these places, extending also to North island, to Crockatos, and the circumjacent islands: together with observations for the latitude, taken carefully in several places.

"The principal points and peaks in the narrow part of the Strait, have been laid down from transit bearings of each other; and that part will probably be found almost equal in accuracy to a regular survey. These valuable materials were supplied by Captain Owen, R.N. Captain T. Lynn, Captain T. Ward's journal, and by Captain Krusenstern, who published at St. Petersburg, in 1813, an excellent Memoir and Chart of the Strait of Sunda.

"The variation of the needle is very small at present in the space contained within this chart; observations taken lately at Batavia, gave a few minutes easterly variation, and afterward a few minutes westerly; but it is thought to be about half a degree easterly in the Strait, and probably also at Batavia."

Mr. Horsburgh has dedicated this Chart to Captain Krusenstern, of the Imperial Russian navy.

## MANUSCRIPT FROM ST. HELENA.

[TRANSLATED BY THE EDITOR.]

[Continued from page 405.]

THE Emperor Francis solicited an interview, which I granted him in a pit. He asked for peace, and I gave it him—as I did not see that his country would be of any use to me, not being yet ripe for revolution. To diminish his strength, I demanded Venice for Lombardy, and the Tyrol for Bavaria, that I might strengthen my friends at the cost of my enemies; what less could be demanded? Not thinking it a time to dispute, I judged it expedient to sign the peace, and offered it at the same time to the Russians, but the Emperor Alexander declined it.

This was an honourable firmness; for, by accepting peace, he would have shared in the humiliation of the Austrians;—by declining peace, he evinced a constancy under adverse circumstances, and a confidence in fortune: and from his firmness I concluded that the fate of the world depended on us two.

The campaign was renewed. I followed up the retreat of the Russians, and entered Poland, where a new theatre was opened to our arms. I came to witness this ancient land of anarchy and liberty bowed beneath a foreign yoke. The Poles awaited my arrival to release them from it. I confess I did not avail myself of the advantages which might have been derived from the Poles; this negligence was the greatest error of my reign. I well knew that it was essentially necessary to organize this country as a barrier to Russia, and as a counterpoise to Austria; but circumstances at this time did not coincide with the execution of this plan, nor did I think the Poles in every respect capable of advancing my plans. They are an enthusiastic and inconsistent nation, who do every thing by fits of fancy, and nothing on system;—their enthusiasm, although violent, is not stable; the character of this nation necessarily involves its ruin. Nevertheless, by giving to this country a plan, a system, and a foundation, they might become in time a respectable nation.

Although it was no part of my character to leave things unfinished, I abandoned the organization of Poland, instead of giving it the consistency which it needed, which occasioned me great loss. I marched in the rigor of the winter through the regions of the North. The behaviour of the soldiers was highly creditable to them, not giving the slightest indication of unwillingness to encounter the severity of the climate. I had to combat an army in possession of the country, and habituated to the climate which awaited me on the frontiers of Russia. I, however, resolved to attack it, in preference to suffering the spirit and hardiness of my troops to relax in bad cantonments. I engaged the enemy at Eylau. The battle was bloody and indecisive.

If the Russians had attacked us on the following day, they would have certainly beaten us; but, fortunately, their generals are not disposed to resolutions of such a nature. They gave me time to attack them in Friedland, where the victory was less doubtful. The Emperor Alexander, after

having rapidly defended himself proposed peace to me; and as it was honourable to both nations, for both had fought with equal valour, it was signed at Tilsit, and *bona fide* signed, as the Czar himself can testify.

Such was the result of the first attempts of the coalition against the empire which I had founded. My arms acquired new glory; but the question between me and Europe was still undecided;—my enemies, although humbled, were not subdued, nor yet desisted from prosecuting their machinations against us.

Although nearly in the same circumstances, I signed the peace, foreseeing a new war. It was certain, so long as the fortune of arms produced no new combinations, and while England had an exclusive interest in prolonging it.

I, however, judged it proper to avail myself of the repose I had given to the Continent, by consolidating the foundation of the empire, in order to give it more consistency, the better to sustain any future attacks. The throne was hereditary in my family, ~~and thus~~ commenced a new dynasty, which time was to consecrate, as it has legitimated all others. No crown since that of Charlemagne had been conferred with so great solemnity; for I received it at the desire of the people, and with the sanction of the church. It would have been a positive inconsistency that my family, thus called to govern, should have been confounded with the other classes of society.

I was rich in conquests, and it was my duty to unite closely these states to the system of the empire, in order to augment its weight, for common interests are the only bond between nations; the establishment, therefore, of an entire community between my empire and the conquered states, was indispensable. But this was not to be effected without changing their ancient social order, giving to them that of my empire, and placing at the head of these new institutions sovereigns interested in maintaining them.

All this I accomplished, by placing my family on the vacant thrones.

Lombardy was the most essential of these states,\* as it would be always an object of desire to the house of Austria. I was not willing to give it the satisfaction of seeing one of my brothers on that throne. I alone was capable of sustaining the iron crown, and therefore I placed it on my own head. I thus excited a much greater confidence in the Lombards, as I connected my destinies with theirs. This state took the denomination of the kingdom of Italy, because this title was more pompous, and more flattering to the imagination of the Italians.

The throne of Naples was also vacant. The queen, Caroline, after having inundated the streets of Naples with blood, and delivered up her kingdom to the English, had been again expelled. This unfortunate country needed a sovereign to deliver it from vengeance and anarchy. One of my brothers occupied this throne.

Holland had long lost the energy which characterizes republics, and had no longer the power of representing one—it had given a convincing proof of this in the disembarkation of 1799. Besides, I could not persuade myself that it had any desire for the Orange family, from the manner in which

\* In which there were vacant thrones, TRANS.

it treated it. Holland, therefore, seemed to require a sovereign, and I gave to it another of my brothers. The youngest was still a boy, and could reign—the fourth did not like reigning, and fled to escape the honour.

I reserved but one republic, which was that of the Swiss—not having any interest in changing the institutions to which they were accustomed. My authority in this country was limited solely to the preventing their cutting one another's throats, notwithstanding which, they never showed themselves much pleased with me.

Having given this form to the Allied States of France, and Dependents of the Empire, I was obliged, at the same time, to annex to the mother country other portions of territory, in order to preserve an equilibrium in the whole system. With this view, I annexed Piedmont to France, and not to Italy. On the same principle, I annexed Genoa to Parma. These aggregations were of little importance in themselves, for I could have made all these people good Italians, as they could never have been made more than ordinary Frenchmen. But the empire did not consist only of France, but the States of my family, and of foreign Allies. It was therefore necessary to preserve a due proportion between these three elements. Each of the new alliances brought with it a new connection, and in each the public was always exclaiming against my ambition. But my ambition never consisted merely in the possession of a few square leagues, more or less, but in rendering my cause triumphant. This cause, however, consisted not only in opinions, but in the weight which each of the parties could throw into the balance, and in its square leagues weighed, for it is of square leagues that the world is composed. Therefore, I augmented the mass of the forces which I could put in motion.

To effect all these changes, neither skill nor courage was necessary—a single act of my will was sufficient, for all these countries were too small to have one contrary to mine. They all depended on the motion given to the totality of the Imperial System, the centre of which was in France.

It was necessary next to consolidate my work, by giving to France institutions conformable to the new social order which she had adopted—to create for myself my age, as for it I had been created. Having been a soldier, I was now to become a legislator.

It was impossible to make the Revolution retrograde, for that would have been to subject the strong to the weak, which is contrary to nature. It was necessary, therefore, to preserve the spirit of it, and to adapt to it an analogous system of legislation. I created what followed.—That system will surprise me.—I have left to Europe an inheritance which she will never reach.

In the stead there was, really, but one vast democracy, under the direction of a dictatorship. This kind of government is convenient, executive, but in its nature temporary, lasting only during the life of the dictator. I had, therefore, to render it perpetual by durable institutions, and the establishment of permanent corporations between the throne and the democracy. But nothing now could be effected by habit and illusion. I was obliged to create every thing by reality. It was necessary to found











my legislation upon the immediate interests of the majority, and to create corporations, which should have interests, for interests are the things which has most energy in the world.

I made, therefore, laws which had an action immense, but uniform. They had for their principle, the preservation of equality—a principle so deeply impressed in all my codes, that they will be sufficient to preserve it.

I instituted an intermediate order—it was democratic; for all, at all times, were admissible to it—it was monarchic, for it could never die.

This corporation was destined to substitute, in the new regime, the service which the nobility was designed to effect in the ancient—that is, to support the throne. But there was no other similarity between the two. The old nobility existed solely by virtue of their prerogatives; mine, only, had power. The old nobility had no other merit than that of being exclusive—all who had distinguished themselves acceded by right to the new—it was nothing more than a *civic crown*. The people attached to it no other idea. Each of its members had merited it by his services—all might obtain it on the same terms, and thus none were offended.

The spirit of the empire had an ascendant tendency—it is the character of revolutions. This spirit animated the whole nation, and every one strove to exalt himself in its highest state of aspiration. I promised great rewards, which were never bestowed but as pledges of public gratitude. These high dignities were still consistent with the spirit of equality, because the meanest soldier might attain them by brilliant actions.

On the disorder and anarchy of the revolution, it was necessary to re-establish order, for that is the only symptom of strength and stability.

Judges and ministers were essential to the state, as on them depends public order—that is, the execution of the laws. These I rendered co-active with the spirit which animated the people and the army, assigning to them like rewards.

[To be continued.]

## PLATE 511.

*Brighton and Beachy Head, on the Coast of Sussex.*

**I**N illustration of the annexed engraving, we shall extract the following particulars from Phillips's "Guide to the Watering Places, &c.:"—

"This place, which in the memory of our grandmothers was only a little insignificant town, on a corner of the coast little frequented, is now become fashionable, elegant, and universally known. Till lately it had the name of *Brightelmstone*; but, like low persons rising to eminence, who are often ashamed of their origin, it has now assumed the title of *Brighton*, which certainly has a more genteel sound, and "passes trippingly o'er the tongue."

Taking the road through Ryegate, which, being the nearest, is likely to be preferred by those who are in haste to reach this scene of pleasure; Brighton is only fifty-four miles distant from London, and as the crow flies; it is not above forty-three. It is situated in  $50^{\circ} 55'$  north latitude, and about  $3''$  to the westward of the meridian of London, close by the sea, and gives name to a bay formed by Beachy Head on the east, and Worthing Point on the west. Its name is said to have been derived from Brighthelm, a Saxon Bishop, who lived in this vicinity; but this is a point we do not pretend to discuss, convinced as we are that it is impossible to settle it, on any satisfactory evidence.

“ Brighton stands on an eminence, which gently declines towards the south-east with a regular slope to the Steyne, a charming lawn so named; and from thence again rises with a moderate ascent to the eastward, along the Cliff, to a considerable distance. It is protected from the north and north-easterly winds by an amphitheatrical range of hills, and on the west it has extensive corn-fields, which slope from the Downs towards the sea.

“ The hills round Brighton are of easy access, and covered with an agreeable verdure. From their summits, the Isle of Wight may be plainly seen, with a pleasing view of the weald of Sussex. The soil is naturally dry, and the heaviest rains that fall here seldom prevent the exercise of walking or riding for any length of time after they have ceased; a circumstance not unworthy of regard, in a place of pleasurable attraction.

“ It must be allowed, indeed, that independently of the celebrity it derives from its royal and noble visitors, no part of the kingdom enjoys a more salubrious air than this. It is considered as an extraordinary case for the natives or constant residents to be troubled with a cough or any pulmonary complaint; and, hence it has been warmly recommended by medical men as a superior situation for the recovery or preservation of health. In cold weather it is sheltered by the hills from chilling blasts: in the hottest season of the year, the breezes from the sea are at once refreshing and salutary. The sea-water is very highly impregnated with salt, and the beach being a clean gravel and sand, with a gradual descent, is peculiarly favorable for bathing. Dr. Russel was very instrumental in bringing this place into fashionable notice, and it has since been adopted by personages, the best qualified by rank and fortune to keep up its fame and its consequence, which a variety of circumstances lead us to suppose are still likely to increase.

“ Brighton, or rather Brighthelmstone, was formerly a fishing-town, and many of its inhabitants still depend principally on its fisheries for a subsistence. It contained at that period seven principal streets, besides several lanes, and was defended by strong fortifications, having been several times attempted by the French, but without effect. The ruins of walls are still to be seen on the beach under the Cliff, which appear to have been built by Queen Elizabeth. This wall was fourteen feet high, and extended 400 feet from the east to the west gate of the town. In 1758, the eastern gate, which had remained till that time, was taken down to allow space for constructing a battery, but this being demolished by the sea, two others have been erected, one on the east and the other on the

west of the town, in situations that will secure them from the annoyance of the waves. Both are mounted with heavy metal; and, behind the western battery is a handsome house for the use of the gunner, with magazines and other appropriate offices.

“ When Henry VIII. fortified the coast by a number of castles, some of which are still kept in use, he erected a block-house here, at some distance from the edge of the Cliff; but the continual encroachments of the sea gradually sapped its foundation, and occasioned its fall.

“ Indeed it is evident that the sea has been long gaining on this coast, and it is believed that there was once a street below the Cliff, in confirmation of which, ruins are recorded to have been seen under water; but at present no vestiges of this kind remain. In the year 1699, however, it is computed that 130 houses were swept away by the sea; and to escape this danger in future, a fund has been established by act of parliament for repairing the groynes, which serve to bound the watery element, and to collect and retain the gravel as an auxiliary defence.

“ Brighton, including its various modern additions and embellishments, is of a quadrangular form, the streets intersecting each other at right angles. The houses, however, present a very motley appearance: pride and meanness jostle each other, and sometimes range side by side. The new streets and edifices are sufficiently elegant and commodious; the old, as may be expected, are almost put out of countenance by gay dressed upstarts, which are annually springing from the dust.

“ The streets and lanes to the westward of the Steyne, comprise the greatest part of the old buildings. The principal are, North-street, East-street, Ship-street, and West-street. East-cliff, Middle-cliff, West cliff, Artillery-place, Bedford-row, and Bellevue, face the sea, and command extensive and varied prospects. In North-row, and West-row buildings, are several pleasant and commodious lodging-houses.

## PLATE 505.

*Cape Coast Castle, on the Gold Coast of Africa.*

[Continued from page 415.]

OF the religion of the Fantee country, we are at a loss to convey a satisfactory and pleasing account. The chief object of adoration is placed in the capital of Fantee, called Abrah, and is designated, Woorah! Woorah! Agah Nannah! which signifies, Master! Master! Father of all! Every town, village, and district, have their favourite object of worship; as has likewise every family. On entering a house, something is perceived emblematic of their religion, which goes by the obscure (and we may say indefinite) term *Fetish*. Whatever is supposed to possess the power of good or evil, or any uncommon quality, goes by that title: and persons who profess any uncommon knowledge, and who particularly worship the *Fetish*, are called *fetish* men or women. The *fetish* men, or the ministers of their deity, are in general much respected, and have considerable

power in some places. They industriously scatter abroad the seeds of superstition, and diligently disseminate their knowledge, to the end that they may be regarded with admiration, and referred to for counsel on every occasion of public or domestic calamity. These persons are never consulted without a gift, which is generally proportionate to the nature of the grievance. Seldom do the indigent ask advice of Agah Nannah! the rich only, as a body of persons, can approach him. This oracle being superior to all others in the country, and having a number of votaries, requires larger gifts and sacrifices; and whoever is most profuse in these, will continue to be held in favour.

“The Fantees were originally an inland people, and governed by the kings of Ashantee: but when they formed a separate state, we have no satisfactory accounts to determine. They however rebelled against the Ashantee government, and fled towards the sea; where, it appears, they remained unmolested until very lately. When they considered themselves out of the Ashantee dominions, and in tolerable security, they appointed a person to govern them: but as they dreaded the vengeance of their old masters, and were fearful that on the promise of favour or reward this person would betray them, they had recourse to a singular expedient to prove his fidelity: They told him, that he must consent to lose his left hand, as the only token they considered sufficient to prove his attachment to them. The man hesitated at this extraordinary method of putting his fidelity to the test; when a general murmur arose against him. Whereupon his cane-bearer stepped forward and exclaimed, that if his master were unwilling to lose a hand for the good of the people, he was not; and laying his left arm upon the block, it was taken off. He was then constituted their Braffoe; which term signifies captain, or leader; and the person so appointed, was endued with many privileges: his family were to be provided for, and considered as a kind of nobility; and his power was almost absolute. In course of time, his family became numerous; they lived separated from the community, and formed as it were a distinct state, which hence acquired the name of the Braffoe country; which appellation it still retains. Some, by way of bestowing upon it still greater eminence, call it the Woorah Woorah country. Abrah is the capital of the Braffoe, as well as whole of the Fantee country; and it is principally inhabited by the Braffoe race or their slaves. Hence arose a distinction among the Fantees, which till lately exercised a considerable authority. The Braffoe country was the source of all the laws and customs of the Fantee country. If a cause were laid before a Braffoe, he could decide upon it without allowing the interposition of the Pynins, or any other branch of the government: and from his decision there was no appeal. When a Braffoe went abroad, he lived at the public expense, and was usually distinguished by an iron chain suspended round his neck; and this chain was longer or shorter according to lineal or collateral descent. The race of Braffoes gradually extended the power that was given them, until at length they became obnoxious to the people, and were considered a burthen to the state. There are not many of the family now living, the Ashantees having nearly extirpated the whole race.

"The country about Cape Coast, till lately, presented an uniform woody appearance: there was no cultivation of any kind near it, excepting the Company's garden: it has, however, undergone much improvement; and now (1811) exhibits a pleasing appearance. Some neat houses are erected without the town, wherein the proprietors enjoy an agreeable retirement from duty, or the bustle of employment, and where they receive the advantage of free air.

"The present governor-in-chief, Mr. White, appears to be indefatigable in promoting improvement and cultivation, and in diffusing them by example among the natives; he has a richly cultivated spot, about six miles distant from the castle, where European and indigenous plants are raised with success. This plantation, or rather garden, is contiguous to a small river, that overflows in the wet season; and it is very remarkable, that at this short distance from the sea, the earth is frequently refreshed with rain, when the country about the Cape is deprived of it. Hence we may conclude, there is more moisture inland than on the sea-coast. An improvement in the manners of the people, as well as in the country, may be perceived; but we are sorry to observe, the former does not proceed as successfully as we could wish; which, we will not hesitate to say, is owing to a want of authority to controul and keep them within certain limits. Industry, however, has found its way amongst them, and that stubborn spirit which they preserved and cultivated, appears to be much mitigated; and there is very little doubt of their acquiring the qualifications necessary to form good characters, and becoming a useful people, if certain means were devised; of which we have already given some hints.

"The want of a river, or capacious pond, near this town, is a very great inconvenience, not only to the natives, but to the garrison, and to ships and vessels which resort thither. About a mile westward from the town is a small lake of salt water, from which the natives procure salt without any art, and with very little trouble, for evaporation proceeds with such rapidity in the dry season, that the salt is formed without the process of boiling and crystallizing. It is amusing to observe the women of this town seeking for gold; \* they convey the earth, in which they suspect that metal to be lodged, to the sea side; where, with much ingenuity

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\* The principal part of the African gold is procured in the interior, by washing in the beds of the rivers and water-courses after the rain-water has run off, especially at the bottoms of mountains and hills, in the way above described; but there are also mines of gold, particularly about thirty miles inland of Dixcove, at a place called Amemfi. They dig as if forming a well, until they come to a hard dark-coloured stone, which is interspersed with particles of gold: sometimes this ore is very rich. By a present the writer procured a piece weighing about four or five ounces, which, when ground to powder and washed, produced about four penny-weights of gold dust. The Blacks not being acquainted with the art of mining, nor possessing proper tools, employ much labour to procure this ore, and are, not uncommonly, lost by the earth falling in upon them. They speak of working in the mines as an uncertain speculation, sometimes paying them well, at others not.

and perseverance, they examine it in the following manner. They put the earth into a wooden bowl, where it undergoes frequent ablutions by a circular motion until the lighter parts are washed away; the heavier parts of the earth that remains, are put into another bowl: this process is repeated several times until there is nearly a bowlfull collected; it then undergoes a careful examination and frequent washings, and the gold at length is perceived at the bottom of the bowl, where it is allowed to remain, until the whole of the earth is washed away; when they take it out, and dry it either by the sun, or by fire. During this process there is much dexterity and ingenuity to be seen, which are only acquired by much practice.

The first settlers at Cape Coast had not an attentive eye to their preservation, by allowing the natives to live so near the castle. If it were not for this great inconvenience, Cape Coast would be a salubrious situation: when the town was destroyed in 1803, it should have been the first care and object of the governor to have compelled the natives to build further from the walls of the castle, we will say at least two hundred yards from them: if this salutary measure were attended to, the advantage that would arise from it, would be important, particular as to health: for, in the wet and foggy seasons, or when the breeze is not powerful enough to purify the air, and very probably during the continuance of the land-wind, many noxious effluvia float into the castle: the vapours arising from putrid fish, collections of rubbish, filthy water, &c. &c. must impregnate the air of the castle with particles by no means conducive to health."

[To be continued.]

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## NAVAL LITERATURE.

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*Voyage of His Majesty's Ship Rosamond, to Newfoundland, and the Southern Coast of Labrador: of which Countries no Account has been published by any British Traveller since the reign of Queen Elizabeth.*  
By Lieutenant EDWARD CHAPPELL, R.N. Author of a "Voyage to Hudson's Bay." London: J. Mawman, Ludgate-street. 1818.

IN this, as in the former Work of Lieutenant Chappel,† there is much to interest the curious reader; and the rarity of such ample information upon the subjects treated on, gives additional value to the Volume. It would be a species of hypercriticism to investigate the literary merits of the author in a work of this description. In a voyage not professedly of discovery, he has made notes of what occurred in the course of it; and, of the place of their destination has been a diligent observer and inquirer. The result of these inquiries and observations he has digested into a very interesting account of Newfoundland, and the Coast of Labrador, which

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\* Vide page 324.

he has presented to the public, and we hope he will find his labour rewarded, by a rapid sale of his book. The graphic illustrations are—

1. Heads of a Tartarian, or Hunting Indian, inhabiting the inland parts of North America; and of an Esquimaux, or Fishing Indian, inhabiting the Sea Coasts of Labrador and Davis's Strait.
2. Map of Newfoundland, and the South Coast of Labrador.
3. Remarkable appearance of Ice Bergs, in the Strait of Belle Isle.
4. Entrance to St. John's Harbour, Newfoundland.

The following extract will afford a fair specimen of the general style in which the Volume is written:—

“Our voyage across the Atlantic presented little worthy of observation. We arrived on the Great Bank of Newfoundland about the 18th of May; when the commodore of the convoy made a signal for the whole fleet to pass within hail. In pursuance of this order, every vessel crowded around the Crescent; and at the same instant, there arose such a violent blast of wind, that we were all thrown into a state of the most imminent danger and alarm; each ship dreading to be dashed against another; and, of course, all made sail to escape from the throng: but this necessary precaution proved to be the source of all the mischief that ensued; for the wind suddenly shifting, blew with terrible fury from an opposite quarter, demolishing masts, yards, and rigging. Happily for us, we had remained with every sail clewed up, since the beginning of the tempest, and by this means we escaped any material injury. Shortly afterwards, we passed one of the convoy that was lying in a dismasted state, with part of her side beaten in, and her crew was perceived to be labouring hard at the pumps.

“It is remarkable that no lives were lost in our fleet upon this occasion; although many of the ships were dismasted, and others lost their sails and yards in consequence of the sudden shifting of the hurricane. Mention has been made of this tempest merely as a caution to other vessels which may hereafter happen to pursue the same route; since nothing can be a more common occurrence, or more dangerous, than such sudden gusts and shifts of wind upon the Banks of Newfoundland. Why they are peculiar to those immense heaps of sand, is perhaps a question not easily answered. Philosophical theories upon such abstruse subjects are often found to be both fallacious and absurd; and it is more incumbent upon a man of state facts, than to reason concerning matters in which he is full as likely to be *wrong* as to be *right*.

“Immediately after the hurricane had subsided, we descried the first beacon of a frozen coast, in a large mass of floating ice, which appeared like a vast rock of alabaster, upon our weather-beam. Few on board our ship had ever before seen an ice-berg: we gazed upon it, therefore, with mingled feelings of astonishment and awe. That which made it the more singular, was its perfect resemblance to the principal pyramid of Djiza, near Cairo in Egypt, as we had seen that surprising monument of antiquity represented in some old books of travels. Shortly after this, however, we began to lose the pleasure that was at first experienced in comparing these



sublime works of Nature with corresponding specimens of Art; such as, pyramids, pillars, obelisks, temples, and tumuli: for the certainty of their being extremely dangerous neighbours, during dark and stormy nights, entirely destroyed the gratification we might otherwise have felt, in viewing them.

“ Upon the 19th of May, we tried for soundings, and found bottom with thirty-six fathoms of line. Conceiving this to be a convenient depth of water for *fishing*, we threw over hooks; and in about a quarter of an hour, every mace in the ship was well supplied with an abundance of the finest *cod fish*. *Hallibuts*, also, of the most enormous size, were frequently drawn to the surface of the water, but it was exceedingly difficult to get them on board, as they generally succeeded, by an apparently slight exertion of their ponderous strength, in breaking away from every means that could be devised for securing them.

“ The fishermen of Newfoundland are much exasperated whenever an unfortunate *hallibut* happens to seize upon their baits: they are frequently known, in such cases, to wreak their vengeance on the poor fish, by thrusting a piece of wood through its gills, and in that condition turning it adrift upon the ocean. The efforts which are made by the tortured fish, to get its head beneath the water, afford a high source of amusement to the barbarous fishermen, who have facetiously styled this operation, the ‘*sprit-sail yarding of a hallibut*.’

“ About the 21st of May, we came in sight of Cape Race, the southern extremity of Newfoundland: and this first view of it led us to imagine that it would be impossible ever to approach within many leagues of our destined port. The whole line of coast, as far as the eye could reach, appeared encircled by an impenetrable zone of crystal. Indeed, this prodigious quantity of floating ice surrounded our convey from the west-south-west to the south-east point of the compass; thus leaving only ten points, out of the thirty-two, open for an escape. It was through this space that Commodore Quilliam sailed away in the *Crescent*; taking with him that part of the fleet destined for Nova Scotia, and leaving under our protection those vessels that were bound for St. John’s, in Newfoundland.

“ Our little *Rosamond* being thus exalted into the situation of a commodore’s ship, we put her head towards the north-north-east, in hopes of finding some opening through which we might be able to penetrate the formidable barrier of ice that opposed our passage: nor were we disappointed; for towards evening we perceived a place where the ice had loosened considerably, and through this channel the ships of our fleet butted their way.

“ In the voyages published by those who first visited this country, too little notice has been taken of the dangers attending its navigation. In their eagerness to recommend Newfoundland as an acquisition worthy of the British Empire, they have omitted, or slightly passed over, those dreadful tempests, thick fogs, rocky shores, and icy perils, to which a seaman is exposed upon the coasts of this island. Later writers have run into the other extreme; and represented those dangers as more intimidating than the most formidable rampart erected by military art, the dreadful canon-



# CORFU:

Plate



Corfu anciently Dyprae, Scherua, Thraena & Corcyra is situated in the mouth of the Gulf of Venice in the Mediterranean Sea. It was taken from the Venetians by Buonaparte in 1798 & by the Turks & English in 1799. The City, which is very strong is in Latitude 39 45 North Longitude 19 54 East from London.





ade of a hooped tunic, of the texture of the most skillful and obstinate fight. It will hereafter be admitted to see these matters in a true point of view, by relating all occurrences simply as they presented themselves to the author, without embellishment or concealment of any kind.

“On the twenty-third of May, a gale came on, attended by such a thick fog, that our fleet were entirely dispersed, and we were never afterwards able to collect them again together. The masters of those vessels were, for the most part, old traders, who were well acquainted with the coast of Newfoundland; and the greater part of the convoy therefore succeeded in reaching the harbour of St. John's before the *Rosamond*.”

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## PLATE 512.

### *Island of Corfu.*

**CORFU**, one of the Ionian islands, is situated at the mouth of the gulph of Venice. It was formerly called Corcyra, and Phœacia, famous for the gardens of Alcibius. The Turks have frequently attempted to reduce it, but without success. It is well fortified, and has 50 castles; the number of its inhabitants is about 60,000. They are of the Greek church. This island formerly belonged to the Venetians, who sent them a governor and magistrates, changing them every two years. By the late treaty between England and the other three great allied powers, this with the other Ionian islands, were placed under the immediate protection of Great Britain, which were to form a single, free, and independent state, with all the benefits of a constitutional charter; the articles of which were to be settled by a legislative assembly duly convened. The executive government was to be vested in his Britannic Majesty, who was to be represented by a Lord High Commissioner. Corfu is the key to the Adriatic.

The soil is very fruitful, and produces a great deal of wine, olives, and several other fruits, particularly figs, which are exceedingly good. The chief city is likewise called Corfu. E. long. 19° 48', N. lat. 39° 50'.

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## Imperial Parliament.

HOUSE OF LORDS, WEDNESDAY, JUNE 10, 1818.

### DISSOLUTION OF PARLIAMENT.

**WEDNESDAY**, June the 10th, the House was opened at twelve o'clock, and the peers benches were very soon afterwards graced with a fine display of female beauty and elegance. Her Royal Highness the Duchess of Cambridge came into the house, accompanied by the Duke, her consort, and attended by a lady of her household: the Grand Duke

Michael, of Russia; the foreign ministers, and many other persons of distinction, were also present: a great crowd of strangers were likewise below the bar. About eight minutes after two, salvoes of artillery announced the arrival of the Prince Regent, and soon afterwards his Royal Highness, having put on his robes, entered the house with the usual state and procession, the sword of state being carried before him by the Earl of Liverpool.

His Royal Highness having taken his seat upon the Throne, surrounded by his Ministers, the Great Officers of his Household, and other attendants, Sir Thomas Tyrwhitt, the Gentleman Usher of the Black Rod, was ordered by his Royal Highness to proceed to the House of Commons to command their attendance. Shortly afterwards the Speaker in his dress robes, accompanied by a great number of Members, came to the Bar. The Speaker delivered at the Bar the following Speech:

*“ May it please your Royal Highness,*

*“ We, his Majesty’s faithful Commons, of the United Kingdom of Great Britain and Ireland, attend your Royal Highness with our last Bill of Supply. In obedience, Sir, to your Royal Highness’s recommendation, we have not failed to apply our anxious and continued attention to the state of the Public Income and Expenditure,—and heavy, as unquestionably the weight and pressure still remain upon our Finances, we have the satisfaction to observe that the Revenue, in its most important branches, is gradually and progressively improving.*

*“ Among the various duties, Sir, in which we have been engaged, there is none, perhaps, that could have devolved upon us, more interesting in itself, or more in unison, we are persuaded, with the sincere and unfeigned sentiments of all classes of his Majesty’s subjects, than the duty of adopting the necessary measures for the fulfilment of those engagements, which your Royal Highness was graciously pleased to communicate to us, as having been concluded with the Courts of Spain and Portugal on the subject of the Slave Trade.*

*“ Nor, Sir, have we been less attentive to another subject of great public importance earnestly recommended by your Royal Highness to our early and particular consideration—the deficiency, which has so long existed in the number of places of Public Worship belonging to the Established Church. To the remedy of this deficiency, we have most readily afforded large and liberal assistance, well convinced that the first and dearest interests of this country, its truest happiness, its soundest prosperity, its surest independence, its proudest and most substantial national glory, are all involved and blended intimately and inseparably in the religious and moral habits of its people. The bill, Sir, which it is my duty humbly to present to your Royal Highness, is intitled—‘ An Act for applying certain monies therein mentioned for the service of the year one thousand eight hundred and eighteen;’—to which, with all humility, we pray his Majesty’s Royal Assent.”*

The above bill was received by Mr. Cowper, the deputy clerk of the Parliament, and the Royal Assent was immediately given to it, and also to the Alien Bill.

His Royal Highness the Prince Regent then delivered from the Throne the following Speech:—

*My Lords and Gentlemen,*

"It is with deep regret that I am again under the necessity of announcing to you, that no alteration has occurred in the state of his Majesty's lamented indisposition.

"I continue to receive from foreign powers the strongest assurances of their friendly disposition towards this country, and of their desire to maintain the general tranquillity.

"I am fully sensible of the attention which you have paid to the many important objects which have been brought before you.

"I derive peculiar satisfaction from the measure which you have adopted in pursuance of my recommendation, for augmenting the number of places of public worship belonging to the established church; and I confidently trust, that this measure will be productive of the most beneficial effects on the religion and moral habits of the people.

*Gentlemen of the House of Commons,*

"I thank you for the supplies which you have granted to me for the service of the present year; and I highly approve of the steps you have taken with a view to the reduction of the unfunded debt.

"I am happy to be able to inform you, that the revenue is in a course of continued improvement.

*My Lords and Gentlemen,*

"On the closing this Session I think it proper to inform you, that it is my intention forthwith to dissolve the present, and give directions for calling a new Parliament. In making this communication, I cannot refrain from adverting to the important change which has occurred in the situation of this country and of Europe, since I first met you in this place.

"At that period, the dominion of the common enemy had been so widely extended over the Continent, that resistance to his power was by many deemed to be hopeless; and in the extremities of Europe alone was such resistance effectually maintained.

"By the unexampled exertions which you enabled me to make, in aid of the countries nobly contending for Independence, and by the spirit which was kindled in so many nations, the Continent was at length delivered from the most galling and oppressive tyranny under which it had ever laboured; and I had the happiness, by the blessing of Divine Providence, to terminate, in conjunction with his Majesty's allies, the most eventful and sanguinary contest in which Europe had for centuries been engaged, with unparalleled success and glory.

"The prosecution of such a contest for so many years, and more particularly the efforts which marked the close of it, have been followed within our own country, as well as throughout the rest of Europe, by considerable internal difficulties and distress. But deeply as I felt for the immediate pressure upon his Majesty's people, I nevertheless looked forward without dismay, having always the fullest confidence in the solidity of the resources of the British empire, and in the relief which might be expected from a continuance of peace, and from the patience, public spirit, and energy of the nation.

"These expectations have not been disappointed.

"The improvement in the internal circumstances of the country is happily manifest, and promises to be steadily progressive; and I feel a perfect



assurance that the continued loyalty and exertions of all classes of his Majesty's subjects will confirm these growing indications of national prosperity, by promoting obedience to the Laws and attachment to the Constitution, from which all our blessings have been derived."

Then the Lord Chancellor, having received directions from his Royal Highness the Prince Regent, said—

"My Lords and Gentlemen,

"It is the will and pleasure of his Royal Highness the Prince Regent, acting in the name and on the behalf of his Majesty, that this Parliament be now dissolved; and this Parliament is dissolved accordingly."

The Prince Regent descended from the Throne, and quitted the House with the same State as on his entrance. The Speaker and the Commons withdrew from the Bar, and the Lords retired from the House.

## Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

(FROM 1793 to 1798.)

[Continued from page 527.]

ADMIRALTY-OFFICE, JUNE 10, 1794.

THE despatch, of which the following is a copy, was received on Sunday last from Admiral Lord Hood, by the Right Honorable Henry Dundas, one of his Majesty's principal secretaries of state:

SIR,

*Victory, off Bastia, May 24, 1794.*

I have the honour to acquaint you, that the town and citadel of Bastia, with the several posts upon the heights, surrendered to the arms of his Majesty on the 22d. On the 19th I received a message, that the garrison was desirous of capitulating upon honourable terms; in consequence of which I sent the enclosed note on shore. This brought on board the Victory three officers, who informed me that Gentili, the commandant, would assemble the officers of the several corps, and of the municipality, if a truce took place, which I agreed to a little before sunset. The next day I received a note from Gentili, which I also enclose, and sent Captain Young on shore on the morning of the 21st, who soon returned to the Victory, with two officers, and two of the administrative bodies, which, with Vice-admiral Goodall, Captain Young, Captain Inglefield, and my secretary, Mr. M'Arthur, settled the articles of capitulation, which were signed the following morning, when his Majesty's troops took possession of all the posts above the town, the troops in each retiring to the citadel, from whence they marched to the mole-head, where they grounded their arms, and were embarked. You will receive herewith the articles of capitulation, which I hope his Majesty will approve.

I am unable to give due praise to the unremitting zeal, exertion, and judicious conduct of Lieutenant-colonel Villetes, who had the honour of commanding his Majesty's troops; never was either more conspicuous. Major Brereton, and every officer and soldier under the Lieutenant-colonel's orders, are justly entitled to my warmest acknowledgments; their per-

severing ardour and desire to distinguish themselves cannot be too highly spoken of, and which it will be my pride to remember to the latest period of my life.

Captain Nelson, of his Majesty's ship *Agamemnon*, who had the command and directions of the seamen, in landing the guns, mortars, and stores; and Captain Hunt, who commanded at the batteries, very ably assisted by Captain Buller and Captain Serocold, and the Lieutenants Gore, Hotham, Stiles, Andrews, and Brisbane, have an equal claim to my gratitude, as the seamen under their management worked the guns with great judgment and alacrity. Never was an higher spirit, or greater perseverance, exhibited; and I am happy to say, that no other content on was at any time known, than who should be most forward and indefatigable for promoting his Majesty's service; for, although the difficulties they had to struggle with were many and various, the perfect harmony and good humour that universally prevailed throughout the siege, overcame them all.

I cannot but express in the strongest terms the meritorious conduct of Captain Duncan and Lieutenant Alexander Duncan, of the Royal Artillery, and Lieutenant De Butts, of the Royal Engineers; but my obligation, is particularly great to Captain Duncan, as more zeal, ability, and judgment was never shewn by any officer than were displayed by him; and I take the liberty of mentioning him as an officer highly entitled to his Majesty's notice.

I feel myself very much indebted for the vigilance and attention of Captain Wolseley, of the *Imperieuse*; and of Captain Hallowell, who became a volunteer whenever he could be useful, after being superseded in the command of the *Courageux* by Captain Waldegrave. The former kept a diligent watch upon the island of Capraia, where the enemy have magazines of provisions and stores, and the latter did the same, by guarding the harbour's mouth of Bastia with gun-boats and launches well armed, the whole of every night, whilst the smaller boats were very judiciously placed in the intervals between, and rather without the ships (which were moored in a crescent just out of reach of the enemy's guns), by Captain Young, of the *Fortitude*, the centre ship, on board of which every boat assembled at sunset for orders; and the cheerfulness with which the officers and men performed this nightly duty, is very much to be admired, and afforded me the most heartfelt satisfaction and pleasure.

The very great and effectual assistance I received from Vice-admiral Goodall, Captain Inglefield, and Captain Knight, as well as from every captain and officer of his Majesty's ships under my command, have a just claim to my most particular thanks, not only in carrying into execution my orders afloat, but in attending to and supplying the wants of the little army on shore: it is to the very cordial and decided support alone I had the honour to receive from the whole, that the innumerable difficulties we had to contend with were so happily surmounted.

Major Smith and Ensign Vigoureux, of the 25th regiment, and Captain Radsdale and Lieutenant St George, of the 11th, not embarking with their respective regiments, having civil employments on shore, it is to their honour I mention, that they relinquished those employments, and joined their corps, soon after the troops were landed.

It is very much my duty to inform you, that I am extremely obliged to General Petrecono, Mr. Frediani, and all the officers of the Corsicans, serving with the army, for their great zeal, ardour, and attention in forwarding the reduction of Bastia by every means in their power, who were of infinite service by preserving good order in the troops.

I transmit an account of the loss on the part of his Majesty in killed and

wounded, which, I am happy to say, is inconsiderable; but the enemy suffered much, their hospitals being full.

At the commencement of the siege the number of the enemy bearing arms was 3000.

By the first ship that sails for England, I shall have the honor of sending, to be laid at his Majesty's feet, the several stand of colours taken at Bastia.

Captain Hunt, who was on shore in the command of the batteries from the hour the troops landed to the surrender of the town, will be the bearer of this despatch, and can give any further information you may wish to know respecting the siege.

I have the honor, &c.

Right Hon. Henry Dundas.

Hood.

His Britannic Majesty's Ship *Victory*, off Bastia,  
May 19, 1794.

In consideration of the very gallant defence the garrison of Bastia has made, and from the principles of humanity, which ever govern British officers, I am disposed to give you terms; and if you will send on board two or three officers, properly authorized to treat, I trust a Capitulation will be soon settled, as honourable to the inhabitants as can in any reason be expected.

To the Commandant of the Garrison, and  
Mayor of the Town, of Bastia.

Hood.

TRANSLATION.

*Bastia, the 2d Prereal, 2d Year of the French Republic,  
One and Indivisible.*

The general of division, commander-in-chief of the army of the French Republic in Corsica, to Admiral Hood, commander-in-chief of the squadron of the King of Great Britain, before Bastia.

MY LORD,

In consequence of the proposal which you did me the honour of making in your despatch of the 18th May (old style), I have the honour of sending to you two adjutant-generals of the army, and two members of the administrative corps of this town, who are commissioned to present to you the plan of a capitulation between the garrison and inhabitants of Bastia, and you, my Lord, in the name of the King of Great Britain.

These four commissioners, who equally possess my confidence, and that of the garrison and of the citizens, have instructions to arrange with you the settlement of all matters relative to this capitulation. I hope that you will be satisfied, and that they will enable you to fulfil the views you have signified to me, of putting an end to the unavoidable consequences of the calamities of war. Captain Young has had a long conference with me: I was of opinion that a reciprocal understanding might co-operate in the success of the negotiation which occupied our attention, and I have requested him to acquaint you with my ingenuous and loyal intentions.

pecting or health.

(Signed)

Gentili,

Commander-in-Chief.

## ARTICLES of CAPITULATION of the Garrison and Town of Bastia, in Corsica.

On the 21st day of May, 1794, by order of the Right Honourable Lord Hood, admiral of the blue, and commander-in-chief of his Majesty's ships and vessels employed in the Mediterranean, Vice-admiral Goodall; Captain Young, of the *Fortitude*; Captain J. N. Inglefield, adjutant-general to the fleet; and John M<sup>r</sup>Arthur, secretary to his Excellency the commander-in-chief, met on board the *Victory* to receive proposals of capitulation for Bastia from Messieurs Etienne Monty, president of the department of Corsica; John Baptiste Galeazzini, mayor of Bastia; Charles Francis Bonantou Couhand; and John Baptiste Francheschi, adjutant-generals of the French army; the following articles were proposed, discussed, and modified as follows: *viz*:

Art. I. The garrison shall march out with all the honours of war, together with all those attached to the army.—Answer. Granted.

Art. II. The garrison shall embark as soon as possible after signing these articles at the Great Mole of the Port, preceded by the field artillery, with arms, baggage, drums beating, matches lighted at both ends, colours flying. To be transported immediately to the port of the Mountain (Toulon), and no where else.—Answer. In consideration of the gallant defence made, the garrison shall march to the Mole-Head, preceded by two field-pieces, with their arms, Luggage, &c. and shall lay down their arms at the place appointed for their embarkation; they shall, as soon as possible, be transported to the Port of the Mountain (Toulon).

Art. III. All ammunition, artillery, military stores, and every thing which composes and makes a part of the army, both by sea and land, shall also be transported to the Port of the Mountain.—Answer. Refused.

Art. IV. The corvette *La Flèche* shall be fitted out as a transport, to carry the garrison and citizens who wish to follow it, together with the *Pink La Marie Victoire*; and that loaded with ship timber, which are now at the disposal of the administrator of the marine, shall be employed for this transport; but this not being sufficient, the necessary number shall be furnished by the admiral, four of which shall not be visited. The above-mentioned corvette and pink, loaded with timber, shall be kept by the Republic.—Answer. The troops of the garrison, and citizens, who wish to depart, shall be conveyed to Toulon, the Port of the Mountain, by vessels appointed by his Excellency the commander-in-chief.

The French corvette *La Flèche*, and all vessels in the harbour, must be delivered up to his Britannic Majesty's officers. Such fishing-boats as are necessary to the subsistence of the inhabitants, proving their property, shall remain in their possession.

The rest of this article is inadmissible.

Art. V. The sick, who are not able to bear the voyage, shall remain in the hospitals which they occupy at present, at the expense of the Republic, by officers of health, who shall be appointed under the superintendance of a commission of war; and, when they are able to support the voyage, vessels shall be furnished to transport them by the English commander.—Answer. Granted.

Art. VI. The members of the Constituent Bodies, and all persons attached to the service of the Republic, of any denomination whatever, or pensioners, shall participate in this capitulation with the military, and shall enjoy the same conditions.—Answer. Granted.

Art. VII. All papers concerning public accounts, those of the artillery, engineers, marine, military tribunal, military chest, both of this place, and of all others, shall be transported to France; the same shall be done

with all papers and plans of the country, as well of the old as new administration, as the civil and military, and those belonging to the communities.—Answer. Granted; except such as are necessary for the security of property; the archives, and other public papers and plans of the island, shall remain, but copies of them shall be allowed to be taken.

Art. VIII. The inhabitants of both sexes, which are now in the town, or that have taken refuge there, shall have their lives, their honour, and their property saved and guaranteed, with liberty to retire when and whither they please, with their families and servants, furniture, effects, and merchandize; and the power of disposing of whatever effects they may choose to leave behind, or to receive their rents by agents.—Answer. Granted.

Art. IX. No troops nor armed men, except those of the British government, shall on any account be brought into the town.—Answer. The British government will take care that no armed men shall be brought into the town in any manner that may give the inhabitants any cause of uneasiness or apprehension.

Art. X. The community in general, nor any individual in particular, shall be subjected to any tax or contribution whatever on account of the events which have preceded or accompanied the siege.—Answer. Granted.

Art. XI. No person shall be troubled on account of his religion or political opinions, nor for any thing he may have said before or during the siege.—Answer. Granted.

Art. XII. The inhabitants shall not be subject to have soldiers billeted in their houses; they shall not be forced to any military service or work.—Answer. Soldiers shall never be billeted on the inhabitants, except in cases of absolute necessity.

Art. XIII. The present money of the Republic, particularly assignats, shall continue to pass current.—Answer. The French money and assignats shall be allowed to pass; but no person shall be compelled to take them.

Art. XIV. The national domains, sold agreeably to the existing laws, shall be kept by the purchasers; the leases of national property not sold, which have been granted till this time, shall remain in force.—Answer. We do not feel ourselves authorized to decide on this article; it must be left to the decision of his Britannic Majesty, the purchasers enjoying the possession of the national domains till his Majesty's pleasure shall be known: and all leases granted before the arrival of the British fleet at St. Fiorenzo shall remain in force.

Art. XV. The community shall be maintained in the possession of the moveables and immoveables belonging to it: the same shall be done with the Town Hospital.—Answer. Granted.

Art. XVI. Deserters shall not be demanded on one side or the other.—Answer. Granted.

Art. XVII. The prisoners that have been taken during the siege shall be set at liberty, and shall be allowed to retire to Bastia, or to France; those which have been taken since the beginning of the war, and have been given up to the Corsicans, shall be joined to those who were taken at Fornelli, to be exchanged when an opportunity offers.—Answer. Granted.

Art. XVIII. Necessary passports shall be furnished to two feluccas, to go immediately after signing of this capitulation, one to Calvi, and the other to the Port of the Mountain, to carry the despatches of the general of division, Gentili.—Answer. Granted, with regard to Toulon (Part of the Mountain). Refused, with regard to Calvi.

Art. XIX. If any difficulty should arise respecting the terms or conditions of the capitulation, they shall be in all cases interpreted in favour of the garrison, the inhabitants of Bastia, and the Refugees.—Answer. If

any difficulty shall at any time arise in the interpretation of this capitulation, it shall be decided with the strictest justice to both parties.

Art. XX. The British government shall be the only guarantee of the present capitulation.—Answer. Granted.

ADDITIONAL ARTICLES.

Art. I. All the out-posts and forts, and the gate of the citadel, shall be put in possession of his Britannic Majesty's troops at twelve o'clock to-morrow: the troops in the forts and out-posts are to retire to the citadel, from whence they are to march at ten o'clock the next morning to the place appointed for each corps by the commissioners who have managed the present capitulation; and they are to lay down their arms at the place of their embarkation. Commissaries of artillery and stores will remain in the citadel, to take inventories of all the artillery, ammunition, and stores; and proper officers are to be appointed to shew the mines, magazines, and stores of every description.

Art. II. The town of Bastia, the citadel, and all the forts, out-works, and posts, and every thing contained in them, that is not the private property of the garrison or inhabitants, together with the ships of war, and all vessels lying in the port, shall be delivered up to his Britannic Majesty in their present state, without any deterioration of the batteries, artillery, mines, magazines of ammunition, provisions, or any sort of stores.

(Signed) S. GOODALL. . .  
WM. YOUNG.  
J. W. INGLEFIELD.  
JOHN M'ARTHUR.

Approved by me,

*Hood.*

ETIENNE MONTY, Presdt. du Département.

J. B. FRANCHISCHI, Adj. Gen.

C. F. E. COUTHAUD, Adj. Gen.

GALEAZZINI, Mayor of Bastia.

Approuvé par moi,

*Gentili.*

*Return of Killed, Wounded, and Missing, and dead of their Wounds, of the Troops encamped before Bastia, from the 4th of April to the 21st of May, 1794.*

Artillery.—4 rank and file, wounded.

11th Regiment.—1 rank and file, killed; 1 captain, 3 rank and file, wounded.

25th ditto.—1 rank and file, killed; 2 rank and file, wounded.

30th ditto.—1 rank and file, wounded; 1 rank and file, dead of his wounds; 1 rank and file, missing.

69th ditto.—1 captain, 3 rank and file, wounded; 1 rank and file, dead of his wounds.

Marines.—3 rank and file, wounded; 1 rank and file, dead of his wounds.

Chasseurs.—1 rank and file, killed; 3 rank and file, wounded; 1 rank and file, dead of his wounds; 5 rank and file, missing.

Total.—3 rank and file, killed; 2 captains, 19 rank and file, wounded; 4 rank and file, dead of their wounds; 6 rank and file, missing.

Captain Rudsdale, of 11th regiment, wounded.

Captain Clarke, of 69th regiment, wounded.

*Wm. Battley,*

Acting Brigade Major.

*Killed and Wounded Seamen between the 11th of April, and the 19th of May, 1794.*

Victory.—1 killed and 1 wounded.

Windsor Castle.—2 killed, 4 wounded, and 1 missing.

Fortitude.—1 killed, 1 wounded, and 1 missing.

Agamemnon.—3 killed and 7 wounded.

Total.—7 killed, 13 wounded, and 2 missing.

Lieutenant Tupper, of the Victory, killed.

Lieutenant George Andrews, of the Agamemnon, wounded.

*Arato Bellamy*

Hood.

[To be continued.]

**Poetry.**

IMPROMPTU,

*On being present at the Discharge of 250 French Prisoners, old and Disabled Men, whom the Inspector of Hospitals strongly admonished not to come back.*

**B**RIGHT day for thee, old captive feeble men,  
If Doctor —— should send you to your homes,  
Mind not to tempt the "faithless seas" again,  
For direful is his lot who hither comes.

Your pensive looks, and pity-seeking eyes,  
Betoken much a fear that you will stay;  
But gladly will you find, to your surprise,  
The Doctor means to send you all away.

Sent by a *Half-Pay Officer* to his *Friend*, who had *kindly* arrested him for  
a trifling *Debt*.

THE good old adage of a Friend in need  
Is proved in thee, for thou'rt a friend indeed.  
When struggling in life's race, my powers did fail,  
You kindly came, and help'd me to the goal.

C.

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NAVAL HISTORY OF THE PRESENT YEAR 1818.

(May—June.)

RETROSPECTIVE AND MISCELLANEOUS.

THE permanent events of the past month are, the dissolution of the late Parliament by the Prince Regent, and the election of members to sit, and we hope to *serve*, in the Common's House of the ensuing Parliament. In this election, what is termed the popular party seems to prevail. The apparent zeal of this party to ameliorate the condition of the people, is certainly very great; from this zeal has arisen some very *bold* aspirations to the honour of a seat in the British House of Commons; and such of the old members as are again returned, will find themselves in strange-faced company. But what are faces? we want hearts and minds to represent us; and we now look to a majority of those who have them suited to our business; who see clearly what is wrong, and profess stoutly to do what is right. The affairs of the nation are now surely under happy auspices, and we may look for the return of Saturnian days. Great, indeed, have been the exertions of the *people* to create a majority of their *friends* in the House assigned for their Representation; and we hope now to see them, among other reforms, justify a reform of the old adage, "great talkers do the least." That those who have so long and so earnestly laboured to make us sensible of our grievances, and whose enlightened minds have so clearly seen the remedy for them, will prevail, and realize the pretensions they have so long held out. That men so pure in principle—so wise in project, and so correct in practice, will surprise us with new measures, and bless us in the fruits of them. They will, indeed, bring with them a most weighty responsibility. They have professed to work miracles, and miracles will be expected from them—the people have been fed with words long enough; so long, that the feeders have become fat, and themselves mere airy nothings. The golden age, if it ever existed, must be restored; if not, be rendered no longer fabulous. From our shoulders must be plucked that mountain of our miseries, the rooted DEBT—Taxation be abolished, &c. &c.; and as a first step to the attainment of these promised blessings, these instruments of mischief, corruption, and oppression, and tyranny, and despotism, whose existence they have pour-



trayed in such glowing colours, must be destroyed, and be no longer the subjects of daily outcry—But, alas! what will then become of the patriots who live by it—no matter, “*Dulce et decorum est pro patria mori.*”

The late dissolution of Parliament by the Regent in person, is the first instance ‘of the kind since the times of the Stuarts. It was then the course, when Parliaments dissatisfied the King, and was always considered as an *act of anger*; and some persons have attributed the present instance to a similar motive or feeling, but it is far more probable, that the inferences to be drawn from it were not foreseen or contemplated by Ministers. The last Parliament, the dissolution of which was declared in a speech from the Throne, was held 1681, which sat at Oxford, and in which the excluding of the Duke of York was proposed.

Rapin has this notice of the dissolution. He says:—

“The House of Commons was resuming the debate about Fitzharris, when, on a sudden, the Usher of the Black-rod commanded their attendance in the House of Lords, where they found the King in his robes, who told them—‘He perceived there were great heats between the Lords and Commons, and their beginnings were such as he could expect no good success of this Parliament, and therefore thought fit to dissolve them.’ Accordingly, the Chancellor declared the Parliament dissolved.

“The King, who was prepared beforehand for what he had done, immediately took coach, and drove with all speed to Windsor, and the next morning to Whitehall, seeming extremely pleased, that he had thus made his escape from the designs of the Commons. This Parliament, which sat but seven days, was the fifth and last of this reign.”

The arrival of Major Moodie with despatches for Lord Bathurst, from Sir Hudson Lowe, at St. Helena, has excited some speculation, coincident as it is with an account of the landing of a sailor at that island. The sailor had been one of the crew of the Northumberland man of war, which carried Buonaparte from Europe to St. Helena, and in that situation formed an acquaintance with Buonaparte’s servants. This sailor afterwards became one of the crew of an East Indiaman, which being at St. Helena, in the night, he contrived to swim from the vessel, climb up the rocks, and visit and pass some hours gaily among Buonaparte’s domestics. This he did two nights without being discovered or noticed; but in conversation on board ship he boasted of his adroitness, and told confidently to his messmates what he had done. Knowledge of the transaction transpired: he was arrested, examined, and conducted home to England in confinement; but it does not appear that he had any sinister intention, or motive in view, than an innocent frolic. It is not believed that Buonaparte knew of his being among his servants: however, the occurrence is supposed to have demonstrated the possibility of Buonaparte’s escape, and to have induced Sir H. Lowe to declare to the government at home, that if vessels are allowed to come to the island as at present, he cannot answer for the security of his prisoner: it is therefore supposed that another place of refreshment will be assigned for our East Indiamen.

One thousand two hundred persons have emigrated from Guernsey this season for America, mostly to the United States; of these, 1000 are natives of Guernsey, a great number, when it is considered that the whole of the population of that island is not reckoned higher than 19,000.

After the Northern Expedition had sailed for the Orkneys, it was discovered that the *Frent* leaked so much from the holes made by double casing, as to render it absolutely necessary for the safety of the vessel, to have her defects remedied on her arrival there, the effecting of which detained the ships a few days longer than was intended. From the Orkneys, the ships sailed without their full complement of men, in consequence of several of their crew having deserted, which rendered the duty of the officers very hard.

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### Promotions and Appointments.

#### Admirals, Captains, &c. appointed.

Vice-admiral Sir Charles Hamilton, Bart. as governor and commander-in-chief of Newfoundland, has sailed in the *Ister*, Captain Forrest, C.B. The *Ister* is to return home to be paid off. Sir Charles will shift his flag into the *Sir Francis Drake*.

Rear-admiral Sir Thomas Francis Freemantle, K.C.B. has hoisted his flag in the *Salisbury*, 58, to succeed Sir Charles Penrose in the command in the Mediterranean. It is said, Sir Thomas will proceed to his command in the *Rochfort*, 80.

Sir George Collier is to succeed Sir James Yeo in the command on the coast of Africa. The *Tatar*, 42, is fitting at Chatham for his broad pendant.

Captain Ramsden is appointed to the *Scout*; Furseaux, to the *Carron*; Rodney Shannon, to the *Levant*; the two last to be fitted for foreign stations. G. Pechell, to the *Belleisle*, at Sheerness, for North America; Tomkinson, to the *Fly*.

Captain G. F. Seymour, son of the late Lord Hugh Seymour, and nephew of the Marquess of Hertford, has been appointed by his uncle (as Lord Chamberlain) Serjeant at Arms to the House of Lords (worth 2,000*l.* per annum); vacant by the death of William Watson, Esq. F.R.S.

Lieutenant Edward Thornborough, late Flag-lieutenant to Sir Edward Thornborough; and Lieutenant N. C. Hunter, late Flag-lieutenant to Admiral Douglas, are promoted to the rank of Commanders.

#### Lieutenants, &c. appointed.

The Lords Commissioners of the Admiralty have been pleased to promote Mr. Thomas Cook, Admiralty Midshipman of H.M.S. *Rochfort*, to the rank of lieutenant, for his invention of a night life-buoy, for which Mr. Cook had the honour of receiving the gold Isis medal from his Royal Highness the Duke of Sussex, President of the Society for the encouragement of arts, &c.

B. Sadler, of the *Queen Charlotte*, to the rank of Lieutenant; Baker, to command the *Perseus*, stationed off the Tower to receive volunteer seamen for the navy; Chamberlayne, as Flag-lieutenant to Sir Charles Hamilton; Joseph Easterbrook, to the *Tatar*; Trovisden, to the *Iphigenia*; Haydon, to the *Carron*; Vernon and Glasscock, to the *Sir Francis Drake*; Bowe, to the *Kite*, new Revenue Cutter, at Plymouth.

Mr. C. Burney is appointed Master of the Tiber.

Mr. W. Askew, purser to the Tartar.

Midshipmen passed for Lieutenants.

Messrs. Hill, Sawyer, Heysham, Gilbert, Belsher, Goddard, and Pina.

Surgeon appointed.

His Royal Highness the Duke of Clarence has been pleased to appoint T. C. Jones, Esq. Surgeon in his Majesty's navy and Plymouth dock-yard, to be Surgeon-extraordinary to his Royal Highness.

Sir Henry Hotham is about to quit the Admiralty at the recommendation of his physicians. Sir Pulteney Malcolm, it is said, will be his successor.

#### DEATHS.

Lately, at Teignmouth, after a lingering illness, Lieutenant Southcote, R.N. aged 40.

Lately, Lieutenant H. J. Trejent, and Lieutenant Sampson, of the Royal Marines.

Lately, Henry Amyott Ives, aged 14, belonging to H.M.S. Severn, youngest son of the late Otto Ives, Esq. of Titchfield, Hants. He was attended to the grave by the Captain, Officers, and Crew of the Severn, and Midshipmen of the Northumberland.

Lately, of apoplexy, at Falmouth, Captain Arthur Achison, R.N.

Lately, the remains of Mr. Francellen, late Midshipman of the Rochfort, who was accidentally drowned in Plymouth harbour on the 23d of February, were interred in the burial ground at Haslar. The body was picked up only the previous day, on the Hamilton bank, near the mouth of the harbour.

On the 26th of May, suddenly, in the Barnfield Crescent, Exeter, aged 45, Joshua Rowley Watson, Esq. Captain in the R.N. He had retired to rest the preceding evening in his usual health, and about two o'clock he awoke under an impression that the house was on fire; he immediately got out of bed, and having ascertained that there was no cause for the alarm, was returning to his room, when he suddenly dropped down at the head of the stair-case and instantly expired. He was a gentleman of the most affable and friendly disposition, and has left a widow and six children to mourn the irreparable loss of an affectionate husband and father.

May 31. At her house in Hewer's Row, Plymouth, Mrs. Arthur, at the advanced Age of 76, mother of John Arthur, Esq. of Norley House, and Captain Arthur of the R.N.

June 2. Universally regretted, in his 63d year, James Cobb, Esq. Secretary to the Hon. East India Company, brother-in-law of Captain Wainright, C.B. and Captain Francis Stanfell, R.N. He had been nearly half a century in the East India Company's service, and was a gentleman eminently distinguished for his literary attainments, as displayed in the operas of the "Haunted Tower," "The Siege of Belgrade," &c. &c.

16. At Stonehouse, after a long and severe illness, Mrs. Burden, wife of Captain Burden, R.N.

# APPENDIX.

## PLATE III.

### HISTORICAL ACCOUNT OF THE BRITISH NAVY,

FROM 1793 TO THE END OF 1814.

[The references of vol. and page are to the Naval Chronicle]

- ARGO, 44.** Built at Howden's Pans, 1781. Length of gun-deck 140 ft. 8 in. Keel 115 ft. 9 in. Breadth 38 feet. Depth 16 ft. 4½. Tons 892.  
 William Clarke, 1793.  
 Richard Rundle Burgess, February 1793.  
 John Stephens Hall, June 1796.  
 James Bowen, March 1798. At the capture of Minorca by Sir J. Duckworth, November 18, 1798. And captured 15th November 1798, his Majesty's late sloop Peterel, vol. i. p. 80. Captured, in company with the Leviathan, February 8, 1799, Santa Theresa; Spanish frigate, 42 guns, 330 men, vol. ii. p. 72.  
 Admiral Earl St. Vincent. } July 1799. Captured August 6,  
 James Bowen. } 1799, the Infanta Amelia, Spanish privateer, 12 guns.  
 James Bowen, Captured October 21, 1800, San Fernando, 12 guns, 53 men, Spanish priv. vol. iv. p. 419. vol. vii. p. 170. Captured, in company with Indefatigable, Concorde, Amazon, Revolutionnaire, La Volage, 26 guns, French frigate, and convoy, 9th April, 1795. vol. xviii. p. 452.  
 Benjamin Hallowell, September 1803. Captured 12th September 1803, L'Oiseau privateer, 10 guns, 68 men, vol. x. p. 419.  
 Thomas Le Marchant Gosselin, May 1804.  
 Edward Codrington, July 1804.  
 George Aldham, May 1805.  
 ——— Ricketts, July 1806.  
 Stephen Thomas Digby, July 1806.  
 Frederick Warren, January 1810. Court martial, vol. xxiv. p. 511.  
 Admiral Stirling }  
 Cornelius Quinton } October 1812.  
 William Fothergill, April 1813.  
 Admiral W. Brown. }  
 William Fothergill. } ——— 1814.
- Broken up in 1815.
- ASSURANCE, 44.** Built on the Thames in 1781. Length of gun-deck 140 ft. 4 in. keel 115 ft. 11½. Breadth 38 ft. 2 in. Depth 16 ft. 4½ in. Tons 898.  
 Velters Cornwall Berkely, ——— 1793.  
 William Bryers, October 1793.  
 Charles Sawyer, April 1795.  
 Broken up in 1814. Lieutenant R. Tookey, November 1796.
- ACASTA, 40.** Built at Well's Yard, Rotherhithe, 1797. Length of gun-deck 154 ft. Length of keel 129 ft. Breadth 40 ft. 6 in. Depth 14 ft. 3 in. Tons 1127.  
 Richard Lane, February 1797. Captured, 1798, La Mutine, in company with the Ceris, of 16 guns, 95 men. vol. ix. p. 114. Captured, May 1798, L'Hirondelle, French privateer, 10 guns, and two others of 6 guns. Captured, May 1798, in company with the Ceres, the St. Mary, of Louvain, French privateer, 2 guns.

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Edward Fellowes, May 1799. Captured, May 1799, two French row-boats, Spanish ship *L' Juno*, 8-guns, polacre, 2 guns, &c. vol. ii. p. 347. Destroyed, January 1800, *La-Virtoire*, French privateer. Captured, July 1799, Spanish *rebec*, 16 guns. vol. iii. p. 139.

James Atholl Wood, January 1800. Captured, Dec. 3, 1803, French privateer *L'Avanture*, 20 guns, 144 men. vol. xi. p. 65.

Richard Dalling Dunn, ——— 1804. Present in Sir J. Duckworth's action, Feb. 6, 1806. *Sea Superb*. Aqd' at the destruction and capture of five sail of the line. vol. xv. p. 254.

Philip Beaver, — — 1808. Captured, 17th July 1808, *Le Serpent*, French national brig, 18 guns, 104 men. vol. xx. p. 327. vol. xxi. p. 320. 501.

Alexander Robert Kerr, April 1811. Captured, July 24, 1812, American privateer, *Curlew*, 20 guns, 172 men. vol. xxviii. p. 256. Captured, 25th December, 1812, in company with *Poictiers*, the *Herald*, American privateer, 18 guns, 50 men. vol. xxix. p. 246. Captured, in company with *Mudstone*, American schooner, *Snapper*, 10 guns, 90 men, December 1812. vol. xxix. p. 247. Captured, in company with *Poictiers*, American schooner *Highflyer*, 5 guns, 70 men, 9th January 1813. vol. xxix. p. 249. Captured, in company with *Valiant* and *Wasp*, American privateer *Porcupine*, 20 guns, 72 men, June 18, 1813. vol. xxx. p. 248.

ACTIVE, 52. Built at Northam 1780. Length of gun-deck 126 ft. keel 105 ft. 9 in. Breadth 35 ft. 7 in. Depth 12 ft. 2 in. Tons 697.

Wrecked July 1796, in River St. Lawrence. Edward Leveson Gower, July 1796. Wrecked in River St. Lawrence. Crew saved.

ACTIVE (2d), 38. Built at Chatham 1799. Length of gun-deck 150 ft. 1 in. Keel 125 ft. 7 in. Breadth 39 ft. 11 in. Depth 12 ft. 9 in. Tons 1063.

Charles Sydney Davers, December 1799.

John Giffard, September 1800. Captured French privateer *La Quinola*, 14 guns, 48 men. 26th January 1801. vol. v. p. 166.

Thomas George Shortland, October 1801.

Richard H. Mowbray, January 1804. Captured, 27th April 1806, French schooner *Les Amis*, 4 guns, 20 men. vol. xv. p. 439. Present at the destruction of the Turkish squadron, February 19, 1807. See *Pompée*, Sir Sydney Smith, and vol. xix. p. 292. xvii. 426 and 428. and xxvi. 372. Captured, in company with *standard*, Italian brig of war *Friedland*, 16 guns, March 26, 1804. vol. xix. p. 504.

James Alexander Gordon, August 1808. See vol. xxiv. p. 501. Present at the capture of *La Favorite*, French frigate, 44 guns, 350 men, *Corona*, 44 guns, 350 men, *Bellona*, 32 guns, 224 men, on 13th March 1811, in company with *Amplion*, *Cerberus*, and *Volage*. vol. xxv. p. 429. 423. xxviii. 274. Captured, in company with *Cerberus*, February 1811. five *trabaculos*. vol. xxv. p. 507. xxvi. 493. Captured, in company with *Alceste* and *Unité*, Nov. 29, 1811, *La Pomone*, 44 guns, 360 men, and *La Persanne*, 28 guns, 125 men. vol. xxvii. p. 197. 260. and 313. xxxi. 356.

AFRICAIN, 88, (F.) Taken February 19, 1801, by the *Phœbe*, R. Barlow.

John Stewart, April 1801.

James Stevenson, July 1801.

George Barlow, September 1801.

Thomas Manby, November 1802.

Richard Raggett, February 1807.

Taken 20 Sept. 1810.

Taken 21 Sept. 1810, by *Boadicea*.

Robert Corbett, June 1810. Taken by the *Astrea* and *Iphigenia*, French frigates, 29 Sept. 1810. vol. xxv. p. 160 and 224.

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- Recommissioned by the same name      Admiral A. Bertie } December 1810. Present at en  
Thomas Graham, (acting). } ture of Isle of France.  
December 6, 1810. in company with the *Illustration*, *Boudicca*,  
*Nisus*, *Cornwallis*, *Clorinde*, *Cornelia*, *Doris*, *Nereide*, *Psyche*,  
*Ceylon*, *Hesper*, *Ileate*, *Eclipse*, *Staunch*, *Manche*, *Phoebe*,  
and *Acteon*, captured the French frigates, *L'Asrée*, 44 guns,  
*Bellone*, 44, *Manche*, 44, *Minerva*, 52, *Iphigenia*, 36, *Ne-  
reide*, 36, *Victor*, 22, *Entrepreneante*, 14, *Brig*, 14. vol. xxv.  
p. 161.  
Brian Hodgson, July 1811.  
Honourable Edward Rodney, September 1811.
- ALCESTE, 36, (F.) Taken by Centaur, June 18, 1799.  
Broken up in 1802. Thomas Bayley, September 1799.
- ALCESTE, (2d), 38, (F.) Taken 25th September 1806, by Centaur.  
(Former name *Minerve*). Murray Maxwell, April 1807. vol. xix. p. 343. Destroyed, June  
1809, two gun-boats, in company with the *Cyane*. vol. xxii.  
p. 253. Captured, May 26, 1810; *Santa Maria*, 6 guns, 20  
men, *Santa Maria*, 4 guns, 20 men, *Porto Salvo*, 4 guns, 20  
men. vol. xxiv. p. 253. Destroyed, in company with *Belle  
Poule*, French brig of war, name unknown, 18 guns. vol. xxvi.  
p. 166. Captured, in company with *Active*, and *Unité*, *La  
Pomone*, 44 guns, and *Persanne*, November 29, 1811. See  
*Active*, vol. xxvii. p. 197. 260. and 343.  
Daniel Lawrence, June 1814.
- ALCMENE, 32. Built at Harwich in 1794.  
William Browne, ——— 1795.  
John Gore, June 1796.  
William Brown, December 1796. Captured, 20th August 1796,  
*La Rochelleure*, French privateer, 8 guns. Captured, March  
1797, *Le Surveillante*, French privateer, 10 guns  
George Hope, June 1798. Captured, August 22, 1798, *La  
Legere*, 6 guns. Captured, 8th January, 1798, the *Bonaparte*,  
French privateer, 2 guns.  
Henry Digby, June 1799. Captured, July 6, 1799, *Le Coura-  
geux*, French privateer, 28 guns, 253 men. vol. n. p. 312.  
Captured, 30th July, 1799, *La Felicidad*, Spanish ship, 22  
guns. vol. iii. p. 72. Captured, September 22, 1799, *Les  
Deux Amis*, French privateer, 6 guns, 60 men. vol. iii. p. 140.  
Captured, in company with *Naud* and *Triton*, *La Santa Bri-  
gada*, Spanish frigate, 30 guns, and *El Thetis*, Spanish frigate,  
40 guns, 300 men. with 1,400,000 dollars, &c. O tower 19,  
1799, vol. iii. p. 143. n. 532. Captured, the *Deux Amis*,  
French privateer, 1 Sept. 1799, of 6 guns, 60 men. vol. iii.  
p. 222.  
Samuel Sutton, March 1801. Present at Lord Nelson's attack on  
the Danish fleet, 2d April 1801, and their destruction. See  
*Elephant*. vol. v. p. 350. xiv. p. 391. v. 337.  
John Ferris Devonsburg (acting) June 1801.  
——— Lambert, August 1801.  
John Siles, July 1832.  
James Brisbane, October 1805. Captured, January 6, 1807, *Le  
Coupier*, French privateer, formerly *H. M. S. Acert*, 7 guns,  
70 men. vol. xvii. p. 79.  
W. H. B. Tremlett, April 1808.
- ALCMENE, (2d), 38, (F.) Taken by Lord Hood atoulon, December 1793.  
(Former name *Topaze*.) Edward Lloyd Graham, February 1811. Captured, 8th June,  
1813, *L'Agile*, 8 guns, 52 men. vol. xxv. p. 236.

APPENDIX.

Jeremiah Coghlan; December 1815. Captured, 23d December, 1813, *La Fleche*, national schooner, 12 guns, 99 men, vol. *xxi.* p. 258. Captured, in company with *Pembroke*, and *Aigle*, a convoy, 12th April 1814. vol. *xxi.* p. 506.  
 Charles Gell (acting), July 1814.  
 Jeremiah Coghlan, February 1814.

**AMAZON, 36.** Built on the Thames 1773. Length of gun-deck 126 ft. 4 in. Keel 104 ft. 6 in. Breadth 35 ft. 2 in. Depth 12 ft. 2½ in. Tons 687. Robert Carthew Reynolds, ——— 1795. Captured, 9th April 1795, *La Volage*, 26 guns. See *Argo*, vol. *xviii.* p. 452. Destroyed, Jan. 14, 1797, *Les Droits d'Homme*, 74, in company with *Indefatigable*. vol. *xviii.* p. 455, 456. *viii.* 465.  
 Wrecked 14th Jan. 1797.

**AMAZON (2d), 38.** Built at King's Yard, Woolwich, 1799. Length of gun-deck 150 ft. Keel 125 ft. 7 in. Breadth 39 ft. 5 in. Depth 13 ft. 9 in. Tons 1038.  
 Edward Raou, June 1799. Captured, Feb. 14, 1800, the *Bougainville*, French priv. 18 guns, 82 men, which foundered next day, vol. *iii.* p. 317. Present at the destruction of the Danish fleet, April 2, 1801. See *Elephant*, and vol. *v.* p. 337. 350. *xiv.* 392.  
 Samuel Sulston, January 1801.  
 William Parker, November 1802. Captured, July 16, 1803, *le Felix*, French priv. 16 guns, 96 men. vol. *x.* p. 160. Captured, 17th Sept. 1805, *El Principe de la Paz*, Spanish priv. 24 guns, 160 men. vol. *xiv.* p. 259. Captured, in company with London, the *Marengo*, 84 guns, 720 men, and *La Belle Poule* frigate, 40 guns, 320 men, 13th March, 1806. vol. *xv.* p. 433. Captured, 23d March, 1811, *le Cupidon*, French priv. 14 guns, 82 men. vol. *xxv.* p. 342. *xxvi.* 167.  
 John Joyce (acting), July 1810.  
 William Barker, December 1811.

**AMELIA, 38. (F.)** }  
 (Former name *Proserpine*. ) } Taken June 1, 1796, by the *Dryad*.

Hon. Charles Herbert, September 1797. vol. *ii.* p. 155. Captured, in company with *Canada*, *Robust*, *Foudroyant*, *Magnanime*, *Ethalion*, and *Melampus*, 16th Oct. 1793, *Le Hoche*, 80 guns. vol. *iii.* p. 352. and *xxxiii.* p. 6. Captured, 5th Feb. 1801, *Le Juste*, French priv. 14 guns, 78 men. vol. *v.* p. 344. Captured, May 10, 1801, *L'Heureux*, French priv. 14 guns, 78 men. vol. *v.* p. 527.

Lord Proby, May 1802.

John Charles Woolcombe, January 1805.

Charles Ekms, February 1805.

William Charles Fahie, June 1805.

William Champain, May 1806.

Hon. Fred. Paul Irby, December 1807. vol. *xxi.* p. 257. Captured, in company with *Statira*, 10th June, 1809, French schooner *La Mouche*, 16 guns, 180 men, *La Rejouic*, 8 guns, 51 men, *La Mouche* schooner, 1 gun, 25 men, and two other small vessels. vol. *xxii.* p. 78. Captured, 16th November, 1810, *Le Charles*, French priv. 22 guns, 170 men. vol. *xxiv.* p. 500. Destroyed, March 25, 1811, in company with *Berwick*, *Goshawk*, *Hawk*, and *Niobe*, a French frigate, name unknown. vol. *xxv.* p. 342. *xxix.* 257. 383.

Hon. Granville Proby, December 1814.

**AMETHYST, 36. (F.)** }  
 (Former name *Perle*.) } Taken by *Victory*, at Toulon, Dec. 1793.

Lost at Alderney, Dec. 1795. } Thomas Affleck. Lost at Alderney, Dec. 29, 1795.

.APPENDIX.

- AMETHYST, (2d), 38.** Built at King's Yard, Deptford, 1799. Length of gun-deck 70 ft. Keel 141. Breadth 39 ft. 6 in. Depth 13 ft. 8 in. Tons 1041.  
 John Cooke (1st.) May 1799. Captured, 29th Dec. 1799. L'Avanturier, French priv. 14 guns, 75 men. vol. iii. p. 312. Captured, Feb. 5, 1800, in company with Nymphé, Le Vaillant, French priv. 15 guns, 130 men. vol. iii. p. 318. Captured, in company with Nymphé, March 3, 1800, La Modeste, 16 guns, 70 men. vol. iii. p. 319. Captured, April 1, 1800, the Mars, French priv. 22 guns, 180 men. vol. iii. p. 404. Captured, in company with Satus, January 28, 1801, La Carlota, Spanish priv. vol. v. p. 167. Captured, in company with Sirius and Oiseau, La Dodaiguése, French frigate, 36 guns, 300 men, February 8, 1801. vol. v. p. 167. Captured, March 17, 1801, Neustra Signore del Carmen, Spanish priv. 6 guns, 65 men. vol. v. p. 434. Captured, 12th April, 1801, Le General Bruu, French corvette, 44 guns, 108 men. vol. v. p. 441.  
 Henry Richard Glynn, November 1801.  
 Alexander Campbell, May 1804. Court martial, vol. xii. p. 56.  
 John William Spranger, June 1804.  
 Michael Seymour, April 1806. Captured, 15th May, 1807, in company with Dryad and Plover, the Josephine, French priv. 4 guns, 45 men. vol. xvii. p. 511. Captured, November 15, 1808, the French frigate La Thetis, 44 guns, 330 men. vol. xx. p. 417. 379. xxi. 94. 257. Captured, April 12, 1809, La Niemen, French frigate, 44 guns, 319 men. vol. xx. p. 343.
- Wrecked Feb. 1811, in Plymouth Sound. } Jacob Walton, September 1809. Lost, 16th Feb. 1811. vol. xx p. 295. Court martial, vol. xxv. p. 260. xxi. 231.
- AMBUSCADE, 32.** Built on River Thames 1773. Length of gun-deck 126 ft. 3 in. Keel 104 ft. 1 in. Breadth 35 ft. 1½ in. Depth 12 ft. 2 in. Tons 684.  
 George Duff, ———, 1794.  
 Thomas Twyden, ———, 1796. Captured, May 1797, Le Buonaparte, French priv. 3 guns.  
 Taken 14th Jan. 1799, by La Bayonnaise, French frigate.  
 Retaken by Victory, June 1803. Broke up 1812.  
 Henry Jenkins, ———, 1798. Captured, Nov. 29, 1798, L'Hirondelle, French priv. 20 guns, 50 men. vol. i. p. 75. 77. Taken by La Bayonnaise. vol. i. p. 170. Court martial, vol. ii. p. 354. Retaken by Victory, June 1803. vol. x. p. 164.
- AMBUSCADE, (3d), 38, (F.)** Taken by Canada, October 11, 1798.  
 John Talbot, January 1800.  
 Hon. John Colville, September 1800.  
 Admiral Thornborough, } March 1803.  
 David Colby, }  
 David Atkins, April 1803.  
 Name changed to La Seine, Jan. 1804.  
 Richard Hawkins, May 1803.  
 William Durban, January 1804.
- AMPHITRITE, 24.** Built in 1778.  
 Wrecked in 1793. Anthony Hunt, ———, 1793. Lost in the Mediterranean 1793. vol. i. p. 347.
- AMPHITRITE, (2d), 28.** Built at Southampton 1778. Length of gun-deck 120 ft. 6 in. Breadth 33 ft. 6 in. Tons 594. Keel 99 ft. 6 in. (Former name Pomona.) } Depth 11 ft.  
 Henry D'Estre Darby, ———, 1793.  
 Lord Augustus Fitzroy, June 1794.  
 John Halliday, February 1795.  
 Hon. Charles Herbert, January 1796.



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- Charles Ekins, September 1797. Captured, 2d February, 1798, La Batterie Republicque, French priv. 4 guns. Captured, December 1798, La Guedaloupienne, French priv. 10 guns, 80 men, La Prise de Matte, French priv. 8 guns, 65 men, La Bordelais, 6 guns, 65 men. vol. i. p. 435. Captured, June 8, 1799, Le Duquesne, French priv. 16 guns, 129 men. vol. ii. p. 342. Captured, 31st May, 1799, Le Democrat, French priv. 12 guns, 80 men. vol. ii. p. 550. v. 442.  
 Lieut. C. M. Gregory, (acting), March 1801. vol. v. p. 445.  
 — Harvey, September 1801.  
 Broken up in 1805. Frederick Warren, October 1801.
- AMPHITRITE**, (3d), 36, Spanish. Taken by Donnegal, 25th November, 1804. vol. xiv. p. 346.  
 Robert Corbett, ——— 1805.  
 Sold 1810. Hon. Courtney Boyle, May 1805.
- AMPHITRITE**, (4th), 38. Laid down in the East Indies 1813.
- ANDROMACHE**, 32. Built on the Thames 1781. Length of gun-deck 126 ft. 9 in. Keel 104 ft. Breadth 35 ft. 2 in. Depth 12 ft. 2 in. Tons 683.  
 Theophilus Jones, ——— 1793.  
 Charles John Moore Mansfield, ——— 1795.  
 Broke up 1810. Robert Lawrie, October 1799. vol. v. p. 455.
- ANDROMACHE**, (2d), 38, (F.) } Taken by Centaur, June 1799. See Princess  
 (Formerly Princess Charlotte) } Charlotte.  
 (Formerly La Junon.) }  
 George Tobin, January 1808. Captured, October 25, 1815, in company with Achates and Pyramus, vol. xxx. p. 400 and 443. Captured, January 18, 1814, French national schooner La Prospere, 5 guns, 60 men. vol. xxxi. p. 84. Captured, Fair American, American priv. Feb. 1814. vol. xxxi. p. 173. Captured, March 14, 1814, Le Comete, French priv. 1½ guns, 65 men. vol. xxxi. p. 348.
- ARAXES**, 38. Built 1813 at Northfleet.  
 George Miller Bligh, August 1814.
- APOLLO**, 38. Built at Woolwich 1794.  
 Isaac George Manby, ——— 1796. Captured, June 22, 1796, in company with Doris, La Legere, corvette, 22 guns. vol. v. p. 206. Captured, Dec., 1796, in company with Polyphemus, Les Deux Amis, French priv. 14 guns.  
 Wrecked off Holland, Peter Halkett, ——— 1798. Lost off coast of Holland, Jaff. Jan. 1799. vol. j. p. 168. Court martial, vol. i. p. 168.
- APOLLO**, (2d), 36. Built at Dudman's Yard, Deptford.  
 Peter Halkett, October 1799. Captured, 25th January 1800, the Aquila, Spanish corvette, 22 guns, vol. iii. p. 317. Captured, Spanish S. W. of 18 guns, 110 men, vol. iv. p. 326. Captured, 10th Nov. 1800, the Resolution, Spanish S. W. of 18 guns, 149 men. vol. v. p. 167.  
 John William Taylor Dixon, November 1802. Captured, 29th June, 1803, Le Dart, French national brig, 4 guns, 45 men. vol. x. p. 159. Lost, 2d April, 1804, on the coast of Portugal, vol. xi. p. 393. Court martial. vol. xii. p. 57.
- APOLLO**, (3d), 38. Built 1805, at Parson's Yard, Byfleet.  
 Edward Fellowes, July 1805. Captured, June 10, 1806, French brig. vol. xvi. p. 167.  
 Alexander Wilmot Schomberg, October 1806.

APPENDIX.

- Bridges Watkinson Taylor, ——— 1809. Present at the destruction, Nov. 1, 1809, of *La Lempray*, 16 guns, 110 men, *La Victoire*, 14 guns, 80 men, and others, in company with *Tigre*, *Cumberland*, *Volontaire*, *Touze*, *Philomel*, *Scout*, and *Tustan*. vol. xxii. p. 502 and 503. Captured, 14th Feb. 1812, the *Merinos* frigate, 20 guns, 126 men. vol. xxvii. p. 434. Captured, 20th Sept. 1812, *L'Ulysse*, 6 guns, 56 men. vol. xxviii. p. 509. Captured, in company with *Weazle*, a *Trabaculo*, Dec. 2, 1812. vol. xxix. 506, xxx. 80. 239. 259. Destroyed, Feb. 6, 1814, *L'Uranne*, French frigate, in company with *Havannah*. vol. xxxi. p. 426.
- Edward Lloyd Graham, June 1814.
- Anthony Blgrave Valpy, (acting), August 1814.
- ARETHUSA, 38.** Built at Bristol, 1781. Length of gun-deck 141 ft. 1 in. Keel 116 ft. 10 in. Breadth 39 ft. Depth 13 ft. 9½. Tons 948.
- Hon. Seymour Finch, March 1793.
- Edward Pellew, September 1793. Captured, in company with *Flora* and *Melampus*, April 25, 1794, *La Pomone*, 44, *Le Babet*, 20 guns. vol. iii. p. 337. Destroyed, August 1794, in company with *Flora*, *Diamond*, *Diana*, *Artois*, *St. Margarita*, *La Felicité*, French frigate, 40 guns, 350 men, *L'Espion*, 18 guns, and *L'Alert*, 18 guns. vol. xviii. p. 448. Captured, 21st October 1794, in company with *Diamond*, *Artois*, and *Galatee*, *La Revolutionnaire*, 44 guns. vol. xviii. p. 449. Captured, 1794, *Le Quintide*, 14 guns, *La Revanche*, 14 guns, *La Nouvelle Eugenie*, 16, *L'Ilyene*, 24, *Le Vengeur*, 12, *L'Inconceivable*, 18, *L'Heureuse Nouvelle*, 23, *L'Heureux*, 16, and *La Minerva*, 16 guns. vol. xviii. p. 449.
- Mark Robinson, April 1795.
- Thomas Woolley, March 1796. Captured, April 30, 1800, *Le General Bernadotte*, French priv. 14 guns, 57 men. vol. iii. p. 497. Captured, 18th April, 1801, *Le Brave*, French priv. 14 guns, 57 men. vol. v. p. 354. xiv. 184. vii. 170. Captured, *La Gaieté*, French corvette, 20 guns, August 10, 1797. Captured, in company with *Immortalité*, July 31, 1801, *L'Invention*, four-masted French privateer, 24 guns, 110 men. vol. vi. p. 151.
- James Rowen, August 1801.
- Charles Brisbane, March 1805. Captured, August 23, 1806, *La Pomona*, Spanish frigate, 38 guns, 347 men, and 12 gun-boats, in company with *Anson*. vol. xvi. p. 504. Captured, Jan. 1, 1807, Dutch frigate *Hatslar*, Surinam, *Flying Fish*, &c. See *Anson*. vol. xvii. p. 168 and 255.
- Robert Mends, September 1808. Captured, Nov. 26, 1808, *Le General Ernouf*, French priv. 16 guns, 58 men. vol. xx. p. 480. Captured, in company with *Amethyst*, *Le Numin*, French frigate. See *Amethyst*. vol. xxi. p. 313. xxi. 430. Captured, March 17, 1810, *La Levrette*, French priv. 4 guns, 30 men. vol. xxii. p. 433. xxiv. 160.
- Sold in 1813. • Francis Holmes Coffin, February 1811.
- ARETHUSA, (2d), 38.** Laid down King's Yard, Milford, 1814.
- ARMIDE, 38, (F).** Taken by *Centaur* in 1806.
- Lucius Hardyman, September 1809. vol. xxiii. p. 428. 430. and 514.
- Richard Dalling Dunn, August 1810. vol. xxiv. p. 422.
- John Temple, September 1812.
- Sir Edward Thomas Troubridge, February 1813. Captured, August 15, 1814, in company with *Endymion*, American privateer *Herald*, 17 guns, 100 men. vol. xxii. p. 259. August 16, 1814, captured American priv. *Invincible*, 16 guns, 60 men. vol. xxvii. p. 259. xxxii. 337.
- Sold 1815.

APPENDIX.

**ASTREA, 32.** Built at Cowes 1781. Length of gun-deck 156 ft. Keel 103 ft. 7 in. Breadth 35 ft. 9 in. Depth 12 ft. Tons 713.

Robert Moorson, March 1793.

Lord Henry Rowlett, ——— 1795. Captured, April 10, 1795, in company with Admiral Colpoys's squadron, *La Gloire*, French frigate, 40 guns.

Richard Lane, June 1795. Present at the action of Lord Bridport, 23d June, 1795, and at the capture of the *Tigre*, 84, *Formidable*, 80, and *Alexander*. See *Alexander*. vol. i. p. 290. vol. xv. p. 7.

Richard Dacres, April 1797. Captured, 22d April, 1798, *La Renommé*, French priv. 5 guns. Captured, 20th May, 1798, *La Vegeance*, French priv. 6 guns. Captured, 10th April, 1799, *Le Marsouin*, French priv. 14 guns. Captured, 1st June, 1797, the *Stuwer*, Dutch priv. 10 guns. vol. v. p. 436.

Peter Raboleau, March 1801.

James Carthew, ——— 1805.

James Dunbar, February 1806.

Edmund Heywood, November 1807. Captured, 14th December, 1807, in company with *Royalist*, French priv. *Pfvidence*, 14 guns, 52 men. vol. xviii. p. 504. Lost ———. vol. xx. p. 44.

Wrecked in West Indies, 1808.

**ASTREA, (2d), 36.** Built 1810.

Charles Marsh Schömburg, June 1810. Captured, May 21, 1811, in company with *Phoebe* and *Racehorse*, *La Renommée*, 44 guns, 470 men. vol. xxxvi. p. 431. Captured, 28th May, 1811, in company with *Phoebe* and *Racehorse*, *La Nercide*, French frigate, 44 guns, 470 men. vol. xxvi. p. 434. 388. xxxf. 495.

John Evaleigh, (acting), August 1813.

William Black, July 1814.

Edward Rittoe, December 1814.

**L'ASTREE, 38.** Taken by *Boadicea*, at the Isle France, Dec. 1810.

**ALPHEUS, 36.** Built on the Thames 1814.

George Langford, May 1814.

**L'AIGLE, 36, (F.)** Taken in 1782.

John Nicholson Inglesfield, February 1793.

Samuel Hood, ——— 1795.

Charles Tyler, 1796. Captured; June 12, 1797, *L'Harriot*, French priv. 6 guns. Captured, 30th July, 1797, in company with *Boston*, the *Hazard*; French priv. 8 guns. Captured, 13th August, 1797, *La Mouche*, French priv. 8 guns.

Captured, 1st December, 1797, *La Minerve*, French priv. 4 guns. Captured, 4th Jan. 1798, the *Requin*, French priv. 20 guns. Wrecked in 1798. vol. xx. p. 261. xxxii. 143.

Wrecked on the coast of Barbary, 1798.

**L'AIGLE, (2d), 36.** Built at Adam's Yard, Bucklershard, in 1801.

George Wolfe, December 1802. Destroyed, 19th July, 1804, *La Joie*, 14 guns, and *La Charante*, 20 guns, French corvettes. vol. xix. p. 135. Captured two Spanish gun-boats, Nov. 8, 1805. vol. xiv. p. 431.

Henry Evelyn Pitfield Sturt, (acting), February 1805.

George Wolfe, March 1805. Captured; 22d Sept. 1810, *La Phoenix*, French priv. 20 guns, 129 men. vol. xxiv. p. 418. Present at the destruction of the *Ville de Varsovie*, 84, *Tonnerre*, 74, *Aquilon*, 74, and *Calcutta*, 56 guns, in Basque Roads, by Lord Gambier's fleet, April 14, 1809, in company with *Caledonia*, *César*, *Bellona*, *Resolution*, *Theseus*, *Hero*, *Donega*, *Revenge*, *Illustrious*, *Gibraltar*, *Valiant*, *Pallas*, *Upticorn*, *Indefatigable*, *Emerald*, *Ætna*, *Imperieuse*, *Foxhound*, *Beagle*, &c. vol. xxi. 405. 344. xviii. 427.

Sir John Louis, October 1809. vol. xxx. p. 437. 237. xxxl. 506.

# APPENDIX.

## BOOK IV:

### HISTORICAL ACCOUNT OF THE BRITISH NAVY, FROM 1793 TO THE END OF 1814.

[The references of vol. and page are to the *Naval Chronicle*.]

**ÆOLUS, 32.** Built on the River Thames 1758. Length of gun-deck 125 ft. 5 in. keel  
Name changed to 103 ft. 6 in. breadth 35 ft. 9 in. depth 12 ft. Tons 704.  
Guernsey. See Guernsey.

**ÆOLUS (2d), 32.** Built at Barnard's Yard, Deptford, in 1801.  
John William Sprahger, March 1801.  
Henry Whitby, August 1802.  
Andrew Fitz Evans, May 1803. Captured, July 26, 1803, in  
company with Elephant, Bellerophon, Tartar, Theseus, and  
Vanguard, Le Duquesne, 74, and L'Oiseau, French national  
schooner, 16 guns, 60 men. vol. x. p. 499.  
Lord William Fitzroy, May 1804. Present at the capture, Nov.  
4, 1805, of Mont Blanc, 80, Dogfish Trouin, 74, Scipion, 74,  
Formidable, 84, in company with Cæsar, Namur, Hero, Cou-  
rageux, Phoenix, Revolutionnaire, and Santa Margarita. vol.  
xiv. p. 379. 427. 491. xxix. 506.  
Lord James Townshend, December 1810.  
Joseph Lamb Popham, ——— 1813.  
James Creighton, ——— 1814.

**L'AIMABLE, 32, (F.)** Taken by Lord Hood's squadron 1782. Length of gun-deck  
133 ft. 5 in. keel 109 ft. 5 in. breadth 30 ft. 8 in. depth 11 ft.  
Tons 782.  
Sir Harry Burrard, February 1793. Captured La Mozelle,  
French corvette, 20 guns, May 1794. Captured, May 1793,  
in company with Juno, the Laborieux, French priv. Captured,  
May 1793, in company with Circe, Le Courier, French priv.  
10 guns.  
Francis Laforey, May 1795.  
Charles Sydney Davers, February 1795. Captured, Sept. 22,  
1795, Le Sans Culottes, 18 guns. Captured, Sept. 1796,  
L'Iris, French priv. 6 guns.  
Jemmett Mainwaring, November 1796.  
William Granville Lobb, April 1797. Captured, 6th April 1797,  
Le Chasseur, French priv. 6 guns. Captured, 6th April 1798,  
in company with Schurge, the Triumph, French priv. 14 guns,  
and Chasseur, French priv. 2 guns. Captured, 20th April  
1798, L'Espiegle, French priv. 2 guns.  
Henry Roper, January 1799.  
William Bolton, October 1803.  
Hon. Duncombe Pleydell Bouverie, August 1805.  
Lord George Stuart, July 1807. Captured, Nov. 13, 1807, Le  
Decide, French priv. 16 guns, 51 men. vol. xviii. p. 500. Cap-  
tured, 2d Feb. 1809, L'Iris, French frigate, 24 guns, 140 men.  
vol. xxi. p. 171. 139.  
Sold in 1814. John Charles Woolcombe, Sept. 1810. Court martial, vol. xxv.  
p. 78.

APPENDIX.

ARTOIS, 38. Built in 1794.

Sir Edmund Naple, ——— 1793. Captured the *Revolutionnaire*, 44 guns, October 1794. See *Arethusa*, vol. xviii. p. 449.

Lost on coast of France, each. See *Arethusa*. Captured, 2d Nov. 1796, *Le Franklin*, July 31, 1797. French priv. 12 guns. Lost July 31, 1797.

ALEXANDRIA, 32, (F.) Taken by *Foudroyant* at Alexandria, in 1801. (Former name *Regenerée*.) ——— Wilson, February 1802.

ALEXANDRIA, (2d), 32. Built in 1805, in King's Yard, Portsmouth.

Hon. Edward King, February 1805.

Nathaniel Day Cochrane, January 1808. Captured, August 1808, in company with the *Redbreast*, the *Morin*, Danish priv. 1 gun, and a gun-boat, vol. xi. p. 237.

John Quilliam, February 1810.

Robert Cathcart, Nov. 1819. vol. xxx. p. 597.

AMPHION, 32. Built at Chatham 1780. Length of gun-deck 126 ft. 1 in. keel 104 ft. 3 in. breadth 35 ft. depth 12 ft. 2 in. Tons 679.

Herbert Sawyer, June 1793.

Blew up at Plymouth, 1796. Israel Pallow, ——— 1795. Blown up September 22, 1796. vol. iii. p. 197.

AMPHION, (2d), 32. Built at Bett's Yard, Mistlaythorn, 1798. Length of gun-deck 129 ft. keel 121 ft. 6 in. breadth 37 ft. 7 in. Depth 12 ft. 6 in. Tons 914.

Richard Harry Alexander Bennett, February 1799. Captured, Nov. 26, 1799, *L'Asturiana*, Spanish priv. 24 guns, 100 men, in company with *Alarín*. vol. iii. p. 318.

Alexander Frazer, May 1812.

Thomas Magerman Hardy, October 1812.

Samuel Sutton, September 1804. Captured, Oct. 6, 1804, in company with *Indefatigable*, *Medusa*, and *Lively*, *La Meder*, Spanish frigate, 42 guns, 300 men, *La Fama*, Spanish frigate, 36, *La Clara*, 36 guns, 300 men, *La Mercedes*, 36 guns, 280 men, vol. xii. p. 322.

William Hoste, December 1805. Captured, March 1809, French brig, name unknown, 6 guns, and a trabaccolo. vol. xvi. p. 432. in company with *Redwing*, vol. xxii. p. 153. Captured, 27th August 1809, 6 gun-boats, &c. vol. xxii. p. 505. xxiv. 501.

Captured, March 14, 1811, *La Favorite*, 44 guns, *Corona*, 44, *Bellona*, 32. See *Active*, vol. xxv. p. 423 and 430.

James Pattison Stewart, May 1813. vol. xxxi. p. 64.

ALARM, 32. Built at Harwich, 1758. Length of gun-deck 125 ft. keel 103 ft. 4 in. First ship ever coppered. breadth 35 ft. 5 in. depth 12 ft. Tons 683. The first ship that was ever coppered.

Lewis Robertson, March 1793. Captured, 23d April, *L'Enfant de la Patria*, French priv. 10 guns, and *Chauvelin*, French priv. 10 guns.

James Carpenter, October 1794. Captured, in company with *Bellona*, *Le Dums*, French priv. 20 guns.

David Milne, May 1795. Destroyed, *La Liberté*, French corvette, 29 guns, May 1795.

G. Vaughan, ——— 1796. Captured, Feb. 1796, in company with *Zebra*, a French privateer. Captured, March 1796, 3 French privateers.

Edward Fellowes, November 1796. Captured the *El Galzo*, Spanish corvette, 18 guns, Nov. 23, 1796. Captured, June 1799, Spanish brig of war, 18 guns. vol. iii. p. 68. Captured, in company with *Carnatic*, *Thunderer*, and *Volage*, *Santa Dorval*, Spanish xebec, 4 guns, 3d June, 1799. vol. iii. p. 68. Captured, in company with *Hannibal* and *Thunderer*, Spanish schooner *El Felix*, 14 guns, 80 men, June 1799. vol. iii. p. 68.

APPENDIX.

- Robert Rolles, October 1799. Captured, in company with Amphion, L'Aturiaga, Spanish priv. 24 guns, Nov. 1799. vol. iii. p. 318. Captured, May 1799, El Paxaro, Span. priv. 16 guns. Captured, Feb. 1800; El Curbo, Span. priv. 4 guns. Captured, Nov. 1800, La General Touissaint, French priv. 4 guns. Captured, in 1800, La Confiance, Spanish priv. 3 guns.
- Broke up in 1812.
- ANDROMEDA, 32. Built at Liverpool, 1784. Length of gun-deck 129 ft. keel 106 ft. 9½. breadth 33 ft. 5½ in. depth 12 ft. 7 in. Tons 714.
- John Salisbury, March 1794.  
Lord Northesk, ——— 1793.  
Thomas Sotheby, ——— 1794.  
William Taylor, ——— 1795. Captured, in company with Ranger and Kite, the Zephyr, Dutch frigate, March 6, 1796, of 32 guns.
- Henry Inman, February 1799. Captured, in company with Dart, Wasp, Falcon, Comet, Rosario, Selby, Boxer, Teaser, Biter, and Cutter, July 8, 1800, La Desirée, French frigate, 40 guns. 350 men. vol. iv. p. 73.
- James Brailby, January 1800.  
Charles Fielding, October 1802.
- Broke up 1812.
- ANDROMEDA. (2d), 24. Taken in 1812.  
(Former name Hannibal.) Richard Arthur, Nov. 1812.
- AQUILON, 32. Built on River Thames 1786. Length of gun-deck 129 ft. 2 in. keel 107 ft. breadth 35 ft. 8 in. depth 12 ft. 7 in. Tons 724.
- Hon. Robert Stopford, ——— 1793. Present at Lord Howe's action, 1st June 1794, and at the capture of 7 sail of the line. See Queen Charlotte. vol. i. p. 21.
- Robert Barlow, ——— 1794. Present at the capture, by Lord Bridport, 23d June, 1795, of Formidable, 80, Alexander, 74, Tigre, 84. See Royal George. vol. i. p. 290. vol. xv. p. 7.
- William Edward Cracraft, Sept. 1795. Captured, Sept. 1797, a French priv. 1 gun.
- Thomas Boys, Sept. 1798. Captured, Feb. 1799, French schooner, 16 guns, name unknown. vol. ii. p. 243. Captured, July 1800, French schooner, 2 guns, name unknown. vol. iii. p. 309.
- William Pakenham, February 1811.  
William Bowles, May 1811.  
James Boxer, August 1814.  
Thomas Burton, September 1814.
- AMSTERDAM, 32. (Dutch.) Taken May 4, 1804, by Centaur, at the surrender of Surinam.
- (Former name Proserpine.)  
William Ferris, May 1805.  
Alexander Innes, (acting), July 1806.  
Edward Wallis Hoare, June 1807.  
William Moree, September 1809.
- Sold 1814.
- LAURORE, 32, (F.) Taken by Victory, at Toulon, December 1793.
- Henry Inman, ——— 1794. vol. xxv. p. 7 and 9.  
William Henry Brisbane, March 1795.  
Lieut. W. Bolton, December 1795.  
George Clarke, September 1796.  
Richard Dalling Dunn, January 1799.  
George Long, May 1799.  
James Dalrymple, November 1799.  
Philip Beaver, December 1800.
- Broken up in 1803.
- AURORA, 28. Built on River Thames 1777. Length of gun-deck 120 ft. 6 in. keel 99 ft. 4 in. breadth 33 ft. 7 in. depth 11 ft. Tons 596.
- William Essington, ——— 1793. Captured, June 1794, La Narcisse. French priv. 14 guns.

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Richard King, January 1795.  
 Charles Garnier, September 1795.  
 Hon. P. Wodehouse, June 1796.  
 John Parker Robinson, November 1796.  
 Henry Digby, January 1797. Captured, May 1798, El Receviso, Spanish priv. 6 guns, and La Velora Arragonésa, Spanish frigate, 30 guns, Sept. 1798. Destroyed, 22d June, 1798, Egalité, French corvette, 20 guns. Captured, March 27, 1797, the Neptune, French priv. 16 guns. Captured, 13th Aug. 1797, the Marie Anne, French priv. 14 guns. Captured, 7th Sept. 1797, the Aigle, French priv. 12 guns, and Espiegle, French priv. 14 guns. Captured, Nov. 1797, L'Avanture, French priv. 3 guns. Destroyed, 22d June, 1798, a French priv. 20 guns. Captured, 17th Jan. 1798, La Casualidad, French priv. 6 guns.  
 Thomas Gordon Caulfield, February 1799.  
 Philip Beaver, June 1800.  
 David Lloyd, May 1802.  
 Micajah Malbon, June 1802.  
 John Wentworth Long, January 1805. vol. xxi. p. 163.  
 Hon. George Elliot July 1805.  
 Hon. ——— Seymour, November 1806.  
 ——— Dickson, April 1808.  
 John Duer, ——— June 1809.

Sold in 1814.

**ALLIGATOR, 28.** Built at Sandgate, 1786. Length of gun-deck 120 ft. 6 in. keel 99 ft. 5 in. breadth 35 ft. 7½ in. depth 11 ft. Tons 599.  
 William Affleck, February 1793. Captured, Le Sans Puer, French priv. Feb. 1793, and Le Prendtout, French priv.  
 Thomas Surridge, Oct. 1794. Captured, March 28, 1794, La Liberté, French priv. 14 guns.  
 Thomas Affleck, January 1795.  
 George Bowen, February 1800.  
 Philip Beaver, May 1802. Present at capture of Hippomenes, Dutch corvette, Sept. 27, 1803, of 18 guns, in company with Centaur, Chichester, Hornet, Heureux, and Netley. vol. x. p. 501.  
 Charles Richardson, May 1804. Present at capture of Proserpine, Dutch frigate, 22 guns, and Pylades, Dutch corvette, 18 guns, 6th May, 1804, in company with Centaur, Pandour, Serapis, Hippomenes, Drake, and Guachapin. vol. xii. p. 80.  
 Hugh Pigot, May 1806

Sold in 1814.

**ARIADNE, 20.** Built at Chatham, 1776. Length of gun-deck 108 ft. 6 in. keel 89 ft. 8 in. breadth 30 ft 1 in depth 9 ft. 8 in. Tons 432.  
 Thomas Revell Shivers, ——— 1793.  
 Charles William Paterson, ——— 1794.  
 Robert Gambier Middleton, ——— 1795. vol. xxvii. p. 34.  
 Robert Plampin, ——— 1795. Captured, 1795, four French privateers. See Agamemnon.  
 Henry Ledgerd Ball, March 1796.  
 James Bradley, April 1797.  
 Patrick Campbell, August 1800.  
 Charles Elphinstone, November 1803.  
 Hon. Edward King, July 1804.  
 Arthur Fafquhar, May 1806. Captured, Feb. 19, 1807, Le Chasseur, French priv. 2 guns, 36 men. vol xvii. p. 257. Captured, Jan. 7, 1808, in company with Ringdove, Le Trente and Quarante, French priv. 16 guns, 66 men. vol. xix. p. 79. Captured, Jan. 8, 1808, in company with Ringdove and Sappho, L'Egle, French priv. 16 guns, 56 men. vol. xix. p. 80. Captured, 29th May, 1808, Danish priv. Kjøkke, 6 guns, 50 men. vol. xix. p. 510. Captured, Oct. 4, 1808, Danish priv. Hævnesen, 4 guns, 20 men. vol. xx. p. 329.

Sold 1814.

**ARIADNE, (2d), 20.** Building at King's Yard, Milford.

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ACORN, 20. Built at Biggford, 1808, at Crocker's Yard.

Robert Clephane, April 1808. Captured, July 28, 1809, three gun-boats. vol. xviii. p. 73.  
George Miller Bligh, March 1811.  
Joseph Prior, March 1814.

ACHATES, 18. Built 1808.

Hugh Cameron, February 1808.  
Thomas Pinto, February 1809. Present at the capture of the Nisus, French corvette, 13th Dec. 1809, in company with Thetis, Pultuck, Bacchus, and Attentive. vol. xxiii. p. 106.  
Wrecked Jan. 1810, in West Indies. Lost in West Indies 1810. vol. xxv. p. 223.

ACHATES, (2d), 18, (F.) Taken by the Naiad, October 1811.

(Former name Milan.) Isaac Hawkins Morrison, May 1813. Present at capture of Trave, French frigate, 44 guns, 340 men. See Andromache, vol. xxx. p. 428.  
Present at capture of La Clorinde, French frigate, 44 guns, 400 men, in company with Eurotas and Dryad, March 1814. vol. xxxi. p. 183 and 255.  
Thomas L. P. Langhorne, June 1814.

ALBATROSS, 18. Built at Ross's Yard, Chatham, 1796.

George Scott, January 1796. Captured, 14th Nov. 1797, L'Enouchet, French priv. 8 guns. Captured, 8th Sept. 1797, the Brave, Dutch priv. 12 guns.  
Charles Adams, July 1798.  
William Waller, Nov. 1800. Captured, Nov. 12, 1800, L'Adèle, French priv. 12 guns, 60 men. March 28, 1801, captured La Gloire, French priv. 10 guns. vol. vi. p. 322 and 339.  
James Giles Vasson, March 1802.  
Charles Malcolm, April 1802.  
II. Batt. ——— 1803.  
Lord George Stuart, ——— 1804.  
John Dner, December 1805.

Broken up in 1810. James Mursay Gordon, January 1806.

ARAB, 18, (F.) Taken by Cerberus and Santa Margareta, March 29, 1793.  
(Former name Jean Bart.)

Wrecked June 1796, on } Stephen Seymour, 1795. Wrecked June 1796, vol.  
French coast. } xviii. p. 4.

ARAB, (2d), 22, (F.) Purchased in 1798.

Peter Spicer, November 1798.  
Hon. Thomas Bladen Capel, February 1799.  
John Perkins, January 1801. vol. v. p. 328.  
Robert Fanshawe, September 1802.  
Lord Cochrane, October 1803.

Sold in 1805. Keith Maxwell, December 1804. vol. xxv. p. 388.

ARAB, (3d), 18. Built in 1812.

John Wilson, September 1812.  
Henry Janc Handley, July 1813. Captured American privateer Industry, 5 guns, 26 men, 3d Nov. 1813. vol. xxxi. p. 68.

ATALANTA, 14. Built at Sheerness 1775. Length of gun-deck 96 ft. 7 in. keel 78 ft. 10 in. breadth 26 ft. 9 in. depth 12 ft. 10 in. Tons 300.  
Broke up in 1802.

ATALANTE, (2d), 18, (F.) Taken by the Phœbe, January 1797.

Digby Dent, June 1798.  
Anselm John Griffiths, December 1798. Captured, December 4, 1800, Le Succès, French priv. 6 guns, 48 men. vol. iii. p. 227.  
Captured, 4th April, 1801, in company with Viper, Le Héros, French priv. 14 guns, and 73 men. vol. v. p. 350. Captured, in company with Unicorn, L'Evcille, French priv. 2 guns. vol. vi. p. 237. Captured, in company with Boadicea, 20th Feb. 1799, Le Milan, French priv. 14 guns.

Broken up in 1806. John Maschfield, May 1812. vol. xi. p. 60.



APPENDIX.

- ATALANTE, (3d), 18.** Built at Bermuda 1807.  
 Wrecked Nov. 1813, off New London. Frederick Hickey, April 1807. Captured, 12th Dec. 1812, American priv. Jup. vol. xxix. p. 83. Lost Nov. 1813. vol. xxi. p. 30.
- AVON, 18.** Built in 1804.  
 Francis Jackson Snell, March 1806.  
 ——— Stewart, March 1806.  
 Newton de Starck, May 1806.  
 Henry Telheux Frazer, Feb. 1810. vol. xxxi. p. 511. xv. 210.  
 George Rose Sarford, August 1813.  
 Sunk in action with Amer. S. W. Wasp, 1 Sept. 1814. Hon. James Arbuthnot, July 1814. Sunk by American S. W. Wasp, 1st Sept. 1814. vol. xxxij. p. 243.
- ALECTO, 14,** fire-ship. Built at Dover 1781. Length of gun-deck 108 ft. 9 in. keel 90 ft. 6½ in. breadth 29 ft. 7½ in. depth 9 ft. Tons 423.  
 John Allen, July 1796.  
 Hon. Thomas Blyden Capel, January 1799.  
 Henry Garrett, April 1799.  
 ——— Elliott, June 1799.  
 Lenox Thompson, July 1799.  
 Christopher Bassett Jones, October 1799.  
 Peter Turner Bover, May 1800.  
 Robert O'Brien, September 1800.  
 Sold in 1803. ——— Cathcart, September 1801.
- ALLIANCE, 20,** Dutch. Taken by Stag, August 1795.  
 William Cumming, June 1796.  
 Henry Heathcote, August 1797.  
 John Baker Hay, March 1798.  
 Sold in 1801. David Whitmot, April 1799. vol. ii. p. 167 and 172.  
 John Melluish, February 1800.
- L'AMARANTHE, 16, (F.)** Taken by Diamond, December 1796.  
 Francis Vesoy, December 1797. Captured, in company with Surprise, November 1798, the Petite Francaise, French priv. 4 guns. Captured, Feb. 1799, Le Vengur, French priv. 6 guns, 50 men. vol. ii. p. 243.  
 Wrecked off Florida, Sept. 1799. J. Blake, ——— 1799. Wrecked off Florida, Sept. 1799.
- AMARANTHE, (2d), 28,** Dutch. Taken from the Dutch by Admiral Mitchell, 1799, in the Texel.  
 Charles Worley Boys, March 1803.  
 Edward Pelham Brenton, January 1805. Destroyed, December 14, 1808, in company with Circe, Stork, Express, Epervier, Morne Fortunée, French brig and schooner. vol. xxi. p. 168.  
 George Fringle, ——— 1811.  
 Richard Augustus Yates, July 1814.
- ARGUS, 16, (F.)** French privateer. Purchased by government in 1799: taken by Pomone.  
 Hon. Edward King, June 1803.  
 Edward Kitroe, May 1804.  
 James Stuart, October 1806.  
 Sold in 1810. Joseph Bolt, April 1810.
- ARGUS, (2d), 18.** Built in 1813.
- L'ALERT, 14, (F.)** Taken by Victory at Toulon, December 1793. Length of gun-deck 80 ft. breadth 24 ft. depth 12 ft. Tons 180.  
 Burnt at the evacuation of Toulon, 1796. William Edgc, September 1793. Burnt at the evacuation of Toulon. vol. ii. p. 291 and 296.
- ALERT, (2d), 18.** Built in 1793.  
 Taken by L'Unité, French frigate, May 1794. Charles Smyth, ——— 1793. Taken 1794, by L'Unité, French frigate.

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- ALERT, (3d), 16.** Built in 1798.  
 Lenox Thomson, October 1799.  
 Donald Hugh Mackay, June 1804.  
 James Johnstone, July 1804.  
 Robert Williams, October 1805.  
 Alexander Rennie, March 1809.  
 George Trollope, November 1810.  
 T. L. P. Langhorne, February 1812, taken by American frigate  
 Essex, 1812. Court martial, vol. xviii. p. 506.
- ALERT, (4th), 18.** Built in 1813.  
 Joseph Gulston Garland, October 1813.
- ALBICORE, 16.** Built at Randall's Yard, Rotherhithe, 1798.  
 George Parker, ——— 1794.  
 Edward Fellowes, June 1795.  
 George Eyre, January 1796.  
 Robert Winthrop, March 1796. Captured, L'Athenien, French  
 corvette, 14 guns, May 1796.  
 Samuel Peter Foster, Feb. 1797. Captured, Sept. 1797, the  
 Nantaise, French priv. 3 guns. Captured, Oct. 1797, 2  
 French priv. 2 guns each.  
 Thomas White, November 1798.  
 John Chilcott, October 1799. Captured, Spanish priv. Jun. 1799,  
 vol. ii. p. 347.  
 Major Jacob Henniker, September 1804. Destroyed five French  
 jiggers, Oct. 4. vol. xx. p. 320.  
 John Burn, February 1806.
- Broke up in 1806.
- ALBICORE, (2d), 18.** Built at Hillhouse's Yard, Bristol, in 1809.  
 Henry Thomas Davies, September 1811.  
 Theobald Jones, August 1814.
- ARROW, 18.** Built in 1796, with a sliding keel.  
 Nathaniel Portlock, November 1796. Captured, Sept. 9, 1799,  
 in company with Woolverine, the De Draak, Dutch frigate,  
 24 guns, 180 men, and the Gier, Dutch brig, 14 guns, 80  
 men, and Dolfyn, Dutch corvette, Sept. 1799, in company  
 with Woolverine. vol. iii. p. 70. Present at the destruction of  
 the Danish fleet at Copenhagen, April 2, 1801. See Ardent.  
 vol. v. p. 352.  
 William Bolton, January 1800.  
 Richard Budd Vincent, May 1802. Taken by L'Hortense and  
 Incorruptible, French frigates, Feb. 3, 1805. vol. xiii. p. 222  
 and 381. xvii. 281. 273.
- Taken Feb. 1805, by  
 2 French frigates.
- ARROW, (2d), schooner, 12.** Built in King's Yard, Deptford, 1805.  
 Lieutenant Knight, ——— 1811.  
 Lieutenant Timothy Screech, ——— 1812. vol. xxix. p. 171.  
 xxx. 261.  
 Lieutenant I. G. Alpin, ——— 1813.
- AVENGER, 16, (F.)** Taken in 1794, by Boyne, squadron West Indies.  
 James Milne, February 1794. vol. xvi. p. 30.  
 ——— Griffiths, November 1794.
- Wrecked 1803, off  
 the Weser. Francis Jackson Snell, September 1803. Wrecked 1803, off the  
 Weser. Court martial. vol. xi. p. 76.
- AVENGER, (2d), 16.** Purchased 1804.  
 Thomas White, June 1804.
- Wrecked 1812, off St.  
 John's, Newfoundland. Urry Johnstone, November 1810. Wrecked off St. John's, New-  
 foundland, 1812.
- APELLES, 18.** Built in 1808.  
 Thomas Oliver, September 1808. Captured, Oct. 1810, Le  
 Somdambule, French priv. 18 guns, 56 men. vol. xxiv. p. 426.  
 Frederick Hoffman, December 1810. Run on shore near Bou-  
 logne, and taken, 1812. Retaken by Bermuda.
- Taken and retaken,  
 and re-commissioned  
 under the same name.

APPENDIX.

Frederick Hoffman Rinaldo Castellan Phipps, May 4, 1812. vol. xxvii. p. 503.  
 Charles Robb, September 1812. Captured, Feb. 22, 1813, Le Raymeur, French priv. 14 guns, 51 men. vol. xxix. p. 248.  
 Alexander M'Vicar, March 1813.

ALONZO, 16. Purchased 1801.

Robert Cathcart, June 1801.  
 W. H. Falknor, May 1802.  
 John Impey, November 1803.  
 James Watson, August 1804.  
 Cuthbert Featherstone Daly, December 1807.  
 W. B. Hunt, June 1808.  
 William Knight, February 1808.  
 Edward Barker, April 1809.  
 James Veitch, November 1810.  
 John Daly, September 1812.

ABUNDANCE, 20.

Built in 1779.  
 W. Price, Master, ——— 1800.  
 Josiah Oke, Master, ——— 1806.

ARACHINE, 18. Built 1809. Length of gun deck, 100 ft. 2 in. keel 77 ft. 9 in. breadth 30 ft. 7 in. depth 13 ft. Tons 386.

Samuel Chambers, ——— 1811.  
 Charles Hope Watson, September 1812.  
 Robert James Gordon, ——— 1813.  
 William M. Godfrey, July 1814.

ARIEL, 16. Built at Liverpool 1781. Length of gun-deck 98 ft. 1 in. keel 80 ft. 5 in. Broke up in 1802. breadth 27 ft. 1 in. depth 13 ft. 4 in. Tons 319.

ARIEL, (2d), 18. Built at Palmer's Yard, Yarmouth, in 1806.

Thomas Oliver, March 1806.  
 ——— White, July 1810.  
 Daniel Ross, August 1810.

L'ARLIF, 16, (F) Taken 1794, by the Iphigenia, in West Indies  
 Foundered off Bermuda, Nov. 25, 1794. Foundered off Bermuda, Nov. 26, 1794.

ACHERON, 12. Purchased in 1803.

Arthur Farquhar, January 1804. Taken February 3, 1805, by the Incorruptible and Hortense, French frigates. vol. iii. p. 222 and 381.  
 Taken Feb. 1805, by 2 French frigates.

ALACRITY, 18. Built at Row's Yard, Newcastle, 1806.

William Crott, March 1807.  
 Nisbet Palmer, December 1807. Captured, Dec. 14, 1807, the Friedland, French priv. 18 guns, 42 men. vol. xxiii. p. 505.  
 Taken May 1811, by L'Abaille, French corvette. Taken by L'Abaille, French corvette, May 26, 1811. vol. xxv. p. 504. Court martial. vol. xxvi. p. 486.

AUTUMN, 16. Purchased in 1801.

William Richardson, June 1801.  
 Samuel Jackson, May 1803.  
 Thomas Searle, October 1804.  
 Corbet James D'Auvergne, Sept. 1810.

Name afterwards changed to Strombolo. See Strombolo.

ASP, 18. Sold in 1814.

{To be continued.}

# APPENDIX:

## Part V.

### HISTORICAL ACCOUNT OF THE BRITISH NAVY

FROM 1793 TO THE END OF 1814.

[The references of vol. and page are to the *Naval Chronicle*.]

- ARIEL**, 16. Built at Liverpool in 1781. Length of gun-deck, 98 ft. 1 in. keel, 60 ft. Broken up in 1802. 3 in. breadth, 27 ft. 4 in. depth, 18 ft. 4 in. tons, 319.
- ANACREON**, 14, (F.) Taken in 1799 by *Champion*.  
Broken up in 1802. Lieutenant G. Allen, ——— 1800.
- ANACREON**, (2d), 18. Built in 1805, at Sutton's Yard, Ringmore.  
James Agassiz, ——— 1805.  
Supposed to be lost. John Davies, June 1813.
- ANNE**, 22. Purchased in 1798.  
Broken up in 1809. George Augustus Delanoë, July 1798. vol. vii. p. 180.
- L'ARROGANTE**, 14, (F.) Purchased in 1798. Taken by *Jasoh*, 1798.  
Broken up in 1802.
- L'AUDACIEUX**, 14, (F.) Purchased in 1798. Taken by *Magnanime*.  
Broken up in 1802.
- AMBOYNA**, 10. (Dutch.) Taken in 1796, by Admiral Ramier's squadron.  
(Former name *Haerlem*.) Lieutenant T. Fulham, ——— 1798.  
Broken up in 1802.
- ATTACK**, 12. Purchased in 1794.  
Sold in 1802. Lieutenant James, ——— 1798.
- ATTACK**, (2d), 12. Built in 1804.  
Lieutenant Thomas Swaine. Captured, January 1806, in company with *Growler*, *Le Voltigeur*, French priv. 14 guns, 70 men. vol. xv. p. 245.  
Lieutenant R. W. Summends, July 1812. vol. xxviii. p. 77. 433.  
Taken in 1812 by Danish gun-boats. Taken by Danish gun-boats, 1812. vol. xxviii. p. 248. Court martial. vol. xxviii. p. 434.
- ADONIS**, 12. Built at Bermuda 1805.  
Sold in 1814.
- ASSAULT**, 12. Built in 1794.  
Broken up in 1809. Lieutenant G. A. Orton.
- ARUNDEL**, 10. Purchased ———  
Sold in 1810.
- ARGUS**, *Lagger*, 8. Purchased in 1794.  
Taken by French priv. Lieutenant Clark, ——— 1799. Taken by *La Vendemaire*, *La Vendemaire*, 1799. French privateer, 1799.
- ALPHEA**, 12. Built at Bermuda in 1807.  
Lieutenant William Gibbons, August 1808. Court martial. vol. xxvii. p. 250.  
Blown up in action. Lieutenant T. W. Jones, ——— 1812. Blown up in action with *Le Renard*, French priv. Sept. 1814. vol. xxxi. p. 282.  
Sept. 1814.
- ALGERINE**, 10. Built in 1810.  
Lieutenant Blow, July 1811. vol. xxvi. p. 284.
- ATHENIENNE**, 14, (F.) Taken by *Albion* in 1796.  
Broken up in 1802.

APPENDIX.

- ALERT**, hired Cutter. Lieutenant M'Donogh, May 1809. vol. xxi. p. 517. Destroyed in company with Patriot, 2 French privateers, June 1809. vol. xxii. p. 79.
- ANN**, hired Brig. Lieutenant Richard Young, May 1799. Captured, L'Aimable Theresa, French priv. 4 guns, 27 men, May 26, 1799, vol. ii. p. 244. Captured, Nov. 25, 1799, Le Petit Diable, French priv. vol. iii. p. 224. Present at capture of La Dearée, French frig. 44 guns, July 8, 1800. See Andromeda, vol. iv. p. 72.
- ANN**, hired Brig. Lieutenant J. M'Kenzie, December 1807. vol. xviii. p. 510.
- ARISTOCRAT**, hired armed Brig. Lieutenant Grossett, March 1796. Lieutenant Nich. Wray, January 1800. Captured, L'Aventure, French priv. 14 guns, 42 men, January 1, 1800. vol. iii. p. 308. Lieutenant C. J. D'Auvergne, January 1800. Captured, French gun vessel, Feb. 19, 1800. vol. iii. p. 317.
- ACTIVE**, hired Cutter. Taken and re-taken by Lady Ann, hired brig, May 16, 1801. vol. v. p. 527.
- AIMWELL**, 12. Built in 1794.  
Sold 1810. Lieutenant W. Keuneer, ——— 1798.
- ADDER**, 16. Built in 1794.  
Lieutenant J. Joyce, ——— 1798.  
———— G. Wood, January 1801.
- Wrecked on French coast, Dec. 1806. ——— Molyneux Shuldham, ——— 1806. Wrecked on French coast, 9th December, 1806. Court martial, vol. xxxi. p. 487.
- ADDER**, (2d), 12. Built at Topsham 1813, at Aylis's Yard. James Montague, June 1814.
- AFFRONTÉUR** Logger, 12. Taken by Doris, May 1803. Broken up in 1806.
- ALBAN**, 10. Built at Bermuda in 1807.  
Lieutenant Weir, November 1807.  
———— S. Thomas, May 1810. Present at the destruction of
- Taken by Danish gun-boats, May 1810. Danish gun boats in company with Princess of Wales and Raleigh, 23d May, 1810. vol. xxiii. p. 515.
- ALBAN**, (2d), 10. Built in 1810.  
Lost at Aldborough, 1810. Lieutenant W. S. Kay. Lost near Aldborough 1810.
- ALBAN**, (3d), 14. American. Taken by Barbadoes, August 22, 1812. (Formerly James Mayson Wright, October 1813. Madisqu.) David Boyd, January 1815.
- ACTIVE**, hired Cutter, 10. Lieutenant J. Hamilton, ——— 1800.  
Lieutenant J. Williams, February 1804. Captured La Jeune
- Taken by French priv. Isabelle, French ship, 1804. vol. xi. p. 251.  
in 1800.
- ARCHER**, 12. Built in 1801.  
Lieutenant J. Sherriff, June 1801. Captured, French priv. vessel, No. 432, 2 guns, 31 men, Jan. 1804. vol. xi. p. 154.  
Lieutenant Price, July 1804. Captured, two French gun-vessels, No. 44 and 58, 3 guns each, 27 men, April 1805. vol. xiii. p. 413.  
Lieutenant I. Smith, June 1809.  
William Slaughter, December 1812.
- ACUTE**, 12. Built in 1794.  
Broken up in 1809. Lieutenant Seaver, ——— 1798.
- AUGUSTUS**, 12. Built in 1794.  
Wrecked in Plymouth Sound, July 7, 1801. vol. vi. p. 79. Lieutenant T. Foley, ——— 1796. Wrecked in Plymouth Sound, July 7, 1801. vol. vi. p. 79.
- ALBANAISE**, 12, (F). Taken in 1799.  
Carried into Malaga by mutineers, Nov. 1800. Francis Newcombe, ——— 1800. Carried into Malaga by mutineers, 25th Nov. 1800. Court martial. vol. vi. p. 248.  
1800.

APPENDIX

- ATTENTIVE, 12.** Built in 1803.  
 Lieutenant Robert Carr, August 1807. Captured row-boat privateer, August 1807. vol. xviii. p. 227. Captured, October 24, 1807, Spanish privateer, Nuestra Señora del Carmen, 2 guns, 63 men. vol. xix. p. 169. Captured, in company with Thetis, Polluck, Bacchus, and Achates, Le Nesus, French corvette, Dec. 13, 1809. vol. xxiii. p. 166.
- Broken up in 1814.
- AGGRESSOR, 12.** Built in 1801.  
 Lieutenant G. Hayes, ——— 1803.
- ANT, 6.** Purchased in 1798.  
 Sold in 1814. Lieutenant M. B. Alt, ——— 1798.
- ADMIRAL MITCHELL, 10.** Hired. Lieutenant Alex. Sheppard, ——— 1803.  
 vol. x. p. 498.
- ADVICE, 14.** Built in 1793.  
 Lost in the Bay of Honduras in 1793. Lieutenant E. Tyrrell, ——— 1793. Lost in the Bay of Honduras in 1793.
- ADVICE, (2d), 10.** Hired. Lieutenant Salter, ——— 1804. Lost in West Indies, 1804. vol. xii. p. 239.
- ANTELOPE, 10.** Hired.
- ASSISTANT, 5.** Purchased in 1791. Lieutenant P. B. Cowe, ——— 1796.
- ANACONDA, 18.** American. Taken July 11, 1814, by Sceptre.  
 George Augustus Westphall, ——— 1814.
- ALEXANDER, 6.** Purchased in 1796.—Broken up in 1802.
- AKERS, 10.** Purchased in 1794.—Broken up in 1802.
- AMITY, 10.** Purchased in 1794.  
 Broken up in 1802. Lieutenant J. Hutchins, ——— 1798.
- ANN and TERESA, 10.** Purchased in 1794.
- ANTIGUA, 16.**
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- BRITANNIA, 100.** Built in 1762, at Portsmouth. Length of gun-deck, 178 ft. keel, 142 ft. 2 in. breadth, 52 ft. depth, 21 ft. 6 in. Tons, 2091.  
 Admiral Hotham, } ——— 1793. Present at the destruction  
 John Holloway, } of the Loulon fleet, by Lord Hood, Dec.  
 1793. See Victory. Present at the capture of the Ca-Ira, 80,  
 and Censeur, 84, March 16, 1793, in company with Captain  
 Bedford, Terrible, Agameunon, Princess Royal, Illustrious,  
 Courageux, Egmont, Windsor Castle, Diadem, St. George,  
 Fortitude, Lowestoff, Poulette, Tarleton, Inconstant, Melea-  
 ger, Romulus, and Fox. vol. xix. p. 364, ix. 353. Present at  
 capture of L'Alcide, 74, July 14, 1793. vol. xix. p. 369.
- Admiral Hotham, } January 1796.  
 Shuldham Peard, }
- Admiral Sir Hyde Parker, } May 1796.  
 Thomas Foley, }
- Admiral Charles Thompson, } February 1797. Present at capture  
 Thomas Foley, } of Salvador del Mundo, 112, San  
 Josef, 112, San Nicolas, 84, San Ysidro, 74, Spanish ships.  
 Feb. 16, 1797. See Victory. vol. iv. p. 56.
- Edward Marsh, June 1797.  
 Earl of Northesk, May 1803. .
- Thomas George Shortland, (pro tem.) May 1804.  
 Admiral Lord Northesk, } June 1804. Present at the capture of  
 Charles Bullen, } 20 sail of the line, off Trafalgar,  
 Oct. 21, 1805. See Victory. vol. xiv. p. 410.
- Name changed to  
 St. George. See St. George.
- BRITANNIA, (2d), 120.** Building in King's Yard, Plymouth.

APPENDIX.

- BARFLEUR, 98.** Built at Chatham in 1768. Length of gun-deck, 177 ft. 8 in. ber<sup>ts</sup>, 144 ft. breadth, 50 ft. 5 in. depth, 21 ft. Tons, 1947.  
 Admiral G. Bower, } March 1794. Present at capture of 7  
 Cuthbert Collingwood, } sail of the line, on 1st June, 1796.  
 See Queen Charlotte. vol. i. p. 21.  
 Admiral George Keith Elphinstone, } August 1794.  
 John Elphinstone, }  
 Admiral Waldegrave, } March 1795.  
 James Richard Dacres, }  
 James Richard Dacres, June 1795. Present at capture of Le  
 Tigre, 80, Formidable, 74, Alexander, 74, by Lord Bridport,  
 23d June, 1795. See Royal George. vol. i. p. 290; xv. 7.  
 Admiral Waldegrave, } November 1795. Captured, 9th March,  
 James Richard Dacres, } 1796, in company with Egnont, the  
 Sardine, French corvette, 22 guns, Nemesis, 28, and Postillon,  
 French corvette, Present at capture of 4 sail of the line, 14th  
 Feb. 1797. See Victory. vol. iv. p. 36; xxvi. 277.  
 Admiral Lord Keith, } February 1799.  
 John Elphinstone, }  
 Admiral H. Whitshed, } August 1799.  
 Peter Puget, }  
 George Hopewell Stephens, November 1799.  
 Admiral C. Collingwood, } June 1800.  
 George Hopewell Stephens, }  
 Admiral Collingwood, } October 1800.  
 John Ackworth Omsomey, }  
 John Irwin, ——— 1801.  
 George Martin, November 1801. Present at the capture of St.  
 Rafael, 84, and El Firmé, 74, July 23, 1805. See Prince  
 of Wales, vol. xiv. p. 163; xlii. 167.  
 Sir Robert Barlow, October 1805.  
 Philip Charles Durlan, December 1805.  
 Donald M'Leod, February 1808.  
 Admiral Sir Samuel Hood, } January 1809.  
 Samuel Hood Linzee, }  
 Admiral Hon. G. Berkely, } March 1811.  
 John Smith Cowan, }  
 Sir Edward Berry, September 1812.  
 John Maitland, December 1813. vol. xxx. p. 437.

**BOYNE, 98.** Built in 1790.

- William Albany Otway, April 1793. Captured the Guidelieu,  
 French priv. 1793. vol. i. p. 430.  
 Admiral Sir J. Jervis, } November 1793. Burnt at Spithead,  
 George Grey, } May 1, 1795. vol. xv. p. 260; x. 464.

**BOYNE, (2d), 98.** Built at King's Yard, Portsmouth, 1810. vol. xxiv. p. 71.

- Admiral Sir H. B. Neale, } January 1811.  
 Henry Hume Spence, }  
 Admiral Sir H. B. Neale, } February 1811  
 John Martin Hanchett, }  
 Admiral Sir H. B. Neale, } November 1811.  
 Charles Jones, }  
 George Buiton, March 1813. vol. xxi. p. 349. Present at the  
 capture of Brilliant, 74, a 74 in frame, Coeur de Lion, 16 guns,  
 Renard, 14, Endymion, 14, Sphinx, 18, at Genoa, April 18,  
 1814. See America and Caledonia. vol. xxxi. p. 502.  
 Frederick Lewis Maitland, November 1814.











