

The
Naval Chronicle

1812

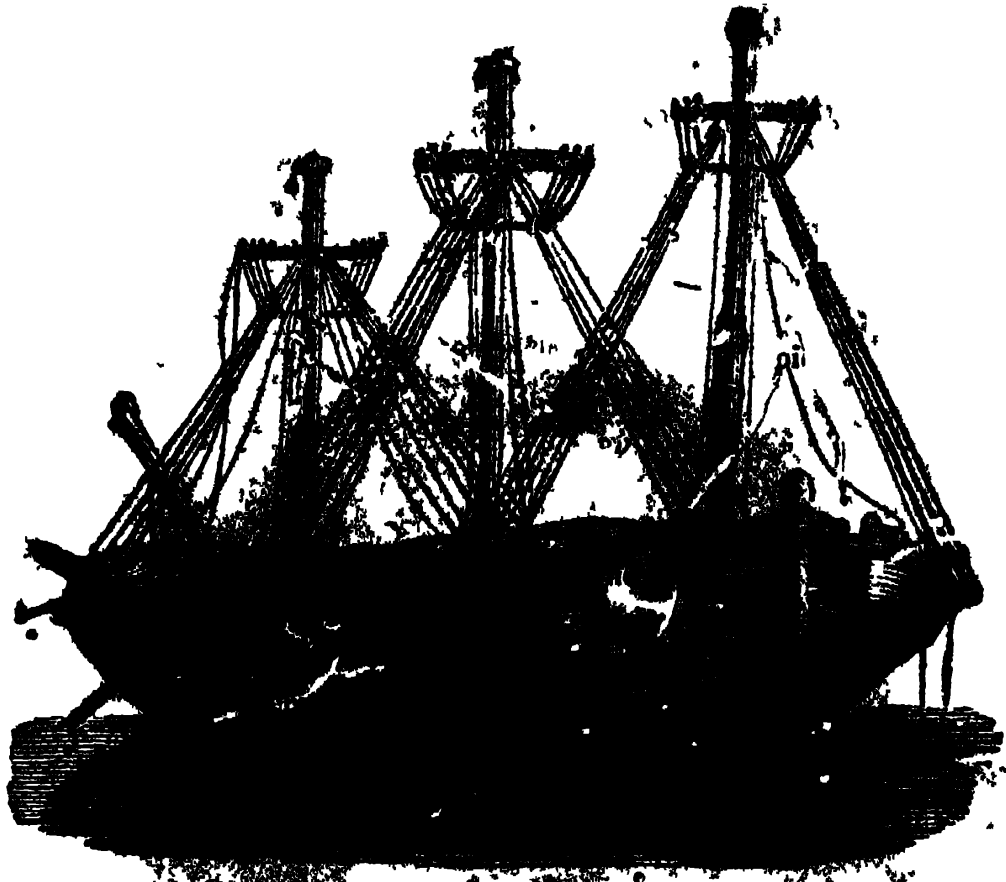
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CHARLES WILKINSON ESQ.

Commander of the Red Squadron



The French privateer *Le Lyon*, mounting 24-pounders (French dollars) taken before Boulogne, 21 September, 1811, by H. M. S. *Hesper*, Captain Cooper: a vessel of peculiar construction, and rough workmanship, more fit for local and temporary employment, than for general service. Engraved on Wood by Messrs. Smith, from a Drawing by Pocock.

BIOGRAPHICAL MEMOIR

ARTHUR PHILLIP, ESQ.

VICE-ADMIRAL OF THE RED SQUADRON.

"No species of writing seems more worthy of cultivation than biography, since none can be more delightful or more useful; none can more certainly engage the heart by irresistible interest, or more widely diffuse instruction to every diversity of condition."———DA. JOHNSON.

OF the life and professional services of Admiral Phillip, the first Governor of New South Wales, it has long been our wish and intention to present a concise memoir; and as we are now aware that a more favourable opportunity is likely to offer, we avail ourselves of the opening of our twentieth-seventh Volume, for that purpose.

Edinburgh, Nov. XXVII.

For the materials of this memoir we are chiefly indebted to the biographical "anecdotes of Governor Phillip," which are prefixed to the account of his voyage to Botany Bay, published in the year 1789.

Arthur Phillip, who, it has been observed, like Drake, Dampier, and Cook, is indebted to his merit and his services, for the distinction, rank, and command which he has enjoyed, was born in the parish of Allhallows, Bread Street, in the City of London, on the 4th of October, 1738. His parents, it is presumed, were not in opulent circumstances. Jacob Phillip, his father, was a native of Frankfort in Germany; and, having settled in England, he maintained his family, and educated his son, by teaching the Languages. His mother, whose maiden name was Elizabeth Breach, had married, for her first husband, Captain Herbert, R.N.* a collateral descendant of the noble family of Herbert, Earl of Pembroke.

Young Phillip did not derive the whole of his education from

* This officer is supposed to have been the father of Captain Edward Herbert, of whom we find the following brief account, in CHARNOCK'S *Biographia Navalis*, Vol. V. p. 104:—

"He is said, in Rear-admiral Hardy's naval list, to have been appointed commander of the Torrington frigate, as successor to Captain Knight, on the 5th of March, 1741. We believe this information to be correct, notwithstanding almost all the accounts state him to have taken post on that day in the Tyger, a fourth rate. He was, however, certainly removed into that ship in a very short time afterwards, and accompanied Mr. Vernon on his unsuccessful expedition against the Island of Cuba. The Tyger being wrecked not long after the return of the armament, Captain Herbert was tried by a court-martial, assembled at Jamaica, on the 10th of July, 1742, and mulcted, for neglect of duty, all the pay then due to him; but was at the same time recommended for farther employment by his judges. We believe him to have been a short time afterwards appointed to the Woolwich; and, in April, 1744, to have captured a very valuable Spanish ship, called the Ascension, bound from Cadiz to Vera Cruz, carrying 24 guns, and 20 men. On the 11th of August following, he was brought to a court-martial, at Antigua, for disobedience of the orders given to him by the commander-in-chief, for which offence he was not only sharply reprimanded by the President, but was also fined twelve months' pay. We have no proof of his having received any subsequent commission, but believe him to have lived in retirement after the time above stated. He died in Wales, on the 19th of November, 1752."

his father; but, being intended for the navy, he was sent to the school at Greenwich, where he received instructions suitable to his adopted profession.

In 1755, having completed his sixteenth year, he entered the service, in the Buckingham, of 68 guns, under the auspices of the late Captain Michael Everitt. The Buckingham was one of the ships which had been just put into commission at Chatham, in consequence of the apprehended rupture with France. She appears to have been employed on the home station, till the month of April, 1756; when she proceeded to the Mediterranean, as the flag-ship of Rear-admiral West, second in command of the squadron under Admiral Byng. In the inglorious action which ensued, Captain Everitt behaved with great gallantry. He quitted the Buckingham, on her return to England, at the conclusion of the year, and was soon afterwards appointed to the Union, of 90 guns, into which, we believe, Mr. Phillip accompanied him. Captain Everitt's next ship was the Stirling Castle, which he commanded on the West India station in 1761. He quitted her, however, prior to the siege of the Havannah, in 1762; † but Mr. Phillip participated in that service, and was made lieutenant in the Stirling Castle, on the 7th of June, 1762, by Admiral Sir George Pocock. ‡

The ensuing peace of 1763, suspended, for a time, Lieutenant Phillip's professional career. He, consequently, found leisure to marry, and "to settle at Lyndhurst, in the New Forest, where he amused himself with farming, and, like other country gentlemen, discharged assiduously those provincial offices which, however,

* The Buckingham had three men killed, and seven wounded.—For the particulars of the action, with the French and English lines-of-battle, *vide* memoir of Admiral Lord Mount Edgumbe, N.C. XXII. 180.

† Nothing is recorded concerning Captain Everitt, till his appointment to be captain of the Amazon frigate, on the 23th of December, 1747. He next commanded the Buckingham. After he quitted the Stirling Castle, as above mentioned, he is not known to have been employed till the year 1767, when he was appointed to the Bellona, of 74 guns, one of the guard-ships at Portsmouth. He died on the 13th of September, 1776.

‡ For a portrait and memoir of Sir George Pocock, *vide* N. C. VIII. 441. The details of the expedition against the Havannah commence at page 455 of the same volume.

unimportant, occupy respectively the owners of land, who, in this island, require no office to make them important."

A country life, however, seems not to have been congenial with the wishes of Lieutenant Phillip; as, when the war took place between Spain and Portugal, he embraced the opportunity of offering his services to the latter power. A tender so useful was readily accepted; and, we understand his subsequent conduct and success were such, as raised him very high in the estimation of the Portuguese Court.

Lieutenant Phillip continued in the service of Portugal, till the hostile conduct of France, towards Great Britain, in the year 1778, when he returned to his native country. Interest, inclination, and duty, were motives too cogent to be resisted; and, though the Portuguese government is said to have greatly regretted his departure, it could not but approve the spirit by which he was actuated.

Mr. Phillip was made master and commander in the Basilisk fire-ship, on the 2d of September, 1779; an appointment, we believe, which afforded him but little, if any, opportunity of displaying his professional talents. On the 30th of November, 1781, he was promoted to the rank of post captain, in the Ariadne frigate; and, on the 23d of December following, he was appointed to the Europe, of 64 guns.

During the year 1782, Captain Phillip was very actively employed; and, in January, 1783, he sailed with a reinforcement for the East Indies. His arrival in India was not sufficiently early to allow of his participating in any of the actions which took place just at the close of the war; and, the peace having rendered a reduction of our naval force in that quarter expedient, he sailed for England with Commodore King,* in the first division of the fleet, † at the latter end of the year. The Europe sailed from the Cape, a single ship, and reached home about the month of May, 1784.

* Afterwards Admiral Sir Richard King, Bart. for whose memoir and portrait the reader is referred to our XIIIth Volume, page 433.

† This division consisted of the Europe (Captain Phillip), the Hero, Cumberland, Monarca, Magnanime, Africa, Exeter, Inflexible, Sceptre, San Carlos, Naiad, and Seahorse; all of which arrived safe except the Exeter, which was condemned at the Cape, as unfit for service.

Captain Phillip was not again employed, till the period when it was determined to effect a settlement, chiefly by the transportation of condemned felons, at New South Wales.* “The squadron destined to carry into execution the above design, began to assemble at its appointed rendezvous, the Mother Bank, within the Isle of Wight, about the 16th of March, 1787. This small fleet consisted of the following ships:—His Majesty’s frigate *Sirius*, † Captain John Hunter, ‡ and his Majesty’s armed tender *Supply*, commanded by Lieutenant H. L. Ball; § three store-ships, the *Golden Grove*, *Fishburn*, and *Borrowdale*, for carrying provisions and stores for two years; including instruments of husbandry, clothing for the troops and convicts, and other necessaries; and lastly, six transports, || the *Scarborough*, and *Lady Penrhyn*, from Portsmouth; the *Friendship*, and *Charlotte*, from Plymouth; the *Prince of Wales*, and the *Alexander*, from Woolwich. These were to carry the convicts, with a detachment of marines in each, proportioned to the nature of the service; the largest where resistance was most to be expected, namely, in

* “On December 6, 1786, the proper orders were issued by his Majesty in council, and an Act establishing a court of judicature in the place of settlement, and making such other regulations as the occasion required, received the sanction of the whole legislature early in the year 1787.” *Voyage of Governor Phillip to Botany Bay*; 8vo. edition, page 9.

† For some particulars relating to the *Sirius*, *vide* N. C. XXIV. 6. .

‡ A portrait and memoir of this officer, who succeeded Commodore Phillip in the government of New South Wales, will be found in our VIth Volume, page 349; and a portrait and memoir of his brother, the late Lieutenant William Hunter, of Greenwich Hospital, in our XIIIth Volume, page 1.

§ This gentleman is now a post captain. His marriage, (second, we believe) on the 19th of July, 1810, to Ann Georgina Harriette, eldest daughter of General Johnson, late of the Hon. E. I. C.’s service, is recorded in our XXIVth Volume, page 85.

|| Lieutenant John Shortland, father of the late Captain John Shortland, whose portrait and memoir are given in our XXIVth Volume, page 1, was the agent to the transports on this occasion. A brief account of his professional services is inserted in his son’s memoir; which will also be found to comprise various particulars respecting the voyage to, and the proceedings at Botany Bay.

those ships which carried the greatest number of male convicts. Altogether they formed a little squadron of eleven sail.*

Of this squadron, Captain Phillip was nominated commodore, with the additional appointment of Governor of New South Wales. On his arrival at the rendezvous, he hoisted his pendant on board the *Sirius*; "and the embarkation being completed, and the time requiring his departure, at day-break, on the 13th of May, 1787, he gave the signal to weigh anchor." †

Into the details of the voyage, it would be foreign from our present purpose to enter. The *Sirius* "anchored off Teneriffe on the 3d of June; crossed the line on the 5th of July; reached Rio de Janeiro on the 5th of August; and anchored in Table Bay, Cape of Good Hope, on the 14th of October. On the 12th of November, she sailed from the Cape; and, on the 25th, Commodore Phillip left her, and went on board of the *Supply*; leaving Captain Hunter in the *Sirius*, to follow with the store-ships, and a part of the transports. The *Supply* reached Botany Bay on the 18th of January, 1788, and the *Sirius* on the 20th." ‡

Governor Phillip landed at Botany Bay, on the day of his arrival, and an interview with the natives immediately took place. "They were all armed, but on seeing the governor approach with signs of friendship, alone and unarmed, they returned his confidence by laying down their weapons."

Various objections to the forming of a settlement in this Bay presenting themselves, Governor Phillip resolved to examine Port Jackson, a bay which had been mentioned by Captain Cook as immediately to the north of Botany Bay. Accordingly, on the 22d of January, accompanied by Captain Hunter, and several other officers, he set out for Port Jackson, and arrived there at a distance of about three leagues—early in the afternoon. The result was highly satisfactory; the surveyors finding "one of the finest harbours in the world, in which a thousand sail of the line might ride in perfect security." On the 24th, Governor Phillip returned to Botany Bay, and issued orders for the removal of the

* *Voyage of Governor Phillip to Botany Bay*, page 13.

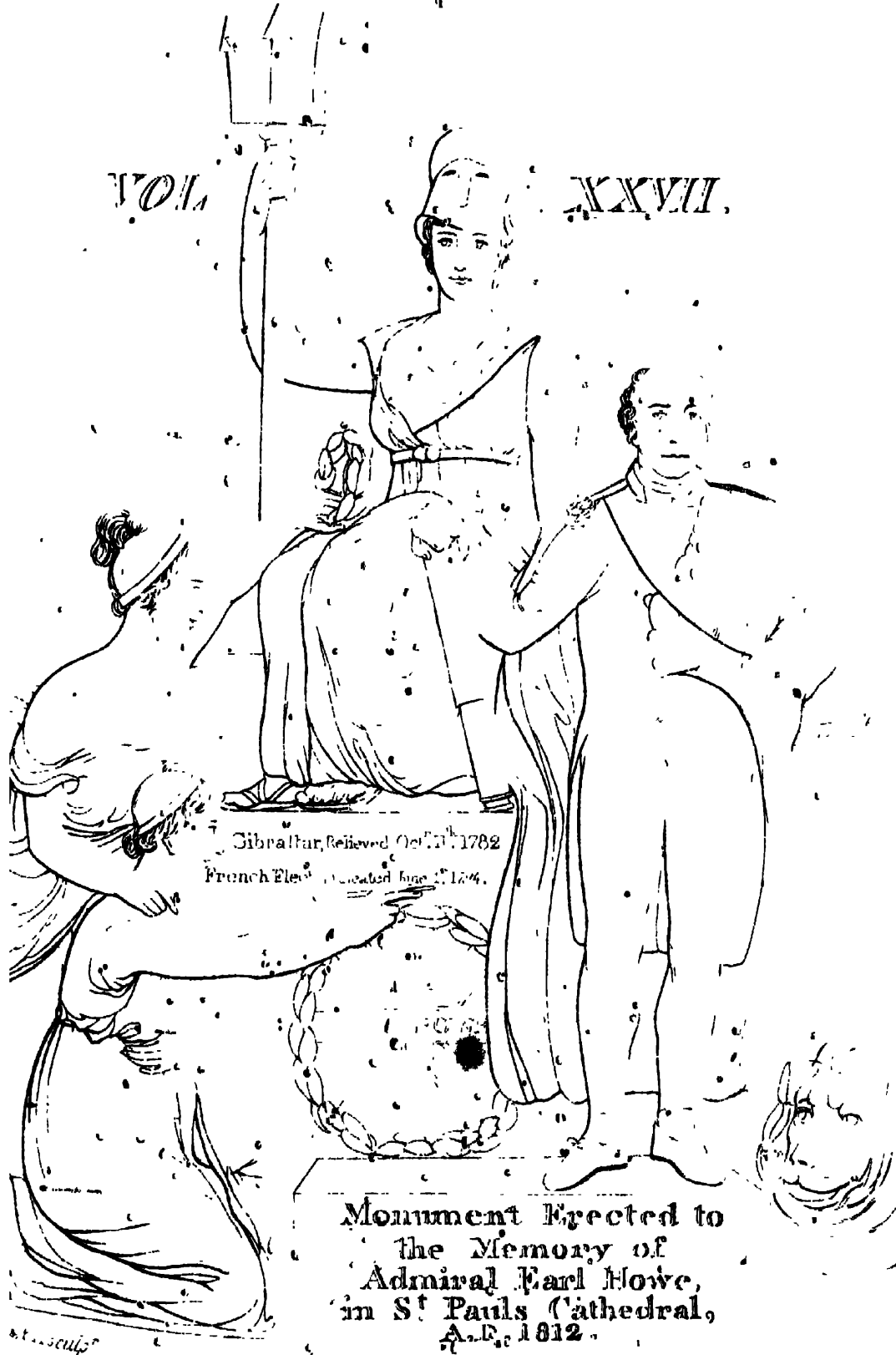
† *Ibid.* page 16.

‡ N. C. XXIV. 7.

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fleet to Port Jackson; on the 25th, he sailed for that harbour, in the Supply; and, on the 26th, the transports and store-ships, attended by the Sirius, finally evacuated Botany Bay. In the evening of the last-mentioned day, the colours were displayed on shore at Port Jackson. "and the governor, with several of his principal officers and others, assembled round the flag-staff, drank the King's health, and success to the settlement, with all that display of form which on such occasions is esteemed propitious, because it enlivens the spirits, and fills the imagination with pleasing presages."

"The 7th of February, 1788, was the memorable day which established a regular form of government on the coast of New South Wales: For obvious reasons, all possible solemnity was given to the proceedings necessary on this occasion. On a space previously cleared, the whole colony was assembled; the military drawn up and under arms; the convicts stationed apart; and near the person of the governor those who were to hold the principal offices under him. The royal commission was then read by Mr. D. Collins, the judge advocate. By this instrument, Arthur Phillip was constituted and appointed captain-general and governor-in-chief in and over the territory, called New South Wales; extending from the northern cape, or extremity of the coast, called Cape York, in the latitude of $10^{\circ} 37' S.$ to the southern extremity of the said territory of New South Wales, or South Cape, in the latitude of $43^{\circ} 39' S.$ and of all the country inland to the westward, as far as the 135th degree of east longitude, reckoning from the meridian of Greenwich, including all the islands adjacent in the Pacific Ocean, within the latitude aforesaid of $10^{\circ} 37' S.$ and $43^{\circ} 39' S.$ and of all towns, garrisons, castles, forts, and all other fortifications, or other military works which may be hereafter erected upon the said territory, or any of the said islands. The act of Parliament establishing the courts of judicature was next read and lastly, the patents under the great seal, empowering the proper persons to convene and hold those courts whenever the exigency should require. The office of lieutenant governor was conferred on Major Ross, of the marines. A triple discharge of musketry concluded this part of the ceremony; after which Governor Phillip advanced, and addressing first the private

soldiers, thanked them for their steady good conduct on every occasion: an honour which was repeated to them, in the next general orders. He then turned to the convicts, and distinctly explained to them the nature of their present situation.....
 He particularly noticed the illegal intercourse between the sexes, as an offence which encouraged a general profligacy of manners, and was in several ways injurious to society. To prevent this, he strongly recommended marriage, and promised every kind of countenance and assistance to those who, by entering into that state, should manifest their willingness to conform to the laws of morality and religion. Governor Phillip concluded his address, by declaring his earnest desire to promote the happiness of all who were under his government, and to render the settlement in New South Wales advantageous and honourable to his country.—This speech, which was received with universal acclamations, terminated the ceremonial peculiar to the day. Nor was it altogether without its proper effect: for we are informed, that in the course of the ensuing week, fourteen marriages took place among the convicts. The assembly was now dispersed, and the governor proceeded to review the troops on the ground cleared for a parade: after which, he gave a dinner to the officers, and the first evening of his government was concluded propitiously, in good order and innocent festivity, amidst the repetition of wishes for its prosperity.”*

To enter farther into the history of the settlement, with the early periods of which the public are already well acquainted, is not within our present intention; particularly as, in the course of the volume, we shall probably have a more eligible opportunity of tracing the advances of the settlers towards a state of civilization, and comfort, and of exhibiting a comprehensive view of the colony, with respect to its existing government, &c.

We shall now only add, that Governor Phillip continued to exercise the various functions of his office, with credit to himself, with advantage to the people entrusted to his care, and with great satisfaction to government, until the year 1795; when, having previously requested permission to resign, in consequence

* *Voyage of Governor Phillip to Botany Bay*, page 76 to 80.

of ill health, he was succeeded by Captain Hunter, and returned to England.

Since that period, he has not, we believe, accepted of any command, but has lived altogether in retirement.

On the 1st of January, 1801, he was promoted to the rank of rear-admiral of the blue squadron; on the 23d of April, 1804, he was made rear of the white; on the 9th of November, 1805, rear of the red; on the 26th of October, 1809, vice of the white; and, on the 31st of July, 1810, vice of the red.

To this slight sketch of Admiral Phillip's professional life and services, we shall be happy, at any future time, to make such additions as we may be enabled to do, by the receipt of authenticated particulars.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITEOVASTO.

CAPTURE OF L'ESPOIR.

ON Monday afternoon, 7th October, the French lugger privateer, L'Espoir, pierced for 14 guns, and carrying 56 men, a prize to the sloop Rolla, Captain Clarke, was taken into Ramsgate harbour. The circumstances connected with this capture are detailed in the following letter from on board the Rolla, then in the Downs:—

“ On Sunday, 6th of October, at six P M. we discovered a lugger to leeward of us, off Dieppe; but she was so close in with the land, that we had no other method of taking her than by hoisting French colours over the English. Having our plain side to her, she took us for a captured West Indian; and we, having a press of sail, were under close reef top-sails, and main-top gallant-sail set, with a fore-top-gallant-mast down in merchant-man fashion, keeping six men only on deck, the marines and the rest of the ship's company lying down to leeward, with their small arms out of sight. When within half a mile of the lugger, we hauled down the French colours, hoisted English, let down our ports, and fired into her with musketry, grape, and canister; the effects of which are visible in her masts and rigging. The lugger then endeavoured to hoist her main lug to get away from us, we going at the rate of nine knots, but he fell under our lee; we becalmed him, and hooked his main-rigging with our sheet-

anchor. At this instant, Lieutenant Bradby, Mr. Ackers, master's mate, Mr. Slaeton, and ten men, boarded the lugger in a gallant style, driving about forty of the enemy from the deck. She proves to be l'Espoir, out of Dieppe, had made no capture, and is pierced for fourteen guns."

DESTRUCTION OF TWO FRENCH PRIVATEERS IN AMERICA.

THE following remarkable statement, under the date of Savannah, November 18, 1811, is copied from an American newspaper:—

"La Vengeance and la Franchise, French privateers, were burnt in this port on the 15th inst. As this transaction will undoubtedly excite considerable interest throughout the United States, we present to our readers as correct a narrative as we believe can be obtained, of the causes which led to it.

"On Wednesday night, the 13th inst. three or four American seamen, unarmed, were attacked in the western part of this city, by a body of the privateers' men, and received several wounds with knives and daggers.

"On the next day, the 14th inst. the heterogeneous crew of Italians, Venetians, Sicilians, Portuguese, and Frenchmen, expressed their determination of making a second assault, and on the same night carried it into dreadful execution. Jacob R. Taylor, son of John T. Taylor, of Philadelphia, second mate of the brig Betty, Captain Wm. Fountain, a respectable and decent young man, after receiving dagger wounds through the right arm, under the left shoulder, and on the crown of his head, was despatched by a sabre blow above his hip.

"At the same time, Collins, an American citizen, and lately a rigger here, was so desperately wounded, that he died the next morning; many other seamen were stabbed and maimed in a cruel manner. On Friday afternoon, the 15th instant, a number of captains and mates of vessels and seamen were proceeding in a body, with the American flag, towards the wharf, at which la Franchise was lying, and as soon as they appeared from the narrow passage which leads to it, they were ambuscaded and fired upon by the privateersmen from aloft on the wharf, when one or two cross shots were discharged from the privateer. Captain Miller, of the brig Champlin, received a shot through his head, and is in a most dangerous situation—at the same time a seaman belonging to Captain Howland's vessel was killed. An Italian, the sailing master of one of the vessels, and a Frenchman, fell in the rencontre, and a negro on board was shot through the hand."

"The popular indignation could no longer be restrained; under feelings excited to the utmost pitch, the alarm bell sounded, and the drums beat to arms. La Franchise was boarded and immediately towed across the river, where she was fired; and a great number of seamen were in the act of dismantling, and casting off la Vengeance, when she was boarded by a detachment of the Savannah volunteer guards. The Mayor of the City soon after arrived on board, and after delivering an address to the much exasperated populace, exhorting them to keep the peace, she was committed, with the crew then remaining on board of her, to the protection

of the corps which was on board. Her anchors having been cut away, and almost all her rigging destroyed, an attempt was made to run her on the opposite shore, but it failed, and she drifted to Twigg's wharf, where she grounded—the prisoners on board had been previously lauded, and received under protection of the Republican Blues.

“ Soon after night, a number of boats' crews evinced and expressed their determination to carry the vessel. A number of desperate efforts were made by them to board, and she was defended at the point of the bayonet until half-past eleven o'clock; the assailants had now prepared combustibles, and had set fire to a Petersburg boat, within 20 yards of the privateer, which, when set adrift, could not have passed one side of her, while the utmost exertion was required on the other to keep off the boarders. One hour and a half having elapsed, since the corps had been promised relief or reinforcement, not receiving any, and having been eight hours at their posts, exposed to a cold wind and rain, and seeing no possibility of saving the vessel from being fired, the attacking party was desired to draw off, and the detachment was disembarked. *La Vergeance* was soon after in flames, and was burnt to the water's edge.

“ We have never witnessed more unanimity of feeling than on this occasion; the American spirit rose superior to every other consideration, and all seemed animated by the same feelings and the same wishes.

“ The volunteer corps were under arms in the city; and we have much pleasure in noticing the conduct of Major Harrison's battalion of the 2d regiment, which marched to town as soon as it could be assembled, and offered its services to the commandant.

“ On Saturday, the 16th inst. the remains of Taylor and Collins were interred. The captains of the port acted as pall-bearers and mourners, and on this melancholy occasion, citizens of all ranks joined the procession from the exchange, which consisted of nearly 400 persons.

“ We sincerely hope that the peace of the city will not again be disturbed, and that such wretches as composed the crews of the privateers will not be allowed an opportunity of again shedding the blood of our citizens, and drawing down American vengeance on their heads.”

NELSONIAN MEMORIAL.

“ On Christmas-day, 1809, the workmen of the Lorn Furnace Company erected a pillar of rude granite, of about 17 feet in height, to the memory of the hero whose name it bears. A traveller passing that way the other day, left up on the table of the inn at Thaynult the following lines:—

No artist's hands the trophied column raise,
 No chissel'd labours swell the theme of praise;
 An unhewn stone here bears our Nelson's name,
 Bold as his genius, towering as his fame;
 What fairer tribute would his spirit crave,
 Than that which freemen offer to the brave.

ACCIDENT ON BOARD OF THE HARRIET CARTEL.

THE *Calcutta Hurkaru*, of August 4, 1810, contains an account of a very unfortunate accident which had taken place on board the *Harriet* cartel, Captain Ramsden. The *Harriet* had been some time aground, below Fort Mornington Point, but was floated with the flood-tide, and brought to an anchor in the Channel. Just as she was getting off the bank, the strain on the cable became so excessive, that, on the vessel giving a sudden jerk, the body of the capstan was absolutely wrenched out of its socket, and projected with extreme violence. The capstan-bars were projected all ways with it; and four of the lascars at work, were killed on the spot, and sixteen, more or less, severely injured. Of the latter, the worst cases were conveyed to town, and lodged in the General Hospital. Others of the crew were missing, who are supposed to have been thrown overboard, by the impetus of the capstan-bars, and to have perished in the river.

NEGRO NAVIGATORS.

The following is an extract of a letter from Liverpool:—

“ There is at present here a singular phenomenon. The brig *Traveller* is just arrived from Sierra Leone, and is owned and commanded by Paul Cuffee, the son of ‘Cuffee,’ a negro slave imported into America. Her mate, and all her crew, are negroes, or the immediate descendants of negroes. Captain Cuffee is about 56 years of age; has a wife (a negress) and six children living at New Bedford, Massachusetts, of which state he is a citizen.

“ When Captain Cuffee’s father (who had acquired his freedom) died, he left a family almost unprovided for; but the son laboured hard to support his mother, his brethren, and his sisters. He began trade in a small boat; and after a while almost by himself, built a larger vessel, in which he worked some years with assiduity. Having providentially met a person capable, and willing to impart some knowledge of navigation, his ideas were enlarged; and with his prospects he enlarged his efforts to succeed. Happily for him, and his family, his mind received religious instruction from the Society of Friends (Quakers), and he attached himself to that respectable body, adopted their dress and language, and is now a very respectable member of that community.

“ When Clarkson’s *History of the Abolition of the Slave Trade* fell into his hands, it awakened all the powers of his mind to the consideration of his origin, and the duties he owed to his people; and, coupled with the sense of duty which his religious information had given him, he longed to impart to the negro race the blessings which British-Christian benevolence had been roused to confer on Africa. This became the ruling desire of his mind. The Directors of the British African Institution, having heard of this singular event; and that Captain Cuffee (his negro, and therefore his favourite name) was about to sail with his negro crew, applied to this

government for a licence, for his coming to England, hoping much from his co-operation and instrumentality.

“The zealous Captain Cuffee felt, for the African cause, determined his noble mind to forego all prospects of mercantile profit, even the natural desire to return to his wife and children; and he came directly to England, bringing with him a native of Sierra Leone, whose father (a negro) is of considerable property, and in a large way of business. The captain brought him from Sierra Leone, at the express wish of the colonists, to learn navigation; and it is but justice to the diligence and intellect of this young man to say, that, in the short voyage to England, he has learned most surprisingly fast, and shews that intellect is by no means controlled by the colour of the skin, and that the Blacks are worthy of being the brethren of the fortunately more cultivated Whites.

“Captain Cuffee is of a very pleasing countenance, and his physiognomy truly interesting; he is both tall and stout, speaks English well, dresses in the Quaker style, in a drab-coloured suit, and wears a large flapped white hat.

“It is supposed that the Traveller will return to Sierra Leone. We hear that the captain is going to London, to confer on his favourite topic with the Directors of the African Institution.”

ICHTHYOLOGY.

A JAMAICA Paper, under the date of Kingston, August 31, 1811, contains the following statement:—

“On Sunday, about one o'clock P.M. Mr. Thomas Hay, mate of the ship Hamilton, Reeves, harpooned in this harbour a fish called a Devil. From the instant the harpoon pierced the animal, the boat was towed to windward for about thirty minutes, at the rate of six knots an hour, when several boats proceeded to the assistance of Mr. Hay, and by the aid of boarding-pikes, harpoons, &c. they succeeded in killing the fish, which measured from the tip of the nose to the end of the tail twelve feet, breadth from fin to fin, fifteen feet, length of the tail five feet six inches, circumference of the mouth six feet, and the horns two feet six inches in length.”

ACCOUNT OF CAPTAIN GEORGE COX.

(From an American Newspaper.)

CAPTAIN GEORGE COX says he is a native of Rhode Island; his mother resides there, but we rather suppose he is an Englishman; he acknowledges that he has been in the British service, but says he was impressed into it; be that as it may, he is an honour, as an officer, and a most active one, to any country. He was not in the habit of giving orders alone, for he always saw that they were executed, and endured the severity of the weather equally with those who were under his command. His manner is rough. He was a lieutenant until the squadron sailed from Hampton Roads, under the command of the late Commodore Samuel Barron, when he was

appointed captain to the commodore's ship the President. To give an idea of the roughness of his character, we will repeat the following circumstances:—Some gentlemen came on board the President to see the sailing-master, from Norfolk, who had not joined the ship. It was on a Sunday, and he addressed them as follows—"Who are you? what brought you here?—we are all at work, and do not like incumbrances."—"We are come to see the sailing master."—"D—n the sailing master, I have not seen him yet, and suppose he won't come on board until I have done all his work. I suppose you have got a boat alongside, get into it as fast as you please, as we have not room for live lumber." The gentlemen made a parley, and remonstrated on the rebuff they had received, but to no effect; for Captain Cox told them, "they need not trouble themselves to go to the gangway, for there was a gun-deck port at their service, and if they did not obey his mandate, he would order a guard of marines to enforce it." The gentlemen made use of the port, and got into their boat, and afterwards published an account of their rencontre in a Norfolk newspaper. Captain Cox after this had many difficulties to undergo. Commodore Barron had not joined the ship, and the men had been severely worked both day and night; a spirit of mutiny appeared, and a letter was written to Captain Cox, threatening to take possession of the ship, and that the crew would then evacuate her. He, on this occasion, shewed a great presence of mind; he had all hands called on the quarter-deck, and told them that he was aware that their labour had been severe: "But," said he, "is there a man amongst you that will not allow I have suffered as much, and I might say more, for my mind has been agitated as well as my body."—He then thanked them for their exertions, and trusted that, during the cruise, he would be able to compensate them for the hardships they had undergone. He concluded by offering a reward for the person who had written the letter, which he observed, could not have been done by a seaman, as he must be aware that the duties that were done were necessary. The author of the letter was soon found by the writer, who turned informer. He was tried by a court martial, and sentenced to be branded in the forehead with the word "Mutiny;" to have his head and eye-brows shaved, to receive 150 lashes round the fleet, and to be towed on shore on a grating, stern foremost;—the latter part, in the navy of all countries, is considered the greatest disgrace.—Hitherto we have spoken of Captain Cox, as a man of humanity, but his conduct, on the sentence of this mutineer being carried into execution, does not bear us out; it might be a sense of duty that actuated him, which, perhaps, might make him forget the finer sense of feeling, for after the serjeant at arms had made the impression on the sufferer's forehead, the letters N Y, in the word mutiny, were not visible. Captain Cox obliged him to go down again, and apply his burning brand to those letters. We will not call this inhumanity, but a too nice sense of duty; he was commanding officer, and perhaps too strictly saw the sentence carried into execution. On Commodore Barron's indisposition, he was removed to the command of the frigate Essex, on account of the commodore wishing to have his brother,

Captain James Barron, with him. On Captain Cox leaving the *President*, he was accompanied by the good wishes of every officer who had seen any service, and the whole of the crew; some youngsters of midshipmen were dissatisfied with him, for they found it more laborious to go aloft than to measure a yard of ribband. He was removed from the *Essex* to the *Vixen* brig; she had been a schooner, but was rigged into a brig at Malta. Soon after Captain Cox left the *President*, many of her crew deserted to the *Essex*, and afterwards to the *Vixen*, all of whom he so far protected as to prevent their receiving punishment. In the year 1805, he returned in the *Vixen* to Washington, and has been ever since on half-pay. He is about six feet one inch in height, of a small make; his countenance good and impressive, his hair-light, and is about thirty-seven years of age.

REPORT OF M. FALSEN, LIEUTENANT OF MARINE, AND COMMANDER OF
THE ORDER OF DANNEBROG.

HAVING on the 2d formed a junction of my division with that commanded by Lieutenant Fog, and having learned by signals that an enemy's squadron was at anchor between the Isles of Seyeroe and Hielmen, we steered towards that spot, and next day discovered the enemy anchored to the S.E. of the isle of Hielmen, a league and a half distant, and consisting of four ships of the line, two frigates, two brigs, a cutter, and 160 merchantmen. All the armed ships were placed to the S.E. of the convoy, to protect them from the flotilla of the Belt. One small frigate and a cutter were to the N.W. at the distance of half a league from the ships of war. On the evening of the 4th, during the calm, I resolved to attack the convoy on the N.W. side, and at ten o'clock I sailed from the Isle of Hielman, with seven gun-brigs and ten boats. A dead calm lasted the whole night. In about an hour and a quarter, being within cannon-shot of the enemy, the attack commenced with all possible vigour, and lasted till three o'clock: the cutter had then been sunk; the frigate had lost some of her masts, and was on the point of sinking; and a part of the convoy was very much damaged. The grenades had produced a terrible effect: two ships were already on fire; and others would have met the same fate, had not a wind sprung up from the N.W. which in ten minutes blew very fresh.

Seeing ourselves then chased by all the ships of war, we were obliged to retreat. I ordered four gun-brigs of Danish construction, and ten boats, to make off for Hielman with the help of their oars; while the remaining three brigs, of English construction, not being able to use their oars from the height of their masts, attempted to reach land by tacking. The wind freshened, a thick fog came on, and prevented us from seeing the chasing ships. Convinced that the enemy did not see us, I then changed my course, steering to the north; and when again making for land, I found myself unexpectedly cannonaded by an enemy's brig, which I had not seen. This brig having broke our line, cut off two gun-boats commanded by Lieutenants Buhl and Oldeland, and poured in such a terrible fire, that these two officers being severely wounded, and a terrible carnage made

among the crews, they were obliged to surrender. The fog again favouring my escape, I availed myself of it; but soon received a broadside from a 74-gun ship, which, from not perceiving it, I could not avoid. Scarcely escaped from this danger, I found myself under the guns of another ship of the line, which poured her shot into me, and damaged my mast and sails. I still hoped to escape by dint of rowing, but had the misfortune to encounter a third ship of the line, whose fire I also received. In this situation, finding myself surrounded with dead and wounded, being also slightly wounded myself, I had no resource left, and surrendered. I was sent on board the Dictator, where Messrs. Buhl and Oldeland soon after arrived, severely wounded. The English surgeon gives hopes of their recovery. In the mean while the Cressy succeeded in cutting off another gun-boat, No. 15.

(Signed)

FALSEN.

On board the Cressy, at anchor off Wingoe,

July 10, 1811.

His Majesty, while he laments the fate of his brave seamen, nevertheless feels gratified in acknowledging the great bravery which they displayed in this action, and in testifying to Lieutenant Falsen his approbation of his good conduct, of which he had before given distinguishing proofs.

By order of his Majesty,

(Signed)

BULOW.

Castle of Fredericsbergh, July 16, 1811.

EXTRACT FROM A LETTER, WRITTEN IN THE REIGN OF WILLIAM III.

(Communicated by our Correspondent, ROBUR.)

“AND now I must tell you of the boldness of a French privateer, of 8 guns, and 65 men, which came off the Needles on Sunday, and put ten men into his boat, which rowed with 5 oars, with a mast and a sail, and sent them to see what purchase they could meet with. Accordingly they came within half a mile of Cowes Road, where they lay at anchor several hours, and saw the soldiers shipped. In the evening they went to the eastward of the transports, where observing a ship that lay about a mile from the others, and had no soldiers on board, about midnight they rowed on board her, where were two men upon deck, who asked them what they came for at that time of night. One (who spoke very good English) answered them, they came to look after some men, that had deserted her Majesty's service. The two men replied, they were in her Majesty's service, and had no men on board but their own crew, which were six hands: they then ordered candles to be lighted, that they might search the ship. Accordingly candles were lighted, and the commander of the boat (who was lieutenant of the privateer) went down into the cabin, where he found the master, and immediately draws a pistol from under his coat, and puts it to the breast of the master, telling him he was his prisoner; and that if he made any noise, he was a dead man. At the same time the Frenchmen on deck

secured the ship's crew in the fore-castle, and spiked the hatches; then they rifled the master's chest, where they found 'twixt 17 and 18 pounds in money, and took all his cloaths, &c. Then they cut the cables and let the ship drive to the eastward, with the tide, in hopes to have carried her out at St. Helen's, into Landham bay, where the privateer was to meet them; but it proving little wind, they found they could not carry her off; so they put their plunder into their boat, and rowed away. Hereupon the master of the ship forced open the cabin door, and got upon deck and released his men; which the privateers men perceiving, (being about day-break) came back and cut away the boat, and took away the ensign, and went off. Then the master sent up a man, and put up a jack at top-mast head, for a signal of distress. At the same time a Danish ship in her Majesty's service was coming by him, and seeing the signal, sent his boat on board to know what the matter was; and being told, he took up the transport's boat, and brought the master on board, who immediately rowed on board the flag, and gave him an account of his misfortune, who presently made a signal for the pinnaces to come on board, which they did in a very little time, and were despatched after the French boat, which was not got out of sight: so before she could get without the island, some were a-head of her. The enemy's boat then rowed in for the shore, and the crew leap'd out, and ran into the fields; the pinnace men soon followed them, and catch'd four of the ten, which are now in irons on board the Triumph. Three or four more were took yesterday, and I hope by this the others are found; one of the first four is an Irishman, and it's believed most of the others are of the same nation."

QUADRATURE OF THE CIRCLE.

It is understood, that, at a recent meeting of the Royal Society of London, a paper by Mr. Glenie has been read, wherein he demonstrated that the circumference of a circle is not only incommensurable to the diameter, but infinitely so; and that its quadrature is therefore impossible. This much celebrated problem, for the solution of which high rewards have been offered in different countries, and on which many important discoveries depend, seems now put to rest by that mathematician, though it has hitherto baffled the exertions of human genius.

CORRESPONDENCE.

MR. EDITOR,

PERMIT me once more to trouble you with a specimen of the zeal of our antient scamen,

Your's, &c.

ROBUR.

"The Hester, of Bristol, Captain Elisha James, arrived at that port in May, 1700, and brought an account, that the Shoreham frigate took a

pirate of 24 guns, and 120 men, most of them French, together with some Spanish Indians. The Shoreham being but weakly manned, the Governor of Barbadoes, Colonel Nicholson, immediately offered 20*l.* a man, encouragement, to such as would go on board, and went himself, accompanied by the collector, and several planters of note.

“The Shoreham weighed in the dusk of the evening, and by break of day came up with the pirate. The fight lasted ten hours, the Shoreham always keeping to windward. At last one of the prisoners leaped overboard, and swam to the Shoreham, giving the governor an account, that they were resolved to blow up the ship, with themselves and all the prisoners. Upon which the governor sent a boat to tell them, that if they would yield, they should have good quarter; whereupon they submitted, and he carried them into James River. In this fight the Collector was killed, and about six more killed and wounded.

“This pirate had taken, a day or two before, the Indian King, of London, a ship of about 900 hogsheads of tobacco; also one Captain Larty, of London, who had about 800, a hundred of which they had thrown overboard, designing to make use of her: the captain was prisoner in this ship. They had also taken three sail before they came within the Capes of Virginia, one of them the Baltimore, and had she not been thus happily prevented by the great courage and conduct of the governor, all the homeward-bound ships for this season had been in danger of being destroyed, for they were so tyrannical, that they had kept several of those to death whom they had taken, and burnt and spoiled what they made no use of. There were amongst them 24 that had been captains and officers of French privateers and other ships; it is said there were but two Englishmen, of New York, of her crew.”

MR. EDITOR,

THE following account of a most gallant action, fought by one of our small vessels, against a force of great superiority, not having yet been published, and wishing to rescue from oblivion such a striking instance of the gallantry of our brave tars, I have taken the liberty of sending it for insertion in your widely-circulated publication.

J. T. L.

“MY DEAR FRIEND,

“*Box-bourg, May 14th, 1779.*

“On the 3d of March, 1779, being in Flushing road in the Lark cutter and letter of marque, mounting fourteen four-pounders, with 36 men and a boy, was applied to, and urgently requested by Lieutenant Cotes, commanding H. M. cutter the Busy, and Lieutenant Cook, of H. M. cutter the Griffin, to proceed with them, and render my assistance, to protect a very valuable convoy to the North Foreland, which service, (although short of my complement 20 men) I readily complied with; and, on the afternoon of the 4th, weighed and made sail after the convoy, but from little wind, was prevented clearing the Deurloo channel, until dark.—At 2 A. M. on the 5th, being off Blackenburgh, and about three leagues

to windward of the fleet of merchant vessels, two sail were discovered steering towards the cutter, with a light air, about east. The sailing-master who had the mid watch, beguiled by their appearance, mistook them for Dutch doggers, hauled upon the wind to speak them, when, without any previous preparation, he ran the cutter between them, and at the same moment that he found his mistake, he was shot through the body by a musket ball.

“ The situation of the Lark, upon my getting upon deck, may be more easily conceived than described—exposed to the broadsides of two large armed dogger privateers. On the larboard side, le Commandant, mounting 14 four-pounders, her crew 90 men; upon the starboard quarter, le Calonne, of 12 four-pounders, and 85 men. The jib halliards, blocks, and mast head shot away, outer and inner halliards of the main-sail, both runners and tackles, with two boats-upon deck, effectually prevented the immediate use of our guns, and in fact so completely were we crippled, that she would soon have sunk, had I not, upon getting upon deck, immediately let go the anchor, which manœuvre being unobserved by the enemy, and there being a strong tide, with a perfect calm, enabled us in some small interval of time to get up our boom and main-sail out of the water, which having fallen over the guns on the starboard side, hitherto prevented their being used.

“ About five A.M. the tide slackening, the two doggers rowed and towed within musket-shot, le Commandant upon the larboard side, the Calonne on the starboard quarter, and continued in action with us until near nine o'clock, when le Calonne being severely handled, dropped out of gun-shot, and was soon afterwards followed by her consort.

“ About 11 A.M. the wind springing up from the E.S.E. two cutters (the one named la Fleur de Mer, mounting 14 four-pounders, and a complement of 80 men, and le Frelon, of the same force) bore down upon the Lark, and with the two before-mentioned doggers, recommenced the action, which lasted until noon, when the whole of the powder on board the Lark being expended, the mast head, boom, and sails shot away, and the cutter completely riddled in the hull, the water being above the ballast, with the loss of nine men and a boy killed, and eight most severely wounded, was obliged to strike.

“ The next day we arrived at Dunquerque, and were carried to prison, where probably I should have remained, had not the noble generosity of the commandant, Monsieur Chalieu, who upon viewing the remnant of the Lark's main-mast, with scarcely a piece large enough for a table cloth, exhibited upon the Grandé Place, in honour of my opponents, immediately gave me my parole, and has behaved with the greatest urbanity. In hopes of soon seeing you at Dover, should an exchange of prisoners take place, believe me, my dear friend,

“ Yours, truly,

“ P. DOWER.”

. Jean Baptiste Boyer, the commander of the Dunquerque squadron, received a pension of 1000 livres per annum, with a hat and sword, by the

King's order, for the capture of the Lark.—He was a good seaman, and of considerable ability, and after capturing upwards of thirty prizes in one year, was wounded by a shot from his Majesty's frigate the Jason, on board the above-named cutter, and died soon after.

Names and Force of the Dunquerque Squadron.

<i>Names.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Killed.</i>	<i>Wounded.</i>
Le Commandant	14	90	7	9
Le Calonne	12	85	3	5
Le Fleur de Mer	14	80	3	4
Le Frelon	14	80	2	5
	54	335		
Lark cutter	14	36 and one boy.		

MR. EDITOR,

THE following is an extract from a periodical paper published in London, when Lewis XIV. was employed in his schemes for preserving the national religion of his kingdom; if founded literally in fact, there can be but one opinion of his Majesty's humanity.

ROBUR.

“Some very worthy and pious gentlemen, who are desirous to acquaint the world with the particulars of the late barbarities perpetrated against our brethren on board the French galleys, have persuaded me to handle that subject in some of my papers; wherein I shall not alter the sense of the original copy, lately printed in Holland, and confirmed by unquestionable advices sent us in many letters from other parts, representing the worse than pagan barbarities done to our renowned brethren, who, for the sake of our religion, are made slaves on board the French galleys, and who, after the most cruel persecution of 15 years, remain glorious confessors of the Protestant religion, as we see in the mournful instances briefly represented in the said original copy: to which, for farther satisfaction, I must refer the reader, it being lodged in my bookseller's hands, where there is likewise a faithful translation of it printed in English.

“Instead of that generosity the French nation did formerly value themselves upon, we daily see examples of their inhumanity; and those very persons who were once thought the meekest men in France, are now guilty of an unparalleled cruelty. Their persecution is so dreadful, that nothing near it was ever heard of, no, not in the very cruelties acted in the conquest of America: for there the Spaniards shewed their fury against a nation who were altogether strangers to them, whereas the French are the barbarous persecutors of their own countrymen; nay, of their very friends, and sometimes of their nearest relations; so that their crime is certainly greater than that of the others; because a man that murders his own father or son, has a greater guilt upon him than he who kills a private

man. There is no exaggeration in what we are about, the account of it being a faithful abstract of letters writ by such men, among whom are some Roman Catholics, who were actually spectators of those dreadful objects; and I myself have seen letters to the same purpose, writ by some of the confessors that have undergone the terrible bastinadoes I am going to speak of. Among the several kinds of persecution in which the French have shewn themselves exquisitely well skilled, this is certainly one of the most dreadful. But that the reader may have an idea of it, for we cannot duly represent the horror of such torments, here is an account of it, word for word, as it is in the already-mentioned copy.

“ A poor naked body is stretched out upon the Coursey; and sometimes they compel two of the Protestant slaves, from among the brethren appointed to suffer for the same martyrdom, to hold the patient fast by the hands and feet, to the end that these confessors, being overcome with the horror of the sad spectacle, and of the cruel office they are obliged to perform, might apostatize, before they themselves be put to the same torture; and the stoutest Turk in the galley strikes as hard as he can on that naked body, with a rope done over with pitch and tar, and dip'd in the sea. By the force of these dreadful blows, the body rebounds above half a foot high above the place whereon it is extended, and falls down again; they strike till all the skin and flesh of the back be torn off to the very ribs, which becomes all of a gore-blood, and one entire wound, to which the surgeon, instead of a balsam, applies some salt and vinegar, after having opened with a razor the sores that were not wide enough. One may conceive, but not describe, how lively and sensible are the pains of a wretched body, pierced and torn with stripes, and bathed with vinegar and salt. Barbarity itself did never invent any thing so terrible and inhumane. And if mankind does not rise up in indignation against such a horrible usage, sure the bowels of humanity and compassion are perished among men, Instead of 20 or 30 blows, to which are condemned the profligate slaves when they mutine and rebel against the service they are put to, our innocent confessors are ordered to receive three or four hundred lashes with a cord, given indeed at several times, because if they were given without intermission, these poor sufferers would infallibly die under the torture. But as it is, they are left more than half dead, without skin and flesh to their bodies, and in that dying condition they are carried to the hospital, where care is taken to heal their wounds. But to what intent? only to put them in a condition to endure the same punishment again! .

“ Ah! cruel mercy! which rescues men from death to expose them to torments a thousand times worse than dying. If after these painful trials they are shut up in dark dungeons, 'tis only to bury them alive; but however, they look on this sort of burial as a great favour. If they can find no help on earth, they will appeal to the tribunal of the righteous God above, and waiting for that dreadful day wherein those who shew no mercy shall find judgment without mercy, our blessed confessors entreat all men in general to have pity on them for this is the cause of human nature. But particularly they entreat the compassions of their brethren, of what condi-

tion, country, and language soever; kings, states, magistrates, people, pastors, flocks, rich and mighty, that every one would, in their several places and stations, apply themselves to find out means and ways of mitigating their sorrows: on the account of which the Church cries out—All ye that pass by, behold and see if there be any sorrow like unto my sorrow, which is done unto me, wherewith the Lord hath afflicted me in the day of his fierce anger.

“ They have for a long time been silent under the severity of their ill usage, or have only whispered their complaints of it. The reason of which may be easily guessed. But now their barbarous persecutors have carried things to that extremity, that there is nothing left them to hope or fear; death, which they most wish, being the next thing those faithful servants of God are to expect. The world might have had a more methodical and more moving account of these matters, but as simplicity of style is the most proper way to persuade men of one’s sincerity, so there is nothing abstracted here, but what is plain matter of fact, delivered without art or affectation, and such as may be proved by several letters, in which there is a lively description of the wonderful temper and submission of these holy confessors. And now, before we come to particulars, it may not be improper to tell the reader, that the many facts he is to be acquainted with on this subject, are like to occasion repetitions, how careful soever one may be to avoid them.

“ In the summer 1699, one John Soulage, a meek youth, of St. Croix, in the Cevennes, in the province of Languedoc, who was a slave upon the account of religion, on board the Gallant galley, having with constancy refused to pull off his cap before the host, after many instances, received at first a thousand abuses by words, kicks, and blows with a cane, before they brought him to the bastinado. And as the martyr continued to refuse it with resolution, the captain, accompanied with other officers, and the chaplain, ordered him to be strip’d stark naked, and to be laid at his full stretch upon the Coursey (that is the place on which the officers walk, betwixt the benches of the slaves), and made them give him so cruel a bastinado, that the captain, fearing lest his victim should die on the spot, ordered them to give over, saying, ’twas enough.”

MR. EDITOR,

IT will be in your recollection, and in that of most of your readers, that, during the present war, the French government has, occasionally, liberated a few English prisoners, as a reward for their extraordinary exertions, in the extinguishing of fires, and in rendering other services to the cause of humanity. The statement which I now present you with, would sufficiently prove, if proof were wanting, that, in rewarding such exertions, the British government is by no means disposed to yield the palm to that of France.

At the late calamitous fire, at Andover, Hants, a M. Pellabon, an *aspirant* of the French marine, and then a prisoner of war, on parole, in

that town, was particularly active, in his endeavours to extinguish the conflagration, and to aid the terrified and suffering inhabitants. His humane and benevolent conduct on this occasion having been properly represented at the Admiralty, an order was given for his release, and that he might be sent to France on his parole, not to serve against this country during the present war. M. Pellabon, actuated by a sense of filial duty and affection, which does him the greatest credit, requested, that the indulgence thus intended for him, might be transferred to his father, M. J. Pierre Pellabon, a lieutenant of the French marine, and then a prisoner of war at Chesterfield. In consequence of this application, the Lords Commissioners of the Admiralty, under the date of November 22, 1811, issued an order to the Commissioners of his Majesty's Transport Service, &c. that *both the father and son* should be liberated, and sent to France on their parole!

For the credit of all parties, such a proceeding cannot be made too public.

I am, &c.

December 30, 1811.

B.

NAVAL ARCHITECTURE.

DESCRIPTION OF THE VIGNETTE HEAD-PIECE TO THE PRESENT VOLUME.

THE vignette head-piece (drawn by Pocock, and engraved by Berryman) represents the French pinnace, *la Ville de Lyons*, which was taken, off Boulogne, by H.M.S. *Naiad*, Captain P. Carteret, on the 21st of September, 1811.*

The stern of *la Ville de Lyons*, which is formed in a manner very similar to her bow, is presented to the spectator. Her gun-deck is very roomy, from her breadth being continued very far forward. Her top-side is strait, but she has a fine water-line, and draws very little water. She has six ports on each side, with two stern, and two bow-chasers; in all, sixteen guns, 24-pounders, the shot weighing nearly 30lbs. Her side ports are not opposite, as in other ships of war, but are placed alternately, so as to afford room for the guns to recoil, and be re-loaded, without occasioning any interruption or inconvenience to the men employed on the opposite side. Having neither quarter-deck nor fore-castle, and consequently no gang-board, or other cover than a netting, not very high above the gun-wale, her deck is very much exposed to the carronades and small arms of a frigate's quarter-deck, &c. She is very roughly put together, and quite unfit for any but a temporary purpose, and near the shore.

Her three masts are nearly at an equal distance from each other; and

are low and small for a vessel of her dimensions, but sufficient for impelling her swiftly, large, or before the wind; for which purpose, her shallow draught of water, and the form of her bottom, are adapted. She seems not, however, at all calculated to sail close-hauled.*

HYDROGRAPHY.

EASTERN OCEAN.

Extract of a Letter from Colonel Oliver, commanding-in-chief at the Molucca Isles, to the Court of East-India Directors, dated Amboyna, 16 August, 1802.

"I AM concerned to inform you, that the Bangalor, Captain Lynch, (on which ship I forwarded the presents for the Raja of Ballyton, in the strait of Allas) was wrecked last May in an unknown shoal, in latitude $7^{\circ} 38' S.$ and longitude $120^{\circ} 45' E.$ 11 or 12 leagues to the northward of the isle of Mangeray. The captain and eighteen men only out of ninety were saved. I received the above particulars from Captain Lynch, at Batavia; whence his letter was dated 29 May. This shoal was laid down in the old Dutch charts; but has been left out of late years."



The danger so properly recorded by the commanding officer at the Moluccas, as above, is described in a recent publication* of eminent authority thus:—

"Jaggers reef, or Bangalor's shoal, situated at a considerable distance off the N.W. part of Flores, appears to be in latitude about $7^{\circ} 40' S.$ although both the latitude and longitude of this danger seem to be very incorrectly known. The ship Bangalor, bound from Amboyna toward Allas strait, struck upon this shoal at 9 P.M., 12 April, 1802: an anchor was carried out with a whole cable; but from the steepness of the coral bank, the anchor appeared only a peak, and the ship soon bilged and became a wreck. At day-light, the shoal was found to extend N. and S. about 3 miles, and in breadth 2 miles, dry at low water on the western part, with rocks resembling *prôas* under sail. From the wreck on the shoal Flores or Mangerye bore from S.W. to E.S.E. distant 10 or 12 leagues, an island near Flores forming like a dome S.W. 7 or 8 leagues, and an island supposed Schiedam N.W. 8 or 10 leagues. This certainly must have been the S.E.

* Some further particulars, relating to la Ville de Lyons, may be seen by referring to page 384 of the preceding Volume.

Schiedamsvaart, and the shoal seems to be situated about 12 miles to the westward of it, by the bearing and estimated distance, or in longitude about $121^{\circ} 12' E.$; but the *Bengalor's* account places it considerably to the westward of this approximation."

The same work describes the other places named in Colonel Olyer's report, as follows:—

"Bally-town, called *Lobogree*, by the natives, where ships generally anchor to procure water and refreshments, I made in latitude $8^{\circ} 42\frac{1}{2}' S.$, longitude $116^{\circ} 38' E.$, by a series of observations of \odot corroborated by chronometers, whilst at anchor in the road during March 1796; and the observations of several experienced navigators place it exactly in the same latitude and longitude. The anchorage for large ships is in 17 or 15 fathoms, black sand, about $1\frac{1}{2}$ or 2 miles off shore, with *Lombok's* peak bearing N.N.W. the southernmost bluff island on the Sumbawa side of the strait E.S.E. and the next to the southward E. $\frac{1}{2}$ N. or E. $\frac{1}{4}$ N. These islands are the best guide to know when abreast of *Lobogree*; for being situated behind a *tope* [grove] of cocoa-nut trees, it is not easily discerned from the offing. A ship may occasionally anchor in 12 fathoms abreast of the river; but ought not to go under 10, or 11 fathoms. The town is situated on the south side of the river, which is fronted by a reef stretching along the shore at the distance of 100 fathoms, and the proper channel through it for long-boats is nearly opposite the river's mouth. Small boats may cross over the reef to the southward of the town in fine weather; but at the spring-tides during the southerly monsoon strong sea-breezes produce a great surf on the reef, and then loaded long-boats can only pass through the proper channel, when more than half-flood, or near high water. Here they anchor inside the reef at the mouth of the river, and the casks are filled about 100 yards from the beach, and then floated off to the boats. The water is good, but ought not to be filled when the tide is high, for it is then brackish. Wood may be cut on the north side of the river, about $\frac{1}{2}$ a mile up, and floated down the stream to the boats. In the northerly monsoon there is seldom any difficulty in watering; our pinnacles loaded with water get out of the river at high water, but there is not sufficient depth for long boats. During the southerly monsoon it is often tedious getting water off from the shore, for strong southerly sea-breezes generally set in at 9 or 10 o'clock in the morning on spring-tides, and continue to blow right through the strait [of *Allas*] until late in the afternoon, rendering it impossible for loaded boats to get out to ships in the road. The flood sets to the northward, and the ebb to the southward, in the road, about $1\frac{1}{2}$ to 2 knots on the spriggs, it is high water there about $12\frac{1}{2}$ hours on full and change of moon; but nearly three hours sooner upon the shore, and the rise of tide is 10 or 12 feet. The stream of tide is strongest on the Sumbawa side of the strait, where there are no soundings. The chief of Bally-town makes a demand of two *guykets* for port-dues from ships that refresh there, but he will sometimes be contented with articles of less value, such as a pair of pistols and some powder, fire-arms, shot, and coarse cutlery being the articles preferred. The

* "Directions for sailing to and from the East Indies, China, New-Holland, Cape of Good-hope, &c. by James Horsburgh, F.R.S." (London, 1811.) part II, page 431. A compilation of so much merit and utility, that it would be desirable to have a second edition of it in the octavo form.

inhabitants of this place and the other villages are friendly to English ships, who can procure there bullocks at 8 or 10 dollars each; some goats; poultry, particularly ducks in plenty, paddy, rice, pumpkins, sugar-cane, plantains, and other fruits. Captain Clarke, of the *True Briton*, was informed that the villages in Allas strait, and those contiguous, are named by the natives, counting from the westward as follows: on the Lombok shore, Palaba, Pajejo, Loboajee, Segaira, Tombok, and Sodearg; the *Raja*, styled Gastinora-Mataran, otherwise Anacooge, resides at Mataran on the other side of the island, near Lombok strait. The villages on the Sumbawa side are named Getavie, Tellewang, Satalu, Allas, Laboo, Padee, and Sumbawa the chief town. The inhabitants have a particular language, and write on the leaves of the palm with an iron style. At Bally-town they have several *proas*, and send one annually to Malacca or Penang. Both the islands of Lombok and Sumbawa abound with a breed of hardy small horses.

"Flores, or Mangrye, is an extensive island, about 70 leagues in length E. and W., and 14 or 15 leagues broad in some parts. From the S.W. point near Alligator bay, and the entrance of Mangrye strait, the south coast stretches E. and E. by S., to longitude about $121^{\circ} 30'$ E., which is the southernmost part of the island, and situated in latitude $8^{\circ} 58'$, or 9° S. The coast from hence stretches E. a considerable way, and then E. by N. and E.N.E. to the volcanic mountain of Lobetobi, which stands near the south-east point of the island. This coast is steep to; no soundings being found except in some of the bays, and very near the shore; there appears to be no dangers projecting far out. Tower island, situated about 1. league eastward of the south-west point of Flores, rises almost perpendicularly from the centre in an high peak. To the eastward of this island about 15 leagues, there is an high volcano in the vicinity of the coast, and a remarkable peak about 8 or 9 leagues to the westward of the south-east extremity of Flores. The channel between Sandalwood island, and the south coast of Flores, is about 10 or 12 leagues wide, and clear of danger.

"Allas strait (called by the natives *Gilles*) is formed by the east coast of Lombok and the west coast of Sumbawa, extending nearly N.N.E. and S.S.W. about 15 leagues, and is about 5 or 6 wide in the narrowest part. It is justly preferred to any of the straits east of Java, the tides being moderate, with soundings stretching along the Lombok side."

Neither the third edition of the "Tables requisite to be used with the nautical Ephemeris for finding the latitude and longitude," nor the *Connaissance des temps ou des mouvemens célestes à l'usage des astronomes et des navigateurs*, (1808) make mention of any of the places named in the foregoing extracts, except the well-known positions of Malacca and of Batavia! and as the latter will form the subject of a separate article in the hydrography of the *NAVAL CHRONICLE*, it is deemed superfluous to be quoted here.

ATLANTIC OCEAN.

Notices to Navigators published by order of the Spanish Government.

INFORMATION concerning the recent discoveries of shoals, and of the more exact situations of certain islands already known, having

been collected in *The Hydrographical Depository of Cadiz* it is published now for the benefit which may thereby result to navigation.

1. DON JOSE MARIA SALAZER, *Capitan de Navio*, commander on the Monte-Video station, states, under date of November 17, 1800, that having examined the Journal of D. PEDRO CALVET, pilot of the Spanish palacca, *El Santo Angel de la Guarda*, he found in it the confirmation of a shoal, which the captain of the said ship, D. JUAN MASETZE, had discovered in the preceding voyage. At eight on the morning of October, 28, a stripe of a sandy colour, between red and yellow, was seen in the sea, extending for a considerable distance from N. to S. and about half a boat's length from E. to W. Others were afterwards observed; but having sounded after passing them, no bottom was found. The situation of these shoals, correcting the longitude by the difference found in the reckoning on arriving at the Isle of Lobos, is as follows.—

Beginning of the sands, lat. S. $35^{\circ} 50'$, long. W. of Cadiz $39^{\circ} 51' 57''$
End of ditto, $33^{\circ} 55'$, long. W. of Cadiz, $40^{\circ} 2' 31''$. Shoal observed on the former voyage, on which the water was seen to break at the N. E. lat. $33^{\circ} 49'$, long. W. from Cadiz, $39^{\circ} 23'$.

2. D. ANGEL TEXEIRO, *Capitan de Fragata*, of the royal armada, [navy] has communicated, under the date of July 29, 1811, the following information:—Sailing on April 16, 1810, in the American ship *Topacio*, [sic] bound for Boston, he discovered some breakers extending about a mile from N. to S. and two cables length from W. to E. and situated, according to the latitude observed, at 14° N. and $27^{\circ} 16'$, long. W. of Cadiz, calculated from observations by lunar distances made three days before.

3. D. FABIO ALI PONZONI, *Teniente de Navio*, has communicated the following:—On April 11, 1805, at eleven hours three-quarters in the forenoon, the private ship *La Flecha*, Captain D. JOSE MERLIN, being near *La Misteriosa*, in ten fathoms water, he found this shoal, situate in the latitude of $18^{\circ} 53' 42''$ N. and in longitude W. of Cadiz $77^{\circ} 39' 30''$ calculated upon 40 hours sailing from the eastern Beril of Serranilla, making $1\frac{1}{2}$ mile per hour, allowed for the velocity of the current to the W. (See the *Directorio* of the *Antillas*, published by the Hydrographical Depository of Madrid, for the year 1810, pages 32 and 33.

4. Having received in this establishment the original documents of the service on which the *Capitan de Navio*, D. CIRIACO DE CEVALLOS was employed in the gulf of Mexico, the true situation of the Isle of Arenas, in the south of Campechy was found in them as follows:—

Southern extremity of the Isle of Arenas, latitude $22^{\circ} 7' 4''$ N. longitude $4^{\circ} 60' 48''$ E. of Vera-Cruz.

This establishment will continue publishing every information it may receive, tending to the perfection of hydrography, and which may not have been introduced in the construction of the charts hitherto published; and it is hoped that the captains, officers, and pilots, as well of the royal as the mercantile marine, will not fail to communicate any discoveries they may make during their voyages.

(Signed) FELIPE BAUZA.

STATE PAPERS.

MESSAGE OF THE PRESIDENT OF THE UNITED STATES TO
CONGRESS.

*Fellow Citizens of the Senate, and of the
House of Representatives,*

IN calling you together sooner than a separation from your homes would otherwise have been required, I yielded to considerations drawn from the posture of our foreign affairs; and in fixing the present, for the time of your meeting, regard was had to the probability of further developments of the policy of the belligerent powers towards this country, which might the more unite the national councils in the measures to be pursued.

At the close of the last Session of Congress, it was hoped that the successive confirmations of the extinction of the French Decrees, so far as they violated our neutral commerce, would have induced the government of Great Britain to repeal its Orders in Council; and thereby authorise a removal of the existing obstructions to her commerce with the United States.

Instead of this reasonable step towards satisfaction and friendship between the two nations, the orders were, at a moment when least to have been expected, put into more rigorous execution; and it was communicated through the British envoy just arrived, that whilst the revocation of the edicts of France, as officially made known to the British government, was denied to have taken place, it was an indispensable condition of the repeal of the British Orders, that commerce should be restored to a footing that would admit the productions and manufactures of Great Britain, when owned by neutrals, into markets shut against them by her enmity; the United States being given to understand, that in the mean time a continuance of their non-importation act would lead to measures of retaliation.

At a later date it has indeed appeared that a communication to the British government, of fresh evidence of the repeal of the French decrees against our neutral trade, was followed by an intimation that it had been transmitted to the British Plenipotentiary here, in order that it might receive full consideration in the depending discussions. This communication appears not to have been received. But the transmission of it hither, instead of founding on it an actual repeal of the orders, or assurances that the repeal would ensue, will not permit us to rely on any effective change in the British cabinet. To be ready to meet with cordiality satisfactory proofs of such a change, and to proceed, in the mean time, in adapting our measures to the views which have been disclosed through that minister, will best consult our whole duty.

In the unfriendly spirit of those disclosures, indemnity and redress for other wrongs have continued to be withheld; and our coasts and the

mouths of our harbours have again witnessed scenes, not less derogatory to the dearest of our national rights, than vexatious to the regular course of our trade.

“ Among the occurrences produced by British ships of war hovering on our coasts, was an encounter between one of them and the American frigate commanded by Captain Rodgers, rendered unavoidable on the part of the latter by a fire, commenced without cause, by the former, whose commander is therefore alone chargeable with the blood unfortunately shed in maintaining the honour of the American flag. The proceedings of a Court of Inquiry, requested by Captain Rodgers, are communicated, together with the correspondence relating to the occurrence between the secretary of state and his Britannic Majesty's envoy. To these are added the several correspondences which have passed on the subject of the British Orders in Council; and to both the correspondence relating to the Floridas, in which Congress will be made acquainted with the interposition which the government of Great Britain has thought proper to make against the proceedings of the United States.

“ The justice and fairness which have been evinced on the part of the United States to France, both before and since the revocation of her decrees, authorised an expectation that her Government would have followed up that measure by all such others as were due to our reasonable claims, as well as dictated by its amicable professions. No proof, however, is yet given of an intention to repair the other wrongs done to the United States; and particularly to restore the great amount of American property seized and condemned under edicts which, though not affecting our neutral relations, and therefore not entering into questions between the United States and other belligerents, were nevertheless founded in such unjust principles, that the reparation ought to have been prompt and ample.

“ In addition to this, and other demands of strict right on that nation, the United States have much reason to be dissatisfied with the rigorous and unexpected restrictions, to which their trade with the French dominions has been subjected; and which, if not discontinued, will require at least corresponding restrictions on importations from France into the United States.

“ On all those subjects our Minister Plenipotentiary, lately sent to Paris, has carried with him the necessary instructions, the result of which will be communicated to you; and, by ascertaining the exterior policy of the French Government towards the United States, will enable you to adapt it to that of the United States towards France.

“ Our other foreign relations remain without unfavourable changes. With Russia, they are on the best footing of friendship. The ports of Sweden have afforded proofs of friendly dispositions towards our commerce, in the councils of that nation also. And the information from our Special Minister at Denmark shews, that the mission had been attended with valuable effects to our citizens, whose property had been so extensively violated and endangered by cruisers under the Danish flag.

“ Under the ominous indications which commanded attention, it became a duty to exert the means committed to the Executive Department, in providing for the general security. The works of defence on our maritime frontier have accordingly been prosecuted with an activity, leaving little to be added for the completion of the most important ones; and as particularly suited for co-operation in emergencies, a portion of the gun-boats have, in particular harbours, been ordered into use. The ships of war before in commission, with the addition of a frigate, have been chiefly employed, as a cruising guard to the rights of our coast. And such a disposition has been made of our land forces, as was thought to promise the services most appropriate and important. In this disposition is included a force, consisting of regulars and militia, embodied in the Indiana territory, and marched towards our north-western frontier. This measure was made requisite by several murders and depredations committed by Indians; but more especially by the menacing preparations and aspect of a combination of them on the Wabash, under the influence and direction of a fanatic of the Shawanese tribe. With these exceptions, the Indian tribes retain their peaceable dispositions towards us, and their usual pursuits.

“ I must now add, that the period is arrived, which claims from the Legislative Guardians of the National Rights a system of more ample provisions for maintaining them. Notwithstanding the scrupulous justice, the protracted moderation, and the multiplied efforts, on the part of the United States, to substitute, for the accumulating dangers to the peace of the two countries, all the mutual advantages of re-established friendship and confidence; we have seen that the British Cabinet perseveres, not only in withholding a remedy for other wrongs so long and so loudly calling for it; but in the execution, brought home to the threshold of our territory, of measures which, under existing circumstances, have the character, as well as the effect, of war on our lawful commerce.

“ With this evidence of hostile inflexibility, in trampling on rights which no Independent Nation can relinquish; Congress will feel the duty of putting the United States into an armour and an attitude demanded by the crisis, and corresponding with the national spirit and expectation.

“ I recommend accordingly, that adequate provision be made for filling the ranks and prolonging the enlistments of the regular troops; for an auxiliary force, to be engaged for a more limited term; for the acceptance of volunteer corps, whose patriotic ardour may court a participation in urgent services; for detachments, as they may be wanted, of other portions of the militia; and for such a preparation of the great body, as will proportion its usefulness to its intrinsic capacities. Nor can the occasion fail to remind you of the importance of those military seminaries, which, in every event, will form a valuable and frugal part of our military establishment.

“ The manufacture of cannon and small arms have proceeded with due success, and the stock and resources of all the necessary munitions are adequate to emergencies. It will not be inexpedient, however, for Congress to authorise an enlargement of them.

" Your attention will, of course, be drawn to such provisions, on the subject of our naval force, as may be required for the services to which it may be best adapted. I submit to Congress the reasonableness also of an authority to augment the stock of such materials as are imperishable in their nature, or may not at once be attainable.

" In contemplating the scenes which distinguish this momentous epoch, and estimating their claims to our attention, it is impossible to overlook those developing themselves among the great communities which occupy the southern portion of our own hemisphere, and extend into our neighbourhood. An enlarged philanthropy, and an enlightened forecast, concur in imposing on the National Councils an obligation to take a deep interest in their destinies; to cherish reciprocal sentiments of good will; to regard the progress of events; and not to be unprepared for whatever order of things may be ultimately established.

" Under another aspect of our situation, the early attention of Congress will be due to the expediency of further guards against evasions and infractions of our commercial laws. The practice of smuggling, which is odious every where, and particularly criminal in free Governments, where, the laws being made by all for the good of all, a fraud is committed on every individual, as well as on the state, attains its utmost guilt when it blends, with a pursuit of ignominious gain, a treacherous subserviency in the transgressors to a foreign policy, adverse to that of their own country. It is then that the virtuous indignation of the public should be enabled to manifest itself, through the regular animadversions of the most competent laws.

" To secure greater respect to our mercantile flag, and to the honest interests which it covers, it is expedient also, that it be made punishable in our citizens to accept licences from Foreign Governments, for a trade unlawfully interdicted by them, to other American citizens; or to trade under false colours or papers of any sort.

" A prohibition is equally called for against the acceptance, by our citizens, of special licenses, to be used in a trade with the United States; and against the admission, into particular ports of the United States, of vessels from foreign countries, authorised to trade with particular ports only.

" Although other subjects will press more immediately on your deliberations, a portion of them cannot but be well bestowed on the just and sound policy of securing to our manufactures the success they have attained, and are still attaining, in some degree, under the impulse of causes not permanent; and to our navigation, the fair extent, of which is at present abridged by the unequal regulations of Foreign Governments.

" Besides the reasonableness of saving our manufacturers from sacrifices which a change of circumstances might bring on them, the national interest requires that, with respect to such articles at least as belong to our defence and our primary wants, we should not be left in unnecessary dependence on external supplies; and whilst foreign governments adhere to the

existing discriminations in their ports against our navigation, and an equality or lesser discrimination is enjoyed by their navigation in our ports, the effect cannot be mistaken, because it has been seriously felt by our shipping interests; and in proportion to the extent of the advantages of an independent conveyance of our products to foreign markets, and of a growing body of mariners, trained by their occupations for the service of their country in times of danger, must be diminished.

"The receipts into the Treasury, during the year ending on the 30th of September last, have exceeded thirteen millions and a half of dollars, and have enabled us to defray the current expences, including the interest on the public debt, and to reimburse more than five millions of dollars of the principal, without recurring to the loan authorised by the act of the last session. The temporary loan obtained in the latter end of the year 1810, has also been reimbursed, and is not included in that amount.

"The decrease of revenue, arising from the situation of our commerce, and the extraordinary expences which have and may become necessary, must be taken into view, in making commensurate provisions for the ensuing year. And I recommend to your consideration the propriety of ensuring a sufficiency of annual revenue, at least to defray the ordinary expences of Government, and to pay the interest on the public debt, including that on new loans which may be authorised.

"I cannot close this communication without expressing my deep sense of the crisis in which you are assembled—my confidence in a wise and honourable result to your deliberations—and assurances, of the faithful zeal with which my co-operating duties will be discharged.—invoking, at the same time, the blessing of Heaven on our beloved country, and on all the means that may be employed in vindicating its rights, and advancing its welfare.

(Signed)

" JAMES MADISON "

" Washington, Nov. 3, 1811."

DECLARATION OF THE MEMBERS OF HER MAJESTY'S COUNCIL, RESPECTING THE STATE OF HIS MAJESTY'S HEALTH

"WE, the under-written Members of the Council appointed to assist her Majesty in the execution of the trusts committed to her Majesty, by virtue of the statute passed in the 51st year of his Majesty's reign, intitled, "An Act to provide for the Administration of the Royal Authority, and for the Care of his Majesty's Royal Person during the continuance of his Majesty's Illness, and for the Resumption of the Exercise of the Royal Authority by his Majesty," having duly met together on this 4th day of January, 1812, at the Queen's Lodge, near to Windsor Castle, and having called before us, and examined upon oath, the Physicians, and other persons attendant upon his Majesty, and having ascertained the state of his Majesty's health by all such ways and means as appear to us to be necessary for that purpose, do hereby declare and certify, that the state of his Majesty's health at the time of this our meeting, is not such as to



enable his Majesty to resume the pastoral exercise of his Royal Authority.

" That his Majesty's bodily health appears to us to be as good as at any of the periods of our former reports.

" That his Majesty's mental health appears to us not to be worse than at the period of our last Report.

" That all the Physicians attending his Majesty agree in stating, that they think his Majesty's complete and final recovery improbable, differing, however, as to the degree of such improbability; some of them expressing themselves as not despairing, others as not entirely despairing, and one of them representing that he cannot help despairing of such recovery

(Signed) " C. CANTUAR. AYLESFORD,
 E. EBOR. ELDON,
 MONTROSE, ELLENBOROUGH,
 WINCHILSEA, W. GRANT."

" Shortly after the above Report had been read in the presence of all the Physicians, and one of the Members of the Council had left Windsor, the Physician alluded to in the last clause of the Report, stated, in writing, to the other Members of the Council, then remaining at Windsor, 'That he had unguardedly made use of an expression, which he was apprehensive might carry a meaning far beyond what he intended to express, and requested to be allowed to correct it, and assured the Council, that whilst he thought the final recovery of his Majesty very improbable, he by no means despaired of it.

" The Members of the Council to whom the above statement was made, having sworn the Physician alluded to, to the truth thereof, afterwards communicated the same to the whole of the Council assembled this 5th day of January, who have deemed it right to subjoin this fact to the above declaration.

(Signed) " C. CANTUAR. AYLESFORD,
 I. EBOR. ELDON,
 MONTROSE, ELLENBOROUGH,
 WINCHILSEA, W. GRANT."

" St James's-square, Jan 5, 1812.

(A true Copy) " JAMES BULL, R."

PLATE CCCIV.

The annexed plate, with the subjoined explanatory communication, from a Correspondent, will be found illustrative of the services of the late Admiral Lord Nelson, * Captain Sir Charles Boscawen, Knt. † and ‡

* N. C. III. 171.

† Ibid. XL. 69.

‡ Ibid. IX. 355.

MR. EDITOR,

London, 20th Feb. 1811.

If you think the accompanying sketch worthy a place in your interesting Chronicle, I have much pleasure in offering it, as a tribute to the memory of the hero, whose brilliant achievements have immortalized the naval annals of England. Perhaps the coolness and intrepidity of Nelson were never more conspicuous, than on the occasion alluded to, when, with a single ship of the line, two small frigates, a sloop and a cutter, he manœuvred so skilfully, as to prevent one of his squadron from capture, although he was pressed by five sail of the line, (French) which, under Spanish colours, endeavoured to decoy the British Commodore, and afterwards declined bringing him to action, although the two headmost ships of the enemy had it in their power.

Early in July, 1795, Captain Nelson was detached with the ships named in the margin,* to cooperate with the Austrian army at Vado, which the French getting intelligence of, sent five sail of their best sailing ships of the line, to take the English squadron. Fortunately they were discovered on the evening of the 6th July, and signals were immediately made by Capt. Nelson, to return, and join Adm. Hotham, at St. Fiorenzo. At day-light next morning, the enemy had gained considerably on us, and the two headmost ships were within gun-shot. The *Moselle* had lost her main-top gallant mast in the night, which obliged the *Agamemnon* to shorten sail repeatedly to support her, and the enemy were so intimidated by the daring behaviour of the Commodore, that they did not open their fire, till the British ships were close in with Cape Corse, which the *Agamemnon* very fortunately weathered by about half a mile. The *Melager*, *Ariadne*, and *Magna* were well to windward; but *la Moselle* (the dullest sailer) being to leeward of the Cape, had no alternative but to strike, run on shore, or attempt the almost impracticable passage between the rocks of Cape Corse, and the little islet, at a short distance from it. Captain Charles Brisbane, with his usual intrepidity, having decided upon trying the passage, *la Moselle* bore up, and the Frenchmen knowing it was impossible to follow her, opened their fire in succession upon us; but Captain Brisbane had previously placed all her spare sails between decks, with a quantity of tar and every thing else inflammable, being determined to run her on shore, and set fire to her, rather than let her fall into the hands of the enemy. The *Agamemnon* was prepared for a similar fate, had she not weathered the point. The Frenchmen finding themselves in danger, tacked and stood towards the coast of France, when the *Agamemnon* communicated, by signal to the Admiral, the force of the enemy, and immediately tacked also to watch their motions; and was subsequently engaged with them, when *Palcide*, the headmost ship, was burnt.

I am, Sir, your obedient Servant,

London, 20th Feb. 1811

W. H. R.

* British force—*Agamemnon*, 61; *Melager*, 22; *Ariadne*, 24; *Moselle*, 18; Bl. line, 12—French force—Four ships of 74 guns, and one of 80 guns.

CHRONOLOGICAL SKETCH
OF THE
MOST REMARKABLE NAVAL EVENTS,
OF THE YEAR 1811.

JANUARY.

13. THE Cumberland merchant ship, Captain Barrett, with 26 men, defeated four French privateers, taking 170 men, who had boarded the Cumberland, prisoners.

FEBRUARY.

4. Four of the enemy's vessels captured off Pestichi, by the boats of the Cerberus and Active.

10. Accounts received in England of the capture of the Isles of Bourbon and France, with their dependencies, and the capture or extirpation of the enemy's entire naval force in those seas, by Major-general Abercrombie, and Commodore Rowley.

12. The Cerberus and Active take or destroy, under the town of Ortano, on the coast of Italy, one Venetian trabaccolo, nine transports, and two small magazines.

18. The French port of Tametavé, in the island of Madagascar, capitulated to Captain Lynne and a detachment of the 22d regiment.

20. Sir Joseph Yorke's squadron arrived in the Tagus, with a reinforcement of 6,500 men for Lord Wellington.

22. Twenty-two enemy's vessels from Otranto, with 350 troops and provisions on board, taken by the Cerberus and Active.

25. The tides rose much higher than usual, as had been predicted by Astronomers.

MARCH.

2. Buonaparte levied 3,000 seamen in the three departments of the Mouths of the Elbe, the Węzer, and the Upper Rhine, in discharge of their maritime conscription.

10. The King of Sicily disavours by manifesto, having concluded any treaty with Buonaparte, and declares his determination to unite his destiny with that of the King of Great Britain.

11. The Chancellor of the Exchequer proposed a loan of six millions sterling to British merchants and manufacturers, on the security of their public credit, which was granted by Parliament.

25. A large French frigate, name unknown, destroyed upon the coast of France, by British boats, under the command of Captain Macnamara.

— The Amazon French frigate, destroyed off Cape Buffleur, by part of the Cherbourg squadron.

27. Island of Anholt attacked by a Danish force of nearly 4,000 men, but after a close action of four hours, they were repulsed by a British force of 150 men, under the command of Captain Maurice, leaving three pieces of cannon, and 500 prisoners.

31. A heavy gale of wind upon the coast of Ireland, damaged or destroyed a great part of the merchant shipping.

APRIL.

27. The monument to the memory of Lord Nelson, in Guildhall, opened for public inspection.

— Several French ships, conveying provisions and military stores to Corfu, captured by his Majesty's cruisers, under the command of Captain Otway.

MAY.

1. Three French frigates burnt in Lazone Bay, by three of his Majesty's ships, under the command of Captain Barrie.

4. A French brig of war, carrying 18 guns, destroyed in the harbour of Parenzo, by his Majesty's ships off that station.

— La Cannouiere French privateer, of 10 guns, captured off the coast of France.

10. The garrison of Figueras, with 400 men, taken by the Spaniards.

16. A rencontre took place between H. M. S. Little Belt, and the American ship of war President.

20. After a smart engagement off Madagascar, between three British frigates and a sloop, and three large French frigates, full of troops, two of the enemy's frigates surrendered to Captain Schomberg, of the Astrea.

26. Six of the enemy's privateers captured off Sibilona, by the boats of the Sabine sloop, Lieutenant Usherwood.

29. Died at Edinburgh, in the 79th year of his age, the Right Hon. Lord Viscount Melville.

JUNE.

5. The States of Venezuela declare their independence.

8. Extraordinary agitation of the sea, and earthquake, at Cape Town.

28. The city of Tarragona surrendered to the French, after enduring the utmost hardships, and the garrison fighting in an exemplary manner.

— His Majesty's ship Trim lost in Cancalle Bay.

JULY.

5. The Danes attacked a British convoy off Hieline Island, but were repulsed, with the loss of four gun-boats and 120 men.

15. Elio, governor of Buenos Ayres, sent two bomb-vessels and an armed boat to bombard the town of Buenos Ayres; but, after firing the greater part of the night, no damage had been done.

16. The officer who conducted the bombardment demanded the Junta to submit to the authority of Elio, offering the members an indemnity for the past; but the Junta refused to submit to an illegitimate authority.

19. Bernadotte, as Regent of Sweden, extended the commercial relations of that country with England for one year.

19. The Prince of Wales packet lost in a storm off the Island of Hauncagen.

20. His Majesty's ships Thames, Captain Napier, and Cephelus, Captain Clifford, off Palinurus, discovered 26 sail of the enemy attempting to gain that port, but a division of the British ships' companies landed, took possession of a strong fort on the coast, and 80 prisoners, when the whole convoy surrendered. In the course of this month ten more Neapolitan vessels were destroyed by the Thames.

23. Lord William Bentinck arrived in Sicily, to assume the functions of Ambassador to the Court of Palermo, and the command of the British army in Sicily; but having had one audience only at court, he immediately returned to England for fresh instructions.

27. Eighteen vessels brought out, and ten destroyed, in a creek of Ragosinza, without the loss of a British man.

— The King of Prussia declared his determination to adhere to all his engagements with Buonaparte, and accordingly published a Decree, prohibiting the importation of colonial produce into his territory, under the pain of confiscation.

29. His Majesty's ship Barham, of 74 guns, foundered on the coast of Corsica.

AUGUST.

1. A general promotion of naval officers took place.

—, 2, and 3. Several shocks of an earthquake felt at St. Michael's, supposed to arise from the bursting of a volcano in the sea, as a new island was soon discovered in the direction from which the shocks were felt.

6. Four Danish gun-boats taken near Heligoland, but by the accidental explosion of some gunpowder, 30 English seamen and several prisoners were severely burnt or wounded.

8. The French settlement of Batavia capitulated to the British arm, under Sir Samuel Auchmuty, and Rear-admiral Stopford.

13. Flío again sends a flag of truce to induce the people of Buenos Ayres to submit to his authority; but the Junta repeated their former answer. The officer bearing the flag of truce then repaired to his ship to fire upon the town, but from their great distance no damage was occasioned.

31. The Duke of Manchester, before he left Jamaica, issued a Proclamation, prohibiting the landing of any foreigner on the island.

17. Five of the enemy's vessels, laden with stores, captured in the Channel by H. M. S. Hawke, Captain Boscawen.

— The Cortes of Spain decreed, that sons of respectable families, though not noblemen, shall in future be admitted pupils in the public military schools, as well as cadets in the military and naval service.

19. Several French vessels run on shore and destroyed near Bursleur, by the Hawke.

24. A pestilential fever having broken out in Carthage, all communication with Gibraltar was prohibited.

25. The French gun-brig *Teaser* captured by stratagem, in the mouth of the river Gironde, and brig *le Pluvier* taken, with eight vessels, at the same time, by the boats of the *Diana* and *Semiramis*.

SEPTEMBER.

3. A Court of Inquiry began to sit, to investigate the conduct of Captain Rodgers, respecting his affair with the *Little Belt*.

5. In England a Comet appeared, which had been before visible in some other parts of the world.

8. His Majesty's ship *Hotspur* attacked a number of French vessels near Cherbourg, sunk one brig, drove two on shore, and battered a small village to the ground.

10. The Dry Dock at Blyth finished.

12. The island of *Las Médas* taken and fortified by the Spaniards.

21. Buonaparte being off Boulogne, ordered seven armed praams to attack the *Nagad* frigate, Captain Carteret, but they were all repulsed, and compelled to seek shelter under their batteries.

21. The States of Jersey were convoked by General Don, and measures taken for the defence of that island against French invasion.

22. The attack was again renewed off Boulogne, but the enemy fled as before, leaving one praam in the hands of the English.

27. Buonaparte establishes a maritime conscription in the Hanseatic Towns.

OCTOBER.

1. His Royal Highness the Prince Regent appointed commissioners to mediate between Spain and her provinces.

— A fire broke out in Greenwich Hospital, which consumed the infirmary, but no lives were lost.

11. Died, at Jamaica, Admiral Bartholomew Samuel Rowley.

19. Captain Collier, of *H. M. S. Surveillante*, and a party of marines, in conjunction with a party of guerillas under Pastor, attacked the battery of *Mundaca*, put the enemy to flight, blew up the fortifications, and carried off all the stores.

21. An Ambassador from the Ionian Islands landed in this country.

NOVEMBER.

5. The *Saldanha* frigate lost in the Irish Sea, and all hands on board unfortunately perished.

16. All differences with America, respecting the affair of the *Chesapeake*, amicably adjusted.

25. A Court of Inquiry exculpate the conduct of Commodore Rodgers, with respect to his affair with the *Little Belt*.

29. At the Admiralty Sessions, the master of a merchant vessel was sentenced to pay a fine of 500*l.* and be imprisoned twelve months in *Newgate*, for enticing seamen from the King's service.

30. Horrid mutiny and murder committed on board a prize ship in the Channel. The perpetrators were convicted, and hanged at *Plymouth*.

DECEMBER.

8. The French privateer *la Courageux*, captured by H. M. S. *la Rhin*.
 12. The French lugger, *le Brave*, of 16 guns, and 60 men, captured by H. M. S. *Desirée*, Captain Farquhar.
 20. Died, Sir Peter Parker, Admiral of the Fleet of England.
 21. His Royal Highness the Duke of Clarence, Admiral of the Red, appointed Admiral of the Fleet, *vice* Sir Peter Parker, Bart. deceased.

FRENCH MARINE.

Etat Général de la Marine, Année 1811. A Paris, Testu et Co. Imprimeurs de l'Empereur et Libraires.

[Continued from Vol. XXVI. page 423.]

WE next come to the following division of rank in the French navy, which is most judiciously placed immediately after the list of admirals, and comprises, what we should term, some of the oldest post captains in their service, who have the permanent rank of commodore - *capitaines de vaisseau de premier classe, qui étaient chefs de division*; an intermediate rank between that of admiral and captain, which many friends to our navy have long wished to become in like manner permanent in our own service. The names of these ESTABLISHED COMMODORES in the French Marine, are as follow:

I. DIVISION OF POST CAPTAINS.

March 21, 1796.

1. Guillaume-Marie Lemarant-Boissaveur, an officier in the Legion of Honour.
2. F. C. Le Baron de Bonnetoux, an officier in the same Legion, and *prefet du premier arrondis. maritime, at Brest.*
3. Louis l'Hentier, an officier in the same Legion.
4. Es. Traug Maïstral aîné, officier L. II. and com. le 1^{re}me. équipage de flotille, at Brest.
5. François-Henri-Eugène Daugier, commandant L. II. and *prefet du 1^{re}me. arrondis-ement maritime, at l'Orient.*
6. Louis-Marie Coudé officier L. II.
7. Julien Le Ray, officier L. II. commandant supérieur des dépôts de camp. de haut bord, at l'Orient.
8. Jean-François Vignot, officier L. II.
9. Jean-Pierre Etienne, officier L. II. com. le 3^{me}me. équipage de flotille, at Toulon.

September 2^o.

1. Andre-Hector Maillard, officier L. II. com. supérieur de. dépôts des equipages de haut bord, at Rochfort.

2. Pierre-Nicolas Robin, officier L. II. commandant le 37me. équipage de haut bord, at Brest.
3. Jean-Anne Christy-Pallière, officier L. II. chef militaire at Toulon.
4. Pierre-Maur-Julien Querangal, officier L.H. chef militaire at Rochfort.
5. Yves-Marie-Gabriel, Pierre Le Coat S.-Habuen, officier L. H. chef militaire à Boulogne.

November 21.

Antoine-Jean-Baptiste Faye, officier L. H. chef des mouvemens at Toulon.

June 19, 1797.

Franç.-Romnald-Alex. Molini, officier L. H. chef militaire at L'Orient.

January 22, 1799,

Gilbert-Amable Faure, officier L. II. commandant l'Ecole speciale de marine, at Brest.

II. DIVISION OF POST CAPTAINS.

Capitaines, de Vaisseau de première classe, qui n'ont point été Chefs de Division.

January 1, 1793.

1. Alain-Joseph Le Veyer-Belair, officier L. H.
2. Jacq.-Melanie Rondeau, officier L. II. and chef des mouvemens, attached to Brest.

February 27, 1796.

Jean-Daniel Musquetier.

April 16.

Adolphe Holland.

September 24, 1803.

1. Jean-Pierre Levêque, officier L. H. chef de mouvemens, attached to L'Orient.
2. Jean-Nicolas Topsent, officier L. II.
3. Pierre-Franc. Ichuby, officier L. II. and sous-chef des mouvemens, attached to Brest.
4. Pierre-Felix Lapalisse, officier L. II.
5. Jos.-Hyacinthe-Isidore Khrom, officier L. II.
6. Louis Léonce Trullet, officier L. II.
7. Louis-Antoine-Cyprien Jhéruct, commandant L. II. and commandant le 22me. équipage de haut bord, at Toulon.

January 1, 1807.

1. Franc.-Ch. Guillemont, officier L. H.
2. Louis-Marie Legouardun, officier L. II.
3. Jean-Baptiste Henry, officier L. II.

January 1, 1808.

1. Jean-Baptiste Montagnies Laroque, officier L. II. commandant le 15me. équipage de flotille, at L'Orient.
2. Matthieu-Ch. Bergevin, officier L. II.
3. Pierre-Élie Garreau, officier L. H.

January 1, 1809.

1. Gabriel Simeon, officier L. H. commandant supérieur des dépôts des équipages de haut bord, à Brest.
2. Nicolas Barbier, officier L. H. chef des mouvemens à Rochefort.
3. Charles Lebozec, officier L. H.
4. Pierre Bouchet, officier L. H.
5. Claude Vincent Polony, officier L. H.
6. Jacques Bergeret, légionnaire L. H.
7. Joseph-Pierre-André Malin, officier L. H. commandant le 13^{me}. équipage de flotille, à Brest.
8. Pierre-Nicolas Rolland, officier L. H. commandant le 17^{me}. équipage de haut bord, at L'Orient.

January 1, 1810.

1. Etienne Pevrieux, officier L. H.
2. Nicolas Clément de la Roncière, officier L. H. premier adjutant, à Brest.

January 1, 1811.

1. Pierre-Franc. Violette, officier L. H. commandant le 8^{me}. équipage de haut bord.
2. Louis-Gilles Prévost-de-Lacroix, officier L. H.
3. Jean-Marie Lebesque, officier L. H.
4. Guillaume-François-Joseph Bourde, officier L. H.
5. Claude-Jean Martin, officier L. H. commandant le 22^{me}. équipage de flotille.

CAPITAINES DE VAISSEAU *de deuxième classe*, beginning with those officers, whose commissions are dated from April 6, 1798, at the head of which is Antoine-Henri Rystesborg. They amount altogether to 97. We have only room to insert the names of the last twenty-two; the first of which appear at the end of a considerable promotion, which took place July 22, 1808.

.... Raymond Cocault, légionnaire of honour, commandant le 33^{me}. équipage de haut bord, at Brest.

Joseph Collet, légionnaire of honour.

Pierre le Comte Baste, commandant L. H. commandant l'équipage de la Garde Imperiale.

* * We do not know that an honour equal to this, as to rank, has yet been assigned to any naval officer in the British service; unless the command of a royal yacht may be considered as bearing some resemblance to it. An idea, indeed, once prevailed, and we heartily wish it may some day be realized, that a regiment of the royal marines should take its turn in guarding the King at St. James's.

Laurent Tourneur, légionnaire of honour, and commandant le 50^{me}. équipage de haut bord, at Rochefort.

Jean-Michel Mahé, commandant le 16^{me}. équipage de haut bord, à L'Orient.

François Meynard-Lafarsa, légionnaire of honour, and commandant le 52^{me}. équipage de haut bord, at Brest.

Victor-Guy Le Baron Dupérré, commandant of the legion of honour.

Jacob-Adrien Vanderstraten.

Jean-Henri Carrega.

Antoine-Cornelie Twent.

Henri-Guillaume Lantsheer.

March 9, 1809.

François-Gilles Monfort, the elder, légionnaire of honour, and commandant le 51^{me}. équipage de haut bord, at Brest.

March 10.

Louis Solminihac, officier, of the legion of honour.

François Roquebert, légionnaire of honour, and commandant le 38^{me}. équipage de haut bord, at L'Orient.

Louis-Pierre-François-Ricard-Barthélemi Saizieu, officer of the legion of honour, and commandant le 1^{er}. équipage de flotille, at Toulon.

November 7.

Guillaume-Martin Le Fée, légionnaire of honour.

June 22, 1810.

Augustin-Marie-Fidèle, Bedef-du-Tertre, légionnaire of honour, commandant le 4^{me}. équipage de flotille, at L'Orient.

Jacq.-Mathieu Regnaki, légionnaire of honour, commandant le 2^{me}. équipage de flotille, at Brest.

December 12.

Jean-Martin Polders.

Antoine-Guillaume Deman.

December 20.

René-Constant Lemarant, légionnaire of honour.

Pierre Bouvet, légionnaire of honour.

SHIPWRECKS.

THE SALDANHA.

THE most circumstantial account that we have received, of the loss of the Saldanha frigate, on the coast of Ireland, is comprised in the following extract from a letter, dated *Derry, Saturday evening, December 7, 1811* :—

“ On Saturday, the 30th ult. the Saldanha frigate, in company with the Talbot sloop of war, sailed on a cruise to the westward, from their station in Loughswilly. Early on Wednesday, the 4th inst. it blew a gale of

wind, which increased until evening, when it became a violent storm.—From the knowledge that these vessels were off the coast, the wind N.W. blowing directly upon it, much apprehension was entertained, Thursday passed over without any information, but on Friday morning some persons came up from Loughswilly, and stated that several pieces of wreck were found upon the coast, with the mark of Saldanha upon the timber. This excited great anxiety, but this evening produced certain information of the total loss of the ship, accompanied with the distressing information, that the Talbot had shared the same fate—both on shore, and both mere wrecks, without a single soul having escaped alive.

“ This night an express has arrived, which states, that upwards of two hundred of the dead bodies had been cast on shore, among which was that of Captain Pakenham, who was buried this day; he had nothing on him when taken up, but his shirt and night-cap. You may judge of the distress that so calamitous a circumstance has produced here. The bay they were driven in, is called Ballymastaker, and is at the entrance of Loughswilly. The Saldanha was a fine frigate, of 38 guns, commanded by the Hon. Captain Pakenham. The Talbot carried 18 guns, and was commanded by the Hon. Captain Jones.”

The intelligence respecting the Talbot fortunately proved erroneous: she rode out the gale in safety.

THE HERO, AND THE GRASSHOPPER.

THE losses in the Baltic fleet this winter have been lamentably great and distressing. Our limits, at present, will suffer us only to specify those which stand first upon the list of national and individual calamity.

• We shall first mention the total loss of H. M. S. Hero, of 74 guns, Captain Newman. On the morning of Christmas-day, on her intended return to England, she struck upon the Hook Sand, off the Texel, where H.M.S. Minotaur was lost in the winter of 1809-10. The Hero foundered; and her captain, officers, and all her crew, with the exception of eight, who were washed on shore, perished with her! Despatches, to this effect, were transmitted by Admiral Foley, commander-in-chief on the Downs station. The admiral stated, that he had received information of this melancholy calamity having taken place in a tremendous storm; and that such had been the violence of the gale, that the Grasshopper, Captain Fanshawe, beat clean over the wreck of the Hero, and went ashore. The sloop was instantly taken possession of by the enemy, and the captain and crew made prisoners of war.

The lieutenants of the Hero, whose loss their country has to deplore, were Messrs. Charles Hitchins, John Mitchell, John Meadway, James Wilcox, and John Norton (2).

The *Moniteur* of December 30, under the date of Amsterdam, December 26, presents the following particulars, relating to the storm in which the *Hero* was lost:—

“ We have received from the Texel details which cannot fail of being afflicting to humanity, occasioned by a gale of wind, experienced in the North Sea. The ships overtaken by this tempest, formed, as it appears, part of a convoy of more than 100 sail, returning from Sweden to England, laden, it is believed, with warlike stores.

“ At break of day, the 25th December, after a most dreadful night, a frigate, two brigs, and a ship of the line, were perceived at about half a league distance from the coast of the Texel. The ship of the line was entirely dismasted.

“ Two brigs have been driven upon the coast, where they were wrecked. Two brigs belonging to his Majesty, and the privateer *Furet*, saved 136 men from a ship which was shipwrecked, and have brought an English brig into the Helder. The captain of the *Furet* declares that he saw a ship of the line, which he believes to be the *Hero*, and two brigs perish, without it being possible for him to render them the least assistance.

“ The men saved from the wreck, add, that ten transports have been driven upon the banks of the Texel. The intelligence, in fact, which is received from that island, states that it is surrounded by wrecks.

“ Some thirty men, who gained the island by swimming, were saved.”

THE ST. GEORGE, AND THE DEFENCE.

THE next most calamitous losses sustained by the Baltic fleet, were those of H. M. ships *St. George*, of 98 guns, and *Defence*, of 74; the former commanded by Captain Guion, and bearing the flag of Admiral Reynolds; the latter commanded by Captain David Atkins. They were both stranded, on the coast of Jutland, on the morning of the 24th of December; and, equally unfortunate as the *Hero*, their commanders, officers, and crews, all perished, with the exception of six men belonging to the *St. George*, and twelve belonging to the *Defence*.

Particulars of this disaster were transmitted to the Admiralty, by the Danish government; and the following account appeared in one of the Danish newspapers, under the date of *Copenhagen, Dec. 31, 1811*:—

“ Advice has been received here of the English admiral's ship, *St. George*, of 98 guns, commanded by Admiral Reynolds, and the *Defence*, of 74 guns, Captain David Atkins, having, on the morning of the 24th December, been stranded on the coast of the Barony of Ryssensteen, in the district of Ringkøbing. The crew of the first named ship is said to have consisted of 850 men, and that of the last 530, exclusive of officers. In half an hour after the *Defence* struck, she went entirely to pieces, and the whole of the crew were drowned, with the exception of five seamen, and one marine, who saved themselves on pieces of the wreck. The body

of Captain Atkins came on shore by the sea. In the afternoon of the following day, a part of the St. George's cabin and stern frame, on which a number of people were standing, was perceived from the shore. A piece of the mast being cut away, a number of people got upon it, of whom, it is supposed, but very few can have escaped, as the waves and current, which ran strong southerly, with the wind at N.N.W. washed the people off it before they could reach the shore.

"Some endeavoured to save themselves in a raft, but who, according to report, had perished. Accounts had likewise been received, from Lemvig, stating that the St. George was entirely sunk, and only 12 men of her crew saved. The ship was above 300 fathoms off the shore.

"The six men saved of the Defence have, on examination, declared, that the first cause of this misfortune was, the St. George having lost her masts in a gale of wind when off Lolland, in the Belt, and consequently when she came into the North Sea, could not easily be brought into stays, or keep up with the fleet which came from Wingo, near to Gottenburgh, on the 16th of this month, and consisted of eight ships of the line, viz. the Victory, of 100 guns, Admiral Saumarez commander-in-chief; St. George, of 98 guns, Admiral Reynolds; Dreadnought, 98 guns; Vigo, 74 guns, Admiral Dixon; Cressy, 74 guns; Orion, 74; Hero, 74; and Defence, 74; besides some other smaller ships of war, and a fleet of about 150 sail of merchant vessels. As it was blowing a heavy gale of wind, Admiral Saumarez gave orders for the Defence and Cressy to keep close to the St. George; the Hero and some other smaller ships were directed, as the wind was against them, to return back to Wingo, with a part of the merchant vessels which had left the other ships of the line, and shaped their course for England. The St. George, Defence, and Cressy, kept the North Sea five days, in a dreadful gale from the W.N.W. west and south; but, at length, had to combat with a terrible tempest from the N.W. until they were lost."

The following is a list of the principal officers who were on board the St. George and Defence, when these vessels were wrecked:—

In the St. George.—Admiral Reynolds, Captain Guion, Lieutenants Napier, Place, Thompson, Branncl., Jayce, Tristram, Riches, and Rogers; Tippet, flag lieutenant; J. Belt, master; Mr. Heynes, surgeon; Wm. H. Lake, chaplain; Mr. Saunders, purser.

In the Defence.—David Atkins, captain; Lieutenants J. H. Baker, Peavor, Philpot, Nelson, and De Lisle; Mabson, master; Nicholson, purser.

Contrary to the statement in the Danish paper, the Cressy was not lost; but, with all the other ships of war, from the Baltic, she has safely reached England. We understand, however, that, in coming from the Baltic, the Cressy could not carry her courses, and was with much difficulty prevented being driven on shore. She had supplied the St. George with a temporary rudder, made of cable, which it was hoped, might have answered the purpose of managing her. In consequence of the gale, she

parted company on the 23d, and left the Defence, Bellotte, and Hope, in company with the St. George. The Cressy brought her pilots the whole of the way, the weather being so very boisterous, she could not put them on shore.

In the House of Commons, on the evening of Jan. 17, the Hon. C. Yorke, First Lord of the Admiralty, in consequence of a question from Mr. Whitbread, threw considerable light upon this mournful subject. The Hero, he observed, was the victim of one of those erroneous calculations in navigation, which are unavoidable in dangerous seas, and during severe weather. The officers on board that ship conceived, it appears, that they were close to the British coast, at the very time when they struck on that of Holland, and they were lost under circumstances much the same as the Minotaur last winter. There was a difference in the unfortunate case of the St. George and the Defence. Orders had been given to the admiral in the Baltic, not to retard the last convoy homeward-bound, on any account, later than the 1st of November; but he had a discretionary power to come away sooner, if there should be occasion. Admiral Reynolds sailed accordingly from Hano on the 1st of November, but was obliged by gales to put back three times, and he finally was not able to leave that anchorage before the middle of November. On the 15th, when in the Belt, the convoy met another heavy gale of wind, in which a large merchant ship nearly broke from her anchors, and unhappily fell athwart the St. George, which, by this accident, was driven ashore, and lost her rudder, and was forced to cut away her masts. By great exertions, however, she was saved, and carried to Wingo Sound, where she was refitted as well as circumstances would admit, and had jury-masts set up; after which, in the opinion of the officers, she was quite capable of the voyage home. Had it been otherwise, the admiral would have shifted his flag, and would even have been justified in destroying the ship, and conveying her crew in others to England. Two ships of the line, the Cressy and Defence, were appointed to attend the St. George, and they all sailed on the 17th December, having till then been detained by contrary winds, and had cleared the Sleeve, when, unhappily, a tremendous gale of wind came on from an unfavourable point, and, on the morning of the 24th; the lamentable catastrophe of the St. George and Defence, occurred; the Cressy having, with great difficulty, escaped a similar fate.

Nothing could be more honourable to the feelings of Mr. Yorke, than the manner in which he made these statements.

Mr. Whitbread expressed his entire satisfaction at the answer which had been given by the honourable gentleman, and was glad that he had touched upon the subject, as amidst so heavy a loss it was at least some consolation to reflect, that no censure was imputable any where, but that the calamity, great as it was, was the inevitable effect of misfortune, and misfortune alone. He paid a very liberal compliment to Mr. Yorke, on the sensibility which he had shewn on the occasion, declaring, that he fully sympathized with him in all the emotions which so great a national misfortune, in the loss of so many of our brave defenders, could not but universally excite.

THE PRINCE OF WALES PACKET.

THE subjoined account of the loss of the Prince of Wales Packet, and of the fortunate preservation of her crew, appears to be from the pen of one of the sufferers:—

“ The packet Prince of Wales, Captain Proctor, with mails and passengers from the Bahamas and Great Britain, left Port Royal on the 8th of July, under convoy of his Majesty's schooner Barbara, Lieutenant Douglas. In the night of the 16th of the same month, she lost sight of her convoy; and about half after one o'clock A.M. on Friday following (the 19th), having been driven from her course by a strong current, while going at the rate of five and six miles per hour, she unfortunately got on Saltpond Reef, on the south-west side of Henegua, one of the Bahama Isles. The wind abating nothing of its violence, she did not stop there, but passed over two other reefs; and, after beating against the rocks for about half an hour, disengaged herself, and once more floated: meanwhile, the sails were taken in, and the anchor let out. There being now little wind, and the night somewhat dark, it was deemed prudent, under all the circumstances, to await the return of day-light. The spectacle which presented itself between the hours of four and five was truly awful and sublime. The moon, which was seen at intervals through hazy clouds, afforded sufficient light to discover rocks on every side, and that all attempts to extricate the vessel from this dangerous situation were rendered abortive. On board, an awful silence prevailed, every one dreading lest the next moment should sacrifice us to the fury of the element. The captain, cool and collected, assembled the crew, and exhorted them to persevere in their duty and endeavours, and we were safe. Signal-guns of distress were fired; and to complete this awful scene, the pumps were at work, throwing out more than two feet water per hour, from an increasing leak. The long and anxiously-wished-for day at length dawned, but to afford no chance of escape, at least for the packet. There being no alternative, measures were instantaneously planned, and as speedily adopted, for the conveyance of every thing practicable to the shore; and this, although uncertain whether an inhabitant was to be found on the island. Amidst the gloom that hung over us, a sailor aloft descried a house and a flag-staff at some distance. A boat was lowered down, and the mails and passengers conveyed in it to the shore. The specie next occupied the attention of all on board, almost all of which, if not all, was saved; not so the passengers' luggage, and very little of the provisions, of which there was saved not as much as would serve for a week's subsistence. Providentially not a life was lost. The leak increased, and, before the day closed, notwithstanding every exertion was made, the water rose to seven feet in the hold. It was considered no longer safe to approach her. Perceiving her, however, the next morning, with the stern fixed upon a rock, and bilged, a last effort was made with the boats to bring away what remained, but in vain; no more could be done. Tents were formed of the few sails that were preserved, on the shore, as a temporary shelter. The only person resident on the island had it little in his

power to be of service to us: his exertions were, therefore, feeble, and of little or no avail. Finding that we were on a side of the island where there appeared nothing but reefs and rocks, and where no vessels ever approached but such as met with a similar fate, and that vessels passed on the west side only, which was accessible, we removed thither to a position (the house and flag-staff mentioned), where we were likely to be seen, and where we should have to embark. The exertions of the officers and crew of the packet, assisted by the passengers, were very great in transporting the specie in boats about six miles to the place of embarkation.

“ We were fortunate enough, soon after hoisting the signal of distress, to be perceived by the schooner *Paragon*, Knowles, of Long Island, then passing, which anchored off the spot where we then were; and in the course of the day the Spanish schooner *la Perla*, Pedro Blanco Casariego, master, from Carthagena bound for Cadiz, put in for a supply of water. These two vessels afforded accommodation for the whole: Captain Proctor, the surgeon, passengers, together with the mails and specie, and some few of the crew, embarked on board *la Perla*, and the rest in the *Paragon*, and set sail on the 23d for Crooked Island, where we arrived, the former about five o'clock P.M. on the 24th, the latter this day, the 26th.”

THE BRILLIANT STAR.

THE letter of marque, *Brilliant Star*, Captain John Craft, of 18 guns, and 27 men, belonging to Mr. Baily, of Plymouth, was lost, on the Black Rocks, in the month of November. She sailed from Plymouth for Malta, with a cargo of pilchards and blubber. Her loss appears to have been solely owing to her very superior sailing, which much deceived the mariners as to the latitude they were in. In consequence of its having become very cloudy and dark within a few hours previous to the accident, an extra hand was put on the look-out, where he had not been long before he saw the breakers about half cable's-length ahead. The ship was going before the wind at the time, and the man at the helm was instantly called to, to put it hard down, which was immediately complied with, when, by the promptness of the helmsman, in doing his duty, they shot by three of these dreadful rocks; but the fourth and fatal one was too near to be avoided, and they ran upon it. All the crew but one got into the boats, although the vessel went down in less than a quarter of an hour after she struck; doubts, however, were entertained for the safety of eight seamen, who got into the jolly-boat. The captain, and the remaining 14, took to the long-boat, in which they were for two days; when the *Rhin* frigate hove in sight, and took them on board, where they remained some time, when the captain of the *Rhin* ordered them to be put on board a schooner, bound to London, which vessel they left a few hours after in the Channel, in a gale; they again took to their boat, and arrived at Plymouth the next morning.

NAVAL LITERATURE.

View of the Island of BANDA-NEIRA, E. long. 128° 5' S. lat. 4° 50', captured by a Force landed from a Squadron under the command of Captain Cole, in the Morning of the 9th of August, 1810. Engraved from a Sketch taken by Captain Cole, from the Island of Great Banda: with an illustrative Account of Captain Cole's Splendid Achievement. By Mr. WILLIAM DANIELL. Longman, Hurst, Rees, &c. 1811.*

THIS tribute to the gallantry of Captain Cole, is equally honourable to the genius and accuracy of Mr. Daniell, already so well known to the literary and scientific world, by various publications of great merit; particularly the researches into, and splendid views of, Indian Architecture; in the execution of which, his taste, both as a painter and engraver, was so repeatedly shewn, in conjunction with his uncle, Thomas Daniell, Esq. R. A.

It were to be wished, that tributes of equal correctness and beauty were oftener rendered by distinguished artists, to the memory and illustration of those acts of heroism, by which our countrymen have so eminently distinguished themselves during the present contest with France. The avidity with which the greatest trash, and the most incorrect statements, are on those occasions received by the public, is a convincing proof of the favourable manner in which more valuable documents would be patronised; that might serve as a series of naval records, equally important to the historian, and to the officers of the British navy. Works of this sort are perhaps the best, and certainly the cheapest monuments that can be raised to the memory of enterprising distinguished men. Such of our naval friends, as have seen this work, have expressed themselves much pleased at the correct manner in which the ships are delineated.

A reference to our Letters of Service will give Captain Cole's letter to His Excellency, Wm. O'Bryen Drury, Esq. rear-admiral of the red, commander-in-chief in those seas; dated Caroline, Banda Harbour, August 10, 1810, which Mr. Daniell has inserted. He also informs us, that the confidence which had been invariably reposed by the admiral on Captain Cole, had induced him to solicit a discretionary power for an attempt on Banda Neira, notwithstanding the smallness of the force under his orders; to which Admiral Drury readily acceded, at the same time cautioning Captain Cole of the very considerable strength of Banda, an island known to be

* Which demonstrates the five directions, and how one battery commanded and supported the other; also the stations of piquet guards, alarm posts, and corps of reserve, by order of Mr. William Jacob Cranasen, Governor and Director of Amboina, and the places subordinate thereto.

(Signed) P. J. BEETHIES, Lieut. Eng.

of difficult access, to have numerous well-appointed batteries, and a disciplined force far beyond any which could be spared for its attack.....
When the great strength of the place, adds Mr. Daniell, and the difficulties of the undertaking, with the vast disparity of the attacking force to that of the enemy, are duly considered; the capture of Banda Neira will unquestionably appear to the public, as it does to the writer of this article—an achievement, which, for boldness of conception in the design, and daring courage in the execution, has rarely been equalled, perhaps never excelled, in the annals of British enterprise.....

● “ In addition to the foregoing detailed account of the capture of this valuable spice island, and the eulogies bestowed on the gallant commander, and the forces under his orders, by Rear-admiral Drury, and the Governor-general in Council; it will no doubt be gratifying, to peruse the following testimonials of the estimation in which Captain Cole’s conduct and services were held by his brave companions.”

We are truly able to insert Captain Cole’s reply to Captain Nixon, and the officers of the Honourable Company’s troops, engaged in that enterprise, dated H. M. S. Caroline, Banda Harbour, August 25, 1810:—

“ SIR,

“ I accept with heartfelt satisfaction the memorial offered to me by the officers of the Hon. Company’s troops, of the fortunate issue of our united efforts for the capture of Banda. Nothing but the firmest reliance on the personal exertions of every individual on shore and afloat, could have given me confidence for the attempt; and next to my gratitude to Providence for the many unlooked-for circumstances which operated in our favour, I shall remember the general zeal which actuated the whole, and in particular the cordial co-operation and good-will of you, and the officers under your command.

I am, Sir, &c.

(Signed) CHRISTOPHER COLE.

The illustrative account then concludes, with a short, but excellent account of Banda Neira and its dependent Spice Islands. For which Mr. Daniell has judiciously referred to Osorio, Bishop of Sylves, to Moreri, and to Mickle.

Mount Edgcumbe, a Poem. By CYRUS REDDING. 12mo. pp. 42.
 Longman.

MR. REDDING, to whom the poetical department of the NAVAL CHRONICLE has been more than once indebted, modestly informs his readers, that this “ Poem is sent into the world, not with a presumptuous hope of eclipsing other writers on local scenery, nor with a view of exciting extravagant commendation, to which it can have no claim: the subject admits of poetical embellishment, and forms in itself, a union of the most rare and essential qualities, which constitute the beautiful and picturesque.”

No man deserves to be censured for the non-execution of what he never promised, or intended; and, when a literary performance comes thus unobtrusively before us, it would be a species of barbarity, to mangle it with the tomahawk of criticism. Mr. Redding, however, need not plead for mercy, for he will not be condemned by justice. We have been much pleased in the perusal of his Poem; and, by submitting a few excerpts, which will sufficiently speak for themselves, we wish to impart a portion of pleasure to our readers.—The Poem opens with the following apostrophe to its subject:—

“ Mount Edgumbe ! * pride of Britain’s flowery meads,
With tufted woodlands crown’d, and sinking glades,
Bursting through ocean’s wave, and rearing high
Thy tow’ring summit to the western sky,
Receive the votive tribute that I pay,
And to the muse thy matchless charms display.”

The aid of Fame is solicited, and an invocation to Contemplation follows.

The succeeding passage presents, perhaps, as fair a specimen of Mr. Redding’s powers, as any in the Poem:—

“ Beneath the summit of that woody hill,
An ancient cave records the story still—
Where all around a grateful shade is spread,
And silence reigns, companion of the dead—
A limpid spring a rocky bason fills,
That trickling from above in drops distils,
Slow as the tears that in succession break,
When called by woe down Pity’s holy cheek :
The glassy water ever clear remains
No sluggish tinge its spotless surface stains,
Chilly as death the polish’d chrystal sleeps,
While from above the fretted marble weeps ;
No change it bears from heats or wintry snows,
But one unvarying coldness ever knows.
A maid there lived in ages that are past,
With every virtue seated in her breast,
Strait as the pines that northern climes adorn,
Fair and unsullied : the breath of morn :
An azure zone her melting bosom bound,
Her robes of white a faultless form surround,

* In our VIth Volume, page 33, is a View of Plymouth, the Citadel, Mount Edgumbe, St. Nicholas Island, Staddon Heights, and the Sound, taken from the Heights above Mutley ; accompanied by an historical account of Plymouth &c. and, in our XXIIId Volume, is a portrait and memoir of the late Admiral Lord Mount-Edgumbe.

That half conceal the beauties they unfold,
 While o'er her shoulders float her locks of gold ;
 Her dewy eyes a soften'd light display,
 Sweet as the stars that guide the seaman's way
 O'er the broad deep : and whereso'er she moved,
 Surrounding princes prais'd, admir'd, and lov'd ;
 Ethelia named, from ancient kings she came
 Of Cornwall's realm, once not unknown to fame,
 Though now no traces of their power are left,
 By Time and Fate of name and realm bereft.
 Long *proof* to ['gainst] love, the maid with proud disdain,
 Heard many a lover urge his suit in vain ;
 Till one beyond the rest engag'd her heart—
 What maid is *proof* to ['gainst] love's all powerful dart ?
 Fair as Adonis was the matchless youth,
 His soul was honour and his word was truth ;
 While skill'd alike the bow or sword to wield,
 He knew no equal in the martial field.
 As near the margin of the troubled sea,
 He watch'd with her the billows break in *spray*,
 From the high cliff's wide overhanging steep ;
 A mountain breaker, foaming from the deep,
 Struck with resistless force the trembling mound ;
 Down sank with hideous crash the rocky ground—
 Hurl'd in the bosom of the angry wave,
 No human power the unhappy youth could save—
 The wave recoiling bore him from the shore,
 Deep in its dark abyss to rise no more :
 The hapless maid the dreadful ruin view'd,
 Grief stopp'd her utterance, petrified she stood,
 The tears at last gush'd forth, day after day,
 With fruitless grief and woe she pined away :
 Seated beside the once-lov'd chrystal spring,
 Some plaintive song she oft would sadly sing,
 Her wild eyes fix'd upon the faithless deep,
 Alternate would she sing, alternate weep :
 Till pitying *Heaven*, with kind parental eye,
 Snatch'd the fair mourner to that brighter sky,
 The port of *Heaven*, the dwelling of the bless'd,
 Where sorrow is not, and the wretched rest.”

To this immediately succeeds an animated and patriotic apostrophe to England ; of which the following is the commencement :—

“ Hail ! England, hail ! how lovely are thy vales !
 Thy hills how verdant, fan'd by genial gales !
 No fierce volcano wraps thy fields in fire,
 And no Samiel blast thy sons expire ;

Perpetual joys thy happy meads adorn,
 Thy peaceful meads, that wave with yellow corn!
 Driven from all corners of the world besides,
 In thy green valleys liberty resides;
 Thy rustic knows his right, and dares maintain,
 And spurn the tyrant from his small domain."

The battle of Trafalgar, and the death of Nelson, are thus noticed:—

"When o'er th' Atlantic wave, in awful pride,
 England's brave squadron swept the flowing tide,
 Fair Vict'ry hovering, held a laurel'd crown,—
 Gaul and Iberia shrinking from her frown—
 O'er Nelson's head, her lov'd, her darling son,
 The heir of fame, e'er infancy begun:
 But fate inwove amid the wreaths a thorn,
 To wound the immortal temples they adorn!
 For where the direful combat fiercest rag'd,
 Where fire and thunder, toil, and death engag'd,
 Where purple slaughter dy'd the affrighted sea,
 And Death insatiate snatch'd his destin'd prey,
 Wav'd his pale banner in the ensanguin'd blaze,
 And bade the mighty end their toilsome days,
 The hero fell, his country's boast and pride,
 And 'mid surrounding ruin nobly died.
 Thus, when creation's destin'd course is run,
 And shrinking nature views the expiring sun,
 Some awful sage, the last of human race,
 Faith in his soul, and virtue in his face,
 Unmov'd shall brave the moment of affright,
 While Chaos re-assumes the crown of night,
 And warring elements, resistless hurl'd,
 Destroy the harmonious chain that binds the world—
 He, firm in strengthen'd hope and conscious trust,
 In death shall seal the triumphs of the just,
 Ascend, and hail the high immortal quote,
 While kindred angels tremble and adore."

We had mark'd the description of a launch, an apostrophe to the first sailor, and the Eddystone Light-house; but we have already transgressed our prescribed limits, and I can only find room for the following lines, which conclude the Poem:—

"Farewell Mount Edgcumbe, all thy calm retreats,
 Thy lovely prospects, and thy mossy seats!
 Farewell, the coolness of thy dark deep woods!
 Farewell, the grandeur of thy circling floods!
 Where'er futurity may lead the way,
 Where in this vale of life I chance to stray;

Imagination to thy scenes shall turn,
 Dwell on thy charms, and for thy beauties burn.
 For me ere long thy woods shall wave no more,
 Nor evening find me pacing to explore
 Thy shadowy haunts; for others they shall bloom,
 And strangers meditate amid their gloom.
 Yet where a hapless wanderer I may roam--
 As the poor exile from his native home--
 The last fond dream of earth that meets my eyes,
 Shall be thy lawns and groves, and azure-tinted skies."

ASTRONOMY.

(Continued from Vol. XXVI. page 414.)

IT was the opinion of Sir Isaac Newton, that the Comets in our system amounted to about 21 in number, moving in all sorts of directions. Of these, the periods of three only were supposed to be known to any degree of certainty: the first of them was supposed to return, so as to be visible to the inhabitants of the earth, every 75th year; the second every 129th year, and the third in no less a term than 575 years.*

Experience, however, seems to have proved, that the real number, though not known, is far greater. Professor Vince observes, that, according to the best accounts, from the beginning of our era, about 500 comets have appeared; and, prior to that time, about 100 others.†

Having, in the preceding volume, presented an outline of the more generally received theories relating to comets, it is our intention, before we record the observations which have been made upon the comet of 1811, to

* The last mentioned comet, at its greatest distance, is eleven thousand two hundred millions of miles from the sun; and at its least distance from the sun's centre, which is 490,000 miles, is within less than a third part of the sun's diameter from his surface. In that part of its orbit which is nearest the sun, it flies at the amazing swiftness of 800,000 miles in an hour; and, at that period, its heat, as has already been stated, must be 2000 times hotter than red-hot iron; and being thus heated, it must retain its heat till it approaches the sun again, even should it be 50,000 years, instead of its supposed period of 575 years!

† This may not be an improper place to remark, that, during the period that the great comet of 1811--the comet to which the present paper more particularly relates--remained visible in our hemisphere, another has been discovered; the appearance of which is thus noticed, in an article signed by Mr. Gauss, under the date of Göttingen, December 14, 1811, inserted in *The Westphalian Monitor*:—

“ Having been informed, on the 9th of December, by a letter from M. de Lindenau, that M. Pons had discovered, at Marseilles, on the 16th of Nov. a new

notice some new ideas which have been started. By becoming acquainted with the different theories which have been formed, the reader will be the better enabled to frame his opinion, as to which of them the observations that have been made will apply with the greatest apparent truth.

Amongst the more prominent speculations on this subject, which have fallen under our notice, is the following Essay, entitled,

“ An Attempt to point out the Errors of the Present Theory, and an Apology for an Inquiry into a New and more Rational Hypothesis. ”

“ That comets are inhabited cannot be doubted; this is to be inferred from the acknowledged perfections of God, and from what we have opportunities of observing with respect to the extension of life and enjoyments. The great vicissitudes of climates is the only plausible objection that has been made to this opinion. This objection is founded upon a proposition advanced by philosophers (Sir Isaac Newton amongst the rest), which I conceive to be false. Philosophers have taken for granted, that the heat of every planet in our system is inversely as the square of its distance from the sun. This proposition I apprehend to be contrary to experiment. Were heat a certain body proceeding immediately from the sun, I allow, that the quantity of heat in any space would be inversely as the square of its distance from the sun. But I see no reason for believing that heat comes from the sun, while there is much reason for thinking that it does not. We perceive that light comes from the sun. We also perceive that heat is produced in the bodies, on which the rays of the sun’s light fall, hence we are apt to confound light and heat together, though it is demonstrable

comet in the Constellation of Eridanus, I looked* for it according to the observations made on the 18th, 19th, 20th, and 24th Nov. by M. de Zack, who is at present in the South of France. Hitherto I have observed it only three times. The following are the results:—

1811.	Mean Time.	Right Ascen.	South Decl.
	Hs. Min. Sec.	Deg. Min. Sec.	Deg. Min. Sec.
Dec. 9.	10 6 52	63 49 41,4	10 21 55,5
11.	10 34 1	63 39 48,0	8 39 16,4
12.	8 5 52	63 26 25,3	7 04 25,9

“ The light of this comet being extremely feeble, it is not visible to the naked eye; but, as its nucleus is more determined than that of the great comet of this year, the observations are susceptible of a higher degree of precision. I was not able to resist the desire of calculating previously, according to the observations of M. de Zack and my own, the elements of its orbit. They appear to me already sufficient to enable me to predict generally the path the comet will follow, and to assert that it is not identical with any of those which have hitherto been observed. I have also found that the comet has passed its perihelion, and that its light consequently will not increase. ”

“ *Parabolick Elements of the new Comet:—* Passage through the perihelion, Nov. 12, 1811, 15h.—Longitude of the perihelion, 48° 33'.—Longitude of the ascending node, 92° 47'.—Inclination of its orbit, 31° 38'.—Perihelion distance, 1,5903.—The motion is direct.”

that light is not heat, and that heat is not light. Experience teaches us that different quantities of heat are produced by the same cause, according to the medium on which it operates, that the particular aptitude of any body to be heated, is nearly as the elasticity of that body, or the cohesion of its parts, and that whatever produces a tremulous motion in the particles of any body, excites heat in that body, and *vice versa*, whatever excites heat produces a tremulous motion in the particles of the body. In the five methods enumerated by philosophers by which heat is produced, viz. by attrition, by chemical mixture, by fermentation, by inflammation, and by the sun, the heat depends on the tremulous or vibratory motion, which by one means or another is excited in the particles of the heated body. I proceed to apply this theory of the generation of heat to the purpose of proving that comets may be fit for the residence of (material) intelligent creatures.

“ The more plainly to illustrate the manner in which this theory may be employed, to shew how comets may be habitable globes, it may be proper to apply it in accounting for a fact which comes under human observation. Within the torrid zone a person feels extreme heat at the foot of a high mountain, at the top of which the air is always in a freezing state. At the foot of the mountain, the air, which is a very elastic substance, being much compressed, i. e. the particles of it being brought very near to one another by the weight of the incumbent atmosphere, is there capable of receiving a greater degree of tremulous motion from the impulse of the sun's rays, and of thereby exciting the sensations of great heat in a human body; whereas the air at the top of the mountain being not so compressed, but the particles of it, in consequence of its elasticity, and the small degree of pressure from above to counteract that elasticity, being much farther removed from one another, is capable of receiving a proportionably less degree of tremulous motion from the impulse of the sun's rays; and therefore in that situation the person feels no heat, but extreme cold, and in a short time would be frozen to death. In the latter situation, however, the persons might be miles nearer to the sun than in the former. This fact then serves to shew that heat does not depend on the distance alone of a body from the sun, but partly, at least, if not principally, on the quantity and depth of the elastic medium on which its rays fall, and which they put into a vibratory motion; if we keep this observation in our minds, we shall see how this theory of the generation of heat may serve to explain how comets may be no inconvenient places of residence for such creatures as are before mentioned. Dr. Herschell also assigns very forcible reasons for concluding that the opinion commonly received of the sun's being a body of real fire is futile and erroneous. That the sun is a luminous and not an igneous body, has been thought highly probable by other modern philosophers, an opinion which every new step in philosophy gives great support to.

“ The height of the atmosphere of a comet is frequently eight or 10,000 miles, whilst that of the atmosphere of the earth is hardly supposed to exceed 60 or 70. The particles of this atmosphere, much more than 100 times as high as ours, may also be smaller, more subtle and elastic, and

much more easily heated than the particles of our atmosphere; whence the sun's rays may be able to agitate and warm such an atmosphere, compressed together by the weight of eight or 10,000 miles at a distance from the sun, in which we, having over us an atmosphere of only 60 or 70 miles, should feel the most extreme cold. It is observable, that as a comet moves towards the sun it acquires a tail, which increases its length the nearer the comet comes to the sun, and is longest when the comet is nearest to it. This tail I suppose to consist of a quantity of the comet's atmosphere, driven behind it by the impelling force of the sun's rays, which force, in regions near the sun, must be great. In proportion as the tail, consisting of the atmosphere of the comet, lengthens behind it, the quantity of the same atmosphere, on the side turned towards the sun, grows less and less, and is least when the comet is nearest the sun. As, on the side turned towards the sun, the quantity of atmosphere continually decreases the nearer the comet approaches the sun, and again continually increases the farther it recedes from it, there may be always so much of it on that side as is sufficient, by being put into a vibratory motion by the action of the sun's rays upon it, for the purpose of keeping up a proper degree of heat in the bodies of the inhabitants in every part of the orbit which the comet describes. Thus does this hypothesis concerning the manner in which heat is generated, enable us to conceive how a comet may be like the earth, inhabited by rational beings, who may never suffer any destructive extreme of heat or cold, but enjoy, like us, a comfortable existence.

"The luminous appearance of the tail of a comet is accounted for by observing, that every particle near the surface of the immense stream of air which is driven behind it by the impelling force of the sun's rays, must be enlightened by the refraction and reflection of those rays, and hence exhibit the faint appearance of a blaze.

"The comet discovered in the month of September, 1807, was the most beautiful that had been seen for thirty years. Its nucleus appeared like a star of the first or second magnitude, but its light paler; its tail not very extensive, only a few degrees. Its light, however, and that of its nucleus, very striking. Its motion one degree per day towards the north, and rather more than one degree towards the east. It was surrounded by a nebulousity of about six minutes diameter, and had a tail of about a degree and a half in length. This resembled none of the orbits of any comet observed before. It passed its perihelion the 19th of September."

(To be continued.)

Marine Law.

STATEMENT BY THE OFFICERS OF HIS MAJESTY'S SLOOP LITTLE BELT,

Of the Action between that Sloop and the United States Frigate President.

THE Right Hon. Lord James Townshend, Captain of his Majesty's ship *Eolus*, and senior officer at Halifax, Nova Scotia.

Pub. Thron. Vol. XXVII.

Charles John Austen, Esq. Captain of his Majesty's ship *Cleopatra*,
and

Alexander Gordon, Esq. Commander of his Majesty's sloop *Rattler*.

Lieutenant Moberly, senior lieutenant, states, that on the 16th instant, while cruising off the coast of America, Cape Charles bearing west, 54 miles, at 11 A.M. saw a strange sail;—that she was a lugger was reported from the mast-head, on the starboard beam; we then steering S.S.W. the wind aft, or a little on the starboard quarter; on which, took in our studding-sails, and hauled our wind for her on the starboard tack—shortly after made her out to be a ship. At 30 past 2, P.M. having then made out the chase to be a frigate, with a Commodore's broad pendant flying, being then about six miles, and not having answered any of our private signals, viz. 275, private signal, and our number, concluded her to be the American frigate *United States*; shewed our colours, and steered our course south. Set studding sails at five o'clock—observed the frigate make all sail, and to keep more away for us: at seven, found she was gaining on us fast. Captain Bingham then thinking it best to speak her before dark, shortened sail, and hove-to, colours up: we then making out her stars in her broad pendant, beat to quarters, and got all clear for action a second time, having beat before at two P.M. double shotted and double breached the guns. At 50 past seven, observed the frigate to have shortened sails to top-sails, top-gallant-sails, and jib, and standing down as if with an intention of passing under our stern; wore twice to evade this. Captain Bingham hailed, and was not answered; wore again, to close to us, on the larboard beam. Captain Bingham hailed the ship "*a-hoy!*" which was repeated word for word by the frigate: Captain Bingham asked what ship that was, which was also repeated as before; and on asking a second time, was answered by a broadside. Captain Bingham was then standing on the midship-gun; jumped off, and gave orders to fire, which was done in less than a minute after her first fire, we being quite ready, guns pointed; and continued firing for about an hour, when the frigate ceased firing, and hailed us to know what ship this was. Capt. Bingham answered "His Majesty's ship *Little Belt*," several times, before he understood us. He then asked if our colours were down; "*No!*" was Captain Bingham's answer. Captain B. then hailed to know what ship that was; and was answered, the *United States* frigate,—the name we could not understand. In the mean time the frigate had filled, and was standing from us—a short time after lost sight of her—hove-to for the night, having no sail to set. At day-light, saw a sail to windward; made her out to be the same ship we had engaged. At six she bore up for us under easy sail; at eight she passed within hail, asked permission to send a boat on board, which was granted; boat came on board, staid ten minutes, then returned; understood the frigate to be the *President*, belonging to the *United States*, Commodore Rogers; observed the *President* to fill and stand on, on the starboard tack, under her top-sail.

Lieutenant Thomas Levell states, that on the 16th of May, 1811, at eleven A.M. saw a strange sail from the mast-head, which was reported to

be a lugger, having her main-top-gallant-sail handed, fore and mizen set; we were then going nearly before the wind; turned the hands up, took in studding-sails, and made sail in chase on the starboard-tack; at 30 past one, observed her to be a frigate; made the private signal, our number also 275, neither of which she answered; observing her to have a blue broad pendant at her mast head, at two wore ship and steered our course south, hoisted our colours; observed her to be in chase of us; supposed her to be an American frigate; cleared ship for action; at five beat to quarters a second time, double shotted the guns, and double breached those that were bad; at 30 past seven, shortened sail, and hove-to, as she was coming up with us very fast; hoisted our colours; observed the stars in her broad pendant; wore ship three or four times, to prevent his passing under our stern, which he evidently intended; at eight hailed her, when on the starboard beam; received no answer: wore ship at 10 past 8; she hauled her foresail up, and hove-to within half pistol-shot of our weather-beam; Captain Bingham standing on the gun abaft the larboard gangway, hailed the ship "a-hoy!" which words were repeated word for word, and she immediately fired a broadside; Captain Bingham jumped off the gun, and gave orders to fire, which we did instantly, the captains of the guns standing with the lanyards of the locks in their hands, and the guns pointed at her; continued firing about an hour; when she ceased, and hailed us, "What ship that!" Captain Bingham replied, "His Majesty's ship Little Belt!" several times before he understood us; he then asked what ship that was: they answered "the United States frigate"—the name we did not understand, and asked if our colours were down; Captain Bingham answered, "No" he then filled on the starboard tack; we very soon lost sight of her; continued all night refitting; at day-light observed her laying-to to windward about 8 or 10 miles; about six she bore down under her top-sails and fore-sails; at eight he hailed, "ship a-hoy! I'll send a boat on board, if you please, Sir."—"Very well, Sir," was Captain Bingham's answer; the boat came on board, and remained about ten minutes or a quarter of an hour, after which he wore and stood to the westward under his top-sails.

Latitude 36° 53' longitude 71° 49' Cape Charles bearing west fifty miles.

Mr. James Franklin, boatswain, states, at half past six o'clock, observed the frigate coming up under studding-sails on both sides; about half past seven, shortened sail, and brought to; hoisted the colours; at a quarter before eight, hailed; no answer: wore ship; about two minutes before eight the ship was hailed: the Captain's words were repeated twice, without making any answer; then he fired a whole broadside; about a minute returned a broadside from us; continuing firing for about an hour, and then he ceased firing, and hailed, and asked what ship this was; and he was answered by the Captain, the Little Belt; and he then asked if the colours were down; the answer was "No!" and I heard the Captain say that they should not come down, and ordered the starboard guns to be manned; then the Captain hailed to know what ship that was; being

under the fore-castle wounded, I could not hear the answer: I then came down below, and there was no more firing after.

Mr. Hinshelwood, Purser, states, that on the 16th instant, at 11 A.M. saw a strange sail; made sail in chase of her; 30 past 1, observed her to be a frigate; made the private signal, our number, and 275, neither of which were answered; at 2 made out a Commodore's broad pendant, apparently an American; cleared for quarters; observed the frigate to be in chase of us; at 5 beat to quarters a second time; 30 past 7, hove-to, and hoisted our colours; at 8 hailed her, no answer; wore ship; at 10 past 8, she hove-to close to windward of us; Captain Bingham standing on the gun abaft the larboard gangway, hailed, "a boy, the ship!" which they repeated: Captain B. asked, what ship is that, which was also repeated, and immediately gave us a broadside, commencing firing from the midships of the deck, Captain B. jumped off the gun, and gave orders to fire, which was instantly done; continued firing about an hour; observed the frigate to leave off firing; she hailed at the same time, and asked what ship this was: Captain B. answered, his Britannic Majesty's ship Little Belt, six or seven times, before they understood; he then asked if our colours were down, to which Captain B. answered "No!" and asked what ship that was; she answered the United States ship,—the name we could not understand; she then made sail; at day-light observed her to windward; at six she bore down; at eight passed within hail; hailed the ship, and said he would send a boat on board, if Captain B. pleased; a boat came on board, and remained about a quarter of an hour: she then made sail to the westward.

Mr. William Turner, surgeon, states, when steering to the southward from off New York, on the 16th of May, 1811, at 11 A.M. a strange sail was reported to the westward, which was immediately given chase to: on nearing, observed her to be a frigate, standing to the eastward, with an American broad pendant at her main-top-gallant-mast head: we then resumed our course to the southward, and shewed the ensign and pendant: stranger observed shortly after to alter her course, to join us; when the Little Belt made more sail: strange frigate did the same: finding the stranger joined us fast, prepared for action; shortened sail and hove-to some time before sun set: immediately after the Little Belt hove-to, the strange frigate shortened sail, coming down very slowly.—I shortly after went below; at ten minutes past eight o'clock, P.M. Captain Bingham hailed the stranger twice, very loudly, but received no answer: about five minutes after, Captain Bingham again hailed, and was answered from the frigate, to what purpose I could not distinctly understand. Captain Bingham again hailed twice, and immediately heard the frigate fire, and the whole passed over us. I then distinctly heard Captain Bingham give orders to fire away: we returned the broadside within the space of twenty seconds; the action continued with great vigour for about 45 minutes, to the best of my judgment.

We, the undersigned, have duly examined the officers herein named,

belonging to his Majesty's sloop *Little Belt*, respecting the attack made on that ship by the United States frigate *President*, have received the above as a true statement of all the occurrences. In witness whereof we have hereunto set our hands, on board his Majesty's ship *Eolus*, Halifax harbour, Nova Scotia, 20th of May, 1811.

J. TOWNSHEND.

C. J. AUSTEN.

A. GORDON.

Province of Nova Scotia, Halifax.

The examination and information of William Burket, mariner, taken before John Howe and Thomas Boggs, Esqrs. two of his Majesty's justices of the peace for the county of Halifax, this 22d day of June, in the year of our Lord, 1811; who being duly sworn, deposeth and saith, that he was born at Deptford, in England; that he is about 23 years of age; that he has reason to think he has a mother still living at Deptford; that he left home about three years ago, and went to Montego Bay, Jamaica; that he left that place afterwards, and proceeded to New York, in a brig called the *Pizarro*; that some time in August, 1809, being in a state of intoxication, he was forcibly carried on board the United States armed schooner *Revenge*, in which he continued until she was cast away in Long Island Sound; that he was afterwards transferred to the United States ship, the *President*; that he was entered on board the *Revenge*, and afterwards on board the *President*, by the name of Elijah Shepardson; that he was on board the *President*, the first week in May last, when that ship was lying at Anapolis, in Maryland; that Commodore Rogers suddenly came on board from Havre-de-Grace, where he had been with his family; that instantly after the arrival of the Commodore, all was bustle in the ship; that the sails, some of which were unbent, were immediately bent, and the ship got ready with all possible expedition to proceed to sea; that she got under weigh next day, and proceeded down the river; that they spoke a brig, which said they had been boarded the day before by a British cruiser, and that she had taken a man from her, who had been sent back again; that, as they were going down the river, they got up a much larger quantity of shot and wads than had ever been customary on any other occasion, while he was on board the ship; and that he knows this to have been the case, from having held the station of quarter-gunner; that after proceeding to sea, they cruised on the different parts of the coast, without any thing materially happening until the 16th day of May; that at twelve o'clock on that day, being below at dinner, word was brought that a frigate, supposed to be British, was in sight; that orders were then given for clearing away the bulk-heads, and preparing for action; that, soon after, all hands were beat to quarters; that every thing was then immediately got ready for action; that at this time it was about two o'clock; that all sails were then set, and they went eagerly in chase of the supposed frigate; that orders were soon after given for pricking and firing the guns; before dark, while they were approaching nearer the chase, orders were given to take

the aprons off the guns; and at that time this deponent looked at the ship they were in chase of, through the bridle port; and he saw her colours flying; that he saw red in them, but could not correctly ascertain what colours they were; that at the distance they were, he is satisfied that with glasses they could easily be distinguished; that he heard Lieutenant Belting, who had a glass, and who commanded in his division, say, that her colours were British; that when this deponent looked at her, he could see her hull, and was satisfied that she was a small ship; that they continued after this period to approach her until between eight and nine o'clock, when they were within pistol-shot; that Commodore Rogers then gave orders to stand by their guns, and not to fire till orders were given; that the Commodore then hailed; and when he was hailing a second time, a gun in the division to which this deponent belongs, being the second division, went off, he thinks, by accident; and that there were four or five men leaning on the gun at the time; that he instantly turned to acquaint the Lieutenant that the gun had gone off by accident, the Lieutenant then standing only three guns from him; that before he could do this, the whole broadside of the President was discharged; and that immediately after a general order was given, "fire away as quick as possible;" that before the firing of the gun of his division, which he thinks went off by accident, and the broadside which immediately followed, this deponent is satisfied, as he was looking out of the port, and distinctly saw the Little Belt, that not a gun had been fired from her; that the President, he thinks, continued firing about half an hour without cessation; that an order was then given to cease firing; that the President then filled her main-top-sail, and stood from the Little Belt with her head to the southward, and continued all night on that tack without heaving-to; that the Commodore, before he steered from the Little Belt, hailed her to know if she had struck; the only part of the answer given that he could distinctly hear or understand was, that she was a British ship.

This deponent further saith, that the President was wounded in her fore-mast and main-mast, a 32-pound shot having entered each of them; that the rest of the night after the engagement, they were employed in repairing the damage sustained in the rigging. This deponent farther saith, that the crew of the President consists of about 500 men, upwards of 300 of which he knows to be British seamen, from having conversed with them, and having heard them declare they were so, and from many of them having designated the places they came from; that the engagement with the Little Belt had excited great disgust in the British seamen on board the President, who had manifested their reluctance to fight against their country; that one man in particular had so plainly expressed this feeling, as to have drawn on him the resentment of Commodore Rodgers, who had put him in irons; in which situation he remained when this deponent left the ship, for the aforesaid offence, and for having said that the first gun was fired from the President.

This deponent farther saith, that, after the President came into New York, and was lying in the North River, that by the assistance of his

hammock lashings, he got, in the night from the fore-chains into the river, and swam to a place of safety, and has since procured a passage to Halifax.

WILLIAM BURKIT, his \times Mark.

Sworn at Halifax, the day and year aforesaid, before us,

JOHN HOWE, }
THO. BOGGS, } Justices of the Peace.

Bristol, July 25, 1811.

John Russell deposes that he belonged to the President American frigate; that he did his duty in the fore-top; was quartered at the aftermost gun on the fore-castle, before they fell in with the Little Belt. The Commodore informed the ship's company, that he was ordered to demand two American seamen that had been pressed by a British frigate; if they were not given up, he was to take them by force: when they went down to the Little Belt, the guns were double shotted, and loaded with grape; that the first gun, was fired from the President, but he believes from accident, as no orders were given from the quarter-deck to fire; the guns had locks, and were all cocked. After the action, he was informed by the men in the wake, that a man was entangled with the lan-yard of the lock, that occasioned the gun to go off.

The
(Signed) JOHN \times RUSSELL.
Mark of

The within-named John Russell was sworn to the truth of the within affidavit, before me, one of his Majesty's justices of the peace for the city and county of Bristol, the 27th day of July, 1811.

(Signed) DAVID IVANS.

After the insertion of the preceding important documents, we feel ourselves called upon, for the first time, to offer some remarks upon this case;* remarks which will be found the more interesting, in consequence of the American President's Message, at the opening of Congress, as given in a preceding sheet.

The readers of the NAVAL CHRONICLE have already perused the letters of Commodore Rodgers and Captain Bingham to their respective Governments, (as referred to below) each charging the other with being the

* The following references will enable the reader to place himself more fully in possession of all the facts and circumstances relating to the action between His Majesty's sloop *Lille* [Little] Belt, and the United States frigate, *President*.—Miscellaneous statements respecting the action, N.C. XXVI. 32 to 38.—Commodore Rodgers's official account of the action, p. 38.—Captain Bingham's ditto, p. 82.—Rear-admiral Sawyer's instructions to Captain Bingham, for his conduct on the American station, p. 84.—Structures on Commodore Rodgers's letter, from the *Boston Repertory*, p. 197.—Satirical letter to Commodore Rodgers, from the *Quebec Mercury*, p. 285.—Account of the professional services of Commodore Rodgers, p. 282.—American Court of Inquiry relative to the action, 493.

aggressor. They have also seen the minutes of the American Court-martial, proving that the *Lille Belt* fired first; in addition to which, we now bring forward what they were before strangers to—the minutes of a Court of Inquiry holden at Halifax, *proving*, in like manner, that the *President* fired first. So far, therefore, Great Britain and America are equal; they carry their defence to the same length, and support it by the same testimony. But we go much farther than this; for we have now also inserted the depositions of two seamen—the one an American, we believe, and the other an Englishman,—who were on board the *President* at the time of the action, and who swear that the first shot was discharged from their ship: to this testimony we solicit proper regard. Nor does England's excess of evidence over that of America rest even here; for we have long ago seen Captain Bingham's instructions, charging him to treat the citizens of the United States with the utmost respect; while America has hitherto studiously concealed the instructions under which Commodore Rodgers sailed.

According to the deposition of one of these seamen, the first shot was fired by accident; than which nothing is more likely among inexperienced persons: and how strongly does this confirm the opinion of the agitation which must have prevailed on board a vessel, manned by mariners who had never before been in action!

But to recur to another topic, no less essential to the dispute than firing the first shot. A gun may, as we have seen, go off and do mischief by accident: but a threatening position cannot be assumed but by intention. Who, then, *intentionally first* put himself in a posture of offence? Commodore Rodgers, clearly, by his own acknowledgment, and Captain Bingham's assertion, supported by the evidence of his officers at Halifax. These are the words of the two Captains, speaking at the same moment of time:—“By his manner of steering down, he evidently wished to lay his ship in a position for raking, which I frustrated by wearing three times.”—(*Vide Captain Bingham's Letter; and the evidence of all his officers to the same effect.*)

What says Commodore Rodgers to this?—“At fifteen minutes past eight, I directed Captain Ludlow to take a position *to windward of her, and on the same tack*, within short speaking distance: this, however, the master of the chase *appeared, from his manœuvres, anxious to prevent*; as he wore, and hauled by the wind on different tacks, four times successively, between this period and the time of our arriving at the position which I had ordered to be taken.”—(*Commodore Rodgers's Letter.*)—Why did Commodore Rodgers assume this position? To speak to us. But, why did he wish to speak to us, to windward upon the same tack, or, in other words, in the most formidable position for raking us; and that, too, after he saw that we had three or four times avoided suffering him to do it? Let him, or any one else for him, answer that.

We again request attention to the depositions of the two seamen, particularly that taken at Halifax. It is evidence of much more than the mere commencement of the action. The fitting out of the *President*—the arrival of Commodore Rodgers on board—the taking in of shot and wads—

all these points, we fear, argue “a foregone determination;” but still, if America be content to disavow the act, perhaps it would be more politic in us to believe, or seem to believe, her assurance.

NAVAL HISTORY OF THE PRESENT YEAR, 1811-1812.

(December—January.)

RETROSPECTIVE AND MISCELLANEOUS.

GREAT expectations are again entertained, of a rupture between France and Russia.—Sweden has assumed a very hostile aspect, and, certainly, is not on amicable terms with France. The reigning Sovereign has ordered an army of 60,000 men to be embodied, for the defence, as it is alleged, of the country.—Some of the recent proceedings of the American Senate breathe a more than ordinarily violent and war-disposed spirit against England.

On the 19th of January, Government received despatches from the Mauritius, containing the intelligence, that, in consequence of the farther operations of the British troops under Lieutenant-general Sir S. Auchmuty, General Jansen, and the remainder of the French forces in the Island of Java, had capitulated on the 17th of September, and that by a treaty signed the same day, all the country eastward of Samarang (not previously subject to the British arms) had been surrendered to his Majesty.—All the positions, occupied by the Gallo-Batavian army, fell in succession on the approach of our frigates, and the landing of seamen and marines; and after a few slight skirmishes, Jansen capitulated, with the whole of his Frenchmen, as prisoners of war. Several waggon loads of money were taken, and a vast quantity of coffee, pepper, and spices. Our loss is very trifling, but sickness had made its appearance among the troops, and particularly the marines, who were actively employed on shore.

An unfortunate occurrence lately took place in Basque Roads; the particulars of which are thus given, by an officer on that station:—

“On the 27th *ult.* (Dec.) the boats of the *Colossus* and *Conquestador*, under the command of Lieutenant Stackpole, of the latter vessel, and Lieutenant Soady of the former, attacked an enemy’s convoy passing along shore from the northward, and would have accomplished its capture or destruction, had not the wind suddenly shifted from N.W. to W.S.W. just as the boats were to the southward of Chatillon reef. This shifting of the wind enabled the ships escorting the convoy, viz. three gun-brigs, an armed lugger, and several pinnaces, to attack the boats, the crews of which made several gallant attempts to board their opponents, and particularly the lugger in two instances: but the superiority of numbers on the part of the enemy rendered every attempt ineffectual. Undaunted by this superiority, or the galling fire from several batteries and the vessels around them, our noble tars, disdaining to surrender to the gun-brigs, pulled coolly toward:

the shore, where they were taken prisoners (being 104 in number), except those in the boat with Lieutenant Soady, which most miraculously escaped. The Conquistador, and Piercer gun-brig, were under weigh near the scene of action, and witnessed every part of it, without being able to give our noble fellows the least assistance. Soon afterwards the weather moderated, when a flag of truce was sent into the French commodore (Jacobs), to request that he would allow clothes, &c. to be sent to the prisoners, and give information as to the number of men killed and wounded. The commodore politely replied, that he had no objection to the clothes, &c. being sent, and was happy to say that no more than four or five had fallen, amongst whom was a master's mate, commanding one of the boats. He, at the same time, expressed his astonishment that so few should have fallen; and intimated that the prisoners were in the hands of Frenchmen, who would treat them well, in consequence of the determined bravery they had exhibited. Lieutenant Stackpole was ascertained to be well on the 30th, three days after this unpleasant affair, the result of which must be ascribed solely to the wind frustrating the design in view. A subscription was immediately set on foot in the Colossus, Conquistador, and Arrow schooner, by which a considerable sum was raised, and sent in with the clothes to Rochelle."

Imperial Parliament.

HOUSE OF LORDS, TUESDAY, JANUARY 7.

THE Lord Chancellor, as one of the Lords Commissioners appointed to open the Session of Parliament, read the following speech from his Royal Highness the Prince Regent, upon that occasion:—

" My Lords and Gentlemen,

" We are commanded by his Royal Highness the Prince Regent, to express to you the deep sorrow which he feels in announcing to you the continuance of his Majesty's lamented indisposition, and the unhappy disappointment of those hopes of his Majesty's early recovery, which had been cherished by the dutiful affection of his family, and the loyal attachment of his people.

" The Prince Regent has directed copies of the last reports of her Majesty the Queen's council, to be laid before you, and he is satisfied that you will adopt such measures as the present melancholy exigency may appear to require.

" In securing a suitable and ample provision for the support of his Majesty's royal dignity, and for the attendance upon his Majesty's sacred person during his illness, the Prince Regent rests assured, that you will also bear in mind the indispensable duty of continuing to preserve for his Majesty the facility of resuming the personal exercise of his royal authority, in the happy event of his recovery, so earnestly desired by the wishes and the prayers of his family and his subjects.

" The Prince Regent directs us to signify to you the satisfaction with which his Royal Highness has observed, that the measures which have been pursued for the defence and security of the kingdom of Portugal have proved completely effectual; and that, on the several occasions in which the British or

Portuguese troops had been engaged with the enemy, the reputation already acquired by them has been fully maintained.

“ The successful and brilliant enterprise which terminated in the surprise, in Spanish Estremadura, of a French corps, by a detachment of the allied army under Lieut.-Gen. Hill, is highly creditable to that distinguished officer, and to the troops under his command, and has contributed materially to obstruct the designs of the enemy in that part of the Peninsula.

“ The Prince Regent is assured, that while you reflect with pride and satisfaction on the conduct of his Majesty's troops, and of the allies, in these various and important services, you will render justice to the consummate judgment and skill displayed by General Lord Viscount Wellington, in the direction of the campaign. In Spain the spirit of the people remains unsubdued; and the system of warfare so peculiarly adapted to the actual condition of the Spanish nation, has been recently extended and improved, under the advantages which result from the operation of the allied armies on the frontier, and from the countenance and assistance of his Majesty's navy on the coasts. Although the great exertions of the enemy have, in some quarters, been attended with success, his Royal Highness is persuaded that you will admire the perseverance and gallantry manifested by the Spanish armies. Even in those provinces principally occupied by the French forces, new energy has arisen among the people; and the increase of the difficulty and danger has produced more connected efforts of general resistance.

“ The Prince Regent, in the name and on the behalf of his Majesty, commands us to express his confident hope that you will enable him to continue to afford the most effectual aid and assistance in the support of the contest, which the brave nations of the Peninsula still maintain with such unabated zeal and resolution.

“ His Royal Highness commands us to express his congratulations on the success of the British arms in the island of Java.

“ The Prince Regent trusts that you will concur with his Royal Highness in approving the wisdom and ability with which this enterprise, as well as the capture of the islands of Bourbon and Mauritius, has been conducted under the immediate direction of the Governor-General of India; and that you will applaud the decision, gallantry, and spirit, conspicuously displayed in the late operations of the brave army under the command of that distinguished officer, Lieutenant-General Sir S. Auchmuty so powerfully and ably supported by his Majesty's naval forces.

“ By the completion of this system of operations, great additional security will have been given to the British commerce and possessions in the East Indies, and the colonial power of France will have been entirely extinguished.

“ His Royal Highness thinks it expedient to recommend to your attention the propriety of providing such measures for the future government of the British possessions in India, as shall appear, from experience and upon mature deliberation, to be calculated to secure them internal prosperity, and to derive, from those flourishing dominions, the utmost degree of advantage to the commerce and revenue of the United Kingdom.

“ We are commanded by the Prince Regent to acquaint you, that while his Royal Highness regrets that various important subjects of difference with the government of the United States of America still remain unadjusted, the difficulties which the affair of the Chesapeake frigate had occasioned, have been finally removed; and we are directed to assure you, that in the further progress of the discussions with the United States, the Prince Regent will continue to

employ such means of conciliation as may be consistent with the Honour and dignity of his Majesty's Crown, and with the due maintenance of the maritime and commercial rights and interests of the British empire.

" Gentlemen of the House of Commons,

" His Royal Highness has directed the estimates for the service of the current year to be laid before you. He trusts that you will furnish him with such supplies as may be necessary to enable him to continue the contest in which his Majesty is engaged, with that spirit and exertion, which will afford the best prospect of its successful termination.

" His Royal Highness commands us to recommend that you should resume the consideration of the state of the Finances of Ireland, which you had commenced in the last Session of Parliament. He has the satisfaction to inform you, that the improved receipt of the revenue of Ireland in the last, as compared with the preceding year, confirms the belief, that the depression which that revenue had experienced, is to be attributed to accidental and temporary causes.

" My Lords and Gentlemen,

" The Prince Regent is satisfied that you entertain a just sense of the arduous duties which his Royal Highness has been called upon to fulfil, in consequence of his Majesty's continued indisposition.

" Under this severe calamity, his Royal Highness derives the greatest consolation, from his reliance on your experienced wisdom, loyalty, and public spirit, to which in every difficulty he will resort, with a firm confidence, that, through your assistance and support, he shall be enabled, under the blessings of Divine Providence, successfully to discharge the important functions of the high trust reposed in him; and, in the name and on the behalf of his beloved father, and revered Sovereign, to maintain unimpaired the prosperity and honour of the nation."

An address, echoing the sentiments of the speech, moved by the Earl of Shaftesbury, and seconded by Lord Brownlow, was agreed to, *nem. dis.*

FRIDAY, JANUARY 10.

On the motion of the Earl of Liverpool, the thanks of the House were unanimously voted to Lord Minto, and to the naval and military commanders, officers, soldiers, seamen, marines, &c. employed at the capture of Batavia.

HOUSE OF COMMONS, TUESDAY, JAN. 7.

After the Prince Regent's speech (*vide Lords*) had been read, Sir Francis Burdett rose, and after attributing all the evils and misfortunes under which the country laboured, to a want of reform in the Commons House of Parliament, moved an address copsonant with that opinion.

Lord Jocelyn, who, it had been intended, was to move the Address, then rose, and moved, as an amendment to Sir F. Burdett's motion, an address corresponding with the speech.

On a division, Sir F. Burdett's address was negatived, by 238 against 237, and Lord Jocelyn's amendment was agreed to.

FRIDAY, JANUARY 10.

The thanks of the House were voted to Lord Minto, and to the naval and military captors of Batavia, as in the Lords.

Letters on Service,
Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, DECEMBER 17, 1811.

ADMIRAL SIR CHARLES COTTON has transmitted to John Wilson Croker, Esq. a letter from Captain Alexander, of H. M. S. the Colossus, giving an account of an attack made on the 1st instant by the Arrow schooner, and the boats of the Colossus and Conquestador, on an enemy's convoy to the southward of Isle d'Aix, of which one chasse-marc was brought out, three burnt, one of them an armed vessel, and three stranded on the beach.

Copy of a Letter from Captain Acklom, of H. M. Sloop Ranger, addressed to Captain Dashwood, of the Pyramus, and transmitted by Vice-admiral Sir James Saumarez to John Wilson Croker, Esq.

SIR, *H. M. Sloop Ranger, in the Baltic, 14th Nov. 1811.*

I have the pleasure to inform you I this day captured, after a chase of seven hours, the Danish privateer schooner the Skanderbeik, of ten guns, and 36 men; had been sixteen days from Copenhagen without making any captures.

I am, &c.

GEO. ACKLOM, Commander.

Captain Dashwood, H. M. S. Pyramus.

Copy of a Letter from Lieutenant Lucas, commanding the Censor Gun-vessel, addressed to Captain Dashwood, of the Pyramus, and transmitted by Vice-admiral Sir James Saumarez to John Wilson Croker, Esq.

SIR, *H. M. Brig Censor, Matwick, 16th Nov. 1811.*

I beg leave to acquaint you, that, on the 11th instant, I fell in with and captured, after a chase of two hours, the French lugger l'Heureuse Etoile, mounting four guns, and manned with twelve men; out three days from Stralsund, having made only one capture of a Prussian galliot in ballast.

I have, &c.

M. R. LUCAS.

To Charles Dashwood, Esq. Senior Officer, &c.

Copy of a Letter from Lieutenant Richard Bankes, commanding H. M. Gun-vessel Forward, addressed to Vice-admiral Osway, at Leith, and transmitted by the latter to John Wilson Croker, Esq.

SIR, *H. M. Gun-brig Forward, at Sea, Dec. 4, 1811.*

I beg leave to acquaint you, that, on the 29th ult. at forty-five minutes past six P.M. I succeeded in capturing a Danish privateer cutter, called the Commodore Sullen, mounting four guns, with a complement of eighteen men, after a chase of an hour and a half; the entrance of Christiansand north, distant two miles, from which port he had sailed but a few hours, and had taken nothing. I have also captured a Danish sloop, laden with hops, and coffee.

I have the honour to be, &c.

R. BANKES, Lieut. commanding.

DECEMBER 21.

Vice-admiral Murray has transmitted to John Wilson Croker, Esq. a letter which he had received from Lieutenant Southcott, commanding the

90 NAVAL HISTORY OF THE PRESENT YEAR, 1811, 1812.

Princess of Wales hired cutter, giving an account of his having, on the 11th instant, captured, off the Dogger Bank, the *Anacreon* French cutter privateer (formerly the *Carrier* cutter), out twenty-four days from Groningen, without making any capture; her complement was thirty-seven men; her guns thrown overboard during the chase.

Copy of a Letter from Captain Farguhar, of H.M.S. the Desirée, addressed to Admiral Young, and transmitted by him to John Wilson Croker, Esq.

H. M. S. *Desirée*, at Anchor off Schelling,
December 12, 1811.

SIR,

I have the honour to acquaint you, that this morning, in standing to the southward to resume my station after these late gales, at half-past eight, a lugger was discovered to the eastward of us, making for the Vlie; we immediately gave chase, and at eleven had gained on her so much as to bring her nearly within reach of our guns, but so close to the Island of Schelling, that we were obliged to anchor.

The boats were then despatched, under the directions of Lieutenant Radford, and I have great satisfaction in saying, that this service was performed with much judgment, and the lugger captured *le Brave*, of Dunkerque, commanded by Monsieur Messenacker, with a complement of sixty men, and sixteen guns, fourteen only were found on board; two were thrown overboard in the late gales, and thirteen of the crew made their escape in a boat. The *Brave* is coppered; she sailed from Amsterdam twenty days ago, without making any capture. I have, &c.

A. FARQUHAR.

Extract of a Letter from Captain Downie, of H. M. Sloop the Royalist, addressed to Rear-admiral Foley, and transmitted by him to John Wilson Croker, Esq.

H. M. Sloop *Royalist*, in the Downs, December 20, 1811.

I beg leave to inform you of the capture of the French privateer *le Rôdeur*, of fourteen guns, and sixty men, by H. M. sloop under my command, between Dover and Calais, at eleven o'clock last night, after a chase of two hours, nearly all the time within musket-shot.

I regret to say, that we have had one man killed, and five wounded; the enemy has had one killed and eleven wounded.

Killed.—Carb Miller, private marine.

Wounded.—John Brown, private marine, badly; Mr. Thomas L. Reid, midshipman, slightly; David Oliver, private marine, ditto; Samuel Saunders, corporal of marines, ditto; John Brown, able seaman, ditto.

DECEMBER 28.

Extracts of two Letters from Captain Sir George Raper Collier, of H. M. S. the Surveillante, addressed to Admiral Sir Charles Cotton, Bart. and transmitted by the latter to John Wilson Croker, Esq.

H. M. S. *Surveillante*, at Corunna, November 14, 1811.

I have the satisfaction to add, that every thing English got out of Gijon, and that I learn all the ammunition and military stores, not embarked, with the exception of the cannon before alluded to, were destroyed.

H. M. S. *Surveillante*, at Corunna, November 16, 1811.

The wind blowing hard from the N. N. W. has prevented the *Irya* with her convoy from sailing for England, and this day H. M. S. *Iris* arrived, and brought an inclosure to Captain Christian I received your letter No. 5.

I have the honour to enclose Captain Christian's report of his proceedings since my parting with him off Bermeo, by which you will perceive how seriously the Guerillas annoy the enemy in the province of Biscay and Guipuscoa. It appears that, with the assistance of the Iris, Don Gaspar, after effecting his landing, completely blocked up the garrison of Deba in their fortified house, which, not being able to resist the fire from the launch, surrendered, amounting to fifty-four men.

From hence Gaspar immediately proceeded to the neighbouring town of Motricio, where, by the united exertions of Captain Christian, the same number of the enemy were obliged to an unconditional surrender. In this service two of the enemy's launches were taken, and whatever French public property was found was taken or destroyed.

In the Iris have also arrived upwards of three hundred French prisoners, with a proportion of French officers; among which number it is said is an aid-du camp of Buonaparte, Colonel Cenopieri. They form a part of the remains of the last corps which was so entirely defeated by the indefatigable Guerilla, Mina; five hundred of the enemy were killed or wounded, and the remainder, six hundred, made prisoners.

Captain Christian speaks in very favourable terms of the activity and zeal of his first lieutenant, Mr. Collingwood, on the late service; and I have pleasure in adding my testimony to the same on former occasions.

Rear-admiral Foley has transmitted to John Wilson Croker, Esq. a letter from Lieutenant Robert Fair, commanding his Majesty's gun-vessel *Locust*, giving an account of his having, on the 25th instant, driven on shore, near Calais, a French national brig, which, from the violence of the surf, was beaten to pieces. She appeared to have troops on board, and it is supposed several of the men have perished.

JANUARY 4.

Admiral Sir Roger Curtis has transmitted to John Wilson Croker, Esq. a letter from Captain Symes, of H. M. sloop *Thracian*, giving an account of his having, on the 18th ult. driven on shore, under Cape Levie, a large French lugger privateer, pierced for eighteen guns, and full of men, which was totally dashed to pieces on the rocks.

JANUARY 11.

Copy of a Letter from Vice-admiral Sir Edward Pellew, Bart, Commander-in-chief of H. M. Ships and Vessels in the Mediterranean, to John Wilson Croker, Esq. dyled on board the Caledonia, at Port Mahon, the 7th November, 1811.

SIR,

You will do me the favour to lay before their lordships, the enclosed account from the Honourable Captain Duncan, of H. M. S. *Imperieuse*, stating the capture of three gun-boats, at Possitano, in the Gulf of Salerno, on the 11th ult. The gallant conduct of Lieutenant Travers and his companions, who carried the fort by which they were protected, will receive, I am sure, the approbation of their lordships.

I have the honour to be, &c.

EDWARD PELLEW.

SIR,

H. M. S. Imperieuse, in the Gulf of Salerno, Oct. 11, 1811.

I have the honour to inform you, that H. M. S. under my command, this morning, attacked three of the enemy's gun-vessels, carrying each a

eighteen-pounder, and thirty men, moored under the walls of a strong fort, near the town of Possitano, in the Gulf of Salerno; the *Imperieuse* was anchored about eleven o'clock, within range of grape, and in a few minutes the enemy were driven from their guns, and one of the gun-boats was sunk. It, however, became absolutely necessary to get possession of the fort, the fire of which, though silenced, yet (from its being regularly walled round on all sides) the ship could not dislodge the soldiers and those of the vessel's crews who had made their escape on shore and taken shelter in it; the marines and a party of the seamen were therefore landed, and, led on by the first lieutenant, Eaton Travers, and Lieutenant Pipon, of the royal marines, forced their way into the battery in the most gallant style, under a very heavy fire of musketry, obliging more than treble their numbers to fly in all directions, leaving behind about thirty men and fifty stand of arms. The guns, which were twenty-four-pounders, were then thrown over the cliff, the magazines, &c. destroyed, and the two remaining gun-vessels brought off.

The zeal and gallantry of all the officers and crew in this affair, could not have been exceeded, but I cannot find words to express my admiration at the manner in which Lieutenant Travers commanded and headed the boats' crews, and landing party, setting the most noble example of intrepidity to the officers and men under him.

Owing to baffling winds, the ship was unavoidably exposed to a raking fire going in, but the fore-top-sail-yard shot away, is the only damage of any consequence.

I have to regret the loss of one marine killed, and two are wounded.

I have the honour to be, &c.

HENRY DUNCAN, Captain.

To Sir Edward Pellew, Bart. Vice-admiral of the Red, and Commander-in-chief, &c.

Return of Men belonging to H. M. S. Imperieuse, killed and Wounded in an Attack upon the Enemy's Fort and Gun-boats, at Possitano, on the 11th October, 1811.

Thomas Workman, private, killed; Owen Jones, slightly wounded; David Jones, ditto.

HENRY DUNCAN, Captain.

Copy of a Letter from Captain Tetley, of H. M. S. the Guadaloupe, addressed to Vice-admiral Sir Edward Pellew, Bart. and transmitted by the latter to John Wilson Croker, Esq.

SIR, *H. M. Sloop Guadaloupe, Palma Bay, 25th October, 1811.*

I have the honour to inform you, that H. M. sloop under my command, captured yesterday, off Capô Blanco, after a chase of thirteen hours, the French schooner privateer *Syrene*, of six guns, pierced for twelve, with a complement of sixty-one men; eight days from Leghorn, on her first cruise, and had made no capture.

I have the honour to be, &c.

J. S. TETLEY, Captain.

Copy of a Letter from Captain Downie, of H. M. Sloop the Royalist, addressed to Rear-admiral Foley, and transmitted by him to John Wilson Croker, Esq.

SIR, *H. M. Sloop Royalist, off Calais, 7th January, 1812.**

I beg leave to state to you, that the French lugger privateer, *le Furet*, of fourteen guns, and fifty-six men, was captured at eleven o'clock last

night, off *Falkstone*, by H. M. sloop under my command, after a short chase. She had been two days out from Calais, during which time she had made no capture.

I have the honour to be, &c.

GEORGE DOWDIE, Captain.

Copy of a Letter from Captain Hole, of H. M. Sloop the Egeira, addressed to Vice-admiral Otway, and transmitted by him to John Wilson Croker, Esq.

SIR,

H. M. Sloop Egeira, at Sea, 1st January, 1812.

I have great pleasure in acquainting you, that, in pursuance of your orders to me of the 30th ult. to put to sea in the sloop under my command, in search of any of the homeward-bound Baltic convoy, I, early on the following day, St. Abb's Head bearing west seventy miles, fell in with, and after a short chase, captured the Danish cutter privateer *Alvor*, of seventy tons, having fourteen guns mounted, with a complement of thirty-eight men; out of North Bergen fifteen days, without having made any capture.

I have the honour to be, &c.

LEWIS HOLE, Commander.

Vice-admiral Otway, &c.

JANUARY 20.

Captain Harris, of H. M. S. *Sir Francis Drake*, arrived at this office last night, with despatches from the Hon. Rear-admiral Stopford, commander-in-chief of H. M. ships and vessels at the Cape of Good Hope, addressed to John Wilson Croker, Esq. of which the following are copies and extracts.

H. M. S. Scipion, off Sourabaya, September 29th, 1811.

SIR,

In my letter to you from Batavia Roads, under date the 30th of August, I acquainted you, for the information of my Lords Commissioners of the Admiralty, that it was my intention to proceed in the *Scipion* to the Isle of France, in consequence of the principal part of the enemy's force having been captured or destroyed in the successful assault of their work, by the British troops on the 26th of that month.

On communication of this my signal to his Excellency the Governor-general of India, who was residing at Batavia, and to Lieutenant-general Sir Samuel Auchmuty, the commander-in-chief of the forces, I was informed by these authorities that the future resources of the enemy were yet unknown, and that they considered it requisite to use all means to bring the contest to as speedy a conclusion as possible, hoping that I would not diminish any part of the British force by my departure.

Upon these suggestions I waved my first intention of quitting the station, and prepared for immediately proceeding to Sourabaya.

In pursuance of my former arrangement, the *Nisus*, President, *Phæbe*, and *Hesper* (ship), sailed on the 31st of August to Cheribon, for the purpose of intercepting the enemy's retreat from Meester Cornelius to the eastward. As no troops were ready for embarkation, I relied upon the marines of these ships (to which the party of H. M. S. *Lion* was added) for performing this service, and they fully answered my expectation. Captain Beaver, of H. M. S. *Nisus*, having summoned the place to surrender, took possession of it without opposition; Captain Warren, the bearer of the summons, having hoisted the British flag, received information that the commander-in-chief of the French troops (General Jamille) had just arrived, and was changing horses to proceed to the eastward. Captain

Warren, with his gig's crew, immediately made him his prisoner, and secured him; many other officers and privates were also made prisoners; as their lordships will observe by Captain Beaver's report to me of his proceedings, with Captain Hillyar's account of the surrender of Taggall, both forwarded by this opportunity. The services performed by these ships were of the greatest importance to the ultimate result of the campaign.

On the 4th September, I detached Commodore Broughton, in the *Illustrious*, with the *Minden*, *Lion*, and *Leda*, to rendezvous off the entrance of Gressie: on board these ships were embarked the 14th and part of the 78th regiments of foot, with field pieces. The *Modeste* sailed on the 5th with Lieutenant general Sir Samuel Auchmuty, and I sailed in the *Scipion* on the 6th, having on board two companies of artillery, and four field-pieces. The transports, with the remainder of the troops, were directed to sail as soon as they were ready.

On the 8th September I received a despatch from Sir Samuel Auchmuty, acquainting me that he had received information of General Jansens intention of assembling his forces and making a stand at Samarang, and requesting I would proceed there, and collect as many troops as possible. Measures for this purpose were accordingly taken. On the 9th I anchored off Samarang, and on the 10th was joined by Commodore Broughton, with the ships under his orders, and some few transports. On the same day the general, in conjunction with me, sent a summons to General Jansens, which was rejected. On that night, I directed the armed-boats of the squadron to take or destroy several of the enemy's gun-boats, lying in-shore, with French colours: this service was completely executed under the direction of Captain Maunsell, acting captain of the *Illustrious*.

The general being in possession of a plan of the town of Samarang, which marked it as strongly fortified, and being unacquainted with the number of the enemy's troops, did not think it advisable to land the nine hundred troops which were collected, but waited for reinforcements from Batavia; nothing was, therefore, attempted until the 12th, when, having learned that the enemy had quitted the town of Samarang, and retired into the interior, a party of troops was landed and took possession of the town without opposition. On the 13th the whole of the troops were landed, which now amounted to fifteen hundred men, preparatory to an attack upon the enemy's position, on an eminence about seven miles from Samarang, where some guns were placed, and a work hastily thrown up.

Concluding that the final retreat of the enemy would be towards Sourabaya, I represented to the general the necessity of being before hand with the enemy, and immediately occupying that post; I accordingly sailed for this purpose on the 15th, with the *Scipion*, *Lion*, *Nisus*, *President*, *Phœbe*, and *Harpy* (the four last having joined me on the 14th): I intended to collect on my passage such transports, with troops, as had proceeded under the original intention of going to Sourabaya, and had not received the counter order to go to Samarang.

On the 17th I anchored with the squadron, off the town of Ledayo, on the Java shore, leading to Gressie, and was joined by three transports, having two hundred effective Sepoys, and fifty European cavalry, to these were added the marines of the squadron, making a force of nearly four hundred and fifty men.

On the 18th, Captain Harris, of H. M. S. *Sir Francis Drake*, came on board the *Scipion* from the island of Madura. For the previous proceedings of this meritorious officer, whom I had detached from Batavia on the 12th of August, to take possession of the French fortress at Samanap, in which he was eminently successful, and for the subsequent master-stroke of policy, in drawing the Sultan of Madura from the French alliance, and

attaching him to the British interests, I beg leave to refer their lordships to my letter, containing Captain Harris's report of his proceedings, and the able and spirited assistance he received from Captain Pellew, of *H. M. S. Phaeton*.

As there was no field-officer of the army with me, I directed Captain Harris to take command of the troops which were landed on the 19th, and to march to Gressie. On the 20th, the place was in our possession, some parties of the enemy with guns having been put to flight.

On the approach of the troops to Sourabaya on the 22d, articles of capitulation were agreed upon between Captain Harris and the commandant (a colonel in the French service), for the surrender of the place. When these terms were on the point of being signed, intelligence was received of the capitulation for the surrender of Java and its dependencies having been concluded on the 18th; Sourabaya was therefore taken possession of, and fell under the general terms of the capitulation.

The general's letter having nearly at the same time reached me, I sent an officer to take possession of fort Indowick, a place of great strength towards the sea, and completely defending the northern entrance towards Gressie. The fort was in excellent order, containing 93 pieces of heavy cannon, chiefly brass. I had, however, previously marked out the ground for erecting a mortar battery upon the island of Menare, from which it might have been effectually bombarded.

I have the honour to be, &c.

To *John Wilson Croker, Esq.* ROBERT STOPFORD, Rear-admiral.
Admiralty.

H. M. S. Scipion, off Sourabaya, September
29, 1811.

SIR,

I have the honour to transmit, for the information of my Lords Commissioners of the Admiralty, copies of Captain Beaver's reports to me, relating to his proceedings at Cheribon, and Captain Hillyar's, at Taggall, alluded to in my letter to you of this day.

I have the honour to be, &c.

To *John Wilson, Croker, Esq.* ROBERT STOPFORD, Rear-admiral.
Admiralty.

SIR,

H. M. S. Nisus, at anchor off Cheribon, Sept. 4, 1811.

I have the honour to inform you, that with the *Nisus*, *President*, and *Phoebe*, I got within seven or eight miles of this place last night at dark, when I anchored.

At day-light this morning, I despatched Captain Warren, of the *President*, in a boat, under a flag of truce, with the accompanying summons to the commandant of Cheribon, and immediately after weighed with the three frigates, stood towards the fort, and anchored them as near as we could get to it, in three fathoms and a quarter; when the French colours were hauled down, and English hoisted in their place. The marines, amounting to one hundred and eighty, were immediately landed, and took possession of the fort; and I have the satisfaction to inform you, that just at that moment, the French General Jamelle, arrived at the Landroosts, from Buitenzorg, and was made our prisoner, together with an aide-de-camp of General Jansens, and a lieutenant of infantry.

From the French general, I learned that he left Buitenzorg the night before our troops arrived there, and that detachments of the enemy were on their march from that place to this—about three hundred infantry, and two hundred and fifty cavalry of which were hourly expected to arrive at this place—I therefore immediately landed one hundred and fifty seamen, to

garrison and defend the fort of Cheribon; leaving all the marines to act offensively against the enemy in the field, if occasion should require it, and placed three launches with carronades in the river, to enfilade the two chief approaches to the fort.

Herewith I transmit you a return of ordnance stores, &c. found in the fort, as well as prisoners made there; but as all the latter, except the commandant and bombardier, were natives, I returned to them their creeses, and desired them to go home, and remain there quietly; assuring them, that if any were found to act afterwards against the British, they would be immediately hanged: they seemed grateful, and departed. I have sent a prow with this letter, conceiving that it is of some importance that you should have as early intimation as possible of the capture of General Jamelle.

The Hesper sailed so ill, that I was obliged to proceed without her, but expect her appearance every hour, as well as the Sepoys, who are to act under Colonel Wood, on whose arrival I shall immediately re-embark the marines, and proceed to Taggall and Samarang; without whose assistance we should be too weak to make any impression on the latter place.

I have the honour to be, &c.

P. BEAVER.

Hon. R. Stopford, Rear-admiral of the Red, &c.

SIR,

H. B. M. S. Nisus, off Cheribon, Sept. 3, 1811.

The city of Batavia, with the strong posts of Cornelius and Buitenzorg, and indeed the whole kingdom of Jacatra, being already in the possession of his Britannic Majesty's forces, I have arrived here with a squadron, to take possession of every place yet in the hands of the enemy, in the kingdom of Cheribon.

My force is sufficiently strong to make all attempts at resistance futile and vain.

I therefore summon you to surrender the town, fort, and factory of Cheribon, to his Britannic Majesty's squadron under my command. Five minutes are allowed for your decision; after which time, unless the place is surrendered, hostile operations will commence.

The garrison will be prisoners of war, and all private property shall be respected.

But all public property, and stores of what kind soever, together with all plans, archives, &c. &c. shall be faithfully and immediately given up to the commanding officer of the troops that may be landed, or such other person as I may appoint to receive them.

And you may be assured, that if there is any attempt to spoil, damage, or destroy by fire or otherwise, any public property, buildings, stores, or warehouses whatsoever, at Cheribon or its neighbourhood, a very severe example will be made of the persons concerned therein, and a dreadful retaliation will await not only the town, but the whole kingdom. I am, &c.

P. BEAVER,

Commanding the British Squadron.

To the Commandant at Cheribon.

List of Troops who surrendered at Fort Cheribon on the 4th September, 1811.

1 Lieutenant-commandant, 1 bombardier, 2 corporals, 33 artillerymen, 96 infantry.

Total—133.

P. BEAVER.

Prisoners made in Cheribon an Hour after its Surrender to the British Squadron.

Jamelle, general de brigade, commandant les troupes.

Knotrer, chef de battalion, aide-du-camp du General Jansons.

Rigaud, lieutenant d'infanterie, ordonnance du Brigadier Lutzow.

P. BEAVER.

Return of Ordnance, Stores, and Ammunition, found in the Fort at Cheribon, on its surrender to the British Squadron, on the 5th September, 1811.

Guns—10 iron six-pounders, and 2 brass two-pounders, with carriages, &c. &c. complete, 4 brass swivels, 100 stand of arms and upwards.

Ammunition.—12 barrels of musket and two-pounder ammunition, and 1 large chest full of grape-shot cartridges, &c. for two pounders, packed, and ready for transportation; 1 small chest full of grape-shot cartridges, &c. for two-pounders.

Shot.—900 six-pounders, 200 two-pounders, 100 double-headed for six-pounders, 310 rounds of six-pounder grape, 1000 for various calibres.

P. BEAVER.

N. B. Two brass one-pounders at Radza Galve, with ammunition, &c.

SIR,

H. M. S. Nisus, Cheribon, September 5, 1811.

In consequence of a summons having been despatched yesterday to the government storckeeper of Carang Sambang, about thirty-five miles distant on the road to Butenzong, to deliver up some very valuable stores of coffee under his charge, a despatch was early this morning received from him in reply, in which he says he is ready to deliver over the above property to any person sent to him for that purpose; but, he is very fearful if we do not send troops there immediately, the French, who are coming there in small parties, will, when they hear of our being in possession of Cheribon, destroy the stores, and disperse: and its having been represented to me in consequence, that, a quick movement to Carang Sambang, with the marines and a party of seamen, might not only preserve those stores, but either make prisoners of, or disperse the enemy there collected, which it is said amounts to sixteen French officers, and about two hundred unarmed native troops; I placed, at the written request of Colonel Wood, who is hitherto without any troops of the line, all the marines, and fifty seamen, under his immediate command, with a view to make a forced march to Carang Sambang, for the above purposes, and they will march this evening at five o'clock. They are all mounted, sea-bred as well as marines, and a relay of horses is prepared for them half way.

The Hesper arrived this morning, and I appointed Captain Reynolds, *pro tempore*, commandant of Cheribon. About one o'clock this day we made prisoners a company of the enemy's native cavalry, consisting of a captain, lieutenant, and thirty-two troopers. By intercepted letters we learn that Jansons is concentrating his force at Samarang, and has ordered his troops from Sourabaya thence, and that he has great hopes of aid from the Emperor and Sultan of Mataram.

The legion of Prince Prang Wedona of Madura, consisting of 500 cavalry and 1000 infantry, all natives, well armed and appointed, reached Samarang the 2d instant, and are now (the 5th) almost the only force there.

Measures are taking here to inform the Emperor and Sultan of the affair of Meester Cornelius, and what has followed.

This information I have thought it necessary to send by another prow, to

Commodore Broughton, off the hill of the Japara. I shall continue to communicate daily with you, so long as I have the means.

I have the honour to be, &c.

To the Hon. Rob. Stopford, Rear-adm.
of the Red, Commander-in-chief, &c.

P. BEAVER.

SIR,

H. M. S. Nisus, Cheribon Roads, Sept. 7, 1811.

I have the satisfaction to inform you, that a party, detached from the scamen and marines, which I had placed at the disposal of Colonel Wood, arrived last night, with nine waggons laden with money, (silver and copper) and 30 prisoners, from the Bongas, a place half way between this and Carang Sambang, which they left in the morning at six o'clock, when our men were about to advance to that place, and this morning the Brigade Major is returned with the account, that all the stores at Carang Sambang, to a great amount, are given up to us, and what troops there are there made prisoners of war: thus, every object for which the scamen and marines were advanced into the country, has been happily attained, and no one left in arms against us for a space of 35 miles.

When the Sepoys arrive to relieve my men, I shall re-embark them, and proceed to Jaggal and Samarang, according to your directions; but, as yet, we see not the vessel that is to bring them. The Modeste is coming in.

I have the honour to be, &c.

To the Hon. Robert Stopford, Rear-Admiral of the Red, &c.

P. BEAVER.

H. M. S. Nisus, Cheribon Roads, 9th Sept. 1811.

Enclosed I transmit to you copies of two letters from Captain Welchman, of the royal marines, who commanded the party detached to Carang Sambang, detailing his proceedings.

P. BEAVER.

Hon. Rob. Stopford, Rear-adm. of the Red, &c.

SIR,

Carang Sambang, Sept. 6, 1811.

It is with the utmost satisfaction I inform you, of the uninterrupted success that has attended the detachment you did me the honour of placing under my command. Ere this, I hope you have received 22 chests of money, &c. I have forwarded with a detachment from Bongas, the remainder having been carried off by the enemy about four hours before our arrival. I lost no time, after refreshing my men, in pursuing it. I was shortly met by an officer with a flag of truce from Carang Sambang, proposing the surrender of the garrison under his command. I accordingly despatched Captain Williamson, with Lieutenant Curzon, of the navy, to make the best terms they could; a copy of which I beg leave to enclose, together with a list of prisoners.

I am, &c.

R. WELCHMAN, Captain R.M.

commanding a detachment of

H. B. M.'s troops.

To Capt Beaver, H. M.'s S. Nisus, Cheribon.

I have likewise the satisfaction to observe to you, I have succeeded in securing the whole of the storehouses at Carang Sambang, but have not yet been able to ascertain the contents of any except the coffee stores, viz. 82,000 piculs of coffee, valued at 250,000 Spanish dollars.

List of Prisoners.

Europeans.—1 lieutenant-colonel, 5 captains, 61 lieutenants, 23 sub-lieutenants, 80 non-commissioned and rank and file.

Natives—7 sub-lieutenants, 174 non-commissioned and rank and file.
Exclusive of 4 officers and 20 Europeans, taken during the march.

Carang Sambang, Sept. 7, 1811.

I likewise take the opportunity of sending you a more correct list of prisoners taken from the latest muster, and beg leave to refer you to Lieutenant Pascoe, for any other information you may require, which he is fully competent to give.

135 European privates, 234 Amboyna ditto, 257 stand of arms.
Besides a quantity of pistols, sabres, ammunition, &c. and above 300 complete stand of arms destroyed on the march, not having any conveyance for them; indeed, it will be impossible to bring those now in my possession, unless I can procure waggons to forward them.

With the greatest respect, &c. &c.

R. WELCHMAN, Captain R.M.
commanding a detachment of
H.B.M. troops.

Captain Beaver, H.M.S. Nisus.

SIR,

H.M.S. Nisus, off Gabbang, Sept. 11, 1811.

I have the honour to inform you, that the last party of marines returned from Carang Sambang late last night, and were embarked on board the Nisus at one this morning. I have thus re-embarked every seaman and marine, of the 259 whom I landed on the 4th instant; after having made about 700 prisoners, including 1 general, 2 lieutenant-colonels, 1 major, 11 captains, 42 lieutenants and about 180 non-commissioned officers and privates, Europeans; the rest being Creoles and Malays, without having had a single man either killed or wounded; and, I am happy to say, with very few sick indeed, and those chiefly from great fatigue, whom, I trust, a few days rest will restore to their wonted vigour. And although it has not been our good fortune to have had it in our power to do any thing brilliant, yet, I hope, that having been able to secure so great a proportion of the enemy's officers, and European troops, may contribute, in some degree, to the speedy reduction of this important colony.

Captain Welchman, of the royal marines, commanded the detachment that advanced to Carang Sambang; and I take this opportunity of acknowledging his services on the occasion, as well as those of Lieutenant Curzon, of the navy, who commanded the seamen.

At four I weighed with the Phoebe and Wyndham transports, for Tegal; and, at day-light, was joined by the Happy, which I took under my orders.

I have, &c.

P. BEAVER.

To the Hon. Rob. Stopford, Rear-adm. of the Red, &c.

SIR,

H.M.S. Phoebe, Taggall Roads, Sept. 12, 1811.

Pursuant to orders from Captain Beaver, of H.M.S. Nisus, I this morning, on arriving off Taggall, sent a summons to the officers commanding the fort, a copy of which I enclose, with the reply. On receiving the answer, I landed, accompanied by Major Davies, with 30 Sepoys, and the marines and boats crews of this ship.

We took possession of the fort, without opposition; and a detachment was immediately sent off, to secure the Government stores, about five miles distance.

They were found capacious, and well filled with coffee, rice, and pepper. I have complied with the request of Major Davies, and landed about

250 Sepoys, but they have such a quantity of baggage, that my boats are not yet returned from performing the service.

I propose sailing before day-light, to execute the remainder of my orders. And have the honour to be, &c.

J. HILLYAR.

Hon. Robert Stopford, Rear-adm. of the Red, &c.

H. M. S. Phoebe, off Taggall, September 12, 1811.

SIR,

I demand the immediate surrender of the fort under your command, with all public stores and every species of public property, to his Britannic Majesty's ships and troops under my orders, on which conditions, private property will be respected.

The officer bearing this, has directions to wait only five minutes for your decision. I am, &c.

To the Governor and Commandant of Taggall.

JAMES HILLYAR.

To Mr. J. Hillyar, Commander of H. M. S. Phoebe.

SIR,

I had the honour of receiving your esteemed letter dated the 12th of September, demanding of me the immediate surrender of the fort, and the public property and stores to his Britannic Majesty's ships and troops under your orders, and on those conditions private property should be respected.

I cannot, by any means, deliver these stores and property—they are not mine, and I have took oath to reserve them.

I have the honour to be, &c.

Taggall, Sept. 12, 1811.

BENIS, Land Dhoot.

H. M. S. Scipion, off Sourabaya, September 29, 1811.

SIR,

I have the honour to enclose, for the information of their lordships, copies of Captain Harris's reports to me of his proceedings at Samanap and the island of Madura, mentioned in my letter, No. 16, the result of which essentially contributed to the final reduction of the island of Java.

I have the honour to be, &c.

To John Wilson Croker, Esq. Admiralty, London.

ROBERT STOPFORD, Rear-admiral.

SIR,

Fort of Sunanap, Sept. 1, 1811.

On the night of the 29th of August, the boats of H. M. S. Sir Francis Drake and Phaeton, left the anchorage under the isle of Pondock, in two divisions, the one led by Captain Pelley, the other by myself. I previously despatched the Dasher round the south end of Pulo J Lanjong, to gain an anchorage as near the fort of Samanap as possible: by day-light, on the 30th, the boats sailed through the channel, formed by the east end of Madura, and J Lanjong, and at half-past twelve effected a landing (without discovery) at a pier head, about three miles from the fort. The landing, although difficult, from its being rocky and low water, which prevented the boats from coming near the pier, was soon accomplished, and, at half-past one, two columns, composed of sixty bayonets, twenty pikemen, each flanked by a twelve, four, and two-pounder field-piece, having in reserve the Hussar's marines, began their march, in the utmost order, towards the fort; the silence, during our progress, was so rigidly observed that, notwithstanding the governor having intimation of the Dasher having weighed

and standing in for the harbour, and boats were seen standing in for the tower, the fort did not discover our approach until we were through the outer gate, which was open.

The gallantry of the rush at the Inner gate, prevented them from securing it, and only allowed time for two or three guns on the south-west bastion to be fired: the storm was as sudden as it was resolute, and we became masters of the fort by half-past three o'clock, after a feeble struggle of ten minutes, by three or four hundred Madura pikemen, who, with their chiefs, were made prisoners on the ramparts.

On the appearance of day-light, observing the French colours flying on a flag-staff, at the east end of the town, and perceiving the natives began to assemble in numbers, I sent Captain Pellew with a column of one hundred bayonets and one field-piece, with a flag of truce, requesting the governor would surrender in ten minutes, and that private property should be respected.

To my utter astonishment I received a most insulting answer, requiring me, in three hours, to evacuate the fort, or he (the governor) would scorn it, and at the same time Captain Pellew sent Mr. Oldmixon (an intelligent young officer), to inform me their force appeared about two thousand strong, protected by four field-pieces in their front, on a bridge possessing every advantage of situation, the column having to advance along an even and strait road for a quarter of a mile before they could force the bridge. I did not hesitate, but sent to my companion in arms, and assistant in advice, Captain Pellew, to advance when the first gun was fired from a column I should lead out of the fort, and that I should take a route that would turn the enemy's left wing. This had the desired effect; for on their seeing my party advancing, they drew off two field-pieces, and broke their line to oppose us.

I led seventy small-arm and twenty pikemen, belonging to the Sir Francis Drake and Dasher, supported by a 4-pounder field-piece, into action, leaving a reserve of forty or fifty men in the fort:—both columns gave their volleys nearly at the same moment, and for five minutes a sharp fire was given and returned as we advanced; but on our near approach the enemy gave way, and a most animated and spirited charge made their flight and defeat complete, and we were left masters of the field, colours, and guns. The governor and other Dutch inhabitants were made prisoners; and I accepted of a flag of truce from the Rajah of Samanap, who was present, under conditions that all the inhabitants of his district should not arm themselves against us again.

I have now the gratification of mentioning my approbation of the conduct of every man and officer under my immediate command in both contests; and have great pleasure in mentioning that of Captain Pellew's, who expresses himself much satisfied with those under his command in storming the town. I do not wish to particularise any, for all did their duty in a gallant manner, highly creditable to Englishmen. One instance I cannot omit noticing, the conduct of Lieutenant Roch, of the royal marines, belonging to H. M. S. the Sir Francis Drake, who was speared twice by two natives, when resolutely endeavouring to wrest the colours out of the hands of a French officer, who was killed in the fray.

In justice also, I gladly acknowledge the assistance and advice I have received from Captain Pellew, who aided every point of service with his well known zeal, ability, and bravery; Captain Kelly merits my warmest thanks, for the punctuality in obeying, and the judgment in putting my orders into execution; and I gratefully acknowledge the cordial and ready assistance and advice of Captain Crawford, Lieutenant Cunningham, of the Sir Francis Drake, with the officers and men stationed at the launches and

boats obtained my praise, and deserve every recommendation for the arrangement of boats in case of defeat. I now have to regret the necessity of subjoining an account of killed and wounded of the four ships, in which, when I consider the strength of the fort, and the numbers opposed to us, on the morning of the 30th, in storming the town, I deem ourselves particularly fortunate. The fort is a regular fortification, mounting sixteen 6-pounders. The governor acknowledges to have had in the field three hundred muskets, sixty artillery-men, and from fifteen hundred to two thousand pike-men, armed with long pikes, a pistol and a cresc each. The enemy suffered considerably, the field was covered with their dead.

I have not been able to ascertain their numbers, either in the fort or town, but I understand the commander-in-chief of the natives (second in rank to the Rajah of Samanap) and his two sons were slain.

For farther particulars, I beg leave to refer you to Captain Kelly, who is well acquainted with every proceeding since my arrival at Pondock, and who is fully able to answer any question the commander-in-chief may wish to put, either to what is done, or what is likely to accrue from the event. And I have also the honour of forwarding the bell and colours of the fort, the colours of the town, and those taken in the field of battle.

I have the honour to be, &c.

To Rear-admiral the Honourable
Robert Stopford.

GEORGE HARRIS.

P. S. In the hurry and confusion of writing the above, I forgot to mention a battery of twelve 9-pounders, that protected the mouth of the river, which was destroyed by a column under the command of Lieutenant Roch, in the face of the enemy, whilst Captain Pellew was negotiating with the governor.

Total 3 killed, 28 wounded.

SIR,

Bancalang, Island Madura, Sept. 13, 1811.

It is with sincere pleasure I can at length announce the total overthrow of the French authority on Madura and the adjacent isles. The fort of Bancalang was taken possession of by the Sultan of Madura, on the 10th instant, and British colours hoisted. The French governor and all the Dutch inhabitants are prisoners on board the *Drake*. At this moment there is not a French or Dutch man on the island, and the Union is planted on the three districts, Bancalang, Samanap, and Painacassam. The correspondence that caused this desired change is two voluminous and tedious to trouble either the commander-in-chief or his Excellency my Lord Minto with at this busy moment. I shall, therefore, do myself the honour of forwarding it at a more convenient opportunity.

I have thought proper to leave the Samanap district in charge of Mr. Brown (late master of the *Modeste*) and proceed hither, that I may be at the principal seat of government, in case of French intrigues endeavouring to marr all that has been done during the last ten days; two colonels, one lieutenant-colonel, and three or four captains, all princes of the blood, with from two to three thousand Madurics, have come over from Sourabaya. The prefect cannot keep a man by him, such an effect has the revolution of this island had. From the best authority, Sourabaya and Gressie are in a most defenceless state, Jansens having drawn every man to defend Samarang. It is said he intends making his last stand at Sourabaya, and I think it likely, if not prevented by the arrival of troops before Samarang falls; at this moment it would be an easy conquest; if this favourable opportunity is neglected, it will cause time and trouble.

I firmly believe there are not five hundred men to garrison either the towns or forts. It is my intention to request a garrison for fort Bancalang

(which is very complete) from the frigates in the offing: and I shall wait on the commanding officer without delay:—as I am anxious to concert some measures with him that may cause a diversion in favour of the army.

The Sultan promises four thousand men to act against Sourabaya, but having only arrived here an hour since, I am cautious in accepting his offers, and tell him to keep them ready to protect his island: In a day or two I shall be a better judge, and if, with the advice and assistance of the captain, a dash can be made at Mr. Prefect Goldbatk, it shall be done.

I have, &c.

GEORGE HARRIS.

Rear-admiral Honourable Robert Stopford, &c.

SIR,

Bançalang, Sept. 13, 1811, 10 P.M.

Since my having the honour of addressing you this morning, with the assistance of the Maduries, there has been captured ten long 24-pounders, battering cannon, that were going to Sourabaya: I shall use them to form two batteries facing Fort Louis and Sourabaya, that the pass at either entrance may be effectually blocked up. I am convinced the enemy are making both Gressie and Sourabaya as strong as time will permit them to do, and Jansens will, eventually, fall back to them; it is his object to procrastinate the total surrender of Java until the wet monsoon sets in; and it is said he had intended to retreat even to Samanap; but in that measure I will take care he shall be disappointed: there is not a Madurie left at this end of Java in the service of the French; 300 and a major have joined me since the morning; the only number of them I know to be now in arms is at Samarang, under the command of the Rajah's son of Samanap, about two thousand; I believe they have been recalled, and would gladly escape if conveyance could be offered to them. If he has received the messenger I sent him many days since, I should not wonder if his army came in fishing-boats; at all events you may depend on their laying down their arms previous to the attack of Samarang.

I shall take the earliest opportunity of informing Admiral Stopford of the enemy's strength, and he may rely every possible information shall be given without delay. From the influence of the Sultan of Madura, who has written, by my request, to the Rajah, about the east end of Java, the insurrection is spreading far and wide, and I doubt not but it will soon reach Samarang.

I have the honour to be, &c.

GEORGE HARRIS.

To Rear-Admiral the Honourable R. Stopford, &c.



Promotions and Appointments.

Admirals and Captains appointed.

His Royal Highness Prince William Henry, Duke of Clarence, and Admiral of the Red Squadron of H.M. Fleet, to succeed the late Sir Peter Parker, Bart. as Admiral of the Fleet.

Rear-admiral George Hope, to succeed Admiral Otway in the command at Leith; Rear-admiral James Nicholl Morris, to succeed to the command in the Baltic, vacant by the death of Admiral Reynolds; and Rear-admiral Lord Amelius Beauclerc, to command in Basque Roads. Rear-admiral Mauley Dixon succeeds Admiral De Courcy at the Brazils.

Captains:—G. C. McKenzie, to the *Impregnable*; — Blarney (*acting*), to the *Loize*; Hon. — Walpole, to the *Sabrina*; William Redford, to the *Royal Sovereign*; — Burton, to the *Prince of Wales*; Graham Moore, to the *Chatham*; G. Acklom, to the rank of post-captain, in the *Ranger*; C. Grant, to the *Armada*; — Devonshire, to the *St. Albans*; — Plampin, to the *Duncan*; — Tillard, to the rank of post-captain; Lucius Curtis, to the *Iphigenia*; — Lambert, to the *Pompe* (late *Astrée*); — Jackson, *pro tempore*, to the *Poitiers*; Lewis Shephard, *pro tempore*, to the *Victor*; George Scott, to the *Gibraltar*; William Cumberland, to be regulating-officer at Cowes.

Captains Hoste, Gordon, Whilby, and Hornby, who distinguished themselves in the Adriatic, in March last, have been presented with gold medals to wear on all occasions with their uniforms, by the Board of Admiralty.

Lieutenants, &c. appointed.

W. B. Goster, to the *North Star*; Robert Trist, to the *Cyane*; S. Cousins, to the *Vengeur*; Henry B. Wyatt, to the *Cumberland*; Martin Bennett, to the *Elizabeth*; James Riven, to the *Agincourt*; John M. Stotter, to the *Redpole*; G. R. Traherne, to the *Cumberland*; G. Bevan, to the *Talbot*; W. Houghton, R. Edwards, and W. Walker, to the *Royal Sovereign*; James M'Kirdy, to the *Cumberland*; A. Reed, to the *Hope*; Orlando Orlebar, to the *Wolverene*; R. T. Hodges, C. W. Selwyn, John Browne, C. Jeffreys, and Michael Babb, to the *La Hogue*; J. W. Montague, M. Donnellan, and R. Gambier, to the *Edinburgh*; Robert C. Berritt, to the *Raven*; Samuel Sparshott and J. W. Watling, to the *Aquilon*; Richard Stuart, to the *Castilian*; William Brander, to the *Bellona*; E. Turberville, to the *Tonnant*; Robert Scallon and William Benson, to the *Namur*; Charles Pitt, to the *Portia*; R. J. Head, to the *Venetable*; William Ritcher, to the *Zenobia*; James Henderson (2), to the *Hawke*; — Oliver, to the *Martial G.B.*; W. Robinson, to the *British Fair*; J. E. Rowling, to the *Surinam*; Ant. Reed, to the *Hope*; W. Wimper, to the *Prince of Wales*; W. Richardson, to the *Cadmus*; — Heyman, to the *Euryalus*; — Birdwood, to command the *Kron Princessen P S.*; John Passmore, *Oberon*; J. J. Moore, — Barclay, and — Moberley, to the *Iphigenia*; Thomas Morgan, to the *Pompée*; Edward Purcell, to the *Muros*; Martin Bennet, to the *Elizabeth*; John Roach, to the *Abercrombie*; Charles Tulloch, to the *Muros*; R. B. Roe, to the *Wanderer*; Eoltus Loucay, to the *Vautour*; John Bolton, to the *Abercrombie*; Edward Ogilvie, to the *Ferret*; R. S. Gamage, to the *Pompée*; Thomas Morgan, to the *Vigo*; W. Stopford and Charles Butts, to the *Fawn*; John Neworthy, to the *Rover*; W. Rudhall, to the *Oberon*; R. Woolcombe, to the *Courageux*; It. B. Read, to the *Fylla*; T. C. Munn, flag-lieutenant with Vice-admiral Sir Henry Edwin Stanhops, to the rank of a commander, on the admiral being superseded from his command at Sheerness; J. C. Woolnough, to the *Providence*; C. Nicholson, to the *Egmont*; — Woodruff, to the *Thunder bomb*; — Evans, to be flag-lieutenant to Commodore Cockburn.

Mr. John R. Clover, to be secretary to Commodore Cockburn.

Pursers.—James Weeks, to the *Kingfisher*; — Othen, to the *Spider*; Hugh Harmy, to the *Apelles*; Richard Bartlett, to the

Eurydice; T. Berry, to the Duncan; ———— Hoscason, to the Minotaur; ———— Hutchison, to the Belliqueux; W. Goodwin, to the Mary yacht; W. Finch, to the Mulgrave; ———— Hodge, to the San Josef; ———— Crispe, to the Skiold; James Benfield, to the Portia.

Masters appointed.

Adam Crawford, to the Agincourt; William Gunner, to the Chatham; John Lewis, to the Melampus; John Rose, to the Bacchante; Thomas Harvey, to the Cruizer; John James, to the Raleigh; A. Burns, to the Prince of Wales; Charles Choak, to the Quebec; F. M. R. Sadler, to the Regulus; James J. Wilkinson, to the Edinburgh; E. Moore, to the Cyane; G. Dunn, to the Elizabeth; James Swaine, to the Loire; T. Moore, to the Dannemark; James Alexander, to the Solebay; James Mayne, to the Grampus.

A List of Midshipmen who have passed for Lieutenants in January.

Sheerness.—Adam Corbett, William Ridgway, J. G. Peate, G. Corbett, Richard Millett, George Allen, Robert Ramsey, J. V. Fletcher, John Metcalf.

Portsmouth.—Samuel C. Styles, John Fisher, William Holloway, John Ramsden, Thomas F. Stead.

Plymouth.—Henry Willis, W. R. Johnson, S. B. Raffenghon, C. A. M. Pynsent, John Salter, Thomas Stokoe, William Wade, William Morris, John Spurrin.

Surgeons, &c. appointed.

Emanuel Lazzaretto, to La Hogue; H. D. Morrison, to the Partridge; Thomas Steel, to the Prince of Wales; Jos. Fleming, to the Hector P.S.; James Nesbitt, to the Mercurius; Thomas Lewis, to the Porcupine; James Dickson, to the Erebus; J. T. Jones, to the Dasher; William Pearson, to be surgeon and agent for sick and wounded seamen at Hull; Alexander M'Glashan, to the Iphigenia; Richard Bacon, to the Nimble cutter; Thrasycles Clark, to the Sparrow; Jos. Alexander, to the Latona; James R. Scott, to the Tytan, and since removed to the Muros; S. G. Britton, to the Crescent; John Farley, to the Buzzard; Robert Brien, to the Hyperion; Thomas Dunlop, to the Ariel; G. H. Jones, to the Indian.

Assistant-Surgeons, &c. appointed.

Peter Cunningham, to the Grampus; John Wilkie, to the Cumberland; William M'Inyre, to be an hospital mate at Haslar; R. M. Koth, to the Snipe; John Patchall, to be a supernumerary at Cadiz; Abraham Warner, to the San Josef; Alexander Rae, to the Mediterranean, as a supernumerary; Robert Wilson, to be an assistant to the marines in Portugal; James Veitch, to the Prince of Wales; John Anderson, to La Hogue; William Lutton, to the Royal Sovereign; Andrew Dick, to the Iphigenia; Thomas Wilson, to the Bulwark; Henry Hall, to the Piercer G.B.; James Johnston, to the Prince of Wales; Charles Schall, to the Bruiser G.B.; Rodolphus Kent, to the Teazer G.B.; Horace Britton, to the Hannibal; David Williams, to the Victory; Nicholas Roche, to the Caton; John M'Laren, to be an hospital mate at Plymouth; John Campbell, to be an hospital mate at Portchester Castle; John M'Farlane, to the Cumberland; Robert Halkett, to the Bellerophon; James Booter, to the Gibraltar; William West, to be an hospital mate at Portchester.

BIRTH.

Jan. 15, the lady of Captain Sayer, R.N. of a daughter.

MARRIAGES.

Lately, at Gwennap, in Cornwall, Benjamin Tucker, Esq. surveyor-general of the Duchy of Cornwall, and late private secretary to Earl St. Vincent, to Ann, second daughter of John Williams, of Scorrier-house, near Truro.

Mr. Little, jun. of Anderton, to Miss Luggor, daughter of the late Joseph Luggor, Esq. of Plymouth Dock-yard.

Captain William Moffat, of the Hon. Company's ship Winchelsea, to Miss Sarah Money, daughter of the late William Money, Esq.

Lieutenant Coomer, R.N. to Miss Mc Clayton, daughter of G. Clayton, Esq. of East Wittering, Sussex.

November 21, at Stoke Church, Devon, Captain Strover, of the Hon. East India Company's Bombay Artillery, to Mary Ann, daughter of Thomas Strover, Esq. of H.M. dock-yard, Plymouth.

Dec. 29, at Plymouth, Captain Lillicrap, R.N. to Frances Adams, second daughter of Giles Walsford, Esq. of Plymouth.

Jan. 3, at St. George's, Hanover-square, Robert Gamble, Esq. purser of H.M.S. Victory, to Sarah, youngest daughter of Thomas Bidwell, Esq. of Hyde-park Lodge, London.

Jan. 6, at Reading, Berks, Thomas Rickford, Esq. R.N. to Miss Hannah Maria Golding, of Henley-on-Thames.

Same day, at Armiston, Scotland, Captain Cochrane, R.N. eldest son of Sir Alexander Cochrane, K.B. and Governor of Guadaloupe, to Miss Ross Wishart, eldest daughter of Lieutenant-General Sir C. Ross, Bart.

Jan. 9, at Clist Honiton, Devon, Mr. Thomas Binford, R.N. to Miss Donn, of Ycovil, Somerset.

Jan. 13, Mr. John Martin, Purser, R.N. to Miss Elizabeth Watson, both of Plymouth.

Jan. 17, at Alverstoke, Thomas Davis, Esq. surgeon of H.M.S. Podar-gus, to Miss Jane Whitot, of Elliot-place, near Gosport, second daughter of the late Charles Whitot, Esq. of Lyncomb-house, near Bath.

OBTUARY.

Lately, at Chilstone, Kent, the seat of George Best, Esq. Lieutenant John Lamb, R.N. late first of the Solbay frigate.

At Clifton, of a decline, aged 22, Charlotte, daughter of Admiral George Montagu.

At a very advanced age, Mrs. Edgecombe, mother of Frederick Edgecombe, Esq. one of the commissioners for victualling his Majesty's navy.

Aged 28, Mr. William Benjamin Godfrey, assistant surgeon in the R.N. and eldest son of Major John Godfrey, late of Bath.

At Dover, Mr. Robert Harvey, purser of H.M.S. Cordelia. He was drowned with a seaman of that ship, by the upsetting of a boat, leaving a widow to lament his loss.

Mr. Battershell, harbour-master at Portsmouth.

At Batavia, Mr. O'Neil, of Portsmouth, surgeon of his Majesty's ship Scipion.

Serjeant J. Lord, of the royal marine forces.

July 3, off the Cape of Good Hope, at an early age, Mr. Daniel Chapman, second son of Abel Chapman, Esq. of Woodford, third officer of the Ceres East Indiaman.

September 21, on board H.M.S. Caroline, in Batavia Roads, Brevet-Major Fred. Liardet, R.M. This respectable officer landed from H.M.S. Illustrious, and commanded a brigade of marines employed at the reduction of Batavia; in which service he was seized with the fever of that climate, and conveyed on board the Caroline, for a passage to England, but he died in two days afterwards. His remains were interred at Batavia with military honours.

Sept. 25, at his father's house, at Farchamp, Mr. Ed. Grindall, son of Vice-admiral Grindall, aged 20.

Sept. 21, killed by a cannon ball, in the action with the French flotilla, off Boulogne, Lieutenant Cobb, of H.M.S. Castilian. Although our naval annals are replete with instances of heroism and fortitude, they will not furnish a brighter example of intrepidity and devotedness, than those which marked the fall of this officer. While carried from the deck in the arms of the surgeon and purser, he directed his eyes towards his shattered arm, and observing it hanging by a small portion of flesh only, he exclaimed, with the greatest composure, "never mind, it is only an arm;" and although, in addition to this calamity, he had his ribs fractured, and his lungs contused, he evinced such spirits and cheerfulness, that it was hoped his arm would have been the only loss the service should have to deplore. When suffering under the pain of amputation, it was made known to him that one of the puffs had been taken: he exclaimed, with the greatest fervour, "thank God, I hope we shall have more of them;" but in a few minutes after the amputation was completed, life appeared to be fast ebbing, and in about fifty minutes after he first fell, he resigned his spirit without a sigh.

Oct. 1, Lieutenant Thomas Humphries, R.N. of the Lizard signal station, in Cornwall.

Oct. 3, Miss Pellew, aged 16 years; only daughter of Samuel Pellew, Esq. of Welbeck-street, London, and of Falmouth, Cornwall, and niece of Admiral Sir Edward Pellew, Bart.

Oct. 4, suddenly, on board the Narcissus frigate, Mr. Samuel Harvey, purser, a native of Plymouth.

Oct. 19, at Deal, Lieutenant Robert Carr, of H.M.S. Egmont.

Oct. 22, Lieutenant Charles Smith, R.M. son of the late Colonel W. P. Smith, of the royal artillery, Leith Forth. He was one of the sufferers in the boat which upset alongside H.M.S. Egmont.

Dec. 22, at the Royal Hospital, Greenwich, of Captain Alexander M'Vicar, R.N.

Nov. 28, in the Royal Naval Hospital, Greenwich, of George Warcup, R.N. late of H.M.S. *Lyra*.

Nov. 28, at East Glasgow, Mr. John Wood, ship-builder.

Dec. 4, off Lough Swilly, Captain Hon Wm. Pakenham, of H.M. frigate the *Saldanha*, by that vessel striking on a sunken rock in a heavy gale of wind, when running up the Lough. By this melancholy accident, nearly the whole of the officers and crew perished. Captain Pakenham was brother to the Earl of Longford, the Hon. Colonel Pakenham, deputy quartermaster-general in Portugal, and to Lady Wellington.

Dec. 5, on board H.M. Sloop *Jasper*, at Spithead, Thomas Windsor Hunkloke, Esq. commander of that ship, in the 26th year of his age.

Dec. 14, at Islington, James Godwin, Esq. upwards of 40 years a lieutenant in the royal navy.

Dec. 18, at Ipsworth, Suffolk, Mrs. Eliz. Parker, wife of Lieut. G. Parker, of the 56th foot, and sister of Captain Watkins, R.N.

Dec. 20, at Stonehouse, Captain Alexander Mackey, many years a commander in His Majesty's navy.

Dec. 31, Admiral Sir Peter Parker, Bart. at the advanced age of 95, near 80 years of which he had been in the navy. Sir Peter was made post-captain May 6, 1747; rear-admiral of the blue, April 28, 1777; vice-admiral, March 19, 1779; admiral, Sept. 24, 1787, and, on the death of Earl Howe, admiral of the fleet, Sept. 16, 1799. For many years he was port-admiral at Portsmouth, particularly during the mutiny that took place at Spithead. He is succeeded in the baronetcy by his grandson, Captain Peter Parker, now commanding the *Menelaus* frigate, gone with Lord William Bentinck to Sicily, and is admiral of the fleet by H. R. II. the Duke of Clarence — A Portrait and Memoir of the services of Sir Peter Parker will be found in the XIIth Volume of the NAVAL CHRONICLE, page 169.

December 28, at the Royal Hospital, Plymouth, of a mortification in his bowels, Captain W. Knight, R.N. who so gallantly, with the *Arrow* schooner, fought several armed vessels on the coast of France, and for which the lords of the Admiralty made him a commander.

January 4, at East Bergholt-lodge, Suffolk, Sir Richard Hughes, admiral of the white.

Lieutenant Harry Salter, of the royal marines, who was one of the sufferers on board the *Saldanha* frigate, was the son of a gentleman in the town of Portsea. He entered the service at an early age, and when an opportunity offered, he was always the first to volunteer for the annoyance of the enemy. As an officer he was strict to his duty, respectful to his superiors, and humane to those placed under his command. In his deportment he was a perfect gentleman, and during his life displayed a general excellence of heart. He has left a widow.

Amongst the gallant fellows who perished on board H.M.S. *Hero*, when that ship was lost on the Hook Sands, off the Texel, on the night of the 24th of December, were—Captain James Newman Newman, Lieutenants James Wilcox, John Allen (Me'lway), John Mitchell, John Norton, C. B. Hitchins, purser; John M. Leake, gauger, John Merritt, W. B. Watson, boatswain, and Thomas Murray, carpenter.



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NICHOLAS HADDUCK, ESQ.
Governor of the Blue Squadron.

BIOGRAPHICAL MEMOIR

OF THE LATE

NICHOLAS HADDOCK, ESQ.

ADMIRAL OF THE BLUE SQUADRON.

"He was one of a brave and noble race, whose birthright appears to have been the Ocean."———ANON.

NICHOLAS HADDOCK, who, as a naval officer, was greatly distinguished in his day, was the descendant of a family which had been, more than a century, settled at Leigh, in Essex. That the Haddocks were of some note, in their circumscribed society, is evident from the dresses in which certain individuals of the family are represented, on various ancient monumental brass plates in Leigh church; and it is a conjecture, almost supported by proof, that they were at the head of the manners, in the little town of Leigh.

Richard Haddock, the great grandfather of Nicholas, the subject of this memoir, resided at Leigh. He was a seaman; and, in the year 1652, he received a reward of 40*l.* from Parliament, for some public services, which he is supposed to have performed on a merchant ship, hired by government.

William, the son of Richard, is first known as master of a vessel, trading to Spain; but, on the 14th of March, 1650, he was appointed to the command of the *America*, a ship of war fitted out by Parliament; and, as an honorary tribute to his gallantry, during the war with the Dutch, Cromwell and his Parliament presented him with a gold medal. The commission, by which he was appointed to command the *America*, was signed by Popham, Blake, and Deane, and, as we have been informed, is still preserved amongst the family papers.—This gentleman, in the early part of his life, resided at Deptford; but, having acquired an independency by his professional services, he retired to his native town, where he purchased an estate, and passed the remainder of his life.

Richard (afterwards Sir Richard) the son of Captain William Haddock, and father of Nicholas, is said to have been captain of

the Dragon, in the year 1660; but the first certain information that we have of his holding a naval command is in the year 1666; when he was appointed, by the joint commanders-in-chief, Prince Rupert and the Duke of Albemarle, to the Portland. Soon afterwards, he commanded one of the companies at the attack of Ulie and Schelling.—At the conclusion of the first Dutch war he retired from the service, and held no command till the commencement of the second, when he was appointed to the Royal James, the ship in which the brave but unfortunate Earl of Sandwich hoisted his flag, as admiral of the blue squadron. In the battle of Solebay, on the 28th of May, 1672, the Royal James took fire; and Captain Haddock, though wounded in the foot, was almost the only officer who survived the destruction of the ship; the Earl of Sandwich, and most of the others, perishing with her. To escape the flames, Captain Haddock threw himself into the sea, and was fortunately taken up by a boat, and put on board one of the English ships of war without farther injury. “On his return,” says Chacnock, “King Charles the Second bestowed on him a very singular and whimsical mark of his royal favour, a satin cap, which he took from his own head and placed on Sir Richard. It is still preserved in the family, with the following account pinned to it. ‘This satin cap was given by King Charles the Second, in the year 1672, to Sir Richard Haddock, after the English battle with the Dutch, when he had been captain of the Royal James, under the command of the Earl of Sandwich, which ship was burnt, and Sir Richard had been wounded: given him on his return to London.’”

On his return to England, Captain Haddock was also appointed to the Lion; and, in the succeeding spring (1673) he was chosen by Prince Rupert, to command his flag-ship, the Royal Charles. In the action which took place with the Dutch, on the 29th of May, the Royal Charles received so much damage, that Prince Rupert was obliged to shift his flag into the Sovereign. He took Captain Haddock with him; and, for the gallantry he displayed in the action of the 29th, and in that which was fought a few days afterwards, he procured him to be appointed (on the 9th of July following) commissioner of the navy; a post which he continued to hold, through several commissions, till the time of the Revolution.

On the 31 of July, 1675, Captain Haddock received the honour of knighthood, from his Majesty, who was then on an excursion to Portsmouth. On the 1st of June, 1682, he was appointed to the Duke, and made commander-in-chief in the Medway and Narrow Seas; in 1683, he was appointed first commissioner of the victualling office, an employment which he held till the year 1690; soon after the accession of King James, he was chosen M. P. for Shoreham; and, on the 9th of May, 1689, shortly after the accession of King William, he was appointed comptroller of the navy, an office which he held without intermission till the year 1714.

In the autumn of 1690, after the battle off Beachy Head, and the consequent retirement of the Earl of Torrington, Sir Richard, who had some time previously been promoted to a flag, was appointed joint commander-in-chief of the fleet, with Admiral Killigrew and Sir John Ashby. On the 9th of August, Sir Richard Haddock and Sir John Ashby hoisted the Union flag on board the Sovereign; and on the 29th they were joined by Admiral Killigrew's squadron, which had newly arrived from the Straights. The English united force, exclusive of the Dutch, then consisted of forty-three ships; which, as soon as they were victualled, and had taken on board the Earl of Marlborough, and 5,000 land forces, sailed for Ireland. The admirals, who had previously sent their first and second rates to Chatham, removed their flag into the Kent, a third rate. The fleet arrived off Cork on the 21st of September; and, after a slight contest with a small battery, which had been erected by the Irish at the entrance of the harbour, the Earl of Marlborough and the whole of his army were landed on the 23d. The siege of Cork was terminated, by its surrender, on the 29th; and the sea being too far advanced to admit of any attempt by the enemy's fleet, or for it to be safe for so many ships to remain on such a dangerous station, the admirals were ordered to return. Having left a small squadron, under the Duke of Grafton, to assist in the future operations of the army, the fleet accordingly arrived in the Downs on the 8th of October, and the joint commanders were succeeded by Admiral Russell.

From this time Sir Richard Haddock accepted of no farther

command. The remainder of his life was spent in honourable retirement; and he died in the month of January, 1714-15, in the 85th year of his age. Charnock thus briefly sums up his character:—"Such was his known integrity, that although he had continually distinguished himself as an avowed enemy to every system or scheme, militating in the smallest degree against protestantism, he was, nevertheless, always esteemed as a person high in favour with King James. No greater proof need be adduced in evidence of a man's honour, than the favour of so great a personage, when known to differ from him so widely, both in his political as well as religious opinion."*

Nicholas Haddock, to whom the naval profession appears to have descended, as a sort of heir-loom, was the third and youngest son of Sir Richard Haddock, of whose services we have just presented a brief abstract.—He was born about the year 1686; he went to sea at a very early period of life; and, having distinguished himself as a lieutenant, by activity and unremitting attention to duty, he was promoted to the rank of captain, in the

* Richard Haddock, says Charnock, (*BIOGRAPHIA NAVALIS*, Vol. I. page 334) "was, most probably, the son of Andrew Haddock, next brother to Sir Richard."..... "His first command in the navy appears to have been that of the *Thomas and Ann* fire-ship, to which he was appointed in the year 1672. Among the papers belonging to the family, is a letter of Sir Richard's, in which he takes notice of his *brother Andrew's having received an hundred pounds for burning his fire-ship well at the Solebay fight*. Sir Richard has, undoubtedly, committed a mistake, or rather omission of the word *son*, which is wanting to explain fully who this Richard Haddock was. As to Andrew, he does not appear ever to have been in the navy, and the *Thomas and Ann* fireship was certainly commanded by a Captain *Richard Haddock*, at the time of the *Solebay* fight. In this engagement, his gallantry, very probably, procured him the reward above related, together with a small gold medal, still in the possession of the family, which is supposed to have been bestowed on the same person, and on the same occasion. In the year 1673, he was made, by Prince Rupert, commander of the *Ann and Christopher* fire-ship. He had no farther appointment till the 9th of April, 1677, when he was made captain of the *Quaker* ketch. We find nothing farther of him till the year 1690, when Sir Richard was constituted one of the joint admirals commanding the fleet. Captain Haddock was then appointed in succession, to be captain of the *Charlotte* yacht, the *Grafton*, and the *Saint Andrew*. He, in all probability, died or retired from the service soon afterwards."

Ludlow Castle, on the 6th of April, 1707, when he was little more than twenty years old. The Ludlow Castle was employed, for a considerable time, as a cruiser in the North Sea; and, on the 30th of December, in the year of Captain Haddock's appointment, she fell in with the Nightingale and Squirrel, two frigates, formerly in the English service, which had been captured by the enemy, and fitted out, as privateers, from Dunkirk. Their united force was much superior to that of the Ludlow Castle; notwithstanding which, Captain Haddock gave them chase, and about eleven at night came up with, and took, the Nightingale. The Squirrel, perceiving the fate of her companion, effected her escape.

— During the remainder of the war, Captain Haddock had no farther opportunity of distinguishing himself, than by a marked and sedulous attention to his professional duties.—In the year 1717, he commanded the Shrewsbury, of 80 guns, which was ordered to the Baltic, under Sir George Byng; and, in 1718, he was removed into the Grafton, of 70 guns, in which he accompanied Sir George Byng to the Mediterranean, and bore a very conspicuous part in the well-known action with the Spanish fleet, off Sicily. “The ship,” says the official account of the engagement, “which suffered most with us, was the Grafton, the captain of which, though he had not the fortune to take any particular ship, yet was engaged with several: he behaved himself very much like an officer and a seaman, and bid fair for stopping the way of those four ships that he pursued, who escaped, not through his fault, but failure of wind, and his own sails and rigging being much shattered.” It appears that the Grafton, and the Orford, being excellent sailers, led the van of the British fleet into action. The Grafton engaged the Prince of Asturias, of 70 guns, bearing the flag of Rear-admiral Chacon, for a considerable time; when, having completely disabled her, she left her to be taken possession of by some other ship, and pursued a ship of 60 guns, which, during her engagement with the Prince of Asturias, had kept up a sharp fire on the Grafton's starboard bow.

Captain Haddock continued in the Mediterranean during the remainder of the war; and, in conjunction with Captain Winder, in the Rochester, he sunk a Spanish ship, of 70 guns, and drove

another, of 60 guns, ashore, in the Bay of Catania. Amongst other considerable prizes which he took, were two transports, with 600 Swiss recruits on board, for the Spanish army.

In 1721, after his return to England, Captain Haddock was appointed to the *Torbay*, of 80 guns, the flag-ship of Sir Charles Wager, who had been invested with the command of a squadron destined for Lisbon, to demand satisfaction of the Portuguese Court, for an insult which had been offered to the British Crown, by the imprisonment of two of its subjects. In consequence, however, of due concession on the part of Portugal, Sir Charles's orders for putting to sea were revoked.

Whether the *Torbay* was retained in commission is unknown; but, in 1726, Captain Haddock commanded her, as captain to Sir Charles Wager, admiral of the fleet, which was then sent into the Baltic. While there, Captain Haddock was actively employed as a negotiator; all the intercourse between Prince Menzikoff and Sir Charles Wager being carried on through him.

Captain Haddock continued to command the *Torbay*; and, at the commencement of the year 1727, he was ordered to take the *Poole* frigate under his command, and to convoy fifteen transports, with two regiments of troops on board, to Gibraltar, as a reinforcement for the garrison of that place. Having joined Sir Charles Wager, who had been dispatched from England in the month of December preceding, and who was then cruising off Cadiz, he was ordered into Gibraltar with the transports. Sir Charles soon afterwards shifted his flag into the *Torbay*, where it continued during the remainder of the expedition, and till his return to Spithead where he arrived on the 9th of April, 1728.*

In consequence of repairs being necessary, the *Torbay* was put out of commission, and Captain Haddock appointed to his old ship, the *Grafton*, in which he continued till the year 1729; always attached to the fleets which were, as though by annual custom, assembled at Spithead. Though constantly in commission, the *Grafton* did not proceed to sea till 1731, when she accompanied Sir Charles Wager, who went to the Mediterra-

* The name and objects of the expedition here noticed, will be related when we present a biographical memoir of Admiral Sir Charles Wager.

near, with the view of accommodating the difference between the Emperor and Spain, and of putting the Infant Don Carlos in possession of the territory bequeathed him by the Duke of Parma.

On her return to England; the Grafton was paid off, and her commander appears to have had no other appointment, till he was promoted to a flag; an event which took place on the 4th of May, 1734. He was then made rear-admiral of the blue squadron; on the 16th of December, in the same year, he was made rear of the white; and, on the 2d of March, 1735, rear of the red.

Immediately on his promotion to the rank of rear-admiral, he hoisted his flag on board the Namur, of 90 guns, as third in command of the fleet which had been assembled at Spithead, under Sir John Norris. This fleet did not put to sea during the year 1734; but, in 1735, it sailed for Lisbon, in consequence of the Portuguese nation having been threatened by the Spaniards. This spirited and formidable interference, by the British government, speedily effected an amicable adjustment of the differences between Spain and Portugal; and, after remaining some time in the Tagus, the fleet returned to England in divisions.

In 1738, the long-continued predatory conduct of the Spaniards, —the repeated insults and injuries which they offered to this country—at home and in remoter parts, became so obnoxious to the British government, that, after every mild and pacific remonstrance had ineffectively been tried, it was deemed necessary to resort to force. Accordingly, on the 22d of May, Admiral Haddock was despatched to the Mediterranean, with a squadron of nine sail of the line; consisting of two ships, of 80 guns each, three of 70, and four of 60; with a fire-ship. The Aldborough, of 20 guns, fitted as a fire-ship, also sailed immediately after.

On the appearance of this force, the Spaniards, as usual, professed a ready disposition to negotiate; but, as their piratical proceedings were not in any degree restrained, it was thought proper, to increase the weight of Admiral Haddock's representations, to reinforce him with four ships of war, and three bomb ketches well provided with shells, &c. With this, and other intermediate aids which he had received, his squadron now consisted of twenty-one ships.

This force, which, the Spaniards were given to understand, would remain at Port Mahon during the winter, excited considerable alarm at the Court of Madrid; and, for the purpose of gaining time, the King of Spain ratified the preliminary articles of a treaty with the British government. However, the surreptitious manner in which these articles were clogged, by a number of restrictions relative to trade, and the right of British ships to board or visit Spanish vessels of any description, gave such serious offence to the people of England, that the cry for war became clamorous and universal. This led to the well-known convention with Spain; but, as that was not found to yield the desired redress, the British government was under the necessity (in 1739) of ordering reprisals to be made upon the Spaniards.

Admiral Haddock was one of the commanders who were employed upon this occasion; and, during the years 1739, and 1740, he was eminently successful. Amongst his prizes (on the Mediterranean station) were two ships from the Caraccas, supposed to be worth 2,000,000 of dollars, besides several of great, though inferior value, and a considerable number of privateers.

Dr. Campbell, in his *Lives of the Admirals*, animadverts, with more severity than good sense, on this mode of prosecuting war. "The fleets," says he, "on the Gibraltar and Minorca station, the first commanded by Sir Chaloner Ogle, consisting of twelve sail, the latter by Rear-admiral Haddock, were only employed in cruising on the coast of Spain and Italy, without any attempt to attack or annoy the enemy, except by now and then seizing a poor defenceless fly that happened unfortunately to fall into their web. The reader need not be informed, that I allude to the capture of unarmed trading vessels by ships of war. A contemplative mind, reflecting on these maritime depredations, is naturally led to inquire, by what law of nature, or of nations, or on what principle of justice, princes at war thus seize the private property of each other's subjects, in trading to other kingdoms? This procedure seems more extraordinary, when we consider that their land forces generally observe a different conduct. A general, in marching through an enemy's country, so far from robbing and imprisoning every peasant he meets, gives positive orders, that the person and property of individuals, not in arms, shall not be

protested; he makes war against the Prince, and not against the people individually. An admiral, on the contrary, takes every trading vessel he meets, robs the owners of their property, and sends the crew home to be confined as prisoners of war. Here, then, is a heavy punishment inflicted on persons who had neither intention nor power to commit any offence, or in any wise to injure those by whom the punishment is inflicted."

In common with Dr. Campbell, every person must regret, that innocent individuals should suffer for the crimes or errors of the governments to which they happen to owe their allegiance; but, in every species and description of warfare, this must inevitably be the case; and, as the practice of making reprisals is universally resorted to, by all countries, it would be a work of supererogation to enter into an inquiry respecting its justice. At all events, the discussion seems to belong rather to ethics than to politics. In the case before us, it should also be observed, that, from the circumstance of the Spaniards not having a naval force of any extent at sea, the English squadrons had very little opportunity of injuring or annoying them, otherwise than by assailing their commerce. Admiral Haddock, however, did not confine himself to this species of warfare, more than he was compelled to do by existing circumstances; but, on the contrary, he was, at times, even during the year 1740, very actively employed in watching the movements of the enemy.

About this time, the Spaniards, by making a feint to recover the island of Minorca, succeeded in drawing off Admiral Haddock from before the port of Cadiz; and, availing themselves of his absence, they slipped out of Cadiz, with nine ships of the line and two frigates, which got into Ferrol, where other ships were lying ready to join them. Apprised of this event, and anxious to intercept the Assogue ships, which were daily expected at Cadiz from Vera Cruz, a reinforcement of six ships of the line was sent out, under the command of Admiral Balchen. Through the extreme caution of the Spaniards, however, the capture of the Assogue ships was avoided; and as, with other ships by which he had been joined, Admiral Haddock had a force sufficient to block up the enemy's fleet in the harbour of Cadiz, Admiral Balchen returned to England, and left him again in the chief command.

On the 11th of March, 1741, he was promoted to the rank of vice-admiral of the blue squadron. During the summer of that year, he continued to blockade the port of Cadiz, and to prevent the junction of the Spanish ships there with the Toulon squadron, and with a large fleet of transports which had been collected at Barcelona, for the purpose of conveying a formidable army into Italy, to attack the dominions of the Queen of Hungary. "So highly," says Charnock, "was the admiral esteemed, so complete was the satisfaction afforded by his conduct in every department, that the Italian merchants, early in the year 1741, addressed the Lords of the Admiralty, thanking them in the warmest and handsomest terms, for the extraordinary protection afforded to their commerce by the squadron under Mr. Haddock, and they passed also a very handsome vote of thanks to the admiral himself, presenting him, as a more substantial proof of their esteem, with a very magnificent gold cup."

Admiral Haddock continued to keep the sea, cruising between Cape St. Mary and Cadiz, till the beginning of the month of November, when the tempestuous weather compelled him to put into Gibraltar, to refit. By this time, the Spaniards had completed the embarkation of their troops at Barcelona, to the number of 15,000, destined for Italy; and, on the 21th of November, the squadron, commanded by Don Navarro, taking advantage of the night, put to sea, from Cadiz, in the hope of getting through the Straits of Gibraltar unobserved. In that, however, they were disappointed; for a strong easterly wind arose on the morning of the 25th, drove them back within sight of Gibraltar, and detained them there two days. A favourable breeze then sprang up, and enabled them to effect a junction with De Court's squadron, from Toulon, off Malaga.

From the period of his return to Gibraltar, till the close of the month of November, Admiral Haddock was anxiously employed in refitting of his squadron, which then consisted of the under-mentioned ships:—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Magborough	60	Admiral Haddock.
Somerset	30	Captain Slater.
Leicester	30	——— Cayley.
Ipswich	70	——— Martin.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Dartmouth	50	Captain West.
Panther	50	----- Gideon.
Pembroke	60	----- Leg.
Warwick	60	----- Toller.
Plymouth	60	----- Watson, sen.
Dragon	60	----- Barnett.
Salisbury	50	----- Osborne.
Oxford	50	----- Pawlett.
Guernsey	50	----- Forbes.
Folkestone	40	----- Balchen.
Faversham	40	----- Watson, jun.
Roebuck	40	----- Brett.
King's Zebeck	30	----- Stepney.
Mury Galley	40	
Dursley Galley	20	
Winchelsea	20	
Duke	} Fire-ships.	
Anne Galley		
Mercury		
Salamander bomb.		

In consequence of exertions almost incredible, Admiral Haddock was enabled to put to sea with this squadron on the 2d of December. In a few days he descried the combined force of the enemy, drawn up in order of battle to receive him; but, as he was bearing down on the Spanish part of the line, and almost on the point of commencing the attack, the French admiral, De Court, sent a flag of truce, to inform the British commander, "that, as the Spaniards and French were at that time engaged in a joint expedition, he must obey his orders, and protect his master's allies"

This event, which appears to have been unlooked-for by the British admiral, placed him in a situation extremely delicate; and, from the nature of his instructions, and the great superiority of the combined squadron, which consisted of nearly fifty vessels of different descriptions, while his did not comprise thirty, he found himself under the necessity of calling a council of war. A council was accordingly assembled; and, from the particular circumstances of the case, it was unanimously decided, that the squadron should put into Mahon, and wait there for a reinforcement, which was expected from England, under the command of

Commodore Lestock. This decision was immediately acted on; and, on the 1st of February, Admiral Haddock was joined by Commodore Lestock, with the following ships:—

Neptune,	Nassau,
Barfleur,	Hampton Court,
Burford,	Royal Oak,
Essex,	Rumney,
Winchester,	Winchelsea.

This lapse of time enabled the French and Spanish squadrons to proceed to Barcelona; whence, on the 24th of December, they sailed for Italy, with a second embarkation of troops.

On the arrival of Commodore Lestock at Mahon, Admiral Haddock made every possible exertion to get ready for sea, that he might sweep the coasts of Italy, and prevent the introduction of any supplies, or reinforcements, for the Spanish army of the Duke of Montemar. Unfortunately, however, before the fleet was in a condition to sail, Admiral Haddock was attacked by so severe an indisposition, that he was under the necessity of resigning its command to Lestock, who had just been promoted to the rank of rear-admiral, and of returning to England. His departure, however, was not altogether sudden or unexpected. Having solicited his recall, in consequence of the precarious state of his health, Admiral Mathews had been promoted, for the purpose of succeeding him; Rear-admiral Lestock only holding the command of the fleet, in trust, till the arrival of that gentleman.

Admiral Haddock sailed for England in the Roebuck, and arrived on the 26th of May.—The indisposition under which he laboured, is said to have been an extreme dejection of spirits, occasioned merely by his not having it in his power to strike some signal blow, which might lead to the termination of the war.—He never hoisted his flag again; but his long, steady, and active services, were, in some measure, compensated by three successive promotions. On the 9th of August, 1743, he was made vice-admiral of the white squadron; on the 7th of December, in the same year, vice-admiral of the red; and, on the 19th of June, 1744, admiral of the blue. As, in life, he was universally respected, esteemed, and beloved; so, in death, he was universally lamented; and the noblest praise that can be offered to his cha-

racter is, that his memory has never been traduced. He died on the 26th of September, 1746, in the 60th year of his age.*

NAVAL ANECDOTES,
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NAUTES IN GURGITE VASTO.

ACTION BETWEEN A BOAT OF THE PRINCESS CHARLOTTE, AND SOME
FRENCH GUN-BOATS.

THE following extract of a letter from an officer of H. M. S. Princess Charlotte, gives an account of a brilliant affair between a boat of that ship, and some French gun-boats:—

* There have been other officers of the name of Haddock, and most probably of the same family, in the naval service; but, with one exception, we are not certain as to the affinity which they bore to Admiral Nicholas Haddock.

Joseph, third son of Captain William Haddock, already noticed, was appointed lieutenant of the Lion, on the commencement of the second Dutch war, in 1672; in 1673, he served in the Charles; and, on the 12th of April, 1678, he was promoted to the command of the Swallow. No notice is taken of his holding any farther command in the navy, and he is supposed to have gone into the service of the East India Company.

William Haddock was made post in the Port Mahon frigate; but, in what year is uncertain. In 1713, he commanded the Dreadnought, of 60 guns, one of the fleet which was sent into the Mediterranean, under Sir George Byng; and he acquitted himself with great credit in the action with the Spanish fleet. In 1723, he was made captain of the Nottingham, guard-ship, of 60 guns; and, in 1726, he was ordered to the West Indies, with Vice-admiral Hosier. He fell an early victim to the climate, dying at the Bastimentos, off Porto Bello, on the 26th of October, 1726.

Richard Haddock commanded the Wolf sloop of war, in 1744; and, on the 20th of May, in that year, he captured a French privateer, of 14 guns. On the 7th of November following, he was made captain of the Squirrel frigate; and, early in the year 1746, he was appointed to the Advice, of 50 guns, in which he is known to have been a considerable time employed in cruising. In the months of March and April, 1748, he made several captures, of a minor description. At the close of the year 1749, he was one of the members of the court-martial which tried Rear-admiral Knowles; and he was one of the officers who were intended to compose the second court, for the trial of Captain Holmes; but he was seized by the small pox, and died of that disorder, at Chatham, on the 6th of January, 1750, some days before the trial commenced.

“ Princess Charlotte, off St. Sebastian, Aug. 8, 1811.

“ The Princess Charlotte having captured a Spanish launch, it was fitted out to cruise upon the coast with a carronade, small arms, and thirty men; and the command was given to Mr. Salter, master's mate. Being forced to come to an anchor near Bermeo, by a gale of wind, he was perceived by the garrison, and three gun-boats were despatched to take possession of him. Fortunately Mr. Salter soon discovered their intent, cut his cables, and made towards the enemy. A brisk firing soon commenced on both sides, when one of the boats was seen to sheer off, and soon after sunk, with all her crew, consisting of the captain of a French national schooner then lying in Bermeo, a major, second commandant of the garrison, and thirty men, not one of whom was saved. The other two boats continued the action for some time, but at last made all sail into port, having had a considerable number killed and wounded. Mr. Salter would have either taken or destroyed them, but the wind was dead on shore, and being close under the batteries, it was impossible to pursue them. There were only two men wounded on board the launch. Each of the boats had thirty picked men on board, and came out for the express purpose of taking in Mr. S. with them.”

IMPROVEMENT IN MUSKET-LOCKS.

A MUSKET-LOCK COVER has been invented by an officer of the royal marines, which affords a complete preservation of the priming for many hours under the heaviest rain; and possesses other advantages superior to any contrivance of the kind hitherto adopted. It has met with the approbation of all the officers who have seen and tried it; and 4,000 are now preparing, at the expense of Government, to be sent out to Portugal, for the use of the light troops of Lord Wellington's army.

PRIVATEERS.

The following memorandum has been posted up at Lloyd's:—

“ The Committee have received information from the first authority, that the privateers fitted out from the ports of St. Maloes, Dieppe, Boulogne, Calais, and Duukirk (those of St. Maloes are of a large class, the others are small light juggers, with from 50 to 110 men each), commonly sail with the wind from N.W. to N.E. and seldom or never put to sea with the wind from the southward. It is well known, that during five months last autumn and winter, the privateers were principally successful in making captures (between Fecamp and Calais) of armed merchant ships, which being too indifferently manned to resist them, were almost invariably carried by boarding. And there is every reason to believe, from the intelligence obtained, that they will continue to act upon the same plan, being well informed of the equipment of running ships.”

PYROTECHNY.

A PLAN of a most destructive engine has been brought forward by a Mr. Fane, and exhibited before the Lords of the Admiralty. It is a four-

pound shot, wrapped round with a prepared cotton, and made very hard; the moment it starts from the cannon's mouth, it presents one solid mass of fire; and whatever it hits, whether rigging or hull of a ship, will immediately take fire.

EXTRAORDINARY PRESERVATION.

(From the United States Gazette, Nov. 2, 1811.)

THE *Wonderful Magazine* itself, among all its real or fictitious tales, contains nothing to surpass the fact before us. All the newspapers have contained an account of the misfortune that befel the Norfolk packet, the *Slow and Easy*, in the gale on Sunday last. She was upset in the Sound, and the crew, with thirteen passengers, only saved themselves by clinging to the vessel and rigging, until they were taken off by the generous exertions of Captain Earl, of the packet *Fame*, belonging to Newport, Rhode Island, who went to their relief, and afforded it at the hazard of his life. One passenger, however, a Mr. Samuel Waring, was not to be found among those who had sustained themselves on the wreck, and the supposition was that he had been drowned in the cabin. The packet drifted on the Long Island shore, opposite Fairfield, and the next day a number of people went down to the beach to secure her. When she was righted, behold there was S Waring, alive and well! (incredible as it may seem) and highly rejoiced, you may be sure, to find himself once more in the land of the living.

It happened that he was lying in a berth to the windward when the packet overset. He held on as well as he could, and finding that, though the cabin was nearly full of water, it did not quite reach his head, he stuck fast, kicked away the boards from the berth at his feet for air to breathe, and had nothing to do but to keep away the rats from eating him alive, until he was taken out the next day.—A greater escape is perhaps not on record.

RESCUE OF A PRIZE.

ON the night of the 29th December, 1811, a prize, belonging to the *Pelorus*, gun-brig, while lying at anchor in Blake Roads, between two frigates, had her cables cut by a Frenchman on board, and one of the English sailors in charge of the ship, and ran ashore about two o'clock A.M. of the 30th. On the vessel's striking the shore, the latter seizing an axe, made a blow at the prize-master, a midshipman, with its butt end, and struck him violently on the head. The villain instantly escaped, by leaping overboard. As soon as the midshipman (whose name we have not heard) recovered from the stunning effects of the blow, he called together the remainder of his crew (four men), and taking to their boat, after rowing twelve hours, without sustenance of any kind, they reached the squadron in safety, at 2 P.M.

YOUTHFUL BRAVERY.

THE subjoined copy of a letter, received by Charles Franks, Esq. of Gork, presenting an account of an exploit of his son at the taking of Java,

is deserving of preservation. The youth is 15 years of age; and from such a commencement what high expectations may we not form of his future glory?—

“ *St. Austen's House, Lymington, Hants,*
Dec. 18, 1811.

“ DEAR SIR,

“ I presume *The Gazette* has acquainted you with a little enterprise which fortune placed in my way, on the coast of Java, in an attack on Fort Muris, and I cannot resist the impulse I feel to become the channel of happiness to a fond parent.

“ Your son Charles had long been my constant companion on boat service, and on my imparting to him my intention of attacking that fortress, his expressive countenance was instantly lighted up with joy, and he volunteered to take a leading part; confident of his courage, I proposed to him to hoist the British flag on the ramparts of the fort, which he performed to admiration under a very heavy fire. I intend recommending him to the Patriotic Fund, in hopes of their bestowing some honorary reward on him, which may fan the flame of glory, which is already kindled in his youthful heart.

“ Believe me, Sir, with great respect, &c.

“ EDMUND LYONS, Lieut. R.N.”

PAY OF MARINE OFFICERS.

THE following are the terms of a regulation recently made respecting marine officers. Those who may choose to avail themselves of the indulgence, are to be enabled to draw bills, at ten days sight, on the paymaster of the royal marines, for a certain proportion of their respective pay, during the time they are serving on board of ships employed on foreign stations, according to the following scale:—

Captains, 8s. per diem; 1st lieutenants, of seven years standing and upwards, 6s. per diem; 1st lieutenants, under seven years standing, 5s. per diem; 2d lieutenants, 4s. per diem. The first bill every officer is permitted to draw is to be for three months pay in advance, to enable him to provide himself in his equipment for sea, the same to commence from the period his pay shall cease on shore; after which, every succeeding bill is to be drawn for two months' pay in advance, which bills are to be approved by the captain, or commanding officer of the ship in which they may be embarked. Officers serving on shore on foreign stations, are to be allowed a similar privilege, subject to regulations of nearly the same nature.

MELANCHOLY FATE OF LIEUTENANT DUMARESQUE.

ON the evening of Wednesday, December 25, Lieutenant Dumaresque, of the *Hawke* sloop of war, lying off Calshot Castle (where she brought up to attend on his Royal Highness the Duke of Clarence), came to Southampton, rowed up the river from the ship by six men, to dine with Admiral Ferguson. After he had taken his dinner, he embarked in the same boat for the purpose of returning to the *Hawke*; a breeze springing up,

they found it eligible to set the sail, in doing which the mast fell, and, overtopping the sailors, upset the boat; and the whole party, with a man of the name of Shirlock, a musician, whom Lieutenant Dumaresque had taken on board, at the request of the men, to amuse them during the holidays, were plunged into the river. The sequel is a melancholy detail: Lieutenant Dumaresque, Mr. Shirlock, and five sailors, out of the six, were drowned! The man who was saved swam on shore, followed by another, whom (just before he reached the shore) he heard call to his companion to wait for him, which he accordingly did, by swimming on his back, &c.; but, finding himself much benumbed, and nearly exhausted, he exerted what strength he could collect to reach the shore himself, where he landed on a piece of mud. He then called to his companion, but no voice could be heard. He afterwards crawled towards land on his hands and knees, till his strength was so far exhausted that he was necessitated to give up the attempt: resigning himself to Providence, he lay and groaned very much, and was heard by one Parker, a fisherman, of Weston, who fortunately came to the water side to attend his boat, and who took the poor fellow to Weston. All the bodies were found, except Shirlock's. The accident happened between Netley and Weston. Lieut. D. was a fine young man, and a native of Guernsey. He is supposed to have perished from fatigue and cold, as his body was found on the mud, with the sail of the boat round it.

BOATS OF THE CONQUESTADOR AND COLOSSUS.

At page 65 of the present Volume, is an account of a late unfortunate affair, respecting the boats of H. M. ships Conquistador and Colossus. The subjoined are the French official details on the subject:—

Report of his Excellency the Minister of Marine.

“ MONSIEUR,

“ *Road of Isle d'Aix, Dec. 23, 1811.*

“ I have the honour to inform your Excellency, that yesterday, at nine at night, a small convoy, coming from Rochelle, was pursued by five boats of the English squadron, which obliged these coasters to take shelter close in shore, in the bay comprehended between Rochelle and Isle d'Aix. The wind was pretty fresh from N. to N.W. and there was soon a high sea. I quickly formed the project of cutting off the retreat of these five boats; but, in order to induce them to advance, I made no movements in the boats with which I intended to attack them, till they had evidently compromised themselves, and this apparent inattention encouraged them to advance still further: I then ordered the gun-boats 136, 191, and 184, under the command of M. Dure, lieutenant de vaisseau, and four ship's boats, under the orders of M. Constantin, to be got ready, and sail in such a direction as to cut off the retreat of the enemy's flotilla. As soon as the English squadron perceived this movement, a ship, two frigates, and a brig, sailed to disengage their boats, the brigs, supported by the ship at a trifling distance, fired upon the gun-boats, which briskly replied to it several times.

“ During this time, M. Constantin attacked the largest of the enemy's boats near her own vessels, and almost under the fire of the brig, and took it. The gun-boats surrounded the other four, which they took, after a great resistance. Night, and very stormy weather, having succeeded this expedition, my boats have been dispersed upon different points of the coast, where I see them, but cannot, by this courier, transmit your Excellency all the details of this affair: I reckon, nevertheless, that 100 prisoners, all picked men, of the English squadron, at least, must have been taken in it. I beg your Excellency to accept my profound respect.

“ *The Commandant of the Naval Forces of his Majesty.* ” “ (Signed) “ JACOB.”

“ *To the same, dated Isle d'Air, Dec. 30.*

“ MONSIEUR,

“ I had the honour, in my letter of the 23th inst. to announce the taking of five boats belonging to the English squadron, which I supposed were manned by 100 men; there were 113 on board them. A violent gale of wind, which commenced immediately after this affair, having dispersed my boats, I did not know the details till last night; I hasten to transmit them to your Excellency.

“ The enseigne de vaisseau, M. Constantin, commanded a boat with 22 men, with which he attacked one manned with 30, at the moment the enemy's division, which rallied, was coming to protect them. This officer had engaged with his swivels and muskets; but, fearing the enemy should escape him, he ordered him to be laid on board. The English, confident in their superiority of number, rushed to the boarding, but M. Constantin jumped among them, and drove them to the opposite side of the boat, which this movement caused to fall; the French gained their boat, and succeeded in saving 28 men, one of whom was a volunteer, and another a surgeon. The officer commanding the boat was killed, and three men dangerously wounded. During this action, the three gun-boats attacked the four other boats, all armed with carronades, swivels, and muskets. The lieutenant de vaisseau, Duro, keeping, at the same time, in check, the English brig, which endeavoured to protect the boats, took one with 18 men, two of which were volunteers; the three others, annoyed by my boat, commanded by the volunteer of the first class, Porgé, pierced with bullets and nearly sinking, arrived upon the coast, where he pursued and made prisoners the crews, amounting to seventy men, one of whom was an officer, and five volunteers. The result of this affair, Monsieur, is the taking of five boats, and 113 men, two of whom are officers, eight volunteers, and one surgeon. Out of this number, one officer and four sailors have been killed, two others died immediately after, and five remain dangerously wounded. It is likewise to be supposed, there must have been some men killed, who were thrown into the sea.

“ (Signed) “ JACOB.”

A LIST OF OFFICERS, SEAMEN, AND MARINES, IN THREE BOATS BELONGING TO H. M. S. CONQUESTADOR, TAKEN DEC. 27, 1811.

EDWIN T. CAULFIELD, midshipman, commanded the barge; George Peard, midshipman; Donald O'Bryen, volunteer, 1st class; John Durham, gunner's mate; Godfrey Miller, Francis Esquier, Thomas Murray, Peter Adamson, John Brain, Daniel Sinclair, George Leveson, George Gillard, Joseph Howard, James Pinney, John Higg, John Busbridge, James Mitchell, and James Cameron, seamen; Jacob Brobbell, corporal of royal marines; John Seymour, and Samuel Wadsworth, privates of royal marines.

Lieutenant Edmond Stackpole, in the launch, commanded the whole; Robert Thompson, quarter-master; Andrew Newberry, gunner's mate; James Levie, and Abraham Perkins, quarter-gunners; John Turner, Robert West, Philip Nowland, John B. Colbert, John Jackson (2), Edward Murphy, Jam. Pennan, James Clegg, Thos. Clarke (2), John Welsh, Martin Kennedy, John Gough, an E. Tim. Donovan, seamen; James Whitworth, Hans Anderson, Mathew Tail, and John S. Funsalut, private marines.

Daniel Baul, master's mate, passed for a lieutenant, commanded the pinnace; Francis Sutherland, midshipman; John Rippon, quarter-master's mate; Wm. Williams (1), quarter-gunner; Wm. Thompson, swain Christian, Phil Hammond, John Palmer, Thomas Herbert, Wm. Cluke, James Linton, Cornelius McGinn, John Richmond, James Barns (1), Henry Sloane, William Sheppard, Joseph Nunn, John Messidor, Rob. Brooks, Thos. Sexton, and Richard Brooks, seamen; Banny Fegan, Wm. Wade, and Nicholas Tilson, private marines; James Nicholls, corporal of marines.

Total—One lieutenant, one master's mate, three midshipmen, one volunteer of the 1st class, fifty-one seamen, and eleven marines.

LIST OF OFFICERS, SEAMEN, AND MARINES, IN TWO BOATS, BELONGING TO H. M. S. COLOSSUS, TAKEN ON THE 27th DEC. 1811.

PETER HODDER, midshipman, commanding the barge, had passed for a lieutenant; James Hanson, midshipman; Wm. Campbell, assistant-surgeon; George Anderson, captain of the fore-castle; John Erasmussen, John Gouldson, Jer. Price, Jer. Andrews, James Brown, Thos. Hancy, John Wilson (1), Thos. Jones (3), Jas. Forrest, Cornelius Conner, Peter Pooley, John Poole, Wm. Kelly, James Agnew, Wm. Goodard, Christopher Weston, Miles Loveday, seamen; Benjamin Hillier, John Green, Jos. Casey, Thos. Tallon, Hugh Boyle, and John R. Tiercy, privates of the marines.

John Franklin, midshipman, commanded the launch; Neil Malcolm, midshipman; Charles Sablay, John Cole, Thos. Tuxton, Pierce Jones, Nicholas Bowles, James Tomlinson, alias Popplestone, John Dunth, Nicholas Welsh, Peter Hoskinson, George Green, Adam Barry, seamen; Wm. Talty, Thos. Farninger, Robert Burgess, David Reece, John Gulliver.

Total—Four midshipmen, one assistant-surgeon, twenty-nine seamen, and eleven marines.

NAVAL ARCHITECTURE IN MINIATURE.

IN the year 1767, a ship of 64 guns, completely rigged, and but four inches long, executed by an officer of the navy, was submitted to the inspection of the Duke of York, with which H. R. H. was so well pleased, from its singular minuteness and elegance, as to recommend it to the King; and H. M. was graciously pleased to deem it worthy of being placed in his cabinet of curiosities. The materials of which it was composed are gold, silver, steel, brass, copper, ebony, ivory, hair, &c. : the hull, masts, yards, booms, &c. being ivory, the guns, anchors, blocks, dead eyes, &c. silver; the 64 guns weighing but 50 grains; the colours, viz. royal-standard, admiralty and union, flags, ensign, and jack, being also ivory. The scale was forty feet to one inch.

ACCOUNT OF CAPTAIN GEDDIS.

(From an American Newspaper.)

CAPTAIN GEORGE GEDDIS is a native of Dublin, in Ireland, and emigrated to America before the Revolution, and was master of a merchantman between the ports of Dublin and Philadelphia.—During the revolutionary war, he got a commission in the American service; and on the partial warfare breaking out between the United States and France, he obtained the command of the sloop of war *Potapscoc*, and cruised most actively, for two years, off the Windward West India Islands.—Just before the differences were settled with France, he was appointed to convoy a fleet of merchantmen from Curacao to the United States.—On their passage, part of the convoy were boarded by two English frigates, who impressed some men out of them. The Jeffersonian party had just got into office, and this was construed into a great crime. *The Aurora* newspaper, then patronised by President Jefferson, was quite enraged that the American flag should have been thus insulted.—“Captain Geddis ought to have struck his flag, or he ought to have allowed his vessel to be sunk and his convoy captured, before he should have allowed the degradation of a man’s being impressed.”—Thus did *The Aurora* rave.—Captain Geddis has not been since employed. He however, has a son, a lieutenant in the service, a most worthy young man. Whether Captain Geddis, in the instance we have mentioned, acted prudently, or the contrary, it is not for us to inquire; but if we presume to give an opinion, it must coincide with his conduct; for to have made resistance would have been vain with such a superior force, and to have struck his flag would have only tended to make a breach between the two countries. The courage of Captain Geddis never was doubted, and it was not necessary for him to be heroic in vain to maintain it. No man bears a better character for the finer attributes of the heart: he is humane to the nicest degree, a pleasant companion, full master of his profession, both in theory and practice; he does not take any share in politics, but is not democratic mad, and has a strong love for the country which gave him birth; he is about 60 years of age, five feet nine in height, and made in proportion: his countenance is pleasing, but has what is denominated a sleepy eye. Since he has left the United States

service, he has assumed his original situation of master of a merchantman between Dublin and Philadelphia.

GENERAL STATEMENT OF THE SHIPPING EMPLOYED ON THE EASTERN EXPEDITION, FITTED OUT, UNDER THE AUSPICES OF THE RIGHT HON. LORD MINTO.

On secret service.—Hon. Company's brig of war Nautilus, and Hon. Company's yacht Phoenix.

First division, which left Malacca on the 7th of June.—H. M. S. Cornelia, Hon. Company's brig of war Psyche, Hon. Company's regular ship Wm. Pitt, Hon. Company's extra ship Batavia, hired transport Fez William, Samdanny, Mullar Bux, Kectwood, Britanora, Countess of Harcourt, Windham, Margaret, and Francis.

Second division left Malacca on the 11th June.—H. M. S. Caroline, Hon. Company's brig of war Ariel, Hon. Company's regular ship Hugh Inglis, Hon. Company's extra ship Huddart, hired transport Mysore, Bombay, Anna, Cornwallis, Troubridge, Harwoody, Arab, Mary, Venus and Matilda.

Third division, left Malacca on the 14th.—H. M. Company's ship Phaeton, H. M. brig Hecate, Hon. Company's brig of war Thetis, Hon. Company's regular ship Phoenix, Hon. Company's extra ship Lord Eldon, hired transport Lowjee Family, Solamony, Wellesley, Alexander, Asia, Friendship, Resource, James Drummond, Duncan, Asia, Felix, Sultana Marianne.—H. M. S. Ackbar, his Excellency Sir Samuel Auchmuty, commander-in-chief, Hon. Company's brig of war Vestal, Hon. Company's bark Active, and hired brig Betsey.

Fourth division left Malacca on the 17th June.—H. M. Ships Eacophelus and Hesper, Hon. Company's ship of war Aurora, Hon. Company's regular ship Preston, Hon. Company's extra ship Northumberland, hired transport Betsey, Ann, Mary, Substitute, Cawdry, Charlotte, Estaenboole, Fut-tahoolkeer, Keleel, Perseverance, Dereca, Beggye, Macauly, — victuallers, Anne, and Borneo; H. M. S. Modeste, the Right Hon. Lord Minto, &c. &c.; Hon. Company's ship of war Mornington, Hon. Company's brig Marianne, hired brig Minto, ditto Montrose, ditto Olivia, Hon. Company's ship Malabar, Commodore Hayes; Hon. Company's cutter Arctura.

H. M. Ships employed on the expedition.—Line-of-battle, Illustration, and Minden. — Frigates, Ackbar, Modeste, Caroline, Leagler, Bucephalus, Doris, Psyche, Phaeton, and Cornelia.—Sloops of war, Hesper, Hecate, Baracouta, Samarang, and Dasher.

LIBERALITY OF BRITISH TARS.

THE following plain and unvarnished appeal to the feelings of their brother tars, has been transmitted by the crew of H. M. S. Argo, now at Portsmouth; and we feel great satisfaction in giving it publicity;—

“SHIPMATES,

“H. M. S. Argo, Spithead, Jan. 20, 1812.

“As the unfortunate losses by shipwreck, in the instances of the St. George, Hero, and others, must be severely felt by the truly-deplorable

widows and orphans of the unfortunate sufferers therein, it belongs to us, as well as to the whole navy and nation at large, to strive to alleviate and render as comfortable as possible the distressed widows and orphans above-mentioned; and, as it may be our own fate, let us commence a donation of Two Days' Pay, to the above charitable purposes (which, no doubt, will be speedily followed, if not already begun, by our brethren at Spithead, and other ports). It can hurt none of us, but, on the contrary, will give the ship's company credit throughout the country, in having offered it unasked, and thereby shewing an example to others to follow so laudable a purpose. We hope that no one will be so mean as to think any thing is meant by this more than what is expressed herein, for it will, if acceded to unanimously, reflect the highest honour on us all. In case it is agreed to, we will mention it to the captain, who will, we doubt not, think it a great pleasure in mentioning it to the persons who may be appointed to receive subscriptions for that intention.—We remain, hoping to hear of you agreeing generally to this,

Your obedient Servants,

(Signed by Petty Officers).

[Here follow 19 names.]

[Please to pass this to next Berth.]

“Approved by the captain and officers of H. M. S. Argo.

(Signed)

“J. ALLISON, First Lieutenant.”

REMARKABLE PRESERVATION AT SEA.

WE have been favoured with the following account of the remarkable escape of some seamen belonging to a Danish galliot, who were preserved in an extraordinary manner:—

On the 22d of December, 1811, and about 3 o'clock at night, whilst H. M. S. the *Fisgard*, Captain F. Mason, was cruising off Flekeroc, on the coast of Norway, they were hailed suddenly by a small boat; which on coming alongside was found to contain the crew of a Danish galliot, which had foundered about four o'clock in the morning, on a voyage from Aalborg in Jutland, to Arendal in Norway, laden with corn. The crew consisted of the master and four men: their boat, from the heavy and tremendous sea then running, was quite full of water, and one of the men had sunk down between the thwarts, exhausted by fatigue, or numbed by cold, and was dead. The moment they got on board they were victualled, and supplied with beds, and the seamen of the *Fisgard* lent them their clothes. The agony of these poor sufferers must have been very great—they had seen the *Fisgard* in the afternoon, lying just up for them, although they were not discerned by any of Captain Mason's officers: the *Fisgard* then wore in chase, and after steering away for about an hour, again wore, and providentially happened to steer towards the Danish boat again. At the very instant that the almost exhausted Danes hailed the *Fisgard*, her helm was up to go in chase to leeward, and in five minutes she would have

been out of hearing. It was such a bitter cold night, that, with the boat full of water, the Danes must all have perished in two hours. The wind was directly off the land, blowing strong, with a considerable sea.—This was the third crew which the crew of the *Fisgard* had been the providential means of saving in twelve months.

POMPEY'S PILLAR.

IN the 43d year of the reign of his Majesty King George III.—

Captain John Shortland,* 2d of H. M. S. *Pandour*, armed on flute, but pierced for 54 guns, and in the service of the Honourable Commissioners of the Transport Board, flew a kite over Pompey's Pillar, by which means he got over ropes, and fixed a rope ladder, and ascended on the top of the Pillar, on the 2d day of February, 1803; where, with Mr. John White, master of the said ship, he displayed a union jack, drank a bumper of wine to the health of their Sovereign, and gave three cheers.

On the 6th day of February, 1803, they ascended a second time, erected a staff, and fixed a weather vane, ate a beef steak, again drank wine, health and happiness to his Majesty King George.

As in all probability this paper may remain many years on the top of Pompey's Pillar, as it is secured in a flint bottle, Captain Shortland has thought fit to mention, that at this moment the English army, in Egypt, consisting of upwards of 5,000 men, under the command of the gallant General Stuart (who so nobly distinguished himself in the ever-memorable battle of the 21st of March, 1801) against the French army, who were in possession of Alexandria, were preparing to evacuate Alexandria, and which was thought would take place about the 1st of March 1803.

The English King's ships lying at this moment in the Bay of Alexandria, were the *Anson*, of 44 guns, Captain E. Cracraft, *Narcissus*, 36, Captain Ross Donnelly, *Regulus*, armed flute, Captain Thomas Presland, *Pegasus*, Captain John Pengalley, and the *Tourterelle*, armed flute, commanded by the late Captain Ferguson, who died on board on the 3d day of December, 1802; also were in the bay, 24 sail of English transports, ready for receiving the troops, and under the immediate direction of Captain Francis Kempt, resident agent for transports. Of Turkish men of war there were in the bay a 74, which bore a vice admiral's flag; two large frigates, of 44 guns, and two corvettes, of 24 guns, and several merchant vessels.

Captain Ross Donnelly, of H. M. S. *Narcissus*, and Captain Silver, of his Majesty's 88th regiment of foot, were the only officers who ascended Pompey's Pillar with me on the 2d of February, 1803.

* For memoirs of the life of Captain Shortland, *vide* N. C. Vol. 24, page 100

CORRESPONDENCE.

MR. EDITOR,

HAVING lately met with some remarks on the inadequate provisions for assistant-surgeons in the army, the contents of which I am most willing to allow, I trust that the *Petty Officers* (as they are termed in the nautical language), of that description in the navy, have no less a claim on the attention of government; and as things of this nature are but too apt to be overlooked, from a want of due representation, will you be pleased to insert the following remarks on the comparatively great grievances under which the junior, and more particularly, the senior assistant-surgeons, in the navy, labour.

The naval assistants are all, on their first appointments, obliged to supply themselves with instruments, to the amount of 20*l.* or upwards, while the military assistants do not supply themselves with any.

The assistant in the army commences full pay from the date of his *commission*, the naval assistant from his appearance on board: the ship to which he is appointed by *warrant* being perhaps then up the Mediterranean, an interval, in all probability, of three months elapsing before he can join her. The half-pay of a naval assistant commences at two shillings after two years servitude, while that of the other commences, if reduced, the day after his first appointment, at three shillings. The full pay of the latter is seven shillings and sixpence, that of the former is only six shillings and sixpence. The former messes with his colonel, while the other labours under the painful necessity of living in a cockpit, among a set of noisy youngsters, just let loose from their mother's apron strings; the second lieutenant of marines, who, by his Majesty's Order in Council, is inferior in rank, living in the ward of a gun-room. What a situation for a man of liberal education, and of a contemplative and studious mind, to be placed in! The army assistant, if he happen to lose any part of his baggage on a march or otherwise, is most handsomely compensated; the other, after braving all the inclemencies and fury of the tempestuous elements, and losing his *all*, by shipwreck, on application, receives only a flat denial, and is, if not blessed by fortune, obliged to run in debt, if he is lucky enough to find a creditor, or go nearly in a state of nudity, until his next quarterly bill becomes due.

He is thus constrained to make an appearance, the most distressing to an officer, that of being unable to shew himself on the quarter-deck, in the dress suitable to his situation in the service. The military assistant, if ordered a passage on board any of his Majesty's ships, messes in the ward-room, and walks the starboard side of the quarter-deck, while the naval assistant is allowed neither of these privileges. This last circumstance I should not mention, as not being of any material consequence; but I wish to point out the great distinction made in the situation, and preference shewn to one set of officers, more than another, of the same rank, whose services and education (without meaning to give offence), I will venture to

say, are, perhaps, at least on an equal footing. In a future communication, I shall point out the peculiar situation in which the senior naval assistants are placed.

I am, Sir, yours, &c.

A NAVAL SURGEON.

MR. EDITOR,

THE following extract of a letter, dated Gottenburg, December 8, 1811, from Wm. Galey, a serjeant in the royal marines, on board the St. George, prior to the time of her being finally wrecked, to his wife in Milbrook, near this town, will be perused, we feel assured, with the most lively emotions. Had our limits permitted it, we should have given the whole of this interesting document, which evinces, throughout, the firm courage of a Christian Hero, while it abounds with touches of affection, that prove its author to have been a man of the tenderest feelings. But we trust we have submitted enough to the public eye, to increase the sympathy that has been awakened for the widows and orphans of those, who have so unfortunately perished in the service of their country.

“ We were ordered to stay in Hano bay until the 1st of November, for a convoy, which was to assemble there at that time; but owing to boisterous weather and foul winds, we found it impossible to sail before the 9th. On that and the following day we made but little progress, and at night we anchored near the island of Moons. The next day (the 11th), although there was a hard gale, we signalled the convoy to weigh; but the wind blew tremendously, and instead of weighing, the greater part of the convoy hoisted signals of distress, and some of them went down before our eyes, without our being able, from the fury of the storm, to render them the least assistance with our boats. The next day, the weather being more moderate, we sailed again, and entered the Belt, a narrow sea, forming a circle of 160 miles in length, and surrounded on all sides by an enemy's shore, and where for several miles the deepest water is only seven fathoms. On the 15th, we cast anchor off the isle of Zealand, to wait for a fair wind, having been exposed in the mean time to the most intense cold, and sailed at hap hazard through continual fog, expecting every moment to be inclosed by large fields of ice, which, at this time of the year, float about in every direction, threatening destruction to all they touch. This day (the 15th) is not easily to be forgotten: it was fine, though rather windy, until about four o'clock in the afternoon, when a dreadful sky presented itself from the N.W. in which quarter the wind was, the land lying to the S.E. about ten miles distant, and right astern. Expecting the night would be rough, we got all snug; but little did we dread, at eight o'clock when two watches went to bed, what would befall us before the morning. About half-past ten o'clock, two watches were called to give the ship cable, and shortly afterwards all hands were summoned, as the wind, by

* Copied from Mr. Congdon's Plymouth and Dock Telegraph.

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this time, had increased to a perfect hurricane. Before, however, we could give the ship two cables, the lower deck, both fore and aft, became afloat, owing to the waves pouring in through the lawse holes, which, with the ship's violent motion, carried every thing (stools, tables, chests, &c.) before it, and made it dangerous for the men to stand to their duty. We had not finished giving the ship cable, when we heard (for the darkness was so great we could not see ten yards) the piercing dismal shrieks of the crew of a large merchant ship, close to us; which drifting on our bows, and cutting our cables in two, sunk beneath us in an hollow of the mountainous sea, never to rise again! A tear of pity and a glance of horror now escaped many of us; but no time was left for reflection. Our own danger was imminent, for on casting the lead, we found only fourteen fathoms, though we had anchored in twenty, and we strained every nerve to prevent our ship from drifting nearer towards the shore. We then hove out the best bower anchor, but in vain, as it did not hold a moment, the wind and sea snapping off the ring, as if it had been only a piece of wire. We were now in a most perilous situation, having a cable out of each lawse-hole, the bucklers not clear for letting go the sheet anchor, the sheet cable not bitted for bringing the ship to, and three feet of water on the lower deck, and expecting every moment that the ship would strike. Our only resource, under these circumstances, was, to get sail on the ship and wear her head off the land; but the instant the jib and fore-top-mast-stay-sail were loosened for this purpose, they were blown to atoms. On trying the lead, we found only eight fathoms. We now cast the sheet anchor, after more than human exertions; but like the other two anchors, it made no impression on the ship, and broke off in plowing the bottom of the ocean, though it weighed eighty-two hundred weight. The ship still continued to drift towards the shore, the sea ran mountains high, the wind, impregnated with sleet and snow, howled horribly around us, and we were informed by the pilot, that the only means to save our lives and ease the ship was, to cut away the masts. Vain would it be for me to depicture our sensations—they are incapable of description; and though I have been in different engagements, both by sea and land, have been wrecked before, and have encountered the greatest hardships, yet never, never, did I experience such emotions as in these awful moments. In a dreadful suspense, we waited the issue of the masts going, ignorant whether they would fall clear of the ship, or along the deck, and so stave the vessel to pieces: but short-lived was our suspense. While the foremast was falling, a heavy sea lifted the ship up to the very heavens, from whence she was precipitated against a sand-bank (at two o'clock in the morning), with the most furious impetuosity, and with a dreadful crash, that appeared to shake all her timbers to pieces. A momentary silence ensued: but soon we heard the news fore and aft, that the mast was clear; and now all hands were ordered to the pumps, and employed in throwing overboard the guns, and every thing else that could lighten us. Soon afterwards we heard another dreadful crash—we looked a moment at each other, anxious, yet fearing to ask a question, till, at length, we heard an exclamation: 'Tis

the mainmast gone! Boys cheer the pumps! Stand clear, and see the mizen mast go! Then the ship will be easier; and if we live till day-light, we may, by God's assistance, hope to reach the shore—at least a part of us, on the wrecks alongside.—At length, after repeated strikings against the bank, the helm was torn from all its fastenings, except the rudder chains, which about five o'clock went aloft; and fortunate it was, perhaps, that they did go, for had the chains held much longer, the ship would have been knocked to pieces by the flapping of the helm, and even as it was, the stern was considerably damaged. Thus what would have been considered the greatest misfortune, at another time, that could have happened, was now universally thought the greatest mercy. Our only remaining consolation now arose from the ship's making no water, a circumstance, that, greatly cheered the drooping spirits of the almost expiring crew. At half-past six, day began to dawn, and we had the horror to perceive, that the sand-bank on which we had struck, was four miles from land. The masts, on which we built our hopes of escape, were shattered to fragments by the force of the waves, and we felt convinced that there were no means of saving our lives, except the goodness of God should interpose between us and impending destruction. Happily at this crisis of our fate, the wind blew with less violence, and the swell of the sea somewhat abated. In the course of the day (the 16th) the other men of war came as near to us as they could with safety, though our ship still kept striking heavily till eight o'clock at night, when she ceased, which made us fear that she had cradled herself in the sand; but to our inexpressible joy, about twelve o'clock, we discovered that her head had swung round to the land, and that the water had risen three feet between eight and twelve o'clock, though it must be observed to you, that there is no ebbing and flowing of the tide on these shores. This apparently miraculous circumstance may be thus explained: in consequence of the wind's having blown so violently before, and at the time we struck, from the N.W. the sea, I conceive, must have been forced up the Belt; on its return, after the wind had ceased to act, it formed a kind of tide, which I think very probable, as we have had a N.W. current ever since. The place on which we struck was the sand bank of Neysted, off Zealand. On receiving assistance from the other ships, about ten o'clock on Sunday morning, the 17th (after being in a state of shipwreck for thirty hours), we found ourselves clear of all danger; and fitting up jury-masts, and bending sails, we reached our former anchorage about two o'clock. On the 18th we were prepared to sail again, except as to a rudder, with which Captain Parich, of H.M.S. Cressy, kindly supplied us, and on that and the following day, finding every thing to answer our expectation, we shortened our distance forty miles. I must now inform you, that out of 130 sail which went from Hano with us, we could only muster 75 on the 21st of November, so that at least 45 must have been lost. The ship that cut our cable and went down under us, was a fine large ship, of about 500 tons burthen, and either English or American, as the perishing crew were heard distinctly to call repeatedly on the Lord for assistance, in good English. During all our distress we lost not a single man, nor was one

wounded in the least, for which, as well as every other mercy that Almighty God has been pleased to show us; I request you to join with me in returning heartfelt thanks to his holy name.—We shall sail for England with the first fair wind: we have a fine ship to drag us along—the new Cressy—so that, when we arrive in England, the people may say—‘Here comes the old St. George, like a child in feeding stridge.’ I had nearly omitted to tell you, that we almost settled the business of the St. George again to-day, (Dec. 2) before day-light. Having hoisted the ship to, as we knew we were near the shore, about seven in the morning we descried the white breakers right under our lee, and not a musket shot from us: however, the Cressy soon lifted us off, as there was plenty of water, and a favourable wind. Had we been five minutes later in making this discovery, we must have been inevitably lost, as the place was a hard reef of rocks, many of which were under water. Thank God, we are now clear of all dangers, and safe in Gottenburg; but I wish sincerely it was in Plymouth or Portsmouth. I resign myself however, to the Almighty Disposer of all things, and doubt not that we shall arrive safe in England shortly after your receipt of this.”

Would to heaven that this expectation had been realized! England would not then have had to mourn the untimely loss of so many of her brave defenders!

MR. EDITOR,

HAVING observed, in a recent Edinburgh Paper, that the trustees for managing the Cumbræ and Cloch light houses, the former in Ayrshire, the latter in Renfrewshire, had commenced a similar useful erection on the point of Towart, in Cowall, Argyleshire, it gave me much pleasure, as a native of the parish of Dunoon, to hear of this improvement. In winter, 1756, a vessel coming from West Tarbert to the Clyde, in a dark November night, was wrecked on the point of Towart; and the monument on the graves of the sufferers, opposite to the Manse of Dunoon, abundantly shews the usefulness and necessity of such an erection at this point, which forms the boundary on the Highland side of the Frith of Clyde, and leads in to the bay and harbour of the royal burgh of Rothesay, so erected by King Robert III. by letters patent, dated at his favourite Castle of Rothesay, January 12, 1406. This tender-hearted Prince died two years afterwards, on hearing that Prince James, his only son, on his voyage to France, was taken prisoner by King Henry IV. of England, and first of the House of Lancaster. James Lamont, Esq. of Knockdow, on whose property the above light-house is to be erected, was, a few years ago, the father of eleven sons, several of whom have fallen with glory and honour in the naval service of their King and Country. And here it may not be deemed improper to mention the gallant and heroic action which obtained for their ancestor the estate of Towart, as far back as the reign of King James IV. The Earl of Argyle was living in the castle of Dunoon (which fortress was retaken from the English by his progenitor the Lord of Lechow, in the minority and absence of King David II. then in France);

and Gurrie or Godfrey Lamont, Baron of Knockdow, hearing how unguarded and fearlessly Argyle lived at the Castle of Dunoon, thought proper, to put him on his guard in these turbulent times; and, accordingly, Baron Rough (as he is called from his flaxen-coloured hair), crossing the hills from his residence at Innerchaalen, presented himself in Argyle's bedchamber, and drew his sword to shew his good neighbour that he was in his power. He then advised Argyle to appoint a captain over Dunoon, of which appointment this warlike Baron had the first offer; but he, having declined it, recommended a son of Campbell of Auchencrolich, from whom the present Colonel John Campbell, of Dunoon, and his sister, Margaret Countess of Rothes, are lineally descended. This Archibald, second Earl of Argyle, was slain at Flodden, September 9, 1513, along with his brother-in-law, the Earl of Lennox, with most of their vassals and military tenants; and it is admitted by an English historian, that if King James IV. had been equally supported by his Southern subjects, as he was by those of the North and West Highlands, different accounts would have been given of Flodden. It would appear, however, that our warlike Baron survived that fatal day, as he lies buried at Innerchaalen, where, on his grave-stone, his figure, with that of his two-edged broadsword, are engraved, and still to be seen.

I am, &c.

JOHN BROWN,

Genealogist to H. R. H. the Prince Regent.

MR. EDITOR,

IF the following remarks that I have received from a naval officer, during a late cruise in the Mediterranean, are worthy of notice, they are much at your service.

BILLY BOSTON.

Bay of Palermo, February 1841.

"This country agrees with us all exceedingly well, and the climate and weather are so fine as to take a great deal from the absurdity of the Spanish compliment, *may you live a thousand years*: I feel I shall live to an hundred for having been in it. Notwithstanding the descriptions of Sicily by Brydone, and others, I shall give you what offers, and seems to me worth remarking. Views are yet scarce. Of the city of Palermo I have seen little, yet so much as to mark the characteristic difference between a British and an Italian metropolis. It is full of fine buildings, particularly the churches; but it is disgusting to see beneath the second and third stories of a palace, a coffee stall, or an orange or fish shop, sufficiently dirty, and crowded with beggars. As I talk of beggary, I must of necessity couple charity with it; and there is a rich nobleman here, Prince Batters, who distributes thousands a year to the *molto miserabili* that beleaguer his gates every Saturday; so the charity of this world is not all in England. From what I learn, the produce of this country is cheap, as also its manufactures, but whatever comes from England is enormously dear. John Bull makes the natives pay for the luxury of iced porter.

" *Off Valona, September, 1811.*—We have had a busy week of it, been to Valona to water, and had the honour of sitting, *a la Turque*, at the audience of the Governor, or Agá. The country is very unsettled, being in a state of a sort of civil war, a contest having arisen between the two pachas of Albania, Ali and Ibrahim. The latter suffers, being at present besieged in a city whose name is Quarantza. He is in the French interest, and Ali, who has lately taken Valona from Ibrahim, in the English interest. In a former letter, I expressed my satisfaction on sailing by the coasts of Epirus, Acleum, and Nicopolis; but since coming north of Corfu, the coast has been the very picture of sterility and savageness, displaying high uncovered rock, visible quite across to the Italian shore. Northward of this coast it again runs low and fertile. It is now the grape season, and one pound costs us about one penny. Estates of all kinds are cheap, which is surprising when we consider the lazy and savage life of the mountaineers. Opposite to Corfu Town, is Town Bucintro, the seat of the Trojan kingdom of Helenus and Andromache. The Albanians appear to have preserved their original character to this day.

" *December, 1811.*—A word about Sicily. The Sicilians and their affairs are as little understood, as any affairs possibly can be. You must understand there are two factions; the English, or rather native Sicilians, at the head of which are all the native barons, princes, and people of Sicily, who wish for the assistance of the English in reforming the abuses of the present government, which is despotic and wretched in the extreme: the King would head this party, if he knew how, or had sufficient resolution. But his talents and inclinations are bounded by hunting, the pleasures of the table, and his country seats, particularly Favorita: he is a mere cypher. At the head of the other party is the Queen, who imagines by favour of the French that she will recover her Neapolitan territories. To this faction, which is really French, are attached all the regiments that came from Naples, the families who have lost their property by French hostility; and, in general, all those who feel no interest in the welfare of the Island of Sicily. The Queen is really such a woman as Shakespeare has described Queen Margaret, and her King such a monarch as Henry VIII, without his good qualities. They have three sons, two of whom are of the Queen's side, and the other a patriot, that is, of the natives' side; he is much liked by the Sicilians; and the other two, with every thing else Neapolitan, as much despised. I have seen them in public; they are very corpulent men, particularly the hereditary prince. The Queen being violent, having a desperate faction, and the military at command, will, in all probability, if opposed by our armies, or the native Sicilians, bring on a civil war. If we leave the island, she will undoubtedly throw herself into the hands of Buonaparte, who will as undoubtedly sacrifice a little to the relation of his Empress, particularly as the King is in a very bad state of health; and he will thus have the whole of Italy under his thumb. In either case our ministers have a very arduous task to go through with regard to Sicily. If the French interest prevails on the Queen's party by the surrender of the Neapolitan territories to her govern-

ment, on condition of declaring war against us, she will undoubtedly do it. This is one side of the question—the other is a civil war, in which we may take the part of the patriots, and should prevail no doubt. Thus I am got out of my depth in politics, and it's much if our ministers don't too: for so little is understood of the Neapolitan government, that even the character of the Queen is not known. Her favours to Nelson, and her flatteries, were all false.

"Since being liberated from captivity, I have purchased the four enclosed* prints. I thought there was great ease and facility in the engraving, and send them as a specimen of the state of engraving in Venice before the Barbarians entered there. Venice is the emporium of every thing relating to literature and the arts. All books are printed there, all paper and glass come thence, besides almost all the implements of household comforts."

* We are fully aware, that the sentiments expressed in this letter respecting the Sicilian government, is the received opinion of almost every naval officer who has visited that island: and, as such, we have thought it to be our duty to insert them. But it is also our intention to endeavour, in a subsequent biographical memoir, now in hand, to take the other side of the question, which the kindness of a well-informed friend has enabled us to do.

MR. EDITOR,

THE losses attending the Baltic fleet at the close of the last year are truly deplorable; and though, like every thing else in this country, they have only occasioned a nine days wonder and regret, I had hoped to have seen so important a subject more fully discussed in your CHRONICLE. It certainly, Mr. Editor, does appear most extraordinary, that the St. George should have been allowed to leave Wingo Sound, at such a season, under jury masts, and with only a temporary rudder: for as to having two ships to attend her, it is clear, that when a ship gets on a lee shore in a gale of wind, or even when at sea when boats cannot live, no other ship can be of service to her. The fate of that unfortunate ship has been truly disastrous. It was fixed that she should leave Hano Bay the last of October, 1811, with convoy; by some fatality, her sailing was delayed to the 9th of November, when the wind came foul, and they could not move for some days. During their passage down the Baltic, they were obliged to anchor with the convoy near Laland: a gale of wind came on, and a large ship of the convoy drove in the night athwart hawse the St. George, and

* These prints, though sent merely as matters of national curiosity, and not for sale, were seized on their reaching England by Custom House Officers.— Would they were obliged to swallow them as a salutary bolus, excellent against a craving maw. If we mistake not, a regulation was some time since made, to prevent the loss of such valuable articles, as had been brought home from a love of science and the arts.

broke her adrift. Her other anchors were immediately let go, but she would not bring up; the gale having increased to a hurricane.

The admiral, although the ship was driving towards the shore, resisted for a long time the advice of the captain and officers, to cut away her masts; but at length he gave orders so to do. The ship however struck, and beat hard, and in the course of the night knocked her rudder off—the wreck of her masts also gave them a great deal of trouble. Twelve of the convoy were seen next morning wrecked on the enemy's coast, and several foundering at their anchors; some put back, but 30 were totally unaccounted for. When it became moderate, the St. George was got off by the assistance of the King's ships that were in company; and having rigged jury-masts, and made a temporary rudder, she proceeded through the Belt towed by the Cressy, and reached Wingo Sound. While lying there, a Pakenham's rudder was made; the Cressy and Defence were selected to attend her to England, and the Hero was appointed to take home the convoy that had sailed from Hano under the St. George.

Thus had every thing been arranged, when on the 17th of 1811, the St. George, Cressy, and Defence, sailed from Wingo Sound, in company with the Victory, Vigo, Drenought, and Orion; which ships soon parted from them. The Hero and her convoy sailed at the same time. Three of this convoy were lost on the Scaw Point, several near the Holmar, and some were wrecked with the Hero, on the coast of Holland. At the time of their sailing, the days were not six hours long, the weather proved very unfavourable, and the St. George became unmanageable, from being under jury-masts: this ship, with the Cressy and Defence, had not been long out, before, in consequence of thick weather and strong currents, the whole three were nearly lost on the coast of Sweden. Having, however, escaped this danger, they proceeded down the Sleeve; when on the 22d of December it came on to blow strong from the N.N.W. (which is right on the Jutland shore) until it gradually increased to a gale of wind. At night on the 23d, the captain of the Cressy, thinking they were getting near the shore, and that they were on the wrong tack, called his officers together, and laid the situation of their ship before them. They were all of one opinion—*To wear the ship.* In wearing they ran to leeward of the St. George, and remained very close to her for some time; when, finding that the latter took no notice of the Cressy, she set her main-top-sail and fore sail; and lay up west. The St. George was at that time under her stay-sails, the Defence was without any sail set, staying by her; and by continuing so to do, shared her fate. These things I have thought it right to send you, Mr. Editor, that the public, and the profession in general, may have a more correct statement of facts, than what can be found in the papers. The list of the British navy does not contain better officers, or more excellent characters, than Admiral Reynolds, Captain Guion, and Captain Atkins. I wish you would publish a biographical memoir of the public services of poor Newman; he was a friendly, good-hearted man, as brave and as generous as a Lion.

I hope you will not let the attempt pass unnoted, that has been made, to raise the merit of Lord Brough, at the expense of poor Admiral Drury. I have only time left to show out this list for some able correspondents.

W. M. WEAVER.

MR. EDITOR,

WHILE the public mind is still agitated by reflecting on the loss of two thousand of our brave seamen, who have lately perished in the North Sea, I wish to state, through the medium of the NAVAL CHRONICLE, what I humbly conceive to have been the reason of at least a part of this misfortune, namely, false economy in sending our ships to sea without proper instruments to navigate them; when they may be supplied for a comparative trifle; for it may easily be proved that our ships of war may be supplied for ten years with all that is necessary for that purpose, for less than one shilling per cent. on the money voted by Parliament for the support of our navy during that period.

Every man, who has associated with naval officers for the last thirty years, must have heard their complaints of the want of good chronometers, to ascertain the longitude at sea; which but few can afford to purchase, as they cost a hundred pounds each; and it was the opinion of the great navigator, Cook, (as I have been told by one of his officers) that no valuable ship ought to be sent to sea with less than two time-keepers; in addition to which, I humbly submit they ought to be allowed three sextants, and a couple of good marine barometers.

I will not speak of the St. George or Defence; but there is no doubt in my mind, that the Hero and Grasshopper, with their convoy (and perhaps the Minotaur last year) were lost for want of time-keepers, to ascertain their longitude; and this will not appear extraordinary, when it is recollected, that an error of no more than six degrees and a half, or about half a point in the course steered, either to the right or left of the true course from the Naze of Norway, will carry a ship upon Smith's Knowl, off Yarmouth; or upon the Haak's Sand, on the coast of Holland; and every seaman must know, that in gales of wind, in long winter nights, when hampered with convoy (as in this case), it is impossible to keep a dead reckoning within half a point of the compass; therefore I think that no blame whatever could attach to the officers who navigated those unfortunate ships: for the error in the longitude was the cause of their loss, and every one under similar circumstances must be liable to the same misfortune, if they have not the means of ascertaining their longitude.

The narrative of the loss of the Hero and Grasshopper, by an officer of the latter, states, that, when they came into shallow water, on the Haak Sand, near the Texel they thought themselves on Smith's Knowl, on the Norfolk coast; for Captain Newman made the signal to his convoy to alter their course to port on the left hand, (which ran them farther on the Haak) as he considered himself on Smith's Knowl, which, by the charts furnished by the Admiralty, lies two degrees and twenty-six minutes to the westward of the spot on which he perished. Now this difference of longi-

tude gives nine minutes and forty-four seconds of time; and as they had an opportunity of ascertaining their latitude, can it be believed, that if there had been only one good chronometer on board the Hero, or the Grasshopper, that they could have made a mistake of near two degrees and a half, or ten minutes of time, in their longitude? Or that they should have mistaken a shoal on the coast of Holland, for one near Winterton, in Norfolk. The value of these two ships alone, to say nothing of the convoy, or men's lives, would find the whole navy in chronometers, sextants, and barometers, for ten years.

I am,

Your humble servant,

A CAPTAIN IN THE ROYAL NAVY.

Sum voted for the navy each year, say	19,000,000
Ditto for ten years, say	190,000,000
One shilling in every 100 <i>l.</i> on the above	95,000
240 ships of the line and frigates supplied with the following instruments at 300 <i>l.</i> —	72,000
To two good chronometers, at 100 <i>l.</i>	200
To three good sextants, say	50
To two marine barometers, at 15 <i>l.</i>	30
Repairs in ten years	20
	300
150 sloops, &c. at 150 <i>l.</i> each	22,500
	94,500
One shilling per cent. on the expense of the navy	95,000
Balance in favour of this estimate	500

Thus it appears that 95,000*l.* would supply the British fleet with the means of navigating them with comparative safety for ten years, and perhaps be the means of saving thousands of lives, even if it is admitted that those instruments should want to be replaced every ten years.

HYDROGRAPHY.

BRITISH CHANNEL.

LIZARD POINT.

THE Trinity-house Corporation of London has, in compliance with the request of the owners and masters of ships navigating the Channel, caused the two Lights at the Lizard point, which have hitherto been

shown by coal fire, and found very defective, to be altered to oil, upon the improved principle with Air Lamp, and reflecting, producing light of superior brilliancy, that will be visible to a greater distance in every direction where requisite for the guidance of navigators. This alteration is notified to take place on the 10th of January, 1814.

The Lizard flag staff is in latitude $49^{\circ} 52' 53''$ N, longitude $5^{\circ} 11' 17''$ W. from Greenwich, the difference of time being $20^m 43^s$; according to the Requisite Tables (1809). In the table of geographical positions published by the French, *Bureau des longitudes*, (1806), this head-land is placed in the same latitude without the fraction ($68''$) but its longitude is made $15''$, 7 more E.

IRISH CHANNEL.

THE Lords Commissioners of the Admiralty, it is understood, have consented to cause a new maritime survey to be made, as soon as the season will admit, of the port of Liverpool, and of the coast and harbours adjacent, extending to and including Holyhead. This important undertaking will be of great advantage to the navigation of that and the neighbouring harbours; and by correcting the inaccuracies in the existing charts, will essentially contribute to the preservation of lives, and of valuable property.

SOUTH AMERICA.

A NOTICE, of which the following is a copy, has been put up at Lloyd's Coffee-house:—

“ SIR,

“ Paramaribo, December 18, 1811.

“ I am directed by the Governor, *ad interim*, of this colony, to acquaint you, that the large white house on Bram's Point, at the mouth of the Surinam river, has been, by a sudden influx of the sea, washed away.

“ His Excellency further desires me to request you to have the goodness to make the same known to the gentlemen resorting to the rooms in your house, to prevent any accident, that may happen to vessels coming to this port.

“ I have the honour to be, &c.

“ J. WHITE, Secretary.”

“ To the Master of Lloyd's, London.”

EASTERN OCEAN.

SHIIPS bound to Batavia during the N. W. monsoon, when not confident of the reckoning, generally endeavour to make Engano, the southernmost of the large islands fronting the west coast of Sumatra, and distant from it about twenty leagues. By observations taken in passing, Horsburgh made the south end of it in latitude about $5^{\circ} 27'$ S. and longitude

109° 17' E. The same point is placed by Arrowsmith in 3° 30' S. and by Heather in 5° 40'. Some charts represent it from 15 to 17' E. from Fort Marlborough; but d'Après' chart, with Huddart's correction, places it 11' W. of that meridian, which supposing Fort Marlborough to be in 109° 28' E. will agree with Horsburgh's longitude.

Sunda strait has two channels that lead into it from the westward, the smaller one between the west end of Java and *Poulo-Pontang*, or Prince's island, the greater to the northward of this island; which last is again subdivided by three islands and their contiguous islets. The southermost of these, formed between the north end of Pontang and Crolatoa, though destitute of soundings or anchorage, is usually frequented, being the widest. It is nearly six leagues broad according to Horsburgh; but in Heather's chart it is made only about ten miles.

The ship *Harrison* is said to have stricken on a sunken rock, between the island *Poulo-Sowjang*, or *Thwart-the-way*, and that called the *Button* or *Great-cap*, on which account this passage is seldom used. If such rock really exists, says Horsburgh, it must be very dangerous, for its true place is not yet known. The Dutch make it bear from the *Button* W. by N. $\frac{1}{2}$ N. 1 league; by another account, it lies S.W. 1 mile; and the *Directory* of 1804 makes it S.E. by S. 3 miles, having on it 15 feet water: but this last can hardly be right.—*Biwers* sand bounds this channel on the inside, stretching a considerable way parallel to the coast of Java: it is a dangerous shoal, steep to sea-ward, with deep water very near it. When upon it in a ship's boat, the point of an island near the shore, which shut in *Bantam*, or *St. Nicholas*, point, bore N. by E.—*Bantam* point, in latitude 5° 52' S. longitude 106° 2' E. or 50' W. from *Batavia* by chronometers, is a high bold head-land, and bears from the *Button* E. 9° N. 7 miles. *Bantam Bay* is about $2\frac{1}{2}$ leagues from the point, and contains several islands.—A ship bound to *Batavia*, being abreast of *Bantam* point, about 3 miles distant, ought with a fair wind to steer about E. by S. to pass mid-channel between *Poulo-Babbi*, and the shoal projecting from the east point of *Bantam bay*; and the same course continued will carry her in the fair channel toward *Man-eater's island*, if not affected by an oblique tide which generally sets nearly E. and W. along this part of the coast: but if the wind lie off the land, a little more southerly course may be requisite. To *Batavia* from hence there are various passages among the islands, of which three are more particularly distinguished as the *Outer*, the *Middle*, and the *Inner Channels*; and of these the last-named was constantly used by the Dutch ships, and with proper care may be considered very safe. It is, however, imprudent for strangers to run during the night; but they need never be at a loss for anchorage in moderate depths all the way. The eastern channels leading to or from *Batavia road* are also safe and convenient. One of the reefs in the channel between *Leyden island* and *Java*, is delineated on the plans of *Batavia* as an island, called *Vader Smith*, with trees on it: no such island has existed these last 20 years. The shoals most in the way of ships approaching *Batavia Road* from the northward, are the *Rhyndland*, and *Eastern Reef*. The former is

rocky, with 10 feet water on it, of round form, and about the length of a ship's diameter: it bears from the shipping in the road N. by W. about a mile, and N. $\frac{1}{2}$ W. from Batavia church. The latter may be considered as the western extremity of Vader Smith, or it separated from it by a small swash: it is composed of rocks and sand, partly dry at low water spring-tides; but there is no break on it at high water, when the sea is smooth. The west end bears from Batavia road when in line with the body of Leyden island, N. E $\frac{1}{2}$ N.

Of the islands which bound the road of Batavia, Edam, the outermost, is in latitude $5^{\circ} 57' S.$ and bears from Batavia observatory, N. $10^{\circ} E.$ There is a flag-staff on it, and like most of the adjacent isles, it is clothed with trees. Hoorn bears from the road N. by W. Onrust is the naval arsenal, where ships of any size can be hoven down at the wharves, and receive repairs to any extent. Before the river or canal leading to the city, there is, a little way out, a bar of hard bottom, mixed with mud, on which there are two or three feet at low water. The channel for boats to enter the river is, to the eastward of the bar, on which there is a surf at low water, particularly when the N. W. monsoon blows strong. Strangers ought not then to send their boats to the river, for some have been overset on the bar, and their crews devoured by the crocodiles, which are large and numerous. This monsoon generally sets in along the coast of Java about the beginning of November; and the subsequent strong winds, with heavy rains, greatly cool the atmosphere. The unhealthiness of Batavia is more to be attributed to local causes than to the climate in general. Vessels seldom moor in the road, for the anchors are generally buried in the soft mud: large ships anchor about $1\frac{1}{2}$ or 2 miles off shore, in 5 or 6 fathoms, with the dome of the church bearing from S. to S. by W. smaller ones at a mile out, in $3\frac{1}{2}$ or 4 fathoms. If a ship ground at the main land, no danger is to be apprehended, the mud flat being very soft, and the rise or fall of the tide not more than 6 feet at the springs. At present there is little or no magnetic variation in the road of Batavia, or in the adjacent seas.

The geographical position of the observatory at Batavia, is determined by the under-mentioned authorities, thus:—

	Latitude S.	Longitude E. from Greenwich.
Johan Mauritz Meer (Jupiter's satellites)	6 9 0	106 51 45
Horsburgh \odot \odot *	106 54 30
Requisite Tables, 1802	6 11 0	106 50 0
Connaissance des Temps, 1808	6 12 0	106 54 1

I. S. S.

* Of these observations, the first in order may be so esteemed a point of authority: the difference between the latitudes probably arises from the observations having been taken on shore or off-shore respectively.

PHILOSOPHICAL PAPERS.

The Shrouds, Backstays, and Running Rigging of the Tides, and Currents, overhauled by HAWSER HANK, an ancient Mariner, in some Remarks on a Paper which appeared in the Philosophical Magazine for November and December 1800; to which are subjoined Illustrative Extracts from Sr. PIERRE'S Etudes de la Nature.

MR. EDITOR,

Leith, July 1, 1811.

I AM an old seaman, born and bred in Scotland, not much conversant with books, but more so with that vast and sublime volume which the ocean daily presents to the attention of mariners. The more I have considered this volume, the stronger has become my aversion from all systems; and I have often thought that no human being, with his five scanty inlets of knowledge, could ever fathom the depths of nature sufficiently, to form any perfect system: the best, I fear, are only a mixture of truth and error. I have been all my life at sea; and having often reflected on the probable causes of tides and currents, more from what I had observed when afloat, than from any thing I had read, I have been induced to comment on an account, I by chance perused in some odd numbers of the *Philosophical Magazine*. My thoughts thus hastily put together, in some three or four letters, are, if you please, much at your service.

And I remain, Mr. Editor,

Your humble servant to command,

HAWSER HANK.

Hawser Hank's First Letter.

There are men in this world, Mr. Editor, who are so prejudiced in favour of systems, and so fond of reasoning upon generally received opinions in science, that by differing from them, a seaman is in danger of being called a lubber; particularly if he propose a simple and very natural question, which may in any degree militate against their favourite theories. Are we then thus tamely to shut up the vast book of nature, and adopt scientific or speculative theories in nature's place, without searching farther for truth, than the demonstration that is produced by a pair of compasses? Are truth and conviction only to be found within the circles and angles which they describe?—It may also be asked, who gave authority to these instruments of our boasted knowledge, with which we prescribe nature to a hair's breadth, and dictate laws by which we pronounce the ocean to be governed and affected?

With these thoughts in my mind, I shall proceed to offer an observation or two, on a paper which I lately read in the *Philosophical Magazine* for

November and December, 1800, entitled, "An Examination of ST. PIERRE'S Hypothesis, respecting the cause of the Tides; which, in opposition to the received Theory, attributes them to supposed periodical effusions of Polar Ice." By Samuel Woods, Esq. read before the Askesian Society, Nov. 5th, 1799.

Amongst other things, Mr. W. says, "It was reserved for modern times to ascertain the principles of their laws (lunar system of tides), and to calculate with precision, the effects produced by the different situations of the sun and moon, and the proportions of their power. This principle is no other than Gravitation."—Is this principle, then, of gravitation general with respect to all waters, Mr. Editor, or is it only partial?—It would appear, from Mr. W.'s determination (between P. 104 and 105, Fig. 1.) that those lunar laws are general. After having explained, in a scientific manner, the first figure of the projection, according to his compasses, he thus proceeds to apply this meaning to the case under consideration:—"While the earth, by its gravity, tends towards the moon, the water directly below her, will swell and rise gradually. The water on the opposite side will recede from the centre (or more properly the centre will advance), and rise, or appear to rise, while the water at the sides is depressed, and falls below the former level; hence, as the earth revolves on its axis, from moon to moon, in 24 hours, 50 minutes; there will be two tides of ebb, and two of flood in that period. In consequence of the earth's motion on her axis, the most elevated part of the water is carried beyond the moon, in the direction of the rotation, and continues to rise after it has passed directly under the moon; not attaining its greatest elevation till it has got about half a quadrant farther:—It continues also to descend, after it has passed, at 90 degrees from the point below the moon, to a like distance of about half a quadrant; and therefore, in open seas, where the water flows freely, the time of high water does not exactly coincide with the time of the moon's coming to the meridian: but it is some time after. Besides, the tides do not always answer to the same distance of the moon, from the meridian; since they are variously affected by the sun's action which brings them on sooner, when the moon is in her first and third quarters, and keeps them back later, when she is in her 2d and 4th; because, in the former case, the tide raised by the sun alone, would be earlier than the tide raised by the moon in the latter case."

Before I proceed any further with Mr. W.'s examination, I must take leave to observe, that, according to the principles of lunar, and solar, gravitation, we ought to expect the highest tides in the torrid zone, where the waters are more immediately in the neighbourhood of these luminaries:—This, however, is not the case; for tides are, in many parts of the torrid zone, entirely unknown; and, in no part of it, are they more than just perceptible. These observations, or rather crudities of mine, allow me to say, are not intended as a contradiction to Mr. W.'s theory, or rather to Sir Isaac Newton's system; they are meant merely to remind scamen of what they have themselves seen, and to induce them to reflect upon it. We have, hitherto, (proceeds Mr. W.) considered the moon as the principal agent in

producing tides; but it is obvious that the inequality of the sun's action must produce a similar effect; so that, in reality, there are two tides every natural day occasioned by the sun, as well as two tides every lunar day occasioned by the moon. By comparing the spring and neap tides at the Mouth of the Avon, &c." (Is the Mouth of the Avon, pray, Mr. Editor, or any other river, a fit place to make experiments, and from these experiments lay down laws to the ocean?)

"Below Bristol, Sir Isaac Newton calculates the proportion of the moon's force to the sun's, as 9 to 2, nearly. Dr. Horsley, in his edition of the *Principia*, estimates it as 5,0469 to 1, and considering the elevation of the waters, by this force, has an effect similar to the elevation of the equatorial above the polar parts of the earth: it will be found that the moon is capable of producing an elevation of about 10, feet, the sun about two feet, which corresponds pretty nearly to experience." To what experience does Mr. W. allude?—It is not to the experience of those men who spend a great part of their lives upon the waters of the ocean. He must not inquire of them; since their experience most assuredly differs from those experiments at the Mouth of the Avon, which Sir Isaac Newton made, and which, the learned Dr. Horsley has, in some measure, by calculation, supported.—These great men will ever be revered amongst mankind; but, we should remember, they were but men, and, as such, their experiments and calculation can never be admitted, at least by seamen, as final and decisive, and prohibiting all future inquiry, which Mr. W. seems almost to insist upon. Nor are the discoveries of any man so entirely accidentant with truth, as to leave no room for further observation.

In like manner, St. Pierre's hypothesis of the tides, and movements of the sea, which has produced Mr. W's. paper, and which has given so much uneasiness to the partizans of system, is not without its share of error. Like the lunar system, it is but too open to serious and well founded objection.

"In order to understand (says Mr. W., who is only the echo of all former writers on the lunar system) the cause of spring and neap tides, we must consider that the moon, revolving round the earth in an elliptic orbit, approaches nearer, and recedes further from it, than her mean distance, in every revolution, or lunar month: when nearest, her attraction is strongest; and *vice versa*, when both luminaries are in the equator."

There must be high tides in the torrid zone at this time; but, Mr. Editor, who ever saw them? The reasons adduced by the lunar system, in explanation of the spring and neap tides, are ingenious and forcible; but, notwithstanding their plausibility and force, it is impossible to admit the lunar laws as general or universal, unless we observe their effects to be general and universal also.—This caused Sir I. Newton to observe, *That there must necessarily be some other mixed cause (with regard to the movements of the tides), hitherto undiscovered.* Now, the second attempt of Mr. W's compasses to discover this cause (as exhibited fig. 2d between the 104th and 105th page of the *Philosophical Magazine*), is not more satisfactory, than the curious and diverting projections in Fergusson's *Young Ladies and Young Gentlemen's Astronomy*; where the globe, with the waters of

the torrid zone, is represented as spinning round in a scientific manner, like a house-maid's mop.

But to return to Mr. W. He says, "the spring tides do not happen at the full and change of the moon, nor the neap tides at the quarters, but almost two days later: in this, as in many other cases, the effects are not greatest or least when the immediate influence of the cause is greatest or least." (What, Sir! can be the reason of this? Does gravitation require time, like every thing else, to travel through space?)—"As for instance, the greatest heat in summer is not at the time of the solstice, but some weeks after." (I have certainly heard a good reason for this, but not for the other.) "And if the actions of the sun and moon should be suddenly suspended, the tides would continue for some time in their usual course."

I should be extremely sorry, to see this suspension, and would not wish it to happen, were it even to prove the truth of this conjecture.—"The variations of the moon's distance from the earth (continues Mr. W.) produce a sensible difference in the tides. When the moon approaches the earth, her action on every part increases, and the difference of her action increases in a higher proportion as the moon's distances decrease."—This remark of Mr. W.'s is coming to the point, it is proving something. "The sun (he continues) being nearer the earth in winter than in summer, the spring tides are highest, and the neap tides lowest, about the time of the equinoxes, a little after the autumnal, and before the vernal; and, on the contrary, the spring tides lowest, and the neap tides highest at the solstices, when the sun is most distant from the equator."

When the moon happens to be in the equator, the tides are equally high, in both parts of the lunar day; consequently, the tides in the torrid zone must be sensibly influenced by the moon's presence; as also the lakes which lie within the tropicks. Mr. W. has not, however, told us, where to look for these harmonies in the lunar system; "but, as the moon, (continues he) declines towards either pole, the tides are alternately higher and lower at places having north and south latitudes; while the sun is in the northern signs, the greater of the two diurnal tides, in our climates, is that arising from the moon above the horizon; when the sun is in the southern signs, the greater is that arising from the moon below the horizon: thus, the evening tides, in summer, are observed to exceed the morning tides, and in winter the morning tides exceed the evening."

"The difference at Bristol is found to be 15 inches; at Plymouth, 12; it would be still greater, but that a fluid always retains an impressed motion for some time, and consequently the preceding tides always affect those that follow." It is readily to be admitted, that a fluid (that is a confined fluid) always retains an impressed motion. But with regard to the tides, that can scarcely or never be the case; for, before the turn of the tide in most places, there is, for some minutes, a cessation from all motion. Neither the port of Bristol, nor that of Plymouth, is, therefore, a fit place for such experiments: off the western coasts of Ireland, perhaps, they might be made with some success.

“ If the earth, (adds Mr. W.) were all covered over with the sea to a great depth, the tides would be regularly subservient to these laws; (the reasons which Mr. W. has produced do not prove this; therefore, till we have better evidence, we may be permitted to doubt its truth) but various causes combine to produce a great diversity of effects, according to the peculiar situation and circumstances of places, shoals, fords, and straits: thus, a slow and imperceptible motion of a large body of water, suppose two miles deep, will be sufficient to elevate its surface ten or twelve feet in a tide's time; whereas, if the same quantity of water is forced through a narrow channel, 40 or 50 fathoms deep, it produces a very rapid stream, and of course the tide is found to set strongest in those places where the sea grows narrowest.—These are evident truths, which every man of experience must subscribe to; but Mr. W. adheres no longer to them, than he finds it answer his favourite system. For he says, almost immediately afterwards, *hence also it is obvious, why the tides in the torrid zone, between Africa and America, where the ocean is narrower, are exceeded by those of the temperate zones on either side.*—I should suppose, that, according to the lunar system, the tides in that part of the world would be exceedingly rapid, both on account of the approximation of the continents of Africa, and America, and also on account of the moon being directly above these seas. This, however, is not the case, and, of course, is not in harmony with the lunar system, which attributes the tides to the attractive influence of the sun and moon. “ But, (continues Mr. W.) the same quantity of water being constrained to pass through a smaller passage, as in the straits between Portland and Cape La-Hogue, in Normandy, and it would be still more so between Dover and Calais, if the tide coming round the island did not check it, the shoalness of the sea, and the intervenient continents are the reasons why the tides in the open ocean rise but to so very inconsiderable heights.”—If by shoalness of the sea, which is an uncommon expression, be meant its great depth, it may be admitted in part as a reason for the tides not rising so high; but the other reason of intervenient continents is only a subterfuge; for, when the sun and moon are in conjunction over the seas of the equator, the tides in its vicinity ought to be the strongest, as the lunar impulsion must, in that case, be very great; and, when the tides decrease on the shores of Africa, they ought to accumulate and increase on the shores of America, to the depth of many feet. This is, however, not found to be the case, whatever reason academicians may assign for those seas remaining almost in a state of stagnation, in every part, except the Indian Ocean, where no appearance of the lunar system exists. Thus, by the bye, Mr. W. has not noticed; for, although he has mentioned the western shores of Africa, he has never glanced at its eastern extremity, unless indeed we allow his interesting compasses, which certainly include all seas within the sweep of their extended points, to explain and decide the question contrary to nautical experience. See fig. 1, page 104 and 105; *Philosophical Magazine*.

(To be continued.)

STATE PAPERS.

JAVA.

THE following extraordinary Proclamation was published by Lord Minto, previously to his departure from Java. The provisions thereby established for the new subjects of the Crown, would seem to require some explanation to reconcile a British mind to the modifications described in this curious paper, insomuch as they regard the natural-born subjects of Great Britain!

PROCLAMATION.

For the satisfaction of the inhabitants and people of Java, the following provisions are made public, in testimony of the sincere disposition of the British Government to promote their prosperity and welfare. The refusal of their late Government to treat for their interests, although disabled by the events of war from affording them any further protection, has rendered the consequent establishment of the British authority unconditional. But an English Government does not require the articles of a capitulation to impose those duties which are prompted by a sense of justice and a beneficent disposition.—The people of Java are exhorted to consider their new connection with England as founded in principles of mutual advantage, and to be conducted in a spirit of kindness and affection.

Providence has brought to them a protecting and benevolent Government; they will cheerfully perform the reciprocal duties of allegiance and attachment.

1. His Majesty's subjects in Java will be entitled to the same general privileges as are enjoyed by the natural-born subjects of Great Britain in India, subject to such regulations as now exist, or may hereafter be provided, respecting residence in any of the Hon. Company's territories.

2. They will have the same privilege and freedom of trade in and with all the countries to the east of the Cape of Good Hope, and also with his Majesty's European dominions, as are possessed by natural-born subjects of Great Britain.

3. Dutch gentlemen will be eligible to all offices of trust, and will enjoy the confidence of Government, according to their respective characters, conduct, and talents, in common with British-born subjects.

4. The vexatious system of monopoly, which is understood to have heretofore prevailed in some instances to an oppressive and inconvenient extent, will be revised, and a more beneficial and politic principle of administration will be taken into consideration, as soon, and to such extent, as full information on the subject can be obtained, as established usage and habit may admit, and may be consistent with a due regard to the health and morals of the people.

5. The Dutch laws will remain provisionally in force, under the modifications which will be hereafter expressed, until the pleasure of the Supreme

Authorities in England shall be known; and it is conceived that no material alteration therein is to be apprehended.

The modifications to be now adopted are the following:—

1. Neither torture nor mutilation shall make part of any sentence to be pronounced against criminals.

2. When a British born subject is convicted of any offence, no punishment shall be awarded against him more severe than would be inflicted by the laws of England for the same crime. And in case of doubt concerning the penalty by English law, reference shall be made to the Honourable the Recorder of Prince of Wales' Island, whose report shall be a sufficient warrant for awarding the penalty stated by him to be agreeable to the laws of England. No sentence against any British-born subject for any crime or misdemeanour, shall be carried into execution, until a report shall have been made to the Lieutenant-governor.

3. No sentence of death, against any person whatever, shall be carried into execution, until report shall have been made to the Lieutenant-governor.

4. The Lieutenant-governor will have the power of remitting, moderating, or confirming all penalties, excepting inconsiderable fines, short imprisonment, or slight corporeal punishment.

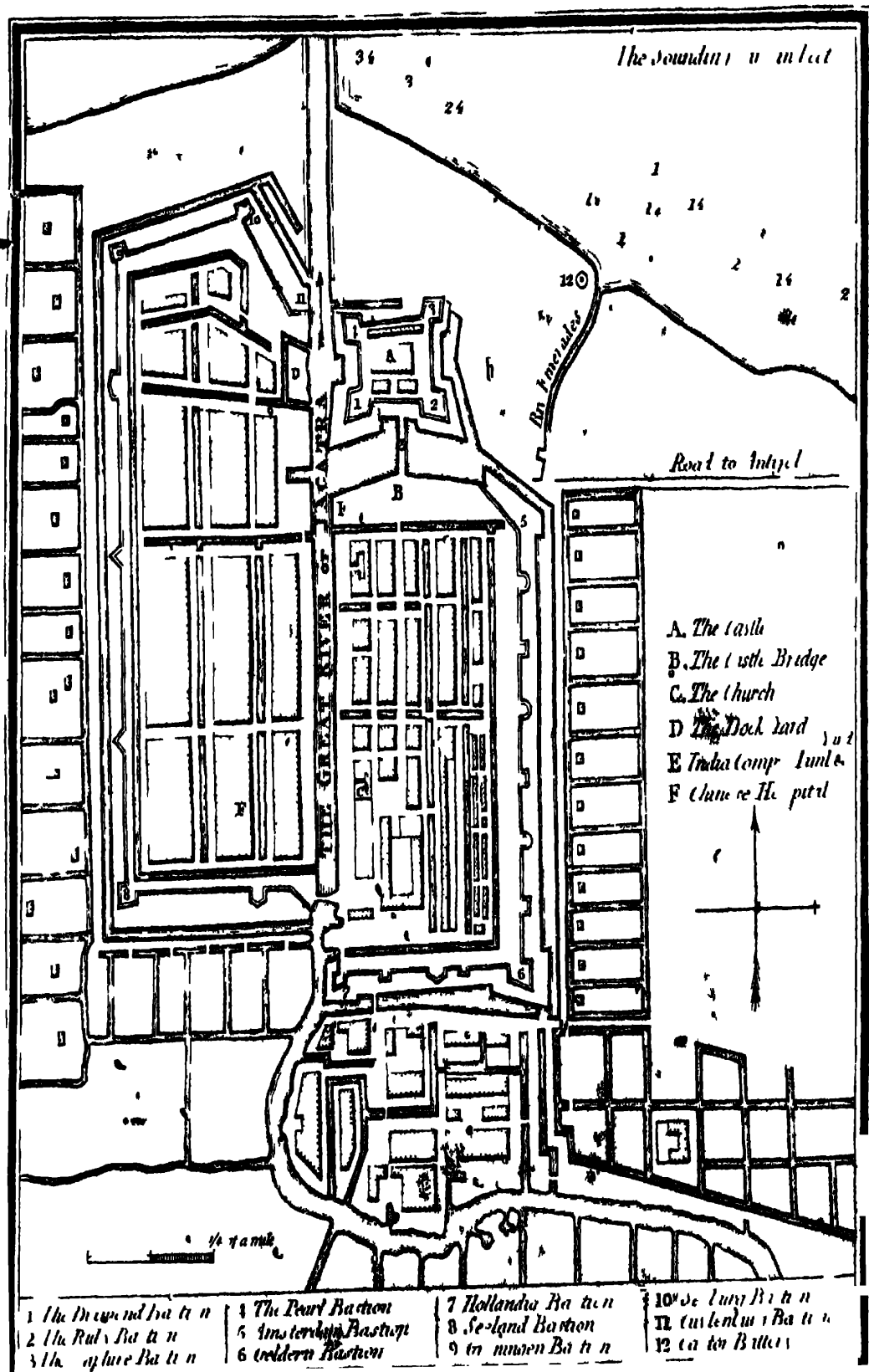
5. British-born subjects shall be amenable to the jurisdiction of the Dutch tribunals, and to the Dutch laws, in all cases of civil complaints or demands, whether they be plaintiffs or defendants.

6. All British-born subjects shall be subject to the regulations of police, and to the jurisdiction of the magistrates charged with the execution thereof, and with the maintenance of the peace, and of public tranquillity and security.

7. All persons belonging to, or attached to the army, who are by their condition subject to military law, shall, for the present, be tried, for any crimes they may commit, only by courts-martial, unless sent by the military Authorities to Civil Courts.

8. It being necessary in all countries that a power should exist of forming regulations in the nature of legislative provisions adopted to change of circumstances, or to meet any emergency that may arise, and the great distance of the British Authorities in Europe rendering it expedient that the said power should, for the present, reside in some accessible quarter, it is declared that the Lieutenant-governor shall have full power and authority to pass such legislative regulations as on deliberation and after due consultation and advice may appear to him indispensably necessary, and that they shall have the full force of law. But the same shall be immediately reported to the Governor-general in Council in Bengal, together with the Lieutenant-governor's reasons for passing the said regulation, and any representations that may have been submitted to him against the same, and the regulations so passed will be confirmed or disallowed by the Governor-general in Council with the shortest possible delay. The mode in which the Lieutenant-governor shall be assisted with advice, will hereafter be made known, and such regulations will hereafter be framed as

BATAVIA.



- | | | | |
|--------------------|---------------------|---------------------|----------------------|
| 1 The Dependence | 4 The Pearl Bastion | 7 Hollandia Bastion | 10 Security Bastion |
| 2 The Ruby Bastion | 5 Amsterdam Bastion | 8 Sealand Bastion | 11 Amsterdam Bastion |
| 3 The Opal Bastion | 6 Golden Bastion | 9 the new Bastion | 12 the Bastion |

Published by the General Government of the East Indies, 1811

may be thought more conducive to the prompt, pure, and impartial administration of justice, civil and criminal.

Regulations respecting the paper currency, as well as the relative value of coins circulating in Java, will be published in a separate paper of this date.

Done at Molenvliet, the 11th September, 1811.

By his Excellency the Governor-general of British India.

MINTO.

PLATE CCCLVII.

THE Island of Java, of which Batavia is the capital, and which is now entirely under the controul of the British,* is one of the largest of those constituting the great Oriental Archipelago. It is situated between $5^{\circ} 50'$ and $8^{\circ} 46'$ of south latitude, and extends from $120^{\circ} 5'$ to $129^{\circ} 50'$ longitude east of Teneriffe. It is full 180 Dutch miles in length;† and, at the broadest part, from the point of Coedoes, near Japara, to the south coast of the province of Mataram, it is about 36 Dutch miles across. Its direction is nearly east and west: to the south and west, its shores are washed by the southern Indian Ocean; to the north-west lies the island of Sumatra; to the north, Borneo; to the north-east, Celebos; and, to the east, Bali, from which it is separated by a narrow passage, called the Straits of Bali.

The city of Batavia, which was the capital of the Dutch possessions in the East, as well as of the Island of Java, lies in latitude $6^{\circ} 5'$ south, on the northern shore of the empire of Jacatra, in the deepest part of a bay formed by the points of Ontong, Java, and Crawang; from the former of which it lies about four Dutch miles south-east, and from the latter about five miles south-west. Ten or twelve small islands, at the distance

* "We landed on the 4th instant (August), within twelve miles of Batavia, which was taken possession of on the 8th without opposition. On the 10th, the troops had a sharp affair at Weltevreden, with the elite of General Jansens's army, which terminated in driving them into their strong position at Cornelis. On the 20th, we assaulted the works at Cornelis, which were carried, and the whole army, upwards of ten thousand disciplined men, were either killed, taken, or dispersed, with the exception of a small party of horse that escaped with General Jansens. We killed about two thousand, took three generals, and his son and prisoners, and are now in possession of the whole country west of Cheribon."—Vide Sir S. Auchmuty's letter to the Earl of Liverpool, *London Gazette Extraordinary* of Dec. 17, 1811; and, for the naval details of the expedition, vide N. C. XXVI, 501, et seq. On the 17th of September following, the remainder of the French forces capitulated, and all the country eastward of Samarang, not previously subject to the British arms, was surrendered to his Majesty.—N. C. XXVII. 73, et seq.

† 15 Dutch miles make a degree.

of from two to four leagues from the city, shelter the bay from north-west to north by east from the swell of the sea; the road is between a quarter and half a league from the city. The ground upon which the city is built, bears evident marks of having been left, or thrown up, by the sea; as is the case with a great extent of the land on each side, the shore of which is chiefly soft mud, which increases every year. Above, or to the south of the city, towards Tanabang and Weltevreden, the ground rises by degrees; and the soil becomes firmer and dryer on approaching the mountains, which lie twelve or more Dutch miles inland.—The form of the city is an oblong square, the shortest side facing the north and south, and the longest the east and west. Through the middle of it, from south to north, runs the river of Jacatra, which, in that part, is about 160 or 180 feet in breadth. Over the river are three bridges, one at the upper end of the town, another at the lower part, and the third about the middle. The circumference of the city, including the castle, is about twelve hundred rods, or one Dutch mile; the longest sides, which lie in the direction of south by east, and north by west, are about three hundred, and the shortest two hundred rods in length. Besides the city moats, which run entirely round each division, on both sides of the river, it has two canals running parallel with the longest sides, and intersected at right angles by several cross canals. The city is surrounded by a wall of coral rock, which serves as a facing to the rampart behind it. The military line of defence of the city is thus described by C. F. Tombe, an officer of engineers, and general in the French service, who was at Batavia, in the years 1804 and 1805:—" Besides the walls of the city, composed of well-built bastions, inclosed by a wet ditch, very deep and wide, there is also a good citadel, with four bastions, also of stone. This citadel commands the city, and defends the entrance of the river Jacatra, called the great river, which, running through Batavia, fills its dykes and those of the citadel. On the extremity of the left bank, at the mouth of the river, is a fort, named Water-castel, which is washed by the sea. Its platform is of stone, and the parapets are well covered with turf; it mounts thirty sixteen and twenty-four pounders, and contains barracks, built of bamboo, for about one hundred men, some officers' rooms, and a well, all in good repair. The fort is flanked by capital batteries, raised on the right and left bank, in front of the citadel and fortifications.

" The left wing is defended by four works, viz. a redoubt, called the Flute, somewhat above the mouth of the Ancka, which it commands, as boats might come up there, and a very fine causeway, which communicates with it, extending to the city walls.

" Along the coast are the Beschickerme and Middel batteries: the latter is between that and the Water-castel. A redoubt, named the Siberg, is just erected, to flank the Beschickerme, and defend the grand causeway of the Ancka. The right wing is also defended by four works, three of which are on the coast; the Castor, near the mouth of Emerald river, which contains three, four, and five feet water; the Bottelier, whose flanks have been recently rounded, also situated near a small river, but

where a landing of any moment would be found very difficult; the Zelacht, at the mouth, and on the left bank of the river Antijol, which has lately been constructed in lieu of an isolated battery which was on Stingerland Point; and lastly, the Tolbruck, a strong battery placed near and above the great wooden bridge over the Antijol, to defend the passage and communication with the great causeway from Tjelenking by Tanjong-Priuch. The Tolbruck was also to replace a work traversed by the causeway from Tjelenking to Batavia, which was covered on one side by the river Antijol, near a Chinese temple, and on the other by marshes which line the coast.

"The little fort of Antijol is very old, built of brick; its parapets are scarcely four inches thick, and it could, at the utmost, merely serve as a defence against the natives. It may be said to be relinquished. In a second line on the great causeway from Batavia to Tolbruck, is a good battery, which communicates with, and flanks it. All these works are of earth lined with turf, and contain barracks made of bamboo for about one hundred men.

"An European artillery officer is always resident at the Tolbruck, Botteher, and Water-castel; in the others, Seapoy sergeants, who command detachments of fifteen or twenty Chinese and Malays, who mount guard, armed with sabres and spears.

"The whole left wing is so unwholesome, owing to the marshes of which it consists, and whence arise pestilential exhalations, that those who are on this station often fall victims to it within four or five hours after they arrive at their posts; they must, in part, be daily recruited, and those who can bear it die on a languishing existence, although born in the country.

"The two sides of the causeway, which extends from the Flute redoubt to the city dykes, were formerly enriched with pretty country houses and pleasure gardens, of which some vestiges are still visible; but they have been all deserted, from the unhealthiness of the air.

"All the plain which forms this defence is composed of muddy and impracticable morasses, which extend beyond the city, and are intersected by canals. In times of extreme drought the top of the great mud-bank, which is at the mouth of the Jacatra, is perceptible at low water: vessels are obliged to weather its east side to get in. When they have proceeded up the river to the mole called the Jacatra, they find horses which drag them up to the custom-house, where they unload.

"At the mouth of the river, by the natives called Cayman's river, because it abounds with those reptiles, the bottom is mud and sand, as is the bank, which has accumulated at the mouth within four or five years; but at Stingerland Point the bottom begins, on the coast, to be a mixture of sand and coral, with occasionally small shells, almost to Tjelenking.

"The coast from Stingerland Point, to the great village of Tjelenking, is less unhealthy. We therefore see pretty country houses, tolerably sized villages, and hamlets."

Walterreden, the French camp, is situated in a woody plain, a league

and a half up the country, upon an airy scite, the land of which is dry, and the vicinage only in a slight degree marshy. It was formed in the year 1799, when the high regency of Batavia received the 12th French battalion as an auxiliary troop. The old camp was situated near the city, in a low and unhealthy spot. The road to Weltevreden is the fine causeway, which forms part of the ride from Jacatra.

Quitting the city on the left, is a work called the Water-platz, in which are some guns of a middling calibre, and a barrack and guard-house for the Madurans and Sammanapps.—Three quarters of a mile on this side the camp are a barrack and post for European cavalry. In front of the military hospital, is a fine sluice, placed on the great river, to preserve the water, which would otherwise be lost in a branch which there falls into it; and to supply all the navigable canals, and inundate the environs, should military operations render such a proceeding necessary.—After passing the sluice, leaving on the left an avenue which leads into the midst of the Chinese tombs, the camp appears in the shape of a long square, about half a league in circumference. On the two near fronts are the officers' houses: those of the field officers are isolated; the others form two rows of building, in which each has his particular room, according to his rank. The barracks, which are built of wood and stone, occupy a third of the ground, on the side opposite the entrance: the remaining space is appropriated for exercise. The engineer's camp has accommodation for four officers: it is isolated, and within two gun-shots behind the extremity of the right front of the grand camp, in a small plain formed by a creek in the great river. At the extremity of the little attached gardens runs the river with a small Malay village, and the hospital burial ground. An avenue, forming the left front of Weltevreden, leads to a large Chinese village, separated from the barrack only by a ditch, over which is a bridge. The road from Mester-Cornelis joins the bridge; and, opposite the officers' dwelling, which occupies the right front of the camp, runs the great road, which leads to a country house of M. Siberg, formerly governor of Batavia. Between the military hospital and the house-barracks, is Tanabang causeway; to the right of which is the grand cemetery of Batavia, surrounded by a wall seven feet high. Tanabang is a large Malay village, situated on a height, two leagues and a half from the city. On the same causeway, a little beyond the cemetery, and on the same side, is an immense plain, where the grand reviews and manœuvring of troops takes place.

Cornelis, or Mester-Cornelis, is a small fort, a full league from Weltevreden. It lies in a hollow, on the bank of the great river, and is commanded by a small height. The ground rises insensibly towards the fort, which is discovered about half a mile off. The fort is built of stone, but is not strong: the demi bastions are scarcely two feet thick, and four high: it has some moderately-sized guns, and is surrounded by a dry ditch, partly filled up. The entrance is by a stone bridge. Within the fort is a guard-house, adjoining to which is a house occupied by European artillery. On the right and left of the road, leading towards Mester-Cornelis, are bamboo barracks for the Maduran artillery, of which it is

the *dépôt*.—The Fort is quitted by another bridge, on the opposite side, communicating with a range of wooden barracks, in which are the artillery officers, and the companies which are formed and trained there.

We have been thus particular in noticing the defences of Batavia, that the proceedings of the British naval and military forces may be more clearly comprehended, and more justly estimated. It was the opinion of Mons. Tombe, that it would be scarcely practicable for an enemy to obtain possession of Batavia; that, if he should obtain possession of that capital, he would still be very far from being master of the Dutch possessions in the Island of Java; and that, moreover, it would be impossible for him to maintain himself there, the environs of the city not furnishing a sufficiency of provisions even for its own population.

The two first points of M. Tombe's opinion, it has been seen, were erroneous: it remains to be proved, whether the last were better founded.

The naval *Letters on Service*, relating to the reduction of Batavia, have already been inserted in the *CHRONICLE*:* as a farther illustration of the subject, we shall now present the substance of Sir S. Auchmuty's despatch to Lord Minto, dated Weltevreden, August 31, 1811, introductory to some important communications, which we have been favoured with through a private channel.

The landing of the troops, under Sir S. Auchmuty, as stated in Commodore Broughton's letter of the 9th of August, was effected at Chillingchall, or Chillingching, a village twelve miles east of Batavia, on the 4th of the month. "My intention," says Sir Samuel, "was, to proceed from thence by the direct road to Cornelis, where the enemy's force was said to be assembled in a strong fortified position, and to place the city of Batavia in my rear, from whence alone I could expect to derive supplies equal to the arduous contest we were engaged in. As some time was required to make preparations for an inland movement, I judged it proper to reconnoitre the road by the coast leading to Batavia, and observe how far it would be practicable to penetrate by that route. I was aware that it was extremely strong, and, if well defended, nearly impracticable. Advancing with part of the army, I had the satisfaction to find that it was not disputed with us; and the only obstacle to our progress was occasioned by the destruction of the bridge over the Anjol river. I approached the river on the 6th, and observing, during that evening, a large fire in Batavia, I concluded it was the intention of the enemy to evacuate the city; and with this impression I directed the advance of the army under Colonel Gillespie, to pass the river in boats on the succeeding night. They lodged themselves in the suburbs of the city, and a temporary bridge was hastily constructed on the morning of the 8th, capable of supporting light artillery. On that day the burghers of Batavia applied for protection, and surrendered the city without opposition, the garrison having retreated to Weltevreden.

* Vol. XXVI. page 503; and Vol. XXVII. page 73.

"The possession of Batavia was of the utmost importance. Though large store-houses of public property were burnt by the enemy, previous to their retreat, and every effort made to destroy the remainder, we were fortunate in preserving some valuable granaries, and other stores. The city, although abandoned by the principal inhabitants, was filled with an industrious race of people, who could be particularly useful to the army. Provisions were in abundance, and an easy communication preserved with the fleet."

"In the night of the 8th, a feeble attempt was made by the enemy, to cut off a small guard I had sent for the security of the place; but the troops of the advance had, unknown to them, reinforced the party early in the evening, and the attack was repulsed. The advance, under Colonel Gillespie, occupied the city on the 9th.

"Very early on the morning of the 10th, I directed Colonel Gillespie, with his corps, to move from Batavia towards the enemy's cantonment at Weltevreden, supported by two brigades of infantry, that marched before break of day through the city, and followed his route. The cantonment was abandoned, but the enemy were in force a little beyond it, and about two miles in advance of their works at Cornelis. Their position was strong, and defended by an abbatie, occupied by three thousand of their best troops, and four guns of horse-artillery; Colonel Gillespie attacked it with spirit and judgment; and, after an obstinate resistance, carried it at the point of the bayonet, completely routed their force, and took their guns. A strong column from their works advanced to their support, but our line being arrived, they were instantly pursued, and driven under shelter of their batteries.

"In this affair, so creditable to Colonel Gillespie, and all the corps of the advance, the grenadier company of the 78th, and the detachment of the 89th regiment, particularly distinguished themselves, by charging and capturing the enemy's artillery. Our loss was trifling, compared with the enemy's, which may be estimated at about 500 men, with Brigadier-general Alberti dangerously wounded.

"Though we had hitherto been successful, beyond my most sanguine expectations, our farther progress became extremely difficult, and somewhat doubtful.

"The enemy, greatly superior in numbers, was strongly entrenched in a position between the great river Jacatra, and the Sloken, an artificial watercourse, neither of which were fordable. This position was shut up by a deep trench, strongly palisaded. Seven redoubts, and many batteries, mounted with heavy cannon, occupied the most commanding grounds within the lines. The fort of Cornelis was in the centre, and the whole of the works was defended by a numerous and well-organized artillery. The season was too far advanced, the heat too violent, and our numbers insufficient, to admit of regular approaches. To carry the works by assault was the alternative, and on that I decided. In aid of this measure, I erected some batteries, to disable the principal redoubts, and for two days kept up a heavy fire from twenty 18-pounders, and eight mortars, and

howitzers. Their execution was great; and I had the pleasure to find, that though answered at the commencement of each day by a far more numerous artillery, we daily silenced their nearest batteries, considerably disturbed every part of their position, and were evidently superior in our fire.

“ At dawn of day, on the 26th, the assault was made. The principal attack was entrusted to that gallant and experienced officer, Colonel Gillespie. He had the infantry of the advance, and the grenadiers of the line with him, and was supported by Colonel Gibbs, with the 59th regiment, and the 4th battalion of Bengal volunteers. They were intended, if possible, to surprise the redoubt, No. 3, constructed by the enemy beyond the Soken, to endeavour to cross the bridge over that stream with the fugitives, and then to assault the redoubts, within the lines; Colonel Gillespie attacking those to the left, and Colonel Gibbs to the right. Lieut. Col. M'Leod, with six companies of the 69th, was directed to follow a path, on the bank of the great river; and when the attack had commenced on the Soken, to endeavour to possess himself of the enemy's left redoubt, No. 2. Major Tule, with the flank corps of the reserve, reinforced by two troops of cavalry, four guns of horse artillery, two companies of the 69th, and the grenadiers of the reserve, was directed to attack the corps at Camporg Malayo, on the west of the great river, and endeavour to cross the bridge at that post.

“ The remainder of the army, under Major-general Wetherall, was at the batteries, where a column, under Colonel Wood, consisting of the 78th regiment, and the 5th volunteer battalion, was directed to advance against the enemy in front, and at a favourable moment, when aided by the other attacks, to force his way, if practicable, and open the position for the line.

“ The enemy was under arms, and prepared for the combat; and General Jansens, the commander-in-chief, was in the redoubt where it commenced. Colonel Gillespie, after a long detour through a close and intricate country, came on their advance, routed it in an instant, and with a rapidity never surpassed, under a heavy fire of grape and musketry, possessed himself of the advanced redoubt, No. 3. He passed the bridge with the fugitives, under a tremendous fire; and assaulted, and carried with the bayonet, the redoubt, No. 4, after a most obstinate resistance. Here the two divisions of the column separated. Colonel Gibbs turned to the right, and with the 59th and part of the 78th, who had now forced their way in front, carried the redoubt, No. 1. A tremendous explosion of the magazine of this work (whether accidental or designed is not ascertained) took place at the instant of its capture, and destroyed a number of gallant officers and men, who at the moment were crowded on its ramparts, which the enemy had abandoned. The redoubt, No. 2, against which Lieutenant-colonel M'Leod's attack was directed, was carried in as gallant a style: and, I lament to state, that most valiant and experienced officer fell at the moment of victory. The front of the position was now open, and the troops rushed in from every quarter.

“ During the operations on the right, Colonel Gillespie pursued his advantage to the left, carrying the enemy's redoubts towards the rear; and being joined by Lieutenant-colonel M'Leod, of the 59th, with part of that corps, he directed him to attack the park of artillery, which that officer carried in a most masterly manner, putting to flight a body of the enemy's cavalry that formed and attempted to defend it. A sharp fire of musketry was now kept up by a strong body of the enemy, who had taken post in the lines in front of Fort Cornelis; but were driven from them, the fort taken, and the enemy completely dispersed. They were pursued by Colonel Gillespie, with the 14th regiment, a party of Sepoys, and the seamen from the batteries under Captain Sayer, of the royal navy. By this time, the cavalry and horse artillery had effected a passage through the lines, the former commanded by Major Travers, and the latter by Captain Noble, and, with the gallant colonel at their head, the pursuit was continued, till the whole of the enemy's army was killed, taken, or dispersed.

“ Major Tule's attack was equally spirited, but after routing the enemy's force at Campo Malayo, and killing many of them, he found the bridge on fire, and was unable to penetrate farther.”

“ In the action of the 26th, the numbers killed were immense, but it has been impossible to form any accurate statement of the amount. About one thousand have been buried in the works, multitudes were cut down in the retreat, the rivers are choaked up with dead, and the hats and woods were filled with the wounded, who have since expired. We have taken near five thousand prisoners, among whom are three general officers; thirty-four field officers, seventy captains, and one hundred and fifty subaltern officers. General Jansens made his escape with difficulty, during the action, and reached Buitenzorg, a distance of thirty miles, with a few cavalry, the sole remains of an army of ten thousand men. This place he has since evacuated, and fled to the eastward. A detachment of our troops is in possession of it.”

“ It is with particular pleasure I assure your lordship, that I have received the most cordial support from the Hon. Rear-admiral Stopford, and Commodore Broughton, during the period of their commanding the squadron. The former was pleased to allow a body of 500 seamen, under that valuable officer, Captain Sayer, of the *Leda*, to assist at our batteries. Their services were particularly useful; and I have the satisfaction to assure you, that both the artillery and engineers were actuated, by the same zeal, in performing their respective duties, that has been so conspicuous in all ranks and departments, though from the deficiency of the means at their disposal, their operations were unavoidably embarrassed with uncommon difficulties.”

By the official returns, it appears that the total loss of the military part of the expedition, Europeans and natives, from the 4th of August till the 26th, amounted only to 142 killed, 733 wounded, and 13 missing; with 14 horses killed, 21 wounded and 3 missing.

In perfect accordance with Sir S. Auchmuty's statement, is the following extract of a letter from a gentleman at Java, to his friend in Kilmarnock —

“ The victory was complete, but obstinately contested, and the conse-

quent slaughter so great, that the course of the Jacatra, a river not inferior in size to the Tweed, was impeded by the number of the enemy's dead, which were thrown into it after the battle, whose bodies have been coming rolling down the stream ever since, as you have seen bundles of lint passing our haugh at Mount Tiviot, when a deluge of rain in the mountains swelled the river."

The subjoined statement is one of the communications to which we have alluded. From some motive, with which we are unacquainted, it was kept out of the Gazette, and has never before been published.

Troops employed on the Service.

ADVANCE.—Col. Gillespey.

400, 22d dragoons—500, 89th regiment—200, Hon. the Governor-general's Body-guard, dismounted.—Light infantry battalion of Bengal Sepoys, and the horse artillery.

LINE.

1st brigade.—His Majesty's 14th regiment—6th battalion Bengal Sepoys—His Majesty's 59th regiment.—2d brigade—His Majesty's 78th, 5th battalion—Ditto, 69th regiment.

The first brigade commanded by Colonel Gibs, 59th.

Second ditto by Lieut-col. Adams, 78th.

Reserve ditto, by Colonel Wood, of the Bengal service.

4th volunteer battalion of Bengal native infantry.

The rifle companies of the 14th and 59th, with the light company of each corps, and one flank company of Bengal Sepoys, to form a flanking battalion to the first brigade, commanded by Major Miller, 14th regiment.

The same on the left brigade, commanded by Major Fauter, 78th regt.

This is the disposition of the troops, and order of battle.

22d dragoons—Bengal light infantry battalion.—Sir S. A. commander-in-chief.—Col. Gillespey.

22d dragoons.—89th.—Hon. Governor's body guard—Light infantry batt.—Horse artillery.—Brigade Major, Capt. Horn, 25th dragoons.

LINE.—Major-general Wetherall.

69th—Bengal battalion.—78th—24 field pieces—59th—Bengal battalion—14th.

Lieut. Col. Adams.

Col. Gibs.

RESERVE.

1. —2d—3d—4th Bengal regiments.

Colonel Wood.

STAFF.

Colonel Agnew, Adjutant-general.

— Eden, Quarter master-general. } From Bengal.

Major Campbell, Commissary-general }
Deputy-adjutant-general, Yaus Agnew.

Deputy-quarter-master general, Major Burselam, 14th regt.

Brigade Major,
Captain Betham,
78th

Assistant adjutant-general, Captain Carrol, 60th regt.

Assistant-quarter-master-general, Lieutenant Wetherall, royals.

-----, Lieutenant Hanson, Madras Estab-
lishment.

Paymaster-general, Major Johnston, Bengal service.

Superintendent-surgeon, Dr. Hunter, do. do.

The succeeding communication was addressed to us, as an article of Correspondence; but, after due consideration, we judged it preferable, that it should be inserted as a part of the article, illustrating the plan of the City of Batavia. For the freedom of language in which the writer's complaints against the admiral are couched, we do not hold ourselves responsible.

“ Shortly after reading in the Gazette Sir Samuel Auchmuty's very clear, sensible, and minute detail of the operations carried on by the army under his command, in the reduction of the enemy's possessions in the Island of Java; I had the pleasure to receive, in a letter from an officer of the navy serving at the time on shore with the army, the plain and simple detail which I shall extract for your perusal: it will at least serve to shew to the world the important fact, (which the barren contents of our admiral's letter scarcely notice) that our gallant tars were, on this occasion, among the first and foremost in the post of danger; nay more, that they actually formed the vanguard in storming the batteries on the side where they were engaged, and in the subsequent pursuit of the enemy. The admiral's letter barely says, “ that our general had caused batteries to be erected, which were entirely manned by 500 seamen, under the direction of their own officers, and that from their superior fire the enemy's guns were occasionally silenced. That the fatigue of the seamen was great, and increased by exposure to a hot sun for three successive days, during which an uninterrupted fire was kept up;”—and the utmost of his approbation consists in stating, that it was borne with their characteristic fortitude, their officers setting them noble examples. This is all the scanty portion of praise that he can find to afford them. Sir Samuel Auchmuty, in his public letter, confines himself principally, and very properly, to the detail of what was effected by his own corps, he adds at the close of it, a just compliment for the cordial support he has received from the rear-admiral, and Commodore Broughton, *the former of whom was pleased to allow a body of 500 seamen, under that excellent officer, Captain Sayer, to assist at the batteries, where their services were particularly useful.* There is not a single expression in all Sir Samuel Auchmuty's letter, but is well deserved at his hands by the gallant fine fellows under his command; and I am persuaded that this brave and generous leader would feel the deepest regret if he should have omitted to give the due meed of well-earned praise to every individual. How lamentable, say it is, that our gallant tars should not have had the same advantage, I am almost tempted to say the same justice. But unhappily an intruding stranger, a stranger to all the plans, to all the characters long before selected to co-operate in this dangerous expedition, thought proper

to step in, for reasons best known to himself, and with which no doubt he hopes to satisfy his superiors, and (as Sir Samuel's very intelligent terms tell us) was pleased to *allow* (mark, Sir!) to *allow* what had long before been planned, to be carried into execution. The gallant admiral may remain for ever with the impression on his mind, that the arrival of the ships from his station (*via* the Cape of Good Hope) was a fortunate circumstance for the success of the expedition, by *easing* (as he calls it) the press of duty so severely felt in the climate of Java; but, I believe it will not be the least powerful, or least lasting impression on his mind, that he was so fortunate as to arrive on a station at such a distance from his own command, just in the nick of time to put in his claim for part of the advantages resulting from the successes he was a witness of. No one will deny that the ships spared by the gallant admiral were useful: so they would have been had the gallant admiral himself remained to superintend the duties of his own command: but he concluded, perhaps, there was something in the very *name of admiral* that would be useful: so he even sent it on before him; and fortunately no doubt the gallant admiral must consider it, that the *Ledra* should have conveyed his orders to the commodore, to put himself and all his squadron under his command, before he himself had reached the spot; for so in fact it proved. I am convinced that I am now speaking the gallant admiral's own sentiments, for scarcely had he joined, and cast one glance on the operations of the 28th of August, before (as appears by his letter of the 30th) he is already preparing to return to his own station, and actually directing one of his captains to join him at the Isle of France, after the service on which the commodore is to sail at a distance of nearly 300 miles, shall have been completed. The gallant admiral does not think his own superintendance on this distant service so very important. No, he has been to Java, and has ascertained that the commodore of the Indian squadron has *received his orders* to put himself under his command. Perhaps also he may have made a rough estimate of the value of the capture; and then *'I wish you good day, gentlemen: it is so very hot in this infernal climate, that I shall get back to my poor station at the Cape as soon as I can. Beware, Mr. Commodore; mind that you acquaint me with every circumstance that may occur in the execution of my orders.'*—I trust, Sir, however, that the commodore will shew, in his report, of the ulterior proceedings, that he is not ignorant of the service, and is very capable of executing it in every respect, as well as if under the inspection of the gallant admiral himself.

The subjoined is an extract from the letter of a rival officer, serving on shore at Batavia, alluded to in the preceding communication:—

“On the 24th, we opened upon the enemy at day-light, and kept up a tremendous heavy fire the whole day: then you might have seen sack in all his glory. I never saw more courage displayed than by our British tars, though many of them lost the number * of their mess, and this day

* A common phrase among sailors!

Captain Stopford (serving with us in the batteries) lost his arm, three lieutenants were killed, and several wounded, both army and navy; our loss among the men was 42; we were employed through the night in repairing the batteries, and fresh mounting the guns. At day-light we re-commenced a well directed fire, and by four in the afternoon silenced their terrible Fort Cornelis (consisting of 105 18-pounders, besides mortars and howitzers) with the small force of 18 18-pounders, 4 mortars, and 2 howitzers. Little more could be done that night (except preparing our scaling ladders); all our men, as well as ourselves, completely fagged. We had in the course of this last day 36 of our fine fellows killed and wounded. At day-break on the 24th, to the great terror and astonishment of the enemy, our advance, consisting of 3000 men, headed by the gallant Colonel Gillespie, commenced the storm on the right, while the seamen, headed by Captain Sayer, with the old tune of three cheers, stormed to the southward. No quarter was given. The rascals ran in every direction; but just as we had got possession of their foremost battlements, they sprung a mine on us, that destroyed two companies of the 14th, one of the 59th, a colonel, two captains, and a number of other officers. Luckily, the whole of us sailors had been quick enough to have crossed it. This did not dismay us in the least, as the whole of our army were then moving forward. In two hours we had possession of their other forts. The sailors and 14th chased them, and about five miles off came up with them, when they made a stand. We mustered our little force together, consisting only of about 500 seamen, and two companies of the 14th."

Batavia has generally been regarded as one of the most unwholesome spots on the face of the globe. The English circumnavigators of 1768 1770, who had experienced almost every vicissitude of climate, not only expressed this opinion, but considered the unhealthfulness of the place as a sufficient defence or preservative against any hostile attempts; as the troops of no nation would be able to withstand, nor would any people, in their senses, without absolute necessity, venture to encounter so pestilential an atmosphere. The chief causes of this insalubrity are considered to be, the large bank of mud which has accumulated opposite the mouth, and across the river of Jacatra; the canals of stagnant water, receptacles of filth of every description, in the different quarters of the city; and the wet and marshy nature of the soil. The adjacent country, however, is less insalubrious; and some of our officers, employed in the late capture of the place, seem to think, that the reports of the badness of the climate have, altogether, been exaggerated. We have seen the journal of a distinguished officer, who commanded a brigade at the attack on the island of Java, in which appears the following passage:—

"We have not so many sick as I think we should have had in a similar campaign in any part of Bengal proper, or in many other parts of India. The nights are cool, and if one is sheltered from the dew, they are refreshing. The sun is certainly hot, but the ground is covered with verdure, and there are fine breezes every day. The country is luxuriously rich, and the people begin to bring us every thing. They admire our *hard* money much more than the Dutch *Papier van Credit*, to which they will give no credit."

at all." And under the date of the 31st of August, from General Jansens' house at Cornelis, he adds, "on experience of the climate, I see no reason to wish to go away from it. It is as rich a country as Bengal, much more beautiful, and as far as I can judge as yet, a much finer climate."

At Batavia, Fahrenheit's thermometer is seldom higher than 90°, and generally below that point; while, at Surat, and in Bēngal, which are esteemed the most salubrious parts of India, the thermometer sometimes rises above 100°, in the months of March and April. The barometer undergoes little, if any, variation; standing, for a twelvemonth together, at 29 inches 10 lines. The warmth of the air greatly decreases, on approaching the mountains, which lie toward the southward part of the island. The land and sea winds blow every day, without exception.

The diseases prevalent in Batavia are chiefly of a putrid nature. The disorder most common is a tertian ague, which, after two or three paroxysms, becomes a double tertian, and then a continued remittent, which frequently carries off the patient in a short time. In many instances, even the most hale and robust men are attacked, and taken off in a few hours, in consequence of the rapid progress of putridity in the viscera. The most efficacious means of preserving health are, to avoid the night air, to eat and drink very moderately, and to take much exercise on horseback. In the year 1775, exclusively of 4221 Europeans, the inhabitants of Batavia were estimated at upwards of 111,000, besides women and children. According to the latest accounts, (1805-6) the entire population of Batavia, including the suburbs, was reckoned at about 160,000; 100,000 of which were Chinese, and the remainder Europeans (only from 12 to 1500), natives, Armenians, Persians, and Arabs.

The chief produce of the island of Java is pepper, of which the kingdom of Bantam yielded annually to the Dutch East India Company six millions of pounds. It is esteemed second in quality to that grown on the coast of Malabar; but the price at which the King of Bantam is compelled to sell it, does not exceed twopence halfpenny (English) per lb. The white pepper is only black pepper laid in lime, which occasions the black skin to peel off. Rice is the second produce of Java. In 1767, Java furnished 11,000 tons of rice for Ceylon, Banda, and other settlements. Sugar is also cultivated to a great extent. In 1768, the province of Jacatra alone furnished more than 8000 hogsheads of 15 cwt. each. The next produce of Java is coffee, which was only introduced in the year 1722. In 1768, Jacatra furnished to the Company 20,000 bags, of two cwt. each. The price paid by the Company is 1 s. 6d. per cwt. Cotton yarn is an important object of trade in Java. It is spun from the cotton produced in the island, which grows in great abundance. Salt and indigo are native productions of Java. The north east coast of the island, and part of the district of Cheribon, furnish a very large quantity of timber, logs, beams, boards, knees, &c. which is not only sufficient for the consumption of Batavia, for ship-building, houses, and domestic uses, but a very considerable quantity of it is annually exported to several of the out factories, and, in particular, to the Cape of Good Hope.

The commerce of Batavia has, of course, been very considerable. As it was the general *dépôt* for all the spices of the Moluccas, and the production of the island of Java, consisting of rice, coffee, sugar, arrack, and pepper, ships were continually coming from every part of India, America, the African, and even European islands; and, notwithstanding the war, and the unhealthfulness of Batavia, the road was always full of the flags of all nations, attracted by the profit which they were sure to acquire.

The chief knowledge that we possess of the revenues of Batavia, is derived from Mossel's *Memorial of Economy*; the author of which, taking as a basis the books of the year 1752, calculated the profits and revenues at 3,300,000*f.* and the charges at 2,800,000*f.* per annum, leaving a yearly surplus of 500,000*f.* about 45,454*l.* sterling. But the books have not been closed so favourably since his time: in 1767, indeed, a favourable balance appeared of 233,330*f.* about 21,212*l.*; but, in the peaceful year, 1779, the collective receipts amounted to 1,820,327*f.* and the charges to 2,321,920*f.* or 564,603*f.* about 51,327*l.* more than the receipts, which is vastly different from the calculations of Mossel.

We shall only add, that the houses of the Europeans in Batavia are mostly of brick, run up in a light airy manner, and stuccoed on the outside, with sash windows! Within they are almost all built upon one plan, the front being in general narrow, though some few are more extended.

Naval Poetry.

L I N E S,

ON THE APPEARANCE OF THE AMPHION AND SQUADRON, OFF
MALTA HARBOUR, AFTERWARDS OFF LISSA.

BY E——E R——N, ESQ. A PURSER IN THE ROYAL NAVY.

(*Inscribed to Admiral Sir Edward Pellew, Bart.*)

SEE, loquing o'er yon rugged point of land,
In glorious triumph 'mid the spoils they've won,
Britannia's Bulwark—Hoste's immortal band—
Now come to greet us with the deeds they've done.

Who that can boast a Briton's—proudest name,
Whose thoughts unfetter'd, as his country's free;
Looks o'er yon wreck, nbr feels her instinct fame,
Where proud disticks, in splendour crests the sea.

And pond'rous valour waves majestic high,
What former conquests to our country gave;
A genius lording, and a will to try,
'That sacred trust—a guardian power to save),

But mark th' approach the cheering echoes rung,
 'Till cadence sinks beneath wild measure drown'd ;
 'Tis Amphion's harp, with Nelson's chords new strung,
 Attune the skies to wake the nervous sound.

Bellona wreathes the laurel from her togn ;
 A Crown * was humbled, 'ere dishonour'd flight
 Mark'd the fired course—thus did a Fav'rite † burn,
 Nor Flora cull'd one laurel from the fight.

But where was honour, and war's sacred trust,
 Oh ! Flora, ‡ tell, when thy pale ensign bow'd,
 And let thy heroes to the world loud boast ;
 —Thy flag suspended might have been thy shroud.

- But let thy hist'ry with its plaudits ring,
 Thy nation's justice for such deeds atone ;
 And he that robb'd a country of her King,
 Take this small boon—'tis worthy him alone.

Though numbers argued for a fate secure,
 No dangers trembling, wak'd the morning's sun ;
 For there alike, in fortune's chance too sure,
 Each measur'd conquest 'ere the day begun.

Whose useful toil, shall dare the wayward hand,
 To trace it's progress on the distant shore,
 (Save the frail tear, that's given to some friend,
 Whose last day's valour, Lissa's counted o'er.)

The active part, a Gordon nobly play'd,
 As Whitby's Cerb'rus bore Britannia's shield ;
 Britannia's self the conquering Hoste display'd,
 And proudly Hornby did her sceptre wield.

- For ne'er Britannia did thy triumphs swell,
 Nor glorious exult bid thy records pause,
 A prouder, or a nobler theme to tell,
 Than Lissa's given to your country's cause.

Yet though on vict'ry fairest smiles attend,
 The timid virgin trembles o'er the page ;
 Looks for a brother, or some dearer friend,
 Whose fate, perhaps, her tender fears presage.

* The Bellona and Corone were two of the enemy's ships taken in the action.

† One of the enemy's ships that went ashore, and was burned.

‡ This ship struck her colours to the Amphion, and afterwards made her escape. (Vide official letter.)

Who's left his story to some muse to tell,
 How life's a tribute for our country due ;
 And how unask'd for, Jeffry's * nobly fell,
 * His fate enrolling with the noble few,
 —Heroes whose deeds will monument each name,
 When mould'ring statues bow, the test of time ;
 When forget pomp, and herald's boasting fame,
 Their days shall number with the page-worn rhyme.
 For Compton, too, some wreathing muse should twine,
 The laurel drooping o'er his oozy bed ;
 Where sleeps the hero, who could life resign,
 * And bless his country, as he sunk his head.
 * Yet though lamented by a country all,
 One dearer right would friendship still impart ;
 * A messmate's tear—though rude the drop may fall—
 * 'Tis kindly soft—sweet offspring of the heart.
 No turf's green verdure o'er the heroes raise.
 It's kindred tears fate's giv'n for the wave ;
 A British tar—proud standard of his cause,
 Claims no green spot—his element's his grave.

~ ~ ~

THE BREEZE AND THE TEMPEST.

(From *Dr. Walker's Poems.*)

WHERE Sholto's airy tops divide
 Fair Lothian from the vale of Clyde,
 A Tempest from the east and north
 Fraught with the vapours of the Forth,
 In passing to the Irish-Scas,
 Once chanc'd to meet the Western Breeze.
 The Tempest hail'd him with a roar,
 * Make haste and clear the way before ;
 No paltry zephyr must pretend
 To stand before me, or contend :
 Begone ! or in a whirlwind lost,
 Your weak existence will be lost.'

The Tempest thus :—the Breeze replied,
 * If both our merits should be tried,
 Impartial justice would decree,
 That you should yield the way to me.'

At this the Tempest rag'd and storm'd,
 Crew black and ten times more deform'd.

* Mr. Jeffry's, the purser of the *Cerberus*, who volunteered his services.

NAVAL POETRY.

• What qualities (quoth he) of thine,
Vain flattering wind, can equal mine?
Breathe'd from some river, lake, or bog,
Your rise at first is in a fog;
And, creeping slowly o'er the meads,
Scarce stir the willows or the reeds;
While those that feel you, hardly know
The certain point from which you blow.
From earth's deep womb, the child of fire,
Fierce, active, vigorous, like my sire,
I rush to light; the mountains quake
With dread, and all their forests shake;
The globe itself, convuls'd and torn,
Feels pangs unusual when I'm born:
Now, free in air, with sovereign sway
I rule, and all the clouds obey:
From east to west my power extends,
Where day begins, and where it ends;
And from Bootes downwards far,
Athwart the track of every star.
Through me the polar deep disdains
To sleep in winter's frosty chains,
But rous'd to rage indignant, heaves
Huge rocks of ice upon its waves;
While dread tornados lift on high
The broad Atlantic to the sky,
I rule the elemental roar,
And strew with shipwrecks every shore.
Nor less at hand my power is known,
From Zembla to the burning zone.
I bring Tartarian frosts to kill
The bloom of summer; when I will
Wide desolation doth appear,
To mingle and confound the year:
From cloudy Atlas, wrapt in night,
On Barka's sultry plains I 'light,
And make at once the desert rise
In dusty whirlwinds to the sky.
In vain the traveller turns his head,
And shuns me with his utmost speed;
I overtake him as he flies,
O'erblown he struggles, pants, and dies.
Where some proud city lifts in air,
Its spires, I make a desert bare;
And when I choose, for pastime's sake,
Can with a mountain shift a lake;
The Nile himself, at my command,
Oft hides his head beneath the sand,

And 'midst dry deserts blown and tost,
 For many a sultry league is lost.
 All this I do with perfect ease,
 And can repeat whene'er I please :
 What merit makes you then pretend
 With me to argue and contend,
 When all you boast of force or skill .
 Is scarce enough to turn a mill,
 Or help the swain to clear his corn,
 The servile tasks for which you're born ?'

' Sir, (quoth the Breeze) if force alone
 Must pass for merit, I have none ;
 At least I'll readily confess
 That your's is greater, mine is less.
 But merit rightly understood
 Consists alone in doing good ;
 And, therefore, you yourself must see
 That preference is due to me .
 I cannot boast to rule the Skies
 Like you, and make the Ocean rise,
 Nor e'er with shipwrecks strew the shore,
 For wives and orphans to deplore.
 Mine is the happier task to please
 The Manner, and smooth the Seas,
 And waft him safe from foreign harms,
 To bless his consort's longing arms.
 With you I boast not to confound
 The seasons in their annual round,
 And mar that harmony in nature
 That comforts every living creature.
 But oft from warmer climes I bring
 Soft airs to introduce the spring,
 With genial heat unlock the soil,
 And urge the ploughman to his toil,
 I bid the opening blooms unfold
 Their streaks of purple, blue, and gold ;
 And waft their fragrance to impart
 That new delight to every heart,
 Which makes the shepherd all day long
 To carrol sweet his vernal song :
 The summer's sultry heat to cool,
 From every river, lake, and pool,
 I skim fresh airs. The tawny swain
 Who turns at noon the furrow'd plain,
 Refresh'd and trusting in my aid,
 His task pursues and scorns the shade :

And ev'n on Afric's sultry coast,
 Where such immense exploits you boast,
 I blow to cool the panting flocks,
 Midst deserts, brown and sun-burnt rocks;
 And health and vigour oft supply
 To such as languish, faint, and die?
 Those humble offices you named,
 To own I'll never be ashamed,
 With twenty others that conduce
 To public good or private use,
 The meanest of them far outweighs
 The whole amount of all your praise;
 If to give happiness and joy,
 Excels the talent to destroy.*

The Tempest, that till now had lent
 Attention to the argument,
 Again began (his patience lost)
 To rage, to threaten, huff, and boast.
 Since reasons failed, resolved in course
 The question to decide by force,
 And his weak opposite to brave—
 The Breeze retreated to a cave
 To shelter, till the raging blast
 Had spent its fury and was past.

RODGERS AND THE LITTLE BELT.

WHEN Rodgers fighting notions* felt,
 He grasp'd his sword in haste,
 But thought he'd better get a *belt*
 To hang it round his waist.
 " John Bull has one, though small, 'tis true,
 It's yet well worth a juss,
 They say 'tis lin'd with good true blue,
 And up'd with heart of oak."
 " I'll have it," said the Blust'ring Prig,
 And fierce his blade he drew,
 But found this LITTLE BELT too big,
 It would not buckle to.

JOHN O'GROAT.

* All contraband goods are termed *notions*, by the Yankees.

Special Commission

HIGH TREASON.

Special Commission, Horsemonger Lane.

MONDAY, FEBRUARY 10.

THIS morning the court met, in pursuance of adjournment from Monday last, for the purpose of proceeding to the trial of the twelve men taken prisoners at the Isle of France. At ten o'clock Lord Chief Baron Macdonald and Mr. Justice Le Blanc arrived, when

William Cundell, alias Connell, one of the prisoners, was put to the bar; but so great was the clamour arising from the crowd endeavouring to force their way into the court, which was not sufficiently spacious to hold one tenth of those who attempted to gain admittance, that nearly half an hour elapsed before Mr. Knapp, the clerk of the arraigns, was enabled to call the jury.

The jury were at length sworn, and the indictment read to them. It stated, "that, on the 1st of August, in the 48th year of the reign of his Majesty, long before, and from thence hitherto, a war existed between his Majesty and France; that the prisoner, well knowing the same, did withdraw his allegiance from the King of Great Britain, he being one of his Majesty's subjects, and did aid and assist, to wit, on the 1st day of December, in the 49th year of the King, in the Isle of France, the said isle being in possession of the French, the said enemies in defence of the said isle."—The first overt act charged, was, that he did unlawfully go from a prison in which he was confined, and did join himself to divers Frenchmen, and with them did serve as a soldier in the service of France. Next, that he wore the uniform of the said soldiers; and lastly, that he did unlawfully assist in keeping and guarding divers prisoners, liege subjects of his Majesty, confined as prisoners of war in the said isle.

The Attorney General, in addressing the jury, stated, that the prisoner was indicted for high treason under the act of the 25th of Edward III. by which in consequence of an amendment made to it in the 35th of Henry VIII. persons, charged with such crimes as that imputed to the prisoner, could be tried by such a commission as that, by which the present court was appointed. The facts charged against the prisoner were plain and simple, and the legal result, he had no doubt, would be equally intelligible. The prisoner was born in allegiance to his Majesty, in the neighbourhood of Dublin, and was a subject of Great Britain. He entered on board the Laurel ship of war as a sailor, and was sent with her on the expedition against the Isles of France and Bourbon. It so happened, that this vessel, after a desperate engagement with a French frigate, was forced to surrender, and together with the crew, amongst whom was the prisoner, was taken into the Isle of France, where the crew were placed in captivity; not long after which, the prisoner agreed to enter into the French service, provided he was allowed to go at large, and was accordingly liberated upon these terms.

He did enter as a French soldier, wore the French uniform, consorted with the soldiers of that nation, and actually acted as a guard over his own countrymen. This last fact was considered the grossest insult by the British prisoners, and in consequence of their application the prisoner was removed. The learned counsel then proceeded to call witnesses to prove the facts alleged.

Joseph Worth stated, that he was a shipmate with the prisoner, on board the *Laurel*, when she was taken by the French and carried to the Isle of Bourbon. The prisoner had informed him that he was born at the shore of Clontarf, near Dublin. He, along with himself and the rest of the crew, were put in confinement at Port Louis, and in about three months afterwards, though he did not see the prisoner liberated, he saw him at liberty, dressed in a French soldier's uniform, namely, white turned up with blue. The prisoner continued at large in this manner doing duty as a French soldier until the island surrendered to the British forces. Witness himself entered the French service as a soldier, and wore the uniform.

On his cross-examination, he admitted that he was liberated at the same time with the prisoner. The prison in which the crew had been confined was on the ground-floor, and the crews of two ships were confined in one room. They were very much annoyed with vermin. He never saw so much vermin in any place before. When he deserted to the French service, he was in a state of intoxication; and he was threatened, if he went back to the English, with something that would not be good for him. They kept him from going back for that reason.

On his re-examination by Mr. Garrow, he said that before he and the prisoner had deserted, there had been French troops coming frequently, to entice the men out of prison. He could not say, exactly, how long the prisoner was at large, but the *Laurel* was captured the 12th September, 1808, and it was about three months after, that the prisoner left the prison.

Mr. Brougham here interposed, and said that this part of the charge, which imputed to the prisoner the fact of leaving the French prison at the time specified, must fall to the ground.

The court agreeing that evidence to that point could not affect the prisoner by law, now desired, however, that evidence to the rest of the overt acts, charged against the prisoner, might be proceeded in.

Captain Woolcombe, commander of the *Laurel* when she was taken by the French, proved, that he saw the prisoner very near a hundred times in the street of Port Louis, walking about with a French soldier's uniform upon him, in company with the rest of the French soldiers. He thought he had seen him also under arms, but he was sure he saw him with side arms.

Lieutenant Brereton was taken on board the *Sea Flower* by a French frigate and carried into the Isle of France in December, 1808. Saw the prisoner at Bourbon, for the first time in his life. He had a perfect recollection of him, as he was pointed out by the other British officers to him. He was dressed in a red uniform, turned up with green, and wore a French national cockade. The prisoner had been sentry over witness himself when he

was put in close confinement, and had frequently, by his gestures, endeavoured to make him and the other British officers as contemptible as possible in the eyes of the French officers and soldiers. He had seen the prisoner salute the French officers as they passed, a mark of respect with which he never saw him treat the British officers when they also passed him.

James Longstreeth, Michael M'Donald, John Pryce, and James Pockett, who had been shipmates on board the Laurel, and taken prisoners along with the prisoner, all severally deposed to the prisoner's liberation from the French prison about two or three months; that he had worn the French uniform, and did duty as a soldier, and carried provisions to his fellow soldiers, when on duty in the prison. They all described his uniform to be white, faced with blue.

It further appeared from the testimony of Captain Woodcombe, that fifty other British sailors had joined the French at the time the prisoner had deserted.

Captain Willoughby, respecting whose testimony the prisoner's attorney had put in an affidavit, was sent for by the Attorney General, and came to the Sessions house in a hackney-coach, but was obliged to go away again so unwell as to be incapable of staying to give evidence, without great danger to his health.

The case was here closed on the part of the crown.

Mr. Brougham then addressed the jury on behalf of the prisoner at great length. He set out by conjuring them to receive the evidence in a case involving so many serious consequences to the prisoner, as the present, with the greatest caution. After expatiating on the many barriers which the law of high treason had placed around the life and liberty of the subject, he proceeded to examine the testimony of the several witnesses. He contended, that the testimony of Lieutenant Brereton ought entirely to be put aside, inasmuch as he had been contradicted by all the other witnesses for the prosecution, in respect of the uniform which he stated the prisoner to have worn. He must infer from that circumstance, that he had mistaken the prisoner for some other person, and consequently that part of the prisoner's conduct, namely, his insulting and jeering conduct to his officers (which he intended was the most serious part of the whole evidence) was without foundation. All the other witnesses had stated the prisoner to have worn a white and blue uniform. Having then commented upon the evidence of the remaining witnesses, which he asserted was by no means of so conclusive or satisfactory a nature as the magnitude of the charge required, he proceeded to direct the attention of the jury to the motives by which the prisoner had been induced to swerve from the strict line of allegiance to his Majesty, and to adopt a course apparently so inconsistent with every feeling of honour and loyalty. He drew a glowing picture of the miseries to which the unhappy prisoner and his companions had been exposed; confined in a dungeon swarming with vermin, and kept upon an allowance of provisions scarcely sufficient to sustain existence, together with a variety of other hardships too numerous for detail. From such wretchedness as this, it was not surprising that men, not possessed of the most refined feelings, should

attempt to escape, and, as the first step towards an end so desirable, to get without the walls of their loathsome prison, by the only means which offered, namely, by the trick of entering into the French army, with a view not alone of procuring the means of alleviating their own distresses, but of rendering assistance to their countrymen in thralldom. This, he urged, had been their only motive—the only feeling by which they had been actuated; a fact which was sufficiently proved by the words of the capitulation, to be found in *The Gazette* containing the particulars of the success of the British arms. There it was specified, that the French troops and their families should have the opportunity of being conveyed to any port in France; and, in consequence of that stipulation, to the disgrace of Great Britain, he had to lament that several British subjects had actually accompanied the enemies of their country. The prisoner, however, did not avail himself of that liberty; but, with a zeal highly creditable to himself, seized the first opportunity of quitting a service which he had so thoroughly hated, and submitting himself once more to the direction of British officers.—Under all the circumstances of the case, he trusted the jury would agree with him in thinking that the charge against the prisoner had not been fully substantiated. That there was considerable doubt, he was satisfied they would admit: and concluded by exhorting them to decide upon the fate of the prisoner with that mercy which ever marked the proceedings of a British jury.

Capt. Willoughby, the gentleman already alluded to, was called, upon his *Subjæna*, but did not answer.

Three witnesses, one named Win. Reynolds, and the others Geo. Armstrong and James Fobbs, both standing indicted for high treason, were then examined for the defence. Their testimony, however, merely went to prove, that the prison in which they were confined was uncomfortable, and that their captivity was irksome. They did not, however, although particularly questioned, prove that any force or coercion had been used to make the prisoner enter the French service; nor did they bear testimony to his having attempted to escape from the island. They deposed, however, that, at the time the British forces were off the island, they were imprisoned, and on being asked to accompany the French troops, they all positively refused to do so; and when the opportunity arrived, they immediately surrendered to the English forces.

The evidence for the defence being closed, *The Gazette* containing the capitulation of the isle of ~~France~~ was put up, and that part alluded to by Mr. Brougham read.

Mr. Jones then followed on the same side with Mr. Brougham.

The Attorney General, in reply, particularly adverted to the conduct of government in having used every possible means to afford a fair and impartial trial to the prisoner and his companions, by procuring, at their own expense, every witness within their reach, whom the prisoners had pointed out as essential to their defences. It was not his intention to follow the able and eloquent speeches of his learned friends (Messrs Brougham and Jones) through all their bearings, but should confine himself to the simple and plain facts for the consideration of the jury, namely, whether the pri-

soner, having been discharged from custody, did not enter the French service, wear the French uniform, and act as a guard over his countrymen? These facts had been most indisputably proved, and from these, therefore, the legal results must be drawn, that he had been guilty of high treason, by adhering to the enemy. The acts of treason being thus substantiated, the next question was, as to the excuse which could be offered in extenuation of the crime. No legal excuse could be received but the proof for his having acted under fear of death. This maxim had been laid down by Judge Hale, Mr. Serjeant Hawkins, Mr. Justice Forster, and every other judge in the land. In the production of such proof the prisoner had failed, and consequently must be found guilty to the full extent of the crime imputed to him.

The Lord Chief Baron having summed up the evidence, on which he commented with his usual ability, the jury retired, and after a short consideration, returned with a verdict of Guilty — Death.

They, however, recommended the prisoner to mercy, upon the ground of his having returned to his allegiance when the opportunity offered.

FEBRUARY 11.

This morning the court met at ten o'clock, when Cornelius Parker, another of the men taken in arms in the Isle of France, was put to the bar. The overt acts of treason charged against the prisoner, in the indictment, were, that he did, on the 30th of September, in the 50th year of his Majesty, go out of a certain prison in which he was confined, and join himself to the French army then in possession of the Isle of France. That he did, on the same day, put on and wear the dress and uniform of a French soldier. That he did assist in keeping and confining, guarding and governing, certain persons, then being prisoners of war, in the Isle of France. And, that he did, on the 1st of October, in the same year, wickedly invite and entice John Young, and divers other of his Majesty's subjects, to enter into and assist as a soldier in the French army.

Before the counsel for the crown opened the case, Mr. Brougham moved, that the prisoner should have his irons struck off during the trial.—The court immediately ordered the request to be complied with.

The Attorney General stated the case, shortly to the jury, and proceeded to substantiate the facts by evidence; from which it appeared, that the prisoner was born at Lower Gawler, in the parish of Sedgely, in the county of Stafford. His father was a labourer. He entered the Stafford militia when he was about twenty, and from thence volunteered into the marines, and was stationed in the *Magicienne*, which ship was, in the month of February, 1810, captured by the French in the Indian Seas, and carried into the Isle of France, where the crew, amongst whom was the prisoner, were placed in confinement as prisoners of war. About six weeks after he was put in prison, he came out, and voluntarily entered the French service as a soldier, stating to his captive comrade, Young, as a reason, that it was a much more agreeable thing to be at liberty and have plenty of money in his pocket, than to remain confined in a dungeon. He declared he was very happy, and he hoped he (Young) would do the same. Young rejected

the proposal with indignation, and remained in confinement until the island was captured by the British arms. The prisoner afterwards acted in every respect as a French soldier; he wore the uniform, and attended the drills along with the other troops. He also assisted in guarding some of his former fellow prisoners, and he, amongst others who had joined the French, added to their offence by jeering their companions through their prison barrier. No force whatever had been used to induce him to enter the French service; and one of the witnesses emphatically stated, that a man of ordinary firmness of mind might have endured every hardship of his confinement, without being at all inclined, from a consideration of this circumstance, to desert the cause of his King and Country.

Captain Curtis, of the *Magicienne*, on board which ship the prisoner had served, gave high character for quietness and attention to his duty as a marine.

Mr. Brougham then addressed the jury on the part of the prisoner, and the Attorney General replied; after which Mr. Justice Le Blanc summed up the evidence, and the jury immediately found the prisoner Guilty—Death.

John Tweedle alias Tweddell was next put to the bar. The indictment against him was precisely similar to that preferred against the other prisoners, only stating the period of his delinquency to have been confined to six months.

It appeared that he was a native of the town of Liverpool, was a sadler by trade, and had entered on board the *Iphigenia* frigate as a marine. This vessel was commanded by Captain Lambert, who, after a desperate action, was reluctantly forced to surrender to a superior French force, and was taken, with his crew, into the Isle of France. Previous to the enemy coming on board his vessel, he called his crew together, exhorted them not to forget their allegiance to their King, and to avoid the disgraceful course pursued by some of their countrymen, in entering into the service of France. In defiance of this advice, however, the prisoner had not been long on shore, when he took an opportunity of entering into the French army, in which capacity he was frequently seen by his countrymen, one of whom heard him denounce King George and all his subjects, and declared his intention to fight for Bonaparte until he died.

In the prisoner's defence, Lieutenant Grimes, and Mr. Bourne, a midshipman, bore testimony to his general simple and unoffending conduct while on board the *Iphigenia*. They also proved that he had come off from the shore to the United Kingdom prison-ship, on board which they were confined, after he had entered into the French service, and from his demeanour seemed desirous of assisting his countrymen. He was taken into custody by the French guard on board, however, before he could accomplish his purpose, and after signifying his dislike to the French service, he was taken on shore to prison.

Foster, Armstrong, and Quigley, three of the prisoners, also standing charged with high treason, deposed on oath, that the prisoner was cruelly used by the French soldiery, and was confined with them in the most loath-

some prison. Upon investigating this point, however, it turned out that this harsh treatment arose solely from the nature of French military discipline, for offences committed after he had entered the French army, and not from any view to force him to enter the service. It appeared that the prisoners of war were not treated with any such cruelty.

Mr. Brougham spoke for the prisoner, and Mr. Garrow, in the absence of the Attorney General, replied.

The Lord Chief Baron summed up the evidence, and the jury, after a short consultation, pronounced a verdict of—Guilty.

FEBRUARY 12.

This morning, Charles Bird was put to the bar. The overt acts of treason charged against this prisoner were, simply, that being a liege subject of the King of Great Britain, he illegally and traitorously entered the French service, in the Isle of France, and continued therein for six months, and that he wore the uniform of a French soldier.

Circumstances of mitigation were stated in the evidence on this case; from which, and the prisoner's declaration, it appeared probable that he had worn the French uniform with the view of making his escape from the island.—The jury, after deliberating for about half an hour, returned a verdict of—Not Guilty.

John Quigley was next put to the bar. The Attorney General observed, that the charge against this prisoner was nearly similar to that preferred against the men already tried. He felt it his duty, however, to state, that there were some circumstances in his conduct, subsequent to his entering into the French service, which, although they would not entitle him to a verdict of acquittal, might operate in another place in his favour.

Some seamen, who had been shipmates of the prisoner on board the *Iphigenia*, deposed, that they had heard him say he was an Irishman, were with him taken prisoners into the Isle of France, and subsequently saw him opposite their prison, in French uniform.

John Low, steward of the *Iphigenia*, saw the prisoner dressed in the French uniform, in the Isle of France. He addressed him, and said, "John, I am astonished to see you in that dress;" upon which prisoner cried, and said he was very sorry for it himself, but that he had gone into the French service, in the hope of getting a woman, named Margaret Coombe, to live with him, and that it was his intention to escape as soon as he could.

The jury found the prisoner Guilty, but strongly recommended him to mercy.

FEBRUARY 13.

John Smith, formerly a carpenter on board the *Martinienne*, was put to the bar. The indictment against this prisoner imputed to him, beside the overt acts, of his having entered the French service, and worn the uniform of a French soldier, that he assisted the enemy in making certain engines of war, called slides to carrouades, and that he enticed one John M'Kenna, and certain other of his Majesty's liege subjects, to desert their allegiance, and join the enemy.

The Attorney General called evidence to prove the facts stated in the indictment, which were fully made out. The jury found the prisoner guilty.

George Armstrong was next put to the bar. The indictment against him was similar to that against the first prisoner tried.

The Attorney General observed, that the charge against the prisoner would be proved by several witnesses in the clearest and most satisfactory manner. Amongst others who would bear testimony to his delinquency, was Lieutenant Brereton, a gentleman who gave evidence against Cundell, and who, on that occasion, it might be recollected, declined answering a question put to him by the counsel for the prisoner, as to the cause of his having been sent to prison, after he had been at large on parole. This refusal, on his part, did not alone give rise to many harsh observations in court, but had gone far to the prejudice of Lieutenant Brereton. He, the Attorney General, therefore thought it right to explain the cause of this reluctance. The real fact was, that while he was on his parole, he had been so frequently insulted, in the most gross and offensive manner, by a French drummer, notwithstanding the frequent complaints he made to the French officers, that, at length, no longer able to resist the impulse of his feelings, he knocked the offender to the ground. For this act, which on cool reflection he himself could not but condemn, he was deprived of his liberty; and this act it was which he felt disposed to conceal, inasmuch as he was conscious, however aggravating might have been the cause, he had in some measure departed from the dignity at all times characteristic of a British officer.

The several witnesses were then called, and examined, in support of the indictment. From their testimony, it appeared, that the prisoner had been two years in the French service, and had acted on two or three occasions as a guard over British officers, amongst whom was Lieutenant Brereton, who positively swore to the person of the prisoner. He also explained the fact alluded to by the Attorney General.

The prisoner, in his defence, said, he had left his prison with a view of getting employment as a shoemaker, in which trade he had been brought up. He denied ever having served as a soldier, and mentioned his having attempted to escape to the British cruisers.

Three witnesses were called in support of his assertions; they, however, confirmed the fact of his having been in the French service, but bore testimony to his having worked as a shoemaker, and having attempted to escape, for that attempt he was severely punished, having his eye knocked out, and his hand broken.

Barron McDonald having summed up the evidence.—The prisoner was found, Guilty.

February 14.

Samuel McFarlane was put to the bar. It appeared, that, being a native of Ireland, he went out of the French prison at Port Louis, entered the French service, and wore the uniform of a French soldier, &c. as in the former cases.—The prisoner, in a short address to the Jury, attempted to

impress upon them a belief, that he assumed the French uniform, for the purpose of effecting his escape to England.—He had been a seaman on board H. M. S. Sirius, and after being made prisoner, deserted to the enemy.

The jury returned a verdict of Guilty; but recommended him to mercy, on account of his not having been found in arms.

Joseph Tester, alias Tester, was then put to the bar.

The Attorney-General stated to the Jury, that the object of these prosecutions had been to shew, that offenders, such as the prisoner at the bar, and those whose fate had been already decided, cannot escape the hands of justice; a fact which it is necessary should be publicly impressed on the minds of those engaged in the military and naval services of the country. Many more persons than those who have been brought to trial were found acting in a similar manner; but their cases could not be so accurately examined by those who had the opportunity of making the selection, as by myself, I have had an opportunity, from the closest and most minute attention, of investigating the particulars of every charge, and I think the ends of justice are answered. [Here the Learned Advocate burst into tears, and was for some time so poignantly affected, that he could not proceed. At length, after apologizing for his sudden indisposition, he proceeded.] He stated, that he thought those who had been tried would furnish a sufficient example to deter others from the commission of a like offence. [Again much affected.] He then said, I would not have it understood, that those who remain have been selected haphazard; no—the cases of those men have been looked into, and there are circumstances of alleviation in their conduct. After what has passed, I hope the prisoner at the bar will consider, and I hope his attorney will tell the other prisoners, who know so well what they have done, and how deserving they are of punishment, that this course arises from the most humane motives. In fine, I hope this lenity may not be misplaced, and that we may not be again shocked with the repetition of such offences, the existence of which is destructive to the safety, character, and honour of the nation.

Mr. Brougham bore the most honourable testimony to the extreme humanity which had marked the conduct of the Attorney-General, as well as of Government, throughout the whole of the trials.

The prisoner at the bar, in consequence of there being no evidence, was then acquitted, as were the three remaining prisoners, Francis Lehey, alias Le Hay, James Fibbs, and Noah Francis, whose countenances sufficiently evinced the feelings of their hearts.

The Attorney-General desired they might understand they were acquitted, not from any difficulty to prove their guilt, but from the clemency of the Crown; which he hoped, would have a proper effect on their future conduct.—They all expressed their thanks in becoming language, and retired.

The seven unfortunate men who had been convicted, William Cudell, alias Connell, Cornelius Parker, John Tweedle, alias Twoddel, John Quilly, John Smith, George Armstrong, and Samuel M'Faulstich, were then put to the bar.

Mr. Knapp, clerk of the court, having read the conviction of each, he asked them what they had to say, why judgment of death should not be passed upon them.

Candell made no reply, but bowed respectfully to the court.—Parker fell on his knees, and, with a look of despair, regarded his interrogator, but did not utter a syllable.—Tweedle also fell on his knees, and was silent.—Quigley expressed his sincere repentance for his past errors, and, in a tone of voice, rendered almost inaudible by grief, vowed, if he was permitted, that he would fight for his King and Country as long as there was a throb in his heart, or a drop of blood in his body.—John Smith, George Armstrong, and Samuel M'Farlane, all fell on their knees, and begged for mercy.

Baron M'Donald then proceeded to pass sentence, in words to the following effect: "The scene passing here, is one which I least expected Great Britain would ever see. Scarcely a session of parliament passes, that we do not find the conduct of the British navy spoken of in terms of high eulogium, and thanks voted to them for their unparalleled bravery. Nay, scarcely a week passes, that our public prints do not teem with some new instances of gallantry, some farther laurels reaped by our naval forces. How unexpected then do I this day see so many seamen of Great Britain convicted of high treason, of having deserted their King and Country, and of having entered into the service of the enemy.—You (naming the prisoners), who have been convicted of this heinous offence, after prosecutions conducted not alone with mercy, but with a degree of delicacy which must have created the admiration of every person who witnessed them. To murder a single man is dreadful, as it deprives the state of a subject; but by joining yourselves to the enemy, and thereby anticipating the death of numbers, is dreadful in proportion to the number of lives you might have destroyed. Next to lifting your hand against your Sovereign, your crimes could not have assumed a blacker dye. By your example, you have taught the enemy to believe that they will reap in our service fresh aid, thereby inducing them to press harder, and find in the British navy a nursery for their seamen, and this, under the eye of such meritorious officers as Capt. Lambert, Capt. Curtis, Capt. Willoughby, and Capt. Woolcombe, the former of whom apprized you of your danger, and exhorted you not to forget your duty. Under these circumstances it now only remains for me to pass that sentence upon you which the law dictates, a duty which, as I am now growing old, I did hope to escape; but which, painful as it is, I am bound to perform. It is, that you, and each of you, be taken to the place from whence you came, and from thence be drawn on a hurdle, to the place of execution, where you shall be hanged by the neck, but not till you are dead; that you be severally taken down, while yet alive, and your bowels be taken out, and burnt before your faces. That your heads be then cut off, and your bodies cut in four quarters, to be at the King's disposal.

The prisoners heard the awful sentence with becoming fortitude; and were then, after crying for mercy, re-conducted to their cells.

The court then adjourned to the 30th of April.

NAVAL HISTORY OF THE PRESENT YEAR, 1817.

(January—February.)

RETROSPECTIVE AND MISCELLANEOUS.

THE Regency Restrictions expired on Tuesday, the 18th of February. The ministerial changes, in consequence of this event, have, as yet, been but few. Indeed, very little is, with certainty, known, excepting that Mr. Perceval retains his post, as Premier; that the Marquis Wellesley has resigned the seals of office, not choosing, as it is said, to act *under* Mr. Perceval; and that Lord Castlereagh is to succeed the Marquis Wellesley, as Secretary of State for the Foreign Department. Whether Mr. Yorke retires from the Admiralty is not yet known.

A few days before the expiration of the Restrictions, his Royal Highness the Prince Regent, through the medium of the Duke of York, made a communication of his sentiments and wishes to the Lords Grey and Grenville. The Regent's letter unequivocally pronounces his Royal Highness's approbation of the war system which has hitherto been pursued in the Peninsula, and expresses his conviction, that perseverance alone can achieve the desired object. His Royal Highness's wishes were, that some of those persons, with whom the early habits of his life were formed, would strengthen his hands, and form a *part* of his government. The Noble Lords, to whom this wish was intimated, expressly declared, in answer, that their differences of opinion, on public measures, with the persons constituting the present Government, were too many, and too important, to admit of an *union* with them; those differences embracing almost all the leading features of the present policy of the Empire.

If the ministerial prints are entitled to credit, the subject of Catholic Emancipation is to be very strangely disposed of. It is, we are told, no longer to be considered as a cabinet question, but as an open one, on which members may vote according to their judgment; no influence of the crown, or of the cabinet, to be exerted either one way or the other. Another version of this amusing story is, that the *indulgence* of voting according to their inclinations, is to be extended only to the *new* members of the cabinet!

A war between France and Russia still seems to be fully expected on the continent.—Great activity is said to prevail in the Russian dock-yards, in building and equipping vessels of war—several Ukases have been published for the transport of carpenters and their families from the interior of the empire; a ship of the line, and a 50-gun frigate were launched at Nostolajev in December.

The French have seized upon the provinces of Swedish Pomerania; Buonaparte and Bernadotte are understood to be decidedly at variance; and, according to report, proposals for peace, between Great Britain and Sweden, have been formally made by the Swedish Government.

Despatches, of a very gratifying nature, have been received from Lord Wm. Bentinck, the British minister at the court of Palermo. They announce, that a total change has taken place in the government of Sicily; the King having abdicated his throne in favour of the Hereditary Prince, who has been appointed Regent, with the title of Vicar General. Certain noblemen, who had been exiled for protesting against an unpopular tax, have been recalled, and the tax has been repealed. Lord Bentinck is to have the command in chief of the Sicilian army, with a seat in the cabinet; and a British garrison is to be admitted into Palermo. It is reported also, that, previously to the abdication of the King, his Majesty issued a proclamation, forbidding his subjects from holding any correspondence with the Queen, on pain of death.

* * * The reader is requested to correct the following *errata*, at pages 36 and 37 :—

Page 36, line 12 from the top, for *Laxone Bay*, read *Sagone Bay*.—The three French ships, burnt by Capt. Barrie, are improperly designated frigates. *la Nourra*, and *la Baraffe*, were of the tonnage of frigates; but they were not completely equipped for war, and the third ship was a merchantman.—*vide* N. C. XXVI. 78.

Line 32, *del* His Majesty's ship *Tim* lost in *Cancalle bay*.

Page 37, line 10 *del* the account of the loss of *H. M. S. Barham*.

At page 35, under the date of March 13, should have been recorded, Capt. Hoste's celebrated action off *Lissa*.

Imperial Parliament.

HOUSE OF COMMONS, TUESDAY, JAN. 31.

MR. BROUGHTAM rose to call the attention of the House to a question, which was, simply, whether the Crown had the power to use certain enormous sums of money, without assent from Parliament, or even without its privity. The leading points of assiduation were, the revenues from the duchies of Cornwall and Lancaster, the 4½ per cent. the excess of the Scotch revenue, and the *droits* of Admiralty. When there is a Duke of Cornwall, the revenue arising from that duchy is severed from the crown; but when there is no such duke, that property is vested in the crown. Upon the most moderate calculation, he could not rate that revenue at less than 13,000*l.* a year. As to the 4½ per cent. derived from Barbadoes and the Leeward Islands, in 1803, that revenue was 35,000*l.* how it had fallen off from 65,000*l.* a year, which it was at first, he could not pretend to say. The amount of the excess of the Scotch Revenue, he stated to be 86,000*l.* a year; and, allowing but 60,000*l.* a year for the revenue of the duchy of Lancaster, the crown was in the annual receipt of 186,000*l.* which enormous revenue was vested solely and exclusively in the *Moffat*. The last great capital, the peculiar object of his present motion, was that which was under the name of the *droits* of the King, by Lord High Admiral of England. The fund arising from these alleged *droits* was vested in the crown, because for the last century the station of Lord High Admiral was

not conferred away from it. All sums arising from wreck and goods of pirates helped to swell this fund; but the great bulk of it arose from prizes. All ships detained previously to a declaration of war; all coming into port from ignorance of hostilities between this and other countries; all taken before the issuing of proclamation, and those taken by non-commissioned captains, were sold; and the profits arising from their sequestration composed what was vulgarly called the *drifts of Admiralty*. It appeared, by the returns laid before the House on the 30th of May, 1810, that a sum of 334,000*l.* was paid by the Registrar of the Court of Admiralty into the Bank of England, as nett proceeds of prizes. This sum was received by an officer appointed by the crown, and paid, for the crown, into a place chosen solely according to the will and pleasure of the crown. Before that, this fund amounted to upwards of seven millions, and it might be now taken in the aggregate at eight millions. Here, then, was an annual permanent revenue of 186,000*l.*, and a capital of eight millions, said to be vested of right in the crown; and the question for Parliament to try was, whether *in law* it was so vested, and, if so, whether, consistent with the safety of the Constitution, it was proper the law should remain so any longer. Those who maintained the affirmative would have no very ordinary task to encounter, as if they maintained any thing, they must argue that funds may arise from the mere act of the crown itself; that the crown at its good pleasure may lavish those monies for any purpose, mischievous or meritorious; that by the law and the constitution of England, the crown has supplies over which the Parliament of the people has no control. If so, there was an end to the use and intent of Parliaments,—the great privilege of refusing the supplies, in case the crown refused to redress the wrongs or grievances of its people, was a mere splendid name,—it was nothing but an exquisite machinery for the minister of the crown to come down to that House, and ask for any supply, when the crown had, independently of Parliament, funds infinitely superior to what it was in the power of Parliament to grant. He was not about to dispute the general proposition, that “*all prizes vested in the Crown*,” although the *dictum* of a very highly-esteemed and learned Judge, in a late celebrated case, that “*all prize was the creature of the Crown*,” might not, perhaps, be borne out, particularly, by the antiquity of the doctrine. In the statute of Edward II named *prærogative Regis*, prize was declared to be of the droits of the King: but in the 2d of Richard III, where prizes were mentioned, they were declared partly to belong to the captors. This doctrine was also held in common by Lord Chief Justice Hale. Leaving, however, the general question aside, it remained to ask, “*what was the usage in earlier times as to the appropriation of these drifts*?” Lord Coke, in his fourth institute, laid it down, that tonnage and poundage were specifically intended for our safeguard at sea; and he added, that the sums appertaining to the Lord High Admiral were intended for the same purpose. In one of the archives of the Tower, it was to be seen, that at one time the duties of Lord High Admiral were undertaken by a company of private adventurers; and from the 7th and 9th of Henry IV, it was to be seen, that a company of merchants had the right of appointing the Lord High Admiral. Even in that reign of prerogative it was held, that all the natural profits arising from captures at sea, and the profits of letters of marque, ought to be applicable to the guarding and protecting our interests at sea. After adducing a variety of authorities in support of this opinion, the Hon Gentleman adverted to the proportion which it was always well known existed between the parliamentary grants and the revenue of the crown, previously to the resolution of 1638. Before that period, the expenses of war were not regularly supplied by Parliament, but generally by the crown, and from those very funds which it was now contended were the private

property of the King. A material change, however, since had been taking place, and was now nearly completed. The country bore all the expenses of war. There was no longer any drain on the revenue of the crown, or on any of the branches of the prerogative; and if the country now supplied the means of war, instead of the King, was it not right that it should stand in all respects in the place of the King? Was it not right that it should instead of him the profits of the war, be in other words, these very droits d'indemnité? That was the opinion of this great authority, Lord Mansfield, was evident from the case of *Mackenzie v. Holliday*; but he would go still further, and would appeal to the authority of magna charta itself. Though that act vested the funds for the single civil administration in the crown, yet it specified their application to public purposes. The next argument used by the Hon. Gentleman, was drawn from the fact of Parliament having, at various times in our history, interfered with the prerogative of the crown, when that prerogative thrust into abuse. After adducing several historical proofs of this, he observed, that, as recently as in the instance of the Dutch commissions, the proceeds were ordered to be received, not by a receiver appointed by the crown, but by the Bank of England. The principle of interference between the crown and the land was thus recognised and established. The next particular was the manner of issuing monies from those funds, on the part of the crown. It appeared, that the Receiver-General at the Admiralty Court received the proceeds from the receivers in the colonies; and that all the sums in his possession, whether received here or from abroad, were lodged by him in the Bank of England. One thing was certain, that from whomsoever, or to whomsoever, they came, they never went into the Exchequer, — that they did not afterwards issue from thence, but were taken out of the Bank of England, on the authority, not of the privy seal, but of a warrant under the sign-manual only. There was no responsibility whatever incurred, either by the person who received them, or he who issued them; and he believed, too, that there was not, even at the Treasury, any account of the receipts or outgoings of this fund. That this manner of issue was unconstitutional, he conceived there was very little difficulty to prove. Lord Coke, in his second institute, held, that all warrants for the disposal of the public treasure, by sign manual, were illegal and of no effect, and that the King had no right to issue by his sign-manual, except from funds arising out of his own chattels. This opinion was borne out by the authorities of Lord Somers, Lord Clarendon, and others.

Mr. Brougham desired the House would duly consider what an amazing power would be left in the hands of the crown, if those droits which were now claimed as its right were suffered to remain at its disposal, without the control or intervention of parliament. It would give to the crown a real interest in making war; it would give also a further interest in going to war in the worst way when there was no occasion for it; and without that notice, which had always, till very lately, been deemed necessary. This had been most fully and forcibly proved by the Dutch war, in the reign of Charles II. which was really and truly a general war of plunder. It even extended to Copenhagen in the Spanish intrigue, a war of pillage and plunder was undertaken for the purpose of intercepting the Smyrna fleet, which was of immense value, for the purpose of putting money into the pockets of the reigning monarch, as it would be considered a droit of the Admiralty. Allowing, that his present Majesty's ministers, or favorites are able to succeed in such a project, the House ought to be extremely careful how they get in their hands funds in such an immense amount. While any naval or military officer of high character and gallant achievements has deserved so well of the country as to be rewarded with a pension, as in the case of Lord Anson, and others, a measure was readily advised, recommending the same

to the House; and the House with that liberality which has characterised it, always complied. But when a minion or parasite of the crown, or of ministers, who possesses no merit, but is perhaps notorious for his demerit, is to be rewarded, he will be quartered on the funds of the Admiralty, or the four and an-half per cent. fund, which might very fairly be termed the job fund, as that can be done under the high-hand, without ever being brought under the cognizance of parliament. When his present Majesty came to the throne, the civil list granted to him was 800,000*l.* but it had since been found necessary to increase it; and for all the charges occasioned, it had been increased, virtually, 200,000*l.* a year, over and above that original sum; besides which, half a million had been received by the crown from the Duchy of Cornwall; and a very considerable sum from the Scotch fund: from 1769 to 1802, the sum was 2,500,000*l.* and, last of all, in 1802, there was 300,000*l.* making altogether between three and four millions; notwithstanding which, the increase of the annual debt is still going on till it amounts, at present, to 124,000*l.* and although, after paying the debts four or five times, it now appears that the sum of 760,000*l.* over and above what parliament had granted for that purpose, had been paid in discharge of the debts of the civil list, from the profits of Admiralty. In 1799 and 1800, the King appeared to have made purchases to a great amount. An Act of Parliament was brought in by Mr. Pitt, for the purpose, the preamble of which states, that the King, out of his privy-purse, and other funds, had made purchases of freehold and copyhold lands. The statute of Anne says, that all lands held by the crown shall be inalienable for more than 35 years, or three lives; but by these statutes of 39 and 40 of the King, all his purchases are made private property. It was needless for him to tell his Hon. and learned friend (the Attorney General), that by the statute of Anne, purchases by the crown, by any monies arising out of funds granted since the King came to the possession of it, shall be crown lands; and from this it appeared, that the droits of Admiralty and other funds had been applied in a way they ought not to have been. With respect to the Royal Family; it appeared that, in the course of six months, grants had been made to different branches of it, to the amount of 146,000*l.* It was as an advocate of the crown, he said, that he made these statements. He would wish to see the King receive the revenue established by Parliament in an open way, and not have him receive it as a land job, nor as the more exceptionable one of a Buccaneer. He then adverted to the grant to Sir Home Popham, which was a very large sum. There was also a sum of 7,000*l.* to a reverend gentleman of the name of Daniels, for information respecting illegal captures. There was another grant to a person for expenses of legal prosecution, which he deemed a very unjust one. One other great item, and the last with which he should then trouble the House, was the expenses paid to the captors who had brought in vessels which have been released by the Courts of Admiralty, and for the wrongful detention of which, the officers capturing the same, had been charged with heavy costs. One officer received a sum of 38,000*l.* If officers who have detained vessels improperly should have such heavy costs awarded against them by the Courts of Admiralty as to almost ruin them, was it fit they should be remunerated in any other manner than by Parliament, where the matter might be fairly investigated. Mr. Brougham now read his motion, in substance, as follows:

“That the possession of any part of the national fund by the crown, which is not subject to the control of Parliament, is contrary to the spirit of the Constitution, liable to the greatest abuses, and extremely dangerous to the public welfare. That all the funds arising from wrecks, prizes, or vessels, captured before the commencement of hostilities by a declaration of war, should, like every other part of the revenue, be subject to the con-

of Parliament. That from the year 1758, to the year 1811, the droits of Admiralty from their private captures had amounted to upwards of seven millions sterling. A portion of this sum had been accounted for at the Treasury, and placed under the charge and disposal of Parliament.

Mr. Broun moved the motion.

Mr. Cochrane said, that as to the prerogative of the crown being abused, and the management of a war chiefly for the purpose of raising some money to the crown under the claim of droits of the Admiralty, the supposition appeared to him highly improbable, and the danger insubstantial. As to the business of Copenhagen, he believed that nothing had been reserved for the crown under the head of droits of Admiralty; and the Spanish frigates had since been employed in protecting the Spanish trade. As to the charge of this fund having been abused to the purpose of secret favour, and jobs, he believed that only one case had been cited which bore the least appearance of this secret favour, and that was the case of Sir Home Popham. There was no reason, however, to suppose that the motive of the grant was secret favour, or that it had proceeded from any other cause, but the sense which was entertained by the government of the justice of that officer's claims. He by no means wished to undertake the principle of the necessity of the crown being dependent on Parliament for its income; but until some new arrangement was made (which in case of the demise of the crown, and the succession of the Prince to the throne must necessarily be made) he thought it the best way to supply the necessary deficiency of the civil list out of this fund.

The Attorney-General thought, that as those sums had been always, since his Majesty's accession to the throne, part of his legal income, there could be no question of taking it away from him now, unless some very gross misapplication of those funds could be proved.

Mr. Stephen would not contend against the general principle, that the crown should hold its revenues accountable to, and under the control of Parliament; but he was ready to admit that it would be wrong to apply the fund arising from these droits to any other but public services, and for the purpose of easing the burdens of the people. There was one thing very unfair, which pervaded the whole speech of the Learned Gentleman, and that was, his constantly stating it as a net fund of above eight millions, at the sole and arbitrary disposal of the crown. Now it appeared from the papers on the table, that no less a sum than 2,000,000*l.* making, in fact, about a moiety of the whole, had been appropriated to important public purposes. First, there had been paid out of it to Captors, a sum of 2,900,000*l.* and he would ask, was it not fair that those gallant officers and men who had risked their lives in making such captures, should be remunerated for the danger they had undergone? Further, there was a payment out of the fund, of 1,000,000*l.* to neutrals, for the losses they had sustained by such captures, and whose claims had been sustained in the courts of Admiralty. There were also 170 suits and charges to the amount of 300,000*l.* and if these charges were uniformly paid by the private captor, it was equally proper that they should be paid by the crown. Again, under the head of special services, there was a sum paid out of the fund of 450,000*l.* and the Learned Gentleman had only thought proper to advert to one or two of the items as exceptions. To some of them, however, the Learned Gentleman objected, as being payments to defray the costs incurred by military captures; and he asked, was it to be endured, that an infamous captor should not smart for his misconduct as a warning to himself and others in future? But he would appeal to the House;

if many cases might not occur, in which it would be the greatest possible hardship not to exonerate a captor from the costs attending a decision against him. He would only mention one instance, in which some vessels, carrying ship-timber for the enemy, were to all appearance so completely covered and protected as neutrals, that, in the Admiralty Court, the captors of them must have been condemned in the most ruinous costs, had not private information been obtained from another quarter, that the timber was destined for the enemy. The truth was, it would have been absolute ruin to many gallant officers, to have left them saddled with the costs of captures that have been pronounced illegal though made by them in the discharge of what they thought to be their duty: and these brave men, instead of carrying the fame of the British navy into all parts of the world, would have been left to waste their lives in a prison but for this power of remunerating them out of the droits of Admiralty. This, therefore, he would contend was a most wholesome application of the fund in question. There was one item of appropriation which well deserved attention; and that was, a sum of not less than 900,000*l.* applied at different times to various departments of the public service, such as the ordnance, &c. There had been also a sum of not less than 343,000*l.* granted to Lords Cathcart and Gambier, as prize money for the troops engaged in the Copenhagen expedition.

Captain *Herbert* supported, and Mr. *Rose* opposed the motion.

The *Chancellor of the Exchequer* was astonished to hear so much about these 8,000,000 making Parliament useless, and giving power to the crown to carry on war without the aid of that House. He was surprised to hear that because droits were not mentioned in certain law books, they therefore did not belong to the crown. They were clearly in the prerogative of the crown, for the King could constitute a lord high-admiral; and, in that case, the droits would go into the hands of the grantee. All subjects of prize were in the crown, and there was no pretence for supposing any distinction between them. There was no instance, from Queen Anne downwards, in which the power of a proclamation of war by the crown was not acknowledged by Parliament. No statute was necessary. The regulations of the Prize Acts were matters independent of the question of the prerogative. To whom did the droits belong, if they belonged not to the crown? To whom before the Civil List Acts were passed? To the King only, distributable, like all the other branches of the crown revenue. The Civil List Acts never took them from the crown. The Civil List Act left certain parts of the revenue of the crown: among others, the droits. They legally belonged to the crown. As to the propriety of this, there was a kind of bargain at passing the Civil List Act. Parliament voted an extended Civil List establishment, and the crown surrendered part of its revenues. When Parliament entered into this bargain, there were droits of some size: amounting to 6 or 700,000*l.* which were afterwards given up; as, since then a million from the Dutch, and 900,000*l.* from the Spanish, had been granted. But, were there no expenses to deduct, no restorations to claimants? The case of the Dutch Commissioners formed no parliamentary ground. It was not war that caused that commission, it was to protect the Dutch for their own sakes. After war had been declared, this property vested in the crown; and, on a question of insurance, it was decided that the right lay in the agents of the crown, as owner of the prizes. It had been said, that government might go to war with America in order to accumulate droits: but a minister who should do so would be responsible to Parliament? So far, however, from any such motive, operating on ministers in the measures against Copenhagen; he stated, that every farthing taken before hostilities were declared, had been granted to the captors. The

alteration suggested, was merely to make that distant, which was proposed to be immediate; and he hoped the House would find no hesitation in giving their votes.

Sir Francis Burdett supported the motion,

Mr. Tierney proposed an amendment, in substance, that the House were deeply impressed with the unprecedented accumulation of the droits of Admiralty, during the last 20 years, and thought an inquiry necessary into the application of the same. If he succeeded in this, he should move for an address to the Prince Regent, to lay before the House an account of the expenditure from 1810 till 1812; and that such an account should be laid before Parliament every succeeding session, within ten days of its opening.

Letters on Service,

Copied, verbatim, from the LONDON GAZETTE.

ADMIRALTY-OFFICE, JANUARY 25, 1812.

Copy of a Letter from Captain Griffiths, of H.M.S. Leonidas, addressed to Vice admiral Thornbrough, and transmitted to John Wilson Croker, Esq.

SIR,

Leonidas, at Sea, Jan. 17, 1812.

THIS morning, at day-light, we fell in with a schooner privateer, to whom we gave chase; our presence saving two merchant vessels then at hand. The very variable and unsettled weather rendering our catching her a doubtful point, I was glad, at half-past two P. M. to observe a ship crossing her track. It proved H. M. sloop Dasher, to whom she surrendered at half-past four. Her name, the *Confiance*, of fourteen guns (thrown overboard in the chase), and sixty-eight men, nine days from Saint Maloes, and had taken nothing.

I have the honour to be, &c.

A. JNO. GRIFFITHS, Captain

*Edward Thornbrough, Esq. Vice-admiral
of the Red, &c.*

JANUARY 28.

Vice-admiral Sir Edward Pellew has transmitted to John Wilson Croker, Esq a letter from Captain Pringle, of H. M. sloop Sparrowhawk, giving an account of his having, on the 6th of November, captured off Malaga, *Pluvincible* French privateer, having on board two nine-pounders, and thirty-three men.

FEBRUARY 4.

Copy of a Letter from Captain Rowley, of H. M. S. Eagle, addressed to Rear-admiral Freemantle, and transmitted by Vice-admiral Sir Edward Pellew, to John Wilson Croker, Esq.

SIR,

The Eagle, off Brendis, Nov. 28, 1811.

I have to acquaint you, for the information of the commander-in-chief, that at 9 A. M. on the 27th instant, H. M. S. under my command made sail towards three vessels in the north-west quarter, Fano bearing S. E. distant four leagues, and that after a chase of ten hours and a half, she captured *la Gorceyre*, French frigate, commanded by Monsieur ~~de~~, lieutenant

de vaisseau, pierced for forty guns, but mounting only twenty-six eighteenes on the main-deck, and two six-pounders on the quarter-deck, with a complement of one hundred and seventy seamen, and one hundred and thirty soldiers, laden with three hundred tons of wheat, and a quantity of military and other stores, bound to Corfu from Trieste, which port she left on the 13th of November, in company with the Uranie frigate, of forty guns, and Scemplone brig of fourteen, both likewise laden with wheat and stores.

The Scemplone separated early in the chase, and the Uranie, I have to regret, effected her escape by superiority of sailing, aided to the darkness of the night, and badness of the weather, as well as from the captain of the Corceyre having carried away his fore-top-mast by press of wind, and not surrendering till his fore-top-yard was shot away, and otherwise much disabled by returning our fire for a few minutes, which obliged me to stay by him to prevent his going ashore near Brindis, into which port I imagine the Uranie succeeded in getting, as we were within a mile and a half of it this morning at two o'clock, with the wind on shore blowing strong.

I have great pleasure in adding, that nobody was hurt belonging to this ship, and that only three were killed, and six or seven wounded, belonging to the Corceyre; amongst the latter, the captain slightly.

I have the honour to be, &c.

C. ROWLEY, Captain.

Rear-admiral Eycemattle, &c.

Rear-admiral Foley has transmitted to John Wilson Croker, Esq. a letter from Captain Anderson, of H. M. sloop Rinaldo, stating that one of the enemy's gun brigs had been run on shore near Waldam, and that on his sending the boats of the sloop, to destroy her, she was found on the beach totally unserviceable.

LETTER ON SERVICE.

(Now first published.)

For the subjoined letter on service, we are indebted to Colonel Oliver, commander-in-chief at the Molatta Isles. The letter of Captain Mounsell, to which it refers, will be found at page 511 of the preceding volume.

15 1811

Illustration, off the Coast of Java,

31st July, 1811.

SIR,

I have to acknowledge the receipt of a copy of your letter of this date, addressed to Captain Sayer, of H. M. S. Led-y, detailing an account of the capture of five, and destruction of one, of the enemy's gun-boats, off the mouth of Indramay River, in the boats of H. M. sloop Procris, under your command.

I cannot too highly applaud the meritorious conduct of yourself, officers, petty officers, seamen, and soldiers, employed in this gallant attack, and beg you will express to them the sense I entertain of their zeal and meritorious conduct, as well displayed on this occasion. I shall have great pleasure in laying the same before the Lords Commissioners of the Admiralty, by the earliest opportunity, and request you will accept my best thanks for the skill and ability you have so fully evinced, in leading your boats to the attack, in person.

I am, Sir, yours, &c.

W. R. BROUGHTON, Commodore.

To Cap:

Mounsell, H. M. S. Procris:

Promotions and Appointments.

Admirals and Captains appointed:

The Right Hon. Lord Keith is appointed to succeed the late Sir Charles Cotton, Bart. as commander-in-chief of the Channel Fleet.

Rear-admirals Lord Amelius Beauclerk and Manley Dixon are to hoist their flags, respectively, in the Duncan and the Montagu (*vide* page 88), and Rear-admiral P. C. Durham is to remove his flag from the Hannibal to the Christian VII.

Captains:—William Bissett, to the *Savage*; Thomas Parker, to the *Sarpedon*; Sir W. G. Parker, Bart. to the *Rinaldo*; T. L. P. Langhorne, to the *Alert*; Henry Baggh, to the *Vulture*; Thomas T. C. Mainwaring, to the *Royal George*; James H. Garrety, to the *Parthian*; A. Baldwin, to the *Tyrian*; Thomas S. Grove (2), to the *Prince Frederick*; Robert Lloyd, to the *Plantagenet*; Francis William Fane, to the *Pomone*; Thomas Fellowes, to the *Fawn*; Thomas Alexander, to the *Devastation*; James Gifford, to the *Sheldrake*; J. W. Spranger, to the *Asia*; Robert Plumpin, to the *Ocean*; Robert Lambert, to the *Duncan*; H. M. Ommanney, to the *Vigo*; T. G. Shortland, to the *Hannibal*; William Gregory, to the *Electra*; William King, to the *Cossack*; T. White (2), *pro tempore*, to the *Antelope*; ——— Tomkinson, to the *Musquito*; Hon. ——— Maude, to the *Nemesis* (*ex flute*); ——— Baldwin, to the *Trojan*; ——— Browne, to the *Christian VII.*; D. Duau, (acting), to the *Bacchante*; ——— Blamey, to the *Comet* (registered a post-ship); ——— Trollope, to the *Griffon*; ——— Burgoyne, to the *Port Mahon*; J. W. Dundas, to the *Venerable*, *pro tempore*; ——— Fisher, to the *Star*.

Captains J. Tancock, J. P. Stewart, William Shephard, F. V. Hatton, J. B. Bingham (late of the *Little Belt*), Hon. ——— Crofton, ——— Anderson, ——— Price, B. Reynolds (son of the late Admiral Reynolds), and ——— Bell, to the rank of post captains.

Captain S. Ballard, to the office of paying commissioner at Portsmouth.

Captain Baillie, R. M. to the *Royal George*; Captain Boys, R. M. to the *Téméraire*.

Lieutenant-colonel Davey, R. M. is appointed lieutenant-governor of Van Diemen's Land, *vice* Colonel Collins, deceased.

Lieutenant-colonel Lambrecht, to be inspecting field-officer in London, *vice* Major-general Sir John Douglas; and Major Richard Lee, to be inspecting field-officer at Manchester, *vice* Colonel Cole.

Charles Northcote, Esq. one of the senior clerks in the Ticket Office (Navy Office), is appointed naval officer at Bombay.

Lieutenants, &c. appointed.

John Thomas Shortland, to the *Barham*; A. Duncan, to the *Alert*; John Reynolds, to the *Nimble*; S. E. Marshall, to the *Naiyar*; Edward Andrews (2), to the *Comet*; Job Hammer, to the *Sparrow*; Thomas Smith (3), to the *Venerable*; Henry Stanhope, to the *Prince of Wales*; Robert H. Barclay, to the *Iphigenia*; Thomas Morgan, to the *Pompee*; John Rollard, to the *Mercurius*; Loftus Lowcay, to the *Vautour*; John Roach, to the *Abercromby*; George Brown, to the *Irresistible*; Edward C. Ward, to the *Melampus*; Charles James

Griffo, to the Volage; Robert S. Bayly, to the Helicon; James Little (1), to the Partridge; William Knight, to the Calliope; James Ormond, to the Royalist; P. Fitzgibbon, to the Royal Sovereign; John Moberly, to the Iphigenia; William Stopford, to the Fawn; H. A. Eliot and Thomas Crawford, to the Pythias; J. Dade, to the Mercurius; Charles Bretts, to the Fawn; William Lambert, to the Conquestadore; Charles S. Ricketts, to the Sparrow; William Hutchinson (2), to the Pigmy C.; Thomas Bennett, to the Crescent; William Cobbe, to ditto; John Nosworthy, to the Baver; William Rudall, to the Oberon; Benjamin Baynton, to the North Star; Nicholas Colthurst, to the Sceptre; Roger Woolcombe, to the Courageux; James M' Dowall, to the Asia; John T. Young, to ditto; Richard Vidal, to ditto; William Malone (2), to the Osprey; Thomas Lovell, to ditto; George Morrison, to the Cherokee; Thomas Evans (2), to the Alonzo; Thomas Drane, to the Regular; William John Innes, to the Queen; H. J. Smith, to the Elephant; Benjamin Moorehouse, to the Favourite; Thomas Williams (2), Andrew Mott, Gordon Stewart, and George Argles, to the Duncan; James Wood (2), F. Dickenson, and W. B. Hawkshaw, to the Vigo; John W. Smith, to the Asia; John Bulford, to the Royal Sovereign; A. Morrell, Robert Foster, and S. J. Spargo, to the Asia; John Hawkins (1), and John Knapman, to the Electra; Samuel Bromley, to the Briseis; Robert Patty, to the Mercurius; John Anderson, to the Poitiers; Thomas England, to the Flamer G.B.; R. W. Simmonds, to the Attack G.B.; Michael Tittou, to the Cricket G.B.; W. E. Wright, to the Royal Oak; Thomas B. Bell, to the Woodlark; Ralph B. Borough, to the Norge; Nicholas Hodge, to the Regular; Sir J. G. Sinclair, Bart. to the Diana; William Martin, to the Calliope; Richard Copeland, to the Cygnet; James Fitzpatrick (2), to the Vulture; Walter Windeyer, to command the Olympia cutter; ——— King, to command the Centinel; ——— Leaver, to command the Ceres (sloop ship); ——— May, to the Orion; ——— Day, to the Impetueux; ——— Mac Kinnon, to the Vulture; ——— Sandford, and ——— Love, to the Rosamond; ——— Symonds; W. Dawes, ——— Arbuthnot, and ——— Moffat, to the Christian VII.; ——— Sartorius, to be acting commander of the Minstrel; ——— Hurd, ——— Chapman, ——— Benifant, ——— Pickmore, and ——— Holt, to the Royal George; ——— Prince, to the Rodney; ——— Richardson, to the America; ——— Phipps, to the Temeraire; Lord Algernon Percy, to the Trident, and thence to be removed to the Caledonia; ——— Dobree, to the Victory; ——— Evans, to the Alonzo; ——— Baynton, to the North Star; ——— Luke, to the Christian VII.; ——— Roberts, and ——— Stone, to the Jasper; ——— Innes, to the Queen; Hugh Montgomery, to the Vengeur; George Goose, to the Metcurius; ——— M'Donald, to the Warrior; James Crosby, to the Bulwark; John M'Kindy, to the Prince of Wales; Robert Dunn, to the Primrose; Thomas Boardman, to the Bulwark; S. Donovan, to the Melpomene; T. Bourcier, to the Ferret; P. Dutton, and G. T. Scobell, to the Christian VII.; ——— Riddle, to the Orion; ——— Gausell, to the St. Domingo; John Ross, and ——— Forbes, to the Victory; E. Lewis, to the Christian VII.; A. Simkin, to the Muros; G. Bally, to the Vigo; P. H. Douglas, B. Gardiner, and E. Stewart, to the Hannibal; W. E. Wright, and R. H. Rohely, to the Royal Oak; ——— Simmonds, to command the Acute; ——— Lowry, and W. J. S. Clark, to the Cumberland; T. Stone (2), to the Jasper; E. S. Ward, to the Pique; R. Creyke, S. Roberts, and R. Streatfield, to the Impregnable;

~~Benige~~, — Tyler, J. Wemyss, and — Hewitt, agent for prisoners of war, to the rank of master and commander.

Messrs. Popham, Jones, and Star, midshipmen, are promoted to the rank of lieutenants.

Lieutenant Oxley, R.N. is appointed surveyor-general of lands in New South Wales.

Lieutenant and Quarter-master Little is appointed to the Plymouth division of royal marines; and Brevet Captain T. Moore is appointed quarter-master at Woolwich, *vice* Little.

Lieutenant Hunt, R.M. to the *Undaunted*; and Lieutenant Bury, R.M. to the *Temeraire*.

Mr. George Miller, to be secretary to Lord Amelius Beauclerc.

Mr. Russell, of the dock-yard at Portsmouth, to superintend the building of a sloop of war at Redbridge.

Chaplains:—The Rev. — Wall, to the *Centaur*; the Rev. C. Burne, to the *Temeraire*.

Pursers.—J. S. Hulbert, to the *Renown*; J. Bakie, to the *Intrepid*; D. Sparshott, to the *Conqueror*; J. Wilcox, to the *Fisgard*; W. Hemmiwood, to the *Fly sloop*; James Purvis, to the *Asia*; James Wilkinson, to the *Scarborough*; — Gawler, to the *Kron Princessen*; John Taylor, to the *Inconstant*; I. Surlen, to the *Phœbe*; J. Brownley, to the *Success*; J. Brown, to the *Boscawen*; T. Williams, to the *Heron*; B. Fenn, to the *Vulture*; J. Shea, to the *Russell*; — Pinwill, to the *Cornwall*; — Tireman, to the *Hercules*; R. Durry, to the *Vengur*.

Masters appointed.

Thomas Curtis, to the *Dannemark*; R. A. Bryden, to the *Sprightly*; Jos. Stooks, to the *Rose*; Sampson Giles, to the *Cormorant*; T. Jones, to the *Duncan*; H. Lanyon, to the *Horatio*; H. Hornet, to the *Calypso*; Thomas Clifton, to the *Barham*; F. Ruckert, to the *Asia*; H. Talbot, to the *Helder*; John Miller, to the *Crescent*; A. Lovie, to the *Nemesis*; J. Livingstone, to the *Griffon*; William Bryden, to the *Queen*; G. Burn, to the *Poictiers*; Richard Nixon, to the *Christian VII.*; W. Williams, to the *Latona*; John Watson, to the *Hannibal*; John Bates, to the *Impregnable*; W. Mansfield, to the *Jasper*; George Dunn, to the *Elizabeth*; Thomas Jay, to the *Iphigenia*; Thomas Hood, to the *Muros*; E. Oliver, to the *Spitfire*; W. Fothergill, to the *Courageux*; William Amey, to the *Hannibal*; R. C. Pynn, to the *Pomone*; J. Cleung, to the *Alert*; J. Stanning, to the *Tremendous*; John Andrews, to the *Ocean*; Alexander Watson, to the *Britis*; Joseph Acott, to the *Bedford*; J. Hughes, to the *Redpole*.

A List of Midshipmen who have passed for Lieutenants in February.

Sherness.—W. S. Stratford, J. Wood, R. Davis, W. Richards, J. Crisp, W. Rumbold, Charles Phillips, R. Francis, P. Morrison, J. T. Warren, G. F. Wood, J. H. Brown, W. Lawson, C. P. Ladd, B. Williams, J. Britton, A. Whithead, James Shambler, S. Hill, T. H. Crockford, W. Hare.

Portsmouth.—W. D. Matthews, M. Greene, C. Smith, G. Phillips, R. C. M'Crea, J. S. Williams, Jesse Steel, R. B. Hicks, J. Gewis, W. Mathews, G. Brichanan, S. Louc, J. D. Fry, G. Wade, W. Ellery, C. Dickenson, T. Cowan.

Plymouth.—Thomas Patton, D. Rathay, James Grigg, John Grant, James Carter, R. Barber, John Munro.

Surgeons, &c. appointed.

John Irvine, to the *Asia*; William Turner, to the *Apollo*; William Hillman, to the *Crescent*; A. Smith, to the *Diligence* S.S.; James M'Ghie, to the *Bustard*; Robert Chambers, to the *Impregnable*; Pearce Creagh, to the *Christian VII.*; Peter Henry John Irvine, to the *Barham*; Joseph M'Leod, to the *Entrepreantle*; J. H. Hamilton, to the *Woodlark*; William Thompson, to the *Hannibal*; Henry Ewing, to the *Royal Oak*; P. Congreave, to the *Savages*; Robert Crowe, to the *Ocean*; James Cunningham, to the *St. Ysidro*; Thomas Robertson, to the *Batavia* H.S.; Dr. Reim, to be surgeon to the division of royal man-of-warines at Plymouth, *vice* Magen, deceased; D. M'Namara, to the *Straton*; William Trail, to the *Nassau* P.S.; Joshua Horwood, to the *Pomone*; James Schaw, to the *Montagu*; John Duke, to the *Rosamond*; G. Galbraith, to the *Nemesis*; N. Poulton, to the *Meteor* bomb; John Stewart, to the *Caroline*; A. Adams, to the *Argentine*; T. P. Davis, to the *Tribune*; — Morgan, to the *Royal George*; — Guthrie, to the *Temeraire*; — Girwan, to the *Rodney*; — Noot, to the *Blake*; — Fowell, to the *Centaur*; — Procter, to the *Imperieuse*.

Assistant-Surgeons, &c. appointed.

M. Capponi, to the *Montagu*; William Simpkins, to the *Royal Sovereign*; G. B. Squire, to the *Ocean*; William Aitken, to the *Abercrombie*; P. Pascoe, to the *Pompée*; Michael Goodsir, to the *Asia*; Thomas Reid, to the *Nonpareil*; Robert Espee, to the *Argo*; H. Ellis, to the *Namur*; J. Bassan, to the *Monmouth*; Robert Dunn, to the *Norga*; James Cowan, to the *Gorgon* H.S.; D. H. Bruce, to the *Steady* G.B.; A. T. Williams, to the *Revenge*; James Stevenson, to the *Namur*; Andrew Tymon, to the *Asia*; W. Guilard, to the *Crescent*; James Scatchard, to the *Christian VII.*; Henry Hall, to the *Dextrous*; James Bellarby, to the *Vigo*; James Simpson, to the *Victory*; William Lutten, to the *Sussex*; Adam Simpson, to the *Phœbe*; George Ring, to the *Armide*; J. M'Gill, to be hospital mate at Haslar; Thomas Thompson, to the *Duncan*; James Scott, to the *Impregnable*; H. Button, to the *Christian VII.*; — M'Ghie, to the *Bustard*; — Burnside, to the *Temeraire*; — Waightman, to the *Ville de Paris*.

BIRTHS.

Feb. 4, at Tamerton, Mrs. Halloran, wife of Lieutenant L. B. Halloran, R.M. of a son.

Feb. 14, at Havant, the lady of Lieutenant Power, R.N. of a son.

Feb. 15, in South Audley-street, the lady of the Hon. Captain George Cadogan, R.N. of a son.

MARRIAGES.

Lately, Dr. D. J. H. Dickson, physician to the Fleet at the Leeward Islands, to Miss Tracey, sister of the late J. S. Tracey, Esq. secretary to Sir Alexander Cochrane.

Lieutenant William Hunt, R.M. to Miss Mitchell, daughter of the late G. Mitchell, Esq.

Mr. H. H. M'Arthur, of Plymouth, to Maria, eldest daughter of Captain King, late governor of New South Wales.

At Christ Church, Surrey, Captain James Ross, of the Hon. E. I. C.'s ship Carmarthen, to Miss Eleanor Goodwin,

In May, 1811, at Canton (China), Mr. James M'Comb, of the ship Triton, of New York, to the beautiful Miss Chi Altangi Hoam, youngest daughter of Altangi Hoam, a mandarin of immense wealth, residing near the English Factory.

Oct. 30, 1811, at Curaçoa, in the West Indies, at the estate of Richard Bateman Lloyd, Esq. Mr. Edward Colley, surgeon, R.N. to Miss Clari-riana Elizabeth Trant, daughter of the late Thomas Trant, Esq. of the county of Cork.

Jan. 15, 1812, Mr. John Martia, purser, R.N. to Miss Eliza-Ann Watson, both of Plymouth Dock.

Jan. 23, at Weymouth, Lieutenant Ellary, R.N. to Miss Arabella Elizabeth Ray Swayne, daughter of the late Walter Swayne, Esq. of Bristol.

Jan. 31, at Ipswich, Mr. Harral, late of Park-street, Islington, to Frances, sister of Mr. E. C. Williams, of H.M.S. Crescent, and only surviving daughter of the late William Langton Williams, Esq. of Greenwich, one of the coroners for the county of Kent.

Same day, William Sison, Esq. to Eliza, eldest daughter of T. Burnett, Esq. storekeeper of H.M.'s dock-yard at Woolwich.

Feb. 4, at St. Martin's in-the-Fields, Captain F. Newcombe, of H.M.S. Wanderer, to Miss Crichton, daughter of the late W. Crichton, Esq. of Craven-street, in the Strand.

Feb. 5, Mr. Bartlett, of his Majesty's Dock-yard, to Miss C. Malone of Portsmouth.

Feb. 11, Mr. John Russell, of Portsmouth Dock-yard, son of Mr. Russell, of Portchester, to Miss Bessant, daughter of Mr. Bessant, of Portsea.

Feb. 18, at Plymouth, Mr. George Burney, gunner, R.N. to Miss Mary Kerr, eldest daughter of Mr. Kerr, of Plymouth, late gunner of H.M.S. Formidable.

OBITUARY.

Lately, the Rev. W. H. Lake, M.A. chaplain to H.M.S. St. George, lost off Jutland, and fellow of Wadham College, Oxford.

Dr. Magin, surgeon R.M. forces at Plymouth.

At Bath, Mrs. Woodis, mother of Admirals Sir Edward Pellew, Bart. and Israel Pellew.

In London, at an advanced age, J. Hunter, Esq. formerly of Portsmouth. He was for many years chief clerk in the Navy office, from which he retired on full pay, on presenting a memorial to his Majesty of his long services, being upwards of sixty years. The honourable situation of governor of the Foundling Hospital was conferred on him for his exertions in recovering a considerable sum of money, which had been

left to that establishment by a seaman who had been an inmate of it. At his death he held the office of vice-president of the establishment.

Found dead in his bed, at Gravesend, John Scate, Esq. who many years filled the office of an inspector of India shipping.

T. S. J. Brisbane, Esq. the third son of his Excellency Sir Charles Brisbane, governor of St. Vincent.

Lieutenant Orton, commander of the *Ceres* slop-ship.

Lieutenant Benjamin Virtue, of H.M.S. *Eagle*. While looking out for the enemy, off Corfu, he was thrown overboard by the mizen-stay-sail-sheet, and drowned.

A son of Captain Carpenter, of H.M.S. *Antelope*, lately fell over the bannister of a well stair-case, forty feet deep, and was killed upon the spot.

Dec. 31, at Halifax, Dr. John Clifford, surgeon of the Naval Hospital at that place. He was an old and valuable officer, and died much lamented.

Jan. 11, Mrs. Caldecott, aged 78, mother of Mrs. Stevenson, of the Royal Naval Hospital at Haslar.

Jan. 20, at Falmouth, Miss Slade, eldest daughter of Captain Slade, of H.M.S. *Experiment*.

Jan. 21, suddenly, Philip Phillips, one of the wardens of the dock gates, Plymouth.

Jan. 22, at the house of her brother, Lieutenant Dewsnap, R.N. Greenwich Hospital, Miss Rebecca Dewsnap, of a fever; and, on that day week, of the same disease, caught in attending her, Miss Ann Dewsnap, her eldest sister.

Jan. 24, Mr. Edward Marshall, quartermaster in Plymouth Dock-yard.

Jan. 29, at the Admiralty, the lady of Admiral Sir J. S. Yorke.

Feb. 9, at Bath, Vice-admiral Lumsdaine. He commanded the *Polyphemus*, on the Cork station, in the early part of the war, and was a very active and successful cruiser; since which he has not been employed.

Feb. 11, at Government-house, Portsmouth (the residence of his step-father, Town-Major Ashmurst), in a decline, Lieutenant George Burrows Hatton, late of H.M.S. *Castilian*, aged 23 years.

Same day, at Falmouth, Mrs. Bell, wife of Captain Stephen Bell, of the *Francis Freeling* packet.

February 17, in the Tower of London, Matthew Smith, Esq. major of that fortress, colonel of the 2d Tower Hamlets militia, F.R.S. and F.S.A. aged 73. This veteran officer was father of Captain Matthew Smith, R.N. on the superannuated list.*

Feb. 23, suddenly, at Plymouth, Admiral Sir Charles Cotton, Bart. commander-in-chief of the Channel Fleet. Sir Charles was made post on the 10th of August, 1779; rear admiral of the blue, February 20, 1797; vice-admiral, April 29, 1802; and admiral, April 28, 1808.

* For the remarkable case of this meritorious officer, see *Naval Chronicle*, Vol. XXII p. 42. XXIV 111. 96.



CUYUS IN DESIRE



SIR JAMES

WISLITZKI, K. A.

Commander of the White Squadron



SIR JAMES WISHART, KNT,

ADMIRAL OF THE WHITE SQUADRON.

"The naval history, these, of Anna's reign." — *AMSON.*

THE non-existence of such a work as the NAVAL CHRONICLE in the earlier periods of our history, is never more severely felt, than on taking a retrospective survey of the lives and actions of those officers who, in former times, have largely contributed to the honour and glory of the country. Frequently, instead of a finished picture, which should fix attention, and command admiration, we find only a faint and incomplete outline, without possessing the means of supplying its defects. The grand points, it is true, are generally preserved; but the nicer, and more characteristic lineaments, are, in many instances, altogether imperceptible. The future historian will have no such complaint to make. When the names of Howe, Nelson, St. Vincent, and other naval worthies, fall beneath his eye—when it shall be his task to portray their lives, and emblazon their exploits—his labour will be light and grateful, for his sources of intelligence will at once be pure and ample.

Of most of our distinguished naval commanders of former times, the youthful services are veiled in impenetrable obscurity. Thus it is with respect to Sir James Wishart.—This gentleman, the descendant of a respectable family in North Britain, was appointed commander of the Pearl, on the 4th of July, 1689; but, of his services prior to that period nothing is with certainty known. In 1691, he commanded the Mars galley, of 22 guns, and, in 1692, he was appointed to the Oxford, of 54 guns. In both of these ships, his chief employment is understood to have been that of conveying the Russian and coasting trade.

How long Captain Wishart remained in the Oxford, is uncertain; but the next information that we find respecting him, is in the year 1696, when he commanded the Dorsetshire, of 60 guns,

one of the ships belonging to the Channel fleet, at that time under the command of Sir George Rooke.*

It was towards the end of April (1696), on his return from the Mediterranean, that Sir George was invested with the chief command of the Channel fleet. The state of public affairs was, at that time, so critical, that, though a great part of the fleet was unfit for service, and most of the ships very deficient in their complement of men, he was under the necessity of putting to sea early in May, with the view of preventing the Toulon squadron from effecting a junction with that of Brest. This object, however, was frustrated, the junction having been effected ten days before Sir George could even reach Ushant. In the hope of falling in with some of the detached ships or squadrons of the enemy, and for the purpose of protecting our commerce, Sir George protracted his cruise as long as possible; but he was compelled, by westerly winds, to return to Torbay on the 23d of May; and, a few days afterwards, he left the command of the fleet to Lord Berkeley, that he might attend to his duty at the Admiralty Board.

At the commencement of the year 1697, Sir George Rooke resumed the chief command of the Channel fleet: and, in the month of March, Captain Wishart, who had remained in the Dorsetshire, was appointed to command a small squadron, employed in the North Sea, chiefly in the escort of the trade to and from Holland.

The peace of Ryswic taking place in the course of the year, Captain Wishart enjoyed a temporary retirement from professional duty, and does not appear to have holden any farther command, till after the accession of Queen Anne. He was then appointed to the Eagle, of 70 guns, and sent on the expedition to Cadiz, under Sir George Rooke. "This great commander," says CHARNOCK, "having observed in him all the qualities necessary to form a good officer, as well as a constant attention to render those virtues conspicuous, conceived for him the strongest love and attachment,

* A biographical memoir of this great and eminently-distinguished officer, has long been in preparation for the NAVAL CHRONICLE. The time in which he lived comprises an important period of our naval history; and, from the space which a memoir, rendering justice to the subject, would occupy, we are, at present, under the necessity of withholding it.

which the worthy conduct of the latter proved not to have been, in the smallest degree, misplaced."

The appointment of Sir George Rooke, to be Vice-admiral of England, and Commander-in-chief of the expedition mentioned above, constituted one of the first acts of Queen Anne's reign. Sir George's force, including a squadron which had previously been despatched, under the command of Sir Stafford Fairbone, and Rear-admiral Graydon, and which joined him off Lisbon, consisted of thirty English, and twenty Dutch ships of the line. Sir George sailed from Spithead on the 1st of July (1702), and anchored in the Bay of Bulls on the 12th of August. The troops were landed on the 17th following; St. Catherine's fort surrendered on the 22d; and there, unfortunately, terminated the success of the expedition. In a general council of war, composed of sea and land officers, it was agreed, that, "whereas upon consideration that the taking Matagorda was found a work of so much difficulty, and that if the fort was taken, it would not at all facilitate the entrance of the fleet into the Puntal, it was judged impracticable by the land general officers, to make any attempt for the reducing of Cadiz with the land forces that were there; that it would be a work of considerable time for a much greater number of troops; and it was resolved, that the army should re-embark from Rota as soon as possible."*—It is observed, in a note to CAMPBELL'S *Lives of the Admirals*, that "the truth of the matter was, that the confederates found Cadiz in a much better situation than was expected, themselves worse received than they hoped, and the general officers so much divided in their opinion, that a retreat was thought more advisable than any other measure, in a council of war. If Sir George Rooke, before he was put to sea, foresaw any of the difficulties they then met with, few persons at this time of day I believe think such a foresight a discredit to him, either as a statesman or an admiral."

The failure of this enterprise naturally excited considerable dissatisfaction; and, for a time, the clamour of party operated strongly against the professional credit of the commander-in-chief. Sir George, notwithstanding a subsequent achievement of

* *Vide* SIR GEORGE ROOKE'S *Memoirs*, page 33.

the utmost importance—notwithstanding the acclamations with which he was received by the people, and the respect with which he was treated by his Sovereign—was subjected to the ordeal of an inquiry into his conduct, by the House of Lords. That inquiry, however, terminated in the shame and confusion of his enemies, and in the increase, if possible, of his own reputation.

As the fleet was on its return to England, after the failure of the attempt on Cadiz, Captain Wishart was detached, with the Dorsetshire, two other ships of the line, and some transports, to take in water in Lagos Bay. While there, Captain Hardy, of the Pembroke, made the discovery, that the French admiral, Chateau Renaud, had arrived at Vigo with his squadron, having the Spanish galleons, laden with specie, under his convoy. Captain Hardy immediately apprized his senior officer, Captain Wishart, of the circumstance; and Captain Wishart, as promptly, despatched the Pembroke, which was the best sailing ship of his detachment, to carry the information to Sir George Rooke. The consequent attack, and its very glorious and successful result, cannot better be described, than in the subjoined extract from Sir George Rooke's journal:—

“ Oct. 12, anno 1702.—At break of day this morning I removed, and hoisted my flag on board the Somersct. The wind being at W. S. W. promised a favourable opportunity of attempting the enemy, according to the resolutions of yesterday. His Grace the Duke of Ormond used great diligence in disembarking the troops, and landing them in a bay on the south shore, about four miles to the eastward of Vigo; he ordered the grenadiers to march, under the command of my Lord Shannon, towards the fort, on the south side of Ronodelle. At nine o'clock I made the signal to weigh, which was accordingly done, the line of-battle formed, and the ships went in upon the enemy; but falling calm, the van of our line was forced to anchor within shot of the enemy's batteries, as the rest of the ships did in their order. At one o'clock, Captain Jennings came aboard, from Vice-admiral Hopson, to inform me the passage at the boom was extremely narrow, that both sides were well fortified, and that, in all probability, the first ship that attempted the passage would be lost, and desired I would come on board him and view the place; upon which I immediately went on board him, and the more I looked, the more I liked it; for I saw the passage was half a mile broad, so that it was impossible a boom of that length could be of any strength.

“ I saw the batteries on the larboard side were open, and not so many guns on the starboard side, as was reported. I saw the enemy had not made a disposition of their ships for a vigorous defence, but that they were in a

consternation and confusion, so that I ordered Mr. Hopson, and the rest of the officers, to execute their orders, and do their duty. At two o'clock in the afternoon, Vice-admiral Hopson, with the ships next the enemy, slipped their cables and run in upon them. Mr. Hopson being the head-most ship, run through them without a stop; but the rest of the ships of his division stopped, and hung in till they cut their way through; and as soon as they got through, the enemy deserted their ships, setting some on fire, and running others on shore.

“ The *Torbay* was very near being burnt by a fire-ship of the enemy, which would certainly have done the execution had she not blown up. This accident happened by the *Torbay's* going too far in before she anchored. My orders were, that none of our ships should go within the enemy to board them, as they might then get an opportunity of burning ship for ship, which would have been a better bargain than I intended them; but the fire-ship blowing up, the fire was extinguished by the exemplary bravery and diligence of Captain Leake, his officers and men, and the ship wonderfully preserved. The attack was made with as much spirit and resolution as ever I saw, and the enemy's defence was as mean, except two or three of their ships, who acquitted themselves more honourably. Mons. Chateau Renaud did not behave very well, for he hardly fired his guns once before he set his ship on fire, and ran away as fast as he could. What facilitated the reducing the fort on the starboard side was, the good conduct of our forces, who continued to attack it by land at the same time that our ships poured in their broadside upon it, between which the enemy was in such a consternation, that they surrendered at discretion, in less than a quarter of an hour. I sent a message to his Grace the Duke of Ormond, with my humble opinion, that if he would please to march the forces on to Ronondello, he might probably find a considerable quantity of plate and other rich goods; upon which his Grace continued his march thither. Thus ends this glorious day, to the eternal honour of her Majesty and our country, and with very little loss sustained, though some of our ships had like to have come to a misfortune, by the enemy's burning ships driving with the tide of ebb, and an off-shore wind upon ours, so that some of them were obliged to cut two or three times to save themselves. Had I, therefore, as I was advised, run into the Ronondello with the whole squadron, we must have been in a huddle, and, in all probability, should have burnt all together, by which we would have paid too dear for our victory; therefore I do set it down for a maxim and rule, without exception in our sea service, that a huddle is a thing most to be apprehended and avoided.

“ Oct. 13.—At break of day this morning I went up to Ronondello, and gave the necessary orders for securing the ships of war and prizes that were afloat, and their stores, as well as for getting off those that lay on shore, with any hopes of their being saved; to get out the brass guns of those that were lost, and to preserve the goods of the galleons, as well of those that were ashore as those afloat, from any kind of embezzlement; and that all the plate that could be found in the bottoms of the burnt galleons, might

be preserved for the use and service of her Majesty. I was all the day on this business, and returned late at night on board, being very much indisposed, with sharp-symptoms of a fit of the gout.

Exclusively of the treasure, and other valuable property, amounting to 28,000,000 pieces of eight, which were taken and destroyed upon this occasion, the French and Spaniards sustained a loss of fifteen ships, mounting from 64 to 76 guns each, two of 40 guns each; three frigates, from thirteen to sixteen galleons, and many vessels of inferior note.

Early in the month of April, 1703, Sir George Rooke was again appointed to the chief command of the Channel fleet, and Captain Wishart was retained as his first captain. The fleet put to sea, as soon as it was in a fit state; but, no enemy appearing, it returned to port, after a short cruise; and, the plan of operations having been changed, a considerable number of the ships proceeded to the Mediterranean, under Sir Cloudesley Shovel. Captain Wishart did not accompany that officer; and, as Sir George Rooke continued on shore, till the month of January ensuing, he is not believed to have holden any farther command till that time.

In January, 1704, Captain Whetstone,* who was a junior

* Sir William Whetstone, Knt.—A rapid sketch of this officer's numerous professional services cannot, in this place, be unacceptable.—He was appointed captain of the *Europa*, hired ship of war, on the 30th of July, 1699, and, during the remainder of that, and the whole of the following year, he was employed in convoying the victuallers belonging to King William's army in Ireland. In 1692, he commanded the *Crown*, a small fourth rate; in June, 1693, he was promoted to the *York*, of 60 guns, in the Channel fleet; in 1696, he was captain of the *Dreadnought*, of 60 guns, employed on the Newfoundland station; and he continued in commission during the remainder of King William's reign, but in what particular ship, or service, is unknown. On the accession of Queen Anne, he was appointed to the *Canterbury*, and sent out commodore of a small squadron to reinforce Admiral Benbow,* in the West Indies. Being the senior officer on that station, next to the rear-admiral, he had the local rank of rear-admiral granted him; and, after the memorable action with Du Casse, off the coast of Carthagea, he was deputed by Admiral Benbow, to preside at the court martial for the trials of the captains, who, by their cowardice, breach of orders, &c. had disgraced the British name, and sacrificed their com-

* For a portrait and memoir of Admiral Benbow, *Vide N. C. XX. 169*

officer to Captain Wishart, was promoted to the rank of rear-admiral. This circumstance occasioned much concern to Sir

mander-in-chief.—On the death of Admiral Benbow, the command of the fleet devolved on Captain Whetstone, who, after its refitment, sailed from Port Royal on a cruise. Soon after his return, the town of Port Royal was destroyed by fire. Captain Whetstone's exertions during the conflagration, and his exertions after it, were above all praise.—He returned to England in the autumn of 1703, and it was in the month of January following, that he was advanced to the permanent rank of rear-admiral of the blue squadron, a promotion which, as has been seen, gave such serious umbrage to Sir George Rooke.—In March 1704, he was appointed to command a small squadron in the Channel, on the 18th of January, 1705, he was made rear-admiral of the white; on the 2d of February following, he received the honour of knighthood, and was appointed commander-in-chief in the West Indies, and, on the 17th of May, he arrived at Jamaica with his squadron, and two small vessels which he had taken on his passage. He put to sea again on the 6th of June, and, with some slight intervals, was employed in cruising till the 19th of August, when his squadron sustained considerable damage in a storm. A melancholy accident subsequently happened on board the Suffolk, Admiral Whetstone's flag-ship. Owing to some carelessness, or neglect which never was explained, the after powder-room blew up, and destroyed the quarter deck killing thirty of the people, and scorching seventy others so dreadfully, that the greater part of them died. The hurricane season, a want of stores, and the accident which happened to the Suffolk, detained the squadron in port for several months. However, in March, 1706, Sir Wm. Whetstone put to sea again, with the intention of stretching over to Carthagena, to excite the governor of that city to declare in favour of King Charles. In this hope he was disappointed. The governor was not to be won over by intreaty, and, as Sir William's force was not sufficient to obtain success by compulsory means, the squadron was obliged to return to Jamaica, without accomplishing the object of its cruise.—Early in the month of June following, having received information that some French ships were lying at Petit Guavas, Sir William put to sea with three ships of the line, two frigates, and a fire-ship, in the hope of surprising them, and also of intercepting Du Cussia before he should be reinforced by Count D'Isberville's squadron, which was then hourly expected. In both these objects, however, he was disappointed. contrary winds and a strong ice current compelled him to return to port, and he soon afterwards had the mortification of learning, that the deputed junction had actually taken place.—On the 23th of July, Sir William was joined by Commodore Ker, with six ships of the line, four frigates, and a fire-ship, from England. A council of war was immediately holden, and, in that, it was decided to renew the attempt on Carthagena. The two commanders accordingly sailed on the 8th of August, and, immediately on their arrival on the scene of intended action, after a passage of ten days, a flag of truce was sent to the governor, inviting him to submit

George Rooke; and, as will be seen by the following correspondence (the original MS. of which was in the possession of the late Vice-admiral Kingsmill), which took place between him and Prince George of Denmark, had nearly caused his retirement from the service.

(From Admiral Sir George Rooke, to his Royal Highness, George Prince of Denmark.)

"MAY IT PLEASE YOUR ROYAL HIGHNESS,

"Jan. 23, 1704.

"It is with all the grief and confusion of mind imaginable, that I find myself obliged to address your Highness, in terms that may be, by the malicious, deemed disrespectful or remonstrative; but when I conceive the Queen's service, or my own honour concerned, I cannot, for my life, be tacit.

and declare in favour of King Charles. After considerable procrastination, by which the hopes and expectations of the British commanders were not a little flattered, he peremptorily declared, that he knew no sovereign but King Philip, and him only would he obey. At that time there were fourteen galleons, unrigged, lying in the harbour, close under the walls of the city. These the admiral wished to destroy; but the pilots, who were necessarily consulted on the occasion, deeming the attempt impracticable, it was abandoned, and the squadron returned to Jamaica. At the latter end of October, Sir William sailed with the convoy for England, and arrived at Plymouth in December.—His next command was that of a small squadron, intended to watch the Count De Forbin, who was then lying in Dunkirk; but, notwithstanding his vigilance, the French commander very soon slipped out to sea. Shortly afterwards, Sir William was ordered to convoy the Archangel fleet as far as the Isles of Shetland; a precaution which was taken in consequence of the Count De Forbin's being at sea, and in order to satisfy the Russia company of the attention of government to their protection, as, otherwise, the escort was to have consisted of only one ship of 50 guns, and two frigates, under the command of Captain Haddock. Sir William, having literally fulfilled his instructions, parted company with the fleet, having seen them in safety out of sight of the Shetland Islands. Two days afterwards the French commodore fell in with, and, unfortunately, captured fifteen of them!—Sir William Whetstone, though a brave and worthy man, had many enemies; and, though not the slightest blame was, in reality, imputable to him for this misfortune, it was urged against him as a very serious charge, and, to allay the clamour which had been raised, he was no further employed. It has been remarked, and, we think, with justice, that, of all the unfortunate persons who have, at different times, been subject to national censure, none appears to have been less deserving of it than Sir William Whetstone; nor any man, through the whole of his service, as an admiral, more truly unfortunate.—The time of Sir William's death is unknown.

" I am informed Captain Whetstone is preferred to be rear-admiral of the blue, in prejudice (pardon my expression, Sir) to Captain Wishart, who is a senior officer, and captain to the admiral of the fleet. I have been always of opinion, that where seniority and merit meet in the same person, it would be of the worst consequence to the service to discourage officers so qualified. Possibly Captain Wishart's being a Scotchman, may be a reasonable objection with some to his preferment at this time: but I think that circumstance should have been set in its true light before the Queen and your Royal Highness; for, though he be of that country by birth, he is an Englishman by interest, which I take to be the best security her Majesty can have from any of them, for some years since he sold what he had in Scotland, added to it what he acquired in the Crown's service, and, with his wife's fortune, purchased, and now enjoys, a very good estate in Yorkshire. He has ever had the character of a good officer and a very honest man; and I think in my conscience deserves it: and he has always had right and justice done him, in his preferment in the fleet, till he has had the misfortune of coming under my particular care and protection. In the thirty years that I have commanded the navy, my principal consideration and regard has ever been the service and honour of my Prince and Country; and, next to that, the advancement and interest of my own reputation.

" I cannot, Sir, but with humble submission, reflect and conclude, that, by this neglect of Captain Wishart, my services to her Majesty are not very well received, or misunderstood, though I take God to witness I could not exert myself with greater diligence or zeal, or wish to be more successful in it than I have been: so that, Sir, since my interest has fallen so low that I cannot do justice to her Majesty's service, nor my friend, in the fleet, I do, with the humblest respect and duty, beg of your Royal Highness to intercede and prevail with the Queen, that I may, without her displeasure, obtain her Majesty's leave and permission to resign my command, and retire to my poor patrimony; where I may, without interruption, end my days in repose and devotion, which I wish may not tend to the saving of my own soul, nor the prosperity of my family, whenever I neglect to pray, that the choicest blessings of Heaven may descend on her Majesty and your Royal Highness; and that the Almighty may bless and preserve you long together. I am, in all duty, Royal Sir,

" Your most, &c.

" G. ROOKE."

(His Royal Highness George Prince of Denmark, to Admiral Sir George Rooke, Knt.)

" St. James's, 25 January, 1704.

" I had so much concern for you, that I did not shew the Queen your letter of the 24th. You may believe her Majesty and I have all manner of confidence in you, when we put the greatest trust of England into your hand; and that, therefore, Rear-admiral Whetstone's promotion was not intended as a slight to you, or disesteem of your services, for which we

have a just value. I think that all sort of encouragement ought to be given to those who have been forward to go to the West Indies; and Mr. Whetstone's carrying the flag there with approbation was the occasion of his having it here. I should have asked your advice in this matter had you been in town; but I remember, upon making the flags last year, all my counsel were of opinion, that the crown never tied itself to seniority in chusing their officers. You may be confirmed of my esteem, by the regard I have always had for yourself, and services; and will be satisfied, by the continuance of my kindness, that I am your affectionate friend,

"GEORGE."

(From Admiral Sir George Rooke, Knt. to his Royal Highness George Prince of Denmark.)

"MAY I PLEASE YOUR ROYAL HIGHNESS,

"I have received the honour of your Highness's letter of the 26th inst. for which I cannot be sufficiently thankful. It is not fit for me to reply to your Royal Highness but with the greatest submission and duty; and it is in that I humbly take leave to inform your Royal Highness, this is the only instance, since that office has been constituted in the navy, that the first captain to the admiral has been rejected in favour of a younger officer; and this neglect of mine has so impaired my credit and interest in the fleet, that I cannot think myself qualified to execute the great trust her Majesty is pleased to repose in me. I have nothing to value myself upon but the reputation I have acquired in my country's service; and when I think that suffers, I am touched in my tenderest part, in which I am so sensible, on this occasion, that I must beg your Royal Highness to lay my letters before the Queen; and that you will be pleased to prevail with her Majesty in granting me my desired repose and retirement.

"I am, with all imaginable duty,

"Royal Sir,

"Your most, &c.

"G. ROOKE."

This very spirited and laudable conduct of Sir George Rooke, produced a proper effect; as, on the 5th of February following, Captain Wishart was made rear-admiral of the blue, with precedence of rank to Rear-admiral Whetstone; and, about the same time, he was also invested with the honour of knighthood.

At the commencement of the year 1704, Sir George Rooke was chosen to command the squadron which was to escort Charles the III^d to Lisbon; that Prince being supported by Britain in his claim to the throne of Spain. Sir James Wishart, in consequence of his promotion, had hoisted his flag on board of the Suffolk, at Spithead; but, at the request of King Charles, he served as first

captain to Sir George Rooke, in this expedition. In addition to this proof of his preference, King Charles, on the arrival of the fleet at Lisbon, presented him with his picture, richly set with diamonds, and a purse of two hundred guineas, for the purchase of a piece of plate.

The ships began to rendezvous at Portsmouth early in the month of February; and, in consequence of the anxiety of King Charles to proceed to his destined port, Sir George Rooke sailed on the 12th of that month, without waiting for the Dutch force which had been intended to accompany him, and arrived at Lisbon in safety on the 25th.*—Almost immediately afterwards, a squadron of seventeen ships (subsequently increased to twenty-two) were despatched to cruise off Spatal; and, on the 9th of March, Sir George himself put to sea with the remainder of his force. After a month's cruise, he returned to Lisbon without having met with the enemy.

It was, we believe, subsequently to Sir George's return, that Sir James Wishart was detached, on a short cruise, with ten English and Dutch ships. He fell in with six large French ships, supposed to be the same which had been ineffectually chased a few days before by a stronger detachment, under Sir Andrew Lefke. Sir James's squadron, though superior in number, was much inferior in actual strength; consequently, the enemy, at first, seemed determined to come to action; but they soon hauled their wind, and having the advantage in point of sailing, effected their escape.

In the month of May following, the reduction of Barcelona was attempted; but, after the troops had been landed, their number was found inadequate to the nature of the enterprise, and it

* On the arrival of the fleet at Lisbon, a question arose, whether the English flag should not be struck as soon as the King of Portugal came on board, and continue so till the two Kings reached the shore. This was the request of the King of Portugal. The admiral replied, "that, while his Catholic Majesty (the King of Spain) remained on board, he might order the flag to be struck whenever he pleased, but that, as soon as he quitted the ship, the supreme command resting with the admiral, he was obliged to execute his commission by hoisting his flag."—This conduct sufficiently asserted the honour and consequence of the English flag, without offending either of the Sovereigns.

was abandoned. Some other ineffective movements were made, but nothing of importance was achieved, till after the fleet had been reinforced by thirty-three line-of-battle ships, under Sir Cloudesley Shovel, in June. Various measures were then proposed, and rejected; but it was at length resolved, in a council of war, to make an attack upon Gibraltar. This resolution was happily carried into effect, and the town was reduced, with a loss, on our part, incredibly slight.*

The reduction of Gibraltar was succeeded by the memorable battle of Malaga; of which, as it is impossible to describe the particular part which Sir James Wishart bore in it, distinctly from the general proceedings of the fleet, we shall, in this place, insert only the following brief account, extracted from the journal of Sir George Rooke, the commander-in-chief:—

"Aug. 18, 1704.—This morning we were within three leagues of the enemy, who brought to with their heads to the southward, and formed their line, the wind still continuing easterly. We steered down upon them till ten o'clock, or half an hour past, when, being at little more than a musket-shot distance, I was forced to make the signal, and begin the battle; the enemy setting their sails, and seeming to intend to crowd ahead of our van, the fight was maintained on both sides with great fury, for three hours. Their van then began to give way to ours, as their rear did afterwards. But several of our ships, as well of mine as the rear-admirals of the red and white divisions, were forced to go out of the line, some being disabled, but most for want of shot, so that the body of their fleet fell very heavy upon my ship, the St. George, Shrewsbury, and Lagle, the last of which towed out of the line also for want of shot two hours before night, so that we were much shattered and disabled. The enemy's line consisted of 52 ships, and 24 galleys; their ships, most of them, were large.

* This truly important achievement, will be noticed at length, in our intended account of Sir George Rooke: at present, we shall only make the following brief extract from that officer's published memoirs:—"It was agreed, on all hands, that the town was extremely strong; and had a hundred guns mounted, all facing the sea and the two narrow passages to the land, and was well supplied with ammunition; and nobody but our brave seamen, under the direction of such an admiral, could have mastered it, since fifty men might have defended those works against thousands. It is to Sir George Rooke, and his trust, that we are beholden for our first footing in Spain, and for laying the foundation of our subsequent advantages in that kingdom, let the malice of malicious and unreasonably suggest what it will to the contrary."

" Their line was formed very strong in the centre, and weaker in the front and rear; this defect they endeavoured to supply with their galleys, which were, most of them, posted in those quarters.

" It has been the sharpest day's service that ever I saw, and what was most extraordinary, every officer, in the fleet performed his duty without umbrage or reflection: and I never observed the true English spirit more apparent in our seamen than on this occasion. The engagement lasted till about seven o'clock, when the enemy bore away, and left us. Most of the masts and yards in the fleet were wounded to an irreparable degree. The captains slain were, Sir Andrew Leake and — Care. Those wounded, viz. Captains Baker, Myngs, Juniper, Mighells, and Kirton. Many lieutenants and warrant officers slain and wounded, of whom I have not yet got a particular account. Sir Cloudesley Shovel, and the other flag officers of our front and rear, say, the enemy did not behave themselves well in those quarters. I am sure those in the centre did their duty very gallantly and heartily. We lay by all night repairing our defects.

" At noon Cape Malaga N. by E. seven leagues.

" August 14. This morning the wind backed northerly, and so to the westward. We lay by all night repairing our defects, as did the enemy till the evening, and then they filled and plying away to the westward. In the evening I called a council of flag officers. I ordered an equal distribution of shot as I could, to fit the fleet for another day's engagement.

" At noon Cape Malaga N. by E. nine leagues.

" 15. This morning, about ten o'clock, we had a small breeze easterly, with which we bore upon the enemy till four o'clock in the afternoon being within four leagues of them, and being too late to engage before night, I did, by the advice of the English flag officers, bring to with our head to the northward, and lay by all night, and wait a fresh levant.

" At noon Targa Head S.W. by S. six leagues.

" 16. This morning not seeing the enemy, or any of their scouts, to leeward of us, we concluded they were put away to the Streight's mouth, so that we bore away W. and W. by N. till six in the evening. Being hazy weather, and we not sure of our distance from the land, we brought to with our heads to the northward, and lay by with a little wind, and a strong eastern sea all night. This afternoon the Albemarle, a Dutch ship, of 64 guns, blew up, and lost all her men, except nine or ten."

* Sir George, finding every attempt to renew the action unsuccessful, put into Gibraltar, to refit; and, on the 21th of August, he sailed for England, with a part of the fleet; leaving the remainder under the command of Sir John Leake.* Soon after his arrival, he struck his flag; and, at the same time, Sir James

* For a portrait and memoir of this officer, see N. C. Vol. XVI. p. 441

Wishart resigned his commission, and, for a time, retired from the service.

In the month of November, 1707, Sir James was one of the flag officers who were assembled, under his Royal Highness Prince George, the Lord High Admiral, to examine the proceedings of the court martial, and its decision, on the trial of Sir Thomas Hardy. On the 20th of June, 1708, he was appointed one of the council to Prince George, as Lord High Admiral; an appointment which he enjoyed but a short time; as, in consequence of the death of the Prince, on the 28th of October following, the commission terminate.

On the 20th of December, 1710, Sir James was nominated one of the Lords Commissioners of the Admiralty; and, on the 7th of February, 1712, he was appointed Commissioner to go to Holland, as successor to Sir David Mitchell, to regulate the marine quota, pursuant to the treaties between Queen Anne and the States General, for the service of that year.

Sir James retained his seat at the Admiralty Board, through several commissions; and, in December, 1713, he was promoted to the rank of admiral of the white squadron, and made commander-in-chief in the Mediterranean.

On the accession of King George I. the interest of Sir James Wishart's friends rapidly declined; a complete change very soon took place in every department of the ministry; and Sir James was no longer employed, either in a civil or military capacity. "A more violent and scandalous proof of the unwarrantable rage of what is called party," observes CHURCHILL, "is not, perhaps, any where to be met with, than in the treatment of this gentleman. Of the most irreproachable manners as a man, as well as exemplary conduct as an officer, he became the object of political persecution, constructed on such grounds, that it was impossible for him to obtain any redress, or legally to complain of. The great character and consequence of Sir George Rooke, together with the necessities of the state, which would not at that time admit of the retirement of so great a man in disgust, procured him, in the first instance, an act of justice from his enemies, which probably, was a violence to their very natures. Too mild and unpresuming to force himself into political consequence in his civil

capacity, with the death of his friend and patron his interest sunk at once. To his own intrinsic worth, was owing that countenance and employment he experienced during the latter part of Queen Anne's reign; and perhaps no greater encomium can be bestowed upon him, than to proclaim to the world the name of his great patron, except it is to add, that, even after the decease of that patron,* Sir James continued to be respected, honoured, and trusted by able ministers and moderate men."

The remainder of Sir James Wishart's life was passed in retirement. His death, according to HARDY'S *List of Naval Officers*, took place on the 30th of May, 1723; but it is generally understood, that he lived till some time in the year 1729.

NAVAL ANECDOTES, COMMERCIAL HINTS, & COLLECTIONS, &c.

NANTES IN CUI CUI VASTO.

NAVY PAY-OFFICE NOTICES

October 29, 1811.

THAT Treasurer of the Navy having received information that persons acting as agents for petty officers and seamen in the navy frequently charge 5/ per cent and in some instances have charged as much as 10/ per cent for receiving wages and prize-money for persons of those descriptions, on ships of war, in violation of a law, by which they are restrained from charging more than sixpence in the pound for receiving the same. Notice is given, that in proof of such proceeding of any person licenced to act as an agent, his license will be immediately withdrawn, and he will be prosecuted for the same, under the provision of the 49th Geo III. chap 129.

January 28, 1812

By virtue of an Act of Parliament, passed in the 49th year of his present Majesty, intituled, an Act to explain and amend an Act made in the 45th year of his present Majesty, for the encouragement of seamen, and to enable effectually manning his Majesty's navy during the present war, &c. The license granted to Henry Adams, of No 22, Ordnance-row, Portsca, on the 3d July, 1810, to act as an agent in the receipt of pay, wages, prize and bounty-money, in respect of the services of petty officers,

* Sir George Rooke died on the 24th of January, 1709, in the 58th year of his age

seamen, and others, serving in any of his Majesty's ships, is withdrawn by me, on the ground of his having abused the trust reposed in him.

GEORGE ROSE.

EXPEDITIOUS NAVIGATION, AND NAVAL MERIT.

THE *Caroline* frigate, Captain Christ. Cole, which brought the despatches from Batavia, made a very quick voyage home. She was only 94 days under sail, seven of which she was in a calm, and seven in a gale of contrary wind. Excepting the *Medusa*, Sir John Gore, which came home in 84 days from Bengal (averaging 160 miles a day), perhaps it is the shortest voyage ever made.

Captain Cole has been presented by the Lords of the Admiralty with a gold medal, to be worn with his full uniform, suspended by a ribbon from the fourth button-hole on the left side, for his gallant and meritorious conduct at the capture of the island of Banda.*

COLONIAL COMMERCE.

THE following extract of a letter, from a gentleman in St. Bartholomew's, to his friend in New York, dated Oct. 20, is copied from the *New York Mercantile Advertiser*, of Nov. 11, 1811 :—

“ By the schooner *Rosamond*, arrived this morning from your port in ten days, your several favours of the 1st, 4th, and 10th inst. have been duly received; the latter, containing an account of the various seizures made by your Custom-house, of vessels and cargoes, that had arrived from this island. The receipt of this intelligence has completely palsied the shipments of various produce, and none other than those already predicated, will be hazarded to your place. To add to this unpleasant information, a new Order in Council, it is reported, has reached the colonies respecting this island; in confirmation of which, two of his Majesty's cruisers appeared off this place, and took station on the 1st inst. and detained on that and the two succeeding days, 12 vessels laden with produce, and sent them all down to Tortola. An American schooner, that had taken a few bbls. sugar on board, is of the number detained, and will undoubtedly be condemned for a breach of the navigation act, which does not permit the export of sugar, coffee, cotton, or cocoa, in any other than British bottoms.”

DISCOVERY OF THE GREEK FIRE.

COUNT KZEWUSKI, of Vienna, is said to have in his possession an Arabic manuscript, written in the time of the Crusades, which mentions some curious particulars relative to the use of gunpowder in war, and which contains a genuine recipe for the Greek fire. The Count is now employed in translating this rare and valuable work.

* N. C. XXV. 194; and XXVI. 67.

SHIPS, COLONIES, AND COMMERCE.

At a recent general meeting of the ship-owners in the port of Kilkaldy, it was unanimously resolved to present a memorial to the Privy Council, praying their lordships to refuse granting licenses to foreigners to trade with ports from which British ships are excluded; but more especially to prohibit the importation of timber from Norway and the Baltic.—The grounds upon which the meeting founded these resolutions were—

1st. That our own colonies can furnish ample supplies of wood for the whole demand of Great Britain and Ireland; and the total freight realized in ship-building and shipping interest at home, and the cost paid for in British goods sent out.

2d. Granting licenses to foreigners affords them all the advantages of peace; while it enables them to privateer British ships on their passage home.

3d. It places a great deal of British property in the power of the enemy.

4th. It furnishes occupation to 50,000 seamen, ready to be employed against ourselves, whenever it pleases the French Emperor to require their service.

5th. It costs annually an immense sum of money for freight to foreign shipping, and is the principal cause of the drain of our specie, and the depreciation of our foreign exchanges.

WHIRLPOOL.

On the 19th of July, 1811, about twelve o'clock at noon, as it is stated in a Dublin Paper, a remarkable phenomenon shewed itself near Mount Congreve:—"Although the day was calm and very sultry, yet, at that point of the river, at the extremity of the Long Reach, there arose a violent warring wind, which caused the water to be ruffled, and the waves to roll uncommonly high. The commotion, after a few minutes, produced a whirlpool, whose diameter nearly equalled the breadth of the river, which carried the water to a great height in a perpendicular line, and rendered the bottom of the river plainly visible to the spectators. It was fortunate that no boats came within the grasp of the whirlpool, in whose bottom they would inevitably have been entombed, for the assistance of sails and the plying of oars could have availed them nothing. The fishermen, that were at some distance in the stream, were so much alarmed, that they dropped their employments, and with all possible speed sought the banks of the river, where they remained until the wind ceased, and the phenomenon vanished."

EARL ST. VINCENT.

On the 28th of February, Earl St. Vincent met with an accident of a very serious nature, at Rochetts. His Lordship was sitting by himself; and, having occasion to reach forward, he unfortunately fell upon the

grate. His head came in contact with one of the spikes which were placed on the top of the grate for the security of the wood; and it was with some difficulty that he forced himself back from the fire, before he sustained any injury from the heat. His servants, on entering, found him covered with blood, from a severe laceration occasioned by the spike. His Royal Highness the Prince, Regent was particularly attentive in his inquiries on this occasion; and his Lordship has, happily, recovered from the effects of the accident.

MARINER'S COMPASS.

"Prima dedit nautis usum magnetis Amalfis,"

At Portsmouth, on Feb. 20th, Sir R. Curtis called together the captains of ships there, and other professional characters, to examine a binnacle and improved compass-card, which were sent to the Admiralty by Sir H. Popham. It is understood there was no difference of opinion as to the superior merits of the compass, both for night and day. It is lighted from under, the card is transparent, and the bottom of the compass-box is of glass. The idea of lighting was not altogether the genuine idea of Sir Home, but borrowed from some compass he had seen. He has adopted Mr. Schbing's patent of traversing the card on a ruby, to prevent the friction which all other compasses are so liable to.

AN OLD DANISH ANECDOTE.

THE method which King Sigar took of gaining the affections of Avilda, daughter to the King of Gothland.—This lady, contrary to the manners and disposition of her sex, exercised the profession of piracy, and was scouring the seas with a powerful fleet, while a foreign Prince was offering sacrifices to her beauty at the shrine of love.—Perceiving this masculine lady was not to be gained by the usual arts of lovers, Sigar took the extraordinary resolution of addressing her in a method more agreeable to her humour. He fitted out a fleet, went in quest of her, and engaged her in a furious battle, which continued two days without remission—thus gaining possession of a heart to be conquered only by valour.

FRENCH NAVY.

THE following has been published as a list of French ships alone, without taking into the account those of Holland, of Italy, and those of other naval powers, which may shortly be under the subjection of France:—

A, expresses the ships at Antwerp; B, at Brest; C, at Cadiz, which we may hope will not soon be in the power of their original masters: G, at Genoa; O, at Orient; R, at Rochefort; and T, at Toulon.

Ships of 120 guns.—Austerlitz, T. Commerce de Paris, T. Grand Napoleon, T. Invincible, B. Majestueux, T. Monarque, T. Ocean, B. Ville de Paris, R.

Ships of 80 guns.—Ajaccio, T. Brulot, T. Foudroyant, B. Neptune, C. Sceptre, T. Wagram, T.

Ships of 74 guns.—Ajax, T. Albanois, A. Alcide, O. Algesiras, C. Alliance, B. Annibal, T. Anyersais, A. Argonante, C. Atlas, F. Andacieux, A. Batave, B. Bellone, T. Borée, T. Breslau, T. Brutus, B. Castor, B. César, A. Charlemagne, A. Commerce de Lyons, A. Conquerant, B. Constitution, B. Cossart, B. Courageux, O. Dantzig, A. Danube, F. Descartes, B. Donawert, F. Duguesclin, A. Fole, B. Eylau, O. Friedland, A. Gaulois, B. Gemappe, R. Genofs, G. Guillaume Tell, O. Hautpout, O. Hector, C. Illustre, A. Imprenable, T. Indomptable, T. Jean But, B. Josephine, A. Konigsberg, A. Maguanime, R. Marengo, O. Menandre, B. Patriote, B. Phaeton, T. Pluton, O. Polonais, O. Pultusk, A. Regulus, O. Revolution, B. Souverain, C. Stettin, A. Suffren, T. Superbe, T. Thesee, A. Tourville, B. Ulm, T. Tinjan, A. Trident, T. Ulysse, B. Union, B. Vainqueur, O. Valerieux, B. Vercan, B. Ville de Berlin, A. Wattigny, B.

Frigates.—Adrienne, of 40 guns, Amizone, 48, Amelic, 40, Argus, 28, Arctique, 36, Aspie, 41, Astuce, 48, Bellone, 44, Brave, 41, Calypso, 19, Cicero, 40, Cucci, 36, Cloude, 40, Comete, 41, Constance, 48, Corona, 6, Councillé, 40, Cicole, 36, Cybele, 44, Danae, 36, Dime, 40, Diligente, 6, Divale, 10, Elbe, 20, Elise, 41, Elencie, 36, Emilie, 36, Entreprenante, 36, Eugene, 36, Experiment, 50, Favorite, 56, Flore, 40, Floride, 40, Harmonie, 10, Hortense, 10, Incomparable, 56, Incorruptible, 36, Iphigene, 36, Italicque, 41, Josephine, 41, Julienne, 44, Manche, 56, Meduse, 40, M. nonne, 32, Milanese, 32, Minerve, 44, Miron, 36, Naade, 50, Neride, 41, Niemen, 40, Nymphe, 40, Palmure, 44, Paris, 40, Pauline, 40, Penelope, 10, Poursuivante, 10, Proscipite, 40, Renormes, 10, Revanche, 13, Semillante, 36, Sibylle, 40, Sienne, 44, Thetis, 36, Thetis, 36, Torche, 36, Unique, 10, Unique, 32, Valucanne, 44, Valucanne, 44, Venus, 44, Victorieuse, 52, Zephyr, 33

ACCOUNT OF CAPTAIN CASSIN.

(From an American Newspaper.)

CAPTAIN JOHN CASSIN is a native of Philadelphia; his father was a native of Dublin, in Ireland, where he has many respectable relatives; they are chiefly people in trade. He emigrated to the United States before the Revolution, and purchased some land to the south of Philadelphia, between Southwark and Gloucester Point, and carried on the business of a resident and dairyman, from which he accumulated a handsome, but a small fortune. To give an account of Captain John Cassin, we cannot better do it than by relating what we have more than once heard him relate.—I remember when I lived to come every morning with two tubs of milk in a cart to the new market, which I sold by the quart, pint, &c. and then returned home with my money. This I did for years, until I became disgusted at what I considered so idle a life. I went to sea, unknown to my father, and had been in every situation on board, until I became master of a merchantman. I thought then my fortune was made; but the first voyage I was cast away, and lost every thing but my life. On the second I took my son Stephen (now a lieutenant in the navy) with me; he

was only seven years of age. I was fortunate this voyage, but on my third I was again cast away, and the only remuneration I received was a service of plate from the Underwriters at Lloyd's, for my great exertion in saving the cargo. For a number of years I never was without a ship, but did not find my means increasing. After arriving from my last voyage, some of my people were caught smuggling, and I was adjudged to pay a fine of 1,500 dollars. If I paid it, my family must be ruined. I was in this situation in the year 1800, when Captain Decatur called on me, and offered me a commission to be the second lieutenant of the frigate Philadelphia, and that the fine should not be called for; I immediately accepted of the offer, on condition that my son should be made a midshipman; this was immediately granted, and I joined her." It was at this time the writer of this article became acquainted with Captain Cassin—it would be out of his power to pass a sufficient eulogium on his character and goodness of heart. It may be sufficient to say, that he treated the junior officers and crew as if they were his children—ever watchful to their wants and instruction in their profession, which soon made him be beloved by all, and gave him the first place in the heart of the late Captain Decatur.—The Philadelphia cruised fifteen months in the West Indies; on her return she was immediately refitted, and sent up the Mediterranean, under the command of the late Commodore S. Barron; Captain Cassin went in her as first lieutenant, and, on her return, preserved the character he had obtained the first cruise, as a man and an officer. He was then appointed to the frigate Philadelphia in ordinary; and was soon after called to Washington to take the command of the navy yard there, with the rank of post captain. He had been in that situation eight years, respected by his equals, and beloved by his inferiors. Captain Cassin is about 54 years of age, five feet nine inches in height, lusty, but not disagreeably so; his face has nothing in it to strike the observer at first sight, but it beams with good nature. He is a member of the Roman Catholic Church, and although he attends its duties regularly, he is not bigotted. He is a good husband and father, and a most meritorious officer, and, as a man, respected by every class of society in which he is known.

CHARGE OF PIRACY AGAINST THE BRITISH.

VARIOUS fabricated statements have recently appeared in the French and German papers, of foreigners having been forcibly sent from this country, by the orders of government; plundered, and then landed, in a destitute state, on the Dutch coast. The charge, as far as we have been able to learn, is altogether false; yet it has been made in a manner so formal and systematic, as almost to require official refutation.—The subjoined *Declaration* (copied from a late German paper) purports to have been made by two persons who had been landed on the Dutch coast by a British vessel:—

“ I, the undersigned, declare, that the first night I was on board the Syren, which transported me from England to Holland, the crew robbed

me of all the money I possessed. I complained to the captain, without being enabled to obtain redress, and afterwards, in much the same manner, I lost nearly all my baggage and clothes. That early in the morning of the 12th of December, we were put on board a boat, and attempted to land at Nordwyck, or Zandvoordt, but after one of the passengers had got out of the vessel, up to his neck in water, it was found impossible to effect the purpose—we then determined to return on board, and with the greatest difficulty we persuaded the captain to receive us. We had scarcely got upon deck, when I and my companion, Renaud, were ordered down into the cabin, and there clapping a pistol to my head, the captain threatened to blow out my brains, if I did not give him 50 guineas, for the trouble he had had in endeavouring to land us. I told him I could not procure so large a sum, and Captain Ingley, seeing that I had it not to give, desisted, but made me mount on deck, and compelled the first fishing vessel that came near, to take me and my companion on board.

“ Rotterdam, Dec. 19. (Signed) “ DUISSENBERG.”

“ I, the undersigned, confirm the contents of the above Declaration in all those parts which passed in my presence.

• (Signed) “ ELIO JEAN RENAUD.”

SUPERANNUATED WARRANT OFFICERS.

THE Lords of the Admiralty have caused an inquiry to be made at Portsmouth, respecting the superannuated warrant officers, and those belonging to ships which are building, with a view, it is supposed, of dispossessing such of any situations they might hold on board the prison-ships; it being incompatible with the regulations of the service, for them to receive the emoluments of two employments.

ACTION IN THE ADRIATIC.

Extract of a Letter from an Officer on board the Active Frigate, dated Malta, January 3.

“ We arrived here this morning, after a passage of ten days, from Tissa; and having a smart brush with the enemy in the Adriatic, I presume some few particulars may prove interesting, as it is doubtful whether the official account may yet have reached England. Being upon a cruise with our small squadron, consisting of three frigates, viz. the Alceste, (Captain Maxwell; Unite, Captain Chamberlain; and Active, Captain Gordon: on the 29th of December, we descried three French frigates, to which we immediately gave chase, with every inch of canvas we could crowd. The smallest, which afterwards turned out to be a 20-gun ship, with two hundred men, steering a different course from the two larger, the Unite was sent after, and ultimately captured her. About one o'clock, the Alceste and Active had gained so much on the others, that we began to exchange shots, when an unlucky one from the enemy carried away the Alceste's main-top mast; of course, she dropped astern, and we, pushing for the sternmost, soon got within musket shot, and into close action. In

40 minutes, the enemy (whose consort crowded on, and left her to her fate) had not a mast standing, and found farther resistance vain." About the middle of the action, Captain Gordon, while giving his orders with the greatest coolness, lost his leg. He was standing on a shot-bag, and leaning on the capstan, when a 36lb. shot came in through a port-hole, grazed the carriage of a cannon, took off a seaman's leg, and struck the captain on the knee-joint, carrying all off as if it had been done by a knife, and leaving the leg hanging by the tendons, but shattered down to the ankle. Although he instantly, of course, fell, he did not become insensible, but calmly directed the first lieutenant (Dashwood) to fight the ship, and, as he was being carried below, told the second lieutenant (Haye), who commanded on the main deck, to do his best, should any mischance befall his senior officer. As though these words had been prophetic, poor Lieutenant Dashwood, very soon after losing his right arm, was likewise conveyed below, and Lieutenant Haye assumed the command, and closed the action, the enemy striking her colours to the Active. She proved to be *la Pomone*, a fine frigate, of 44 guns, and 360 men. When the *Alceste* came up, Captain Maitland (who was commodore of our squadron), liberally considering the capture as the fair trophy of the Active, most nobly and honourably sent the sword of the French commander to Captain Gordon, as his right by conquest. We are here waiting orders, and know not how we shall be disposed of; but think it rather probable, as the Active has been sadly mauled in our late engagements in the Adriatic, that the commander-in-chief, Sir E. Pellew, may send us to England, with the prizes. Captain Gordon has suffered amputation a little above the knee, and is doing well."

CALLANT EXPLOIT OF LIEUTENANT TYRRELL.

THE subjoined extract of a letter from George Tyrrell, first son of the City Reincombant, late acting-lieutenant of H. M. S. *Barracouta*, and then on board the *Illustrious*, in Batavia Road, dated August 30, 1811, is eminently deserving of preservation:—

"We afterwards sent another prize with a valuable cargo to Billimbing, on the western coast of Sumatra, and have since heard she was taken by pirates, who put every European on board to death. I had a dust with them once: the *Barracouta* lying at anchor at Bantam, some of the natives came on board, and told us, if we would send a boat to a place they pointed out, they would give us refreshments. I was sent in the launch with eight men armed, to guard against treachery. We left the ship at noon, and at night arrived at the place, but the things were not ready, so we were obliged to wait till morning. As we were cooking our breakfast, a prow we had been watching all the morning stood towards us, so I ordered every thing to be got ready. As she approached, I observed she was full of men, and therefore thought it prudent to get off; but I could not, for the prow both out-sailed and out-rowed us. When she came near they began to fire. I was now convinced they were *puades*, and deter-

mined to board them, knowing that to be the only chance; for if they took us, they would have put the whole of us to death. As soon as we came alongside, we cleared our way with our muskets, and jumped on board the prow. There were about 50 men in her, and we only nine. In about half an hour we cleared her. By this time we had drifted near the shore, and the few then remaining jumped overboard. I observed four or five reach the shore, most of them wounded. — I had two men killed; the other six had no wounds of consequence. Just then the Leda appeared in the offing, and we took our prize on board her. Captain Sayer made us stay on board the Leda till the next morning, to refresh ourselves. We got to the Barracotta about noon, and Captain Owen approved of what I had done.”

ANECDOTE OF THE LATE EARL HOWE *

When Lord Howe relieved Gibraltar, in the year 1782, an officer of the garrison went on board his ship, and strongly recommended the long red hot shot, explaining the mode of carrying them, on the guns, &c. His lordship patiently heard him, and then asked, *if he had ever been in a naval action?* On his replying in the negative, *then, said his lordship, I think it, Sir, quite hard enough, without having recourse to any thing more; place two ships alongside each other, and depend on it cold shot will effectually do the business.*

NAVAL I. R. S.

THE latest election list of the ROYAL SOCIETY, MDCCCXVI contains the following naval or nautical fellows of that scientific institution. —

John Barrow, Esq. — Lord Amelius Beauclerc. — Richard H. A. Bennet, Esq. — William Bentinck, Esq. — Sir Richard Bickerton, Bart. — William Blich, Esq. — Philip d' Auvergne (*Duke of Bouillon*). — Rev. James S. Clarke, LL. B. — John W. Croker, Esq. — Sir John Henlow, Knt. — William Jolystone Hope, Esq. — James Horsburgh, Esq. — Joseph Hudnat, Esq. — George, Lord, Keith — William Marsden, Esq. — Joseph de Mendoza-Rios, Esq. — Sir Charles M. Pole, Bart. — Sir Home Popham, Knt. — Sir William Sidney Smith, Knt. F. R. S. — Mathew Smith, Esq. — John, Earl St. Vincent. — Joseph Wadby, Esq.

CAPTURE OF THE PELICAN SCHOONER.

THE *Kings' on Chronicle*, of the 1st September, 1811, contains the following account of the capture of the Pelican schooner —

“The Pelican schooner, Captain Denham, arrived at Port Royal Cove on Thursday night. On Tuesday evening last, about five o'clock, she fell in with a French privateer to the eastward of Alligator Pond, which first shewed British and afterwards French colours; an action commenced, which was severely contested by the Pelican for three quarters of an hour, when the privateer having brought her bow to bear on that of the Pelican,

* For a biographical memoir of this officer, *vide* N. C. I. 1.

poured grape-shot, together with their musketry, into the latter, and then boarded; at which time Captain Denham and 13 of his crew were wounded, and the remainder were compelled to give way to superior numbers. Captain Denham defended his vessel with the greatest gallantry, and we lament to state that he is dangerously wounded, having received a severe contusion on his head, a musket-shot through his arm, and one of his thighs broken. His crew consisted of 20 men and boys, and there were also 12 passengers on board—the whole Spaniards, himself, Mr. Middleton, and Mr. Shannon (passengers) excepted; the latter gentleman likewise was wounded. The privateer is the *Marengo*, of eight guns, but having only six mounted, four nine and two 12-pounders, the latter on pivots, and having a crew of 70 men, French, Americans, Spaniards, and a few Englishmen. The *Marengo* had two men killed, and 17 wounded. The *Pelican* none killed, and 11 wounded, of whom several are expected to die; they were conveyed to the naval hospital, where every care and attention has been paid to them.

“The *Marengo*, after dark bore away with the *Pelican* to the southward, and, on Wednesday morning, hauled down the sails of both vessels, and occupied the whole of that day in plundering the *Pelican*, taking out all the specie on board, amounting to 80,000 dollars, of which we fear little is insured. She also took two of her guns, 9-pounders, together with her provisions, stock, and greatest part of her equipments, and threw one long 9 pounder overboard, stripped the passengers of the whole of their property, not leaving them even a change of clothes. On Wednesday evening they gave up the vessel, when she proceeded for this port. The *Marengo* did not make sail while the *Pelican* was in sight. They said that they intended waiting for another vessel, supposed to be the *Fernando Septimo*, but it is the opinion of the passengers that she went to windward.

“They stated, that they had lately captured a packet from Cadiz, bound to the Havannah, and that they had killed or wounded upwards of 30 of her men.”

CORRESPONDENCE.

MR. EDITOR,

ON looking over the *Report of the Committee of the Naval and Military Bible Society, for the year 1811*, I observe, that the number of Bibles, distributed by the Committee, in the course of that year, amounts to 1848; while the number of Testaments is only 25; and that *all* the Testaments were applied to the use of one particular and individual body of men—the garrison at Dover.

Allow me to inquire, Sir, through the medium of your publication, to what motive, or view, is to be attributed the very striking disproportion of the number of Testaments to that of Bibles? and why *all* the Testaments were sent to Dover garrison?

I do not ask these questions, Mr. Editor, from a supposition that they cannot be satisfactorily answered by the Committee; but, perhaps, many others, as well as myself, might be gratified by receiving the information required, and it might even tend to subserve the interests of the Society.

Whilst the pen is in my hand, Sir, suffer me farther to inquire, whether, if the number of Testaments distributed had been 1848, and that of Bibles only 25, the cause of religion might not have been more essentially benefited? If the affirmative of this be admitted, it will be evident, that the last year's disbursements of the Society might have been more advantageously employed than they were; as, the money that they paid for the paper and print of 1848 Bibles, would have liquidated the expense of a far greater number of Testaments.

If I may be allowed to offer an opinion, on a subject of so much importance—a subject which, of course, must have been amply discussed by the Committee of the Naval and Military Bible Society—the code of pure morality, and the doctrines of simple and unaffected piety, which are inculcated by the Testament, seem to entitle it to a preference, when compared, individually, with the Bible. It is not profane to say, that some parts of the Bible are merely historical, and that many other parts are nearly unintelligible to uncultivated minds; consequently, not altogether essential to the regulation of man's conduct here, or to his salvation hereafter.

Might not the object of the Society be considerably extended, by the circulation of brief, but faithful abstracts, of both the Old and New Testament? Such tracts, drawn up in plain and simple language, and untinctured by sectarian zeal, or opinion, of any description, would, in the first instance at least, be more on a level with the capacities of the major part of those, to whom the attention of the society is directed, and might be printed and circulated at a comparatively slight expense.

I am, Sir,

A FRIEND TO THE CAUSE OF
CHRISTIANITY.

MR. EDITOR.

IN one of the newspapers a certain part of Mr. C. Hutchinson's speech relative to the marine forces, is reported as follows:—

“Adverting to the comparative promotion in the navy and in the marines, he stated, that, since the year 1809 seven or eight hundred officers had been promoted in the one, and only about forty in the other; the expense to the nation of the one being 50,000*l.* and of the other only seven thousand pounds, a year. Did he say this by way of complaining that the officers of the navy were too liberally rewarded? By no means. No recompence could be too great for their services. All that he lamented was, that equal attention was not paid to another service, so universally acknowledged to be in the highest degree meritorious.”

This must have been a mistake in the reporter, and is injurious to the

corps, for there would not have been a complaint in the service had such a sum been bestowed on the marines. That the public may not be misled, and think us ungrateful, I wish to contradict that part of the statement in your Chronicle, by insinuating, that seven hundred pounds a year only has been added to the Marine establishment, caused by two shillings a day being given to such officers as have the brevet rank of Major only, after a service of near 33 years. I shall, so soon as I can procure the documents, send you a full account of the first Lord of the admiralty's conduct in raising the expectations of the corps, that it may be compared with his speech. The world will then be able to judge how far he is entitled to credit.

I intended to have sent to you copies of a correspondence between Generals Desborough and Tench, but, as I cannot get it in the way I wished, with full authority to publish, I must content myself with stating to you, that these two officers were solicited by the corps to wait on Mr. Yorke with a Memorial, signed by the senior officers of each division, which Memorial was presented to the Admiralty Board; when their lordships were pleased, by letter, to acknowledge the receipt, and inform them it would be taken into their consideration, and the reception they had, induced them to write a letter to the corps, stating their hopes that the prayer of their Memorial would be complied with; for, in their interview with Mr. Yorke, he had anticipated the wishes of the corps, and desired those officers to give him a written statement of such points as he had not then leisure to hear from them. It is not necessary for me to repeat the contents of their statement, it was the free and unreserved sentiments of men thus encouraged to place before him the neglected state of the corps, and the degraded feelings of its officers. It, therefore, is true, that the First Lord asserted in the House that the body of the officers were satisfied, and that, from high authority, he knew there were only a few discontented amongst them, he must have forgotten the interview he had with Generals Desborough and Tench, and the signatures of the oldest officers of the corps attached to the Memorial, and also their letter to him, one paragraph of which I shall quote, to shew that he did encourage the corps to act a conduct directly contrary to that pursued by him in the House of Commons. "The next subject we have to touch, and which our feelings lead us to be solicitous about, is your suggestion of the utility and propriety of our being employed on all occasions when on shore with the line, &c." What a direct contradiction is this to Mr. Y.'s assertions and to his professions.

I have endeavoured, as much as I can, to shorten my letter, but there are so many adverse acts towards the corps to speak of, that I cannot help relating a few occasions.

The newspapers state, that Mr. Yorke told Mr. Hutchinson he had not mentioned a single instance in which the old established system of the corps had been violated and that Mr. H. wanted to introduce a new one, Mr. H. certainly could, with truth, have replied to such an assertion, by assuring the House he only wished justice to be done to old and faithful servants of the Crown, and that the established system had been violated during the administration of Mr. Yorke in the following instances, tending to wound the feelings of the old officers, and degrade them in the opinion of

those under their command — First, by directing the commanding officers of divisions to cease recommending any discharged man to their Lordships' protection, and by ordering the usual survey of invalids by the field officers and surgeon of the division to be discontinued, and directing men of that description to be sent on board ship to be surveyed by naval captains, and reported to their Lordships through the port-admiral. Those who do not know the corps, must think that some glaring abuse had been practised to occasion such an alteration, but those who know the truth, can assert that the commandants do and have done their duty with the utmost integrity — Why, then, wound the feelings of such old and faithful officers?

The island of Anholt also furnishes another instance of their Lordships' attention to the officers, and which escaped Mr. Yorke's memory when he informed the House of Commons, that, when the corps of royal marines acted in battalion they were properly commanded by their own officers, and instanced the battalion in Portugal, &c. he should also have informed them, that an equal number of royal marines were employed on Anholt *without a field-officer*—that he had taken the command of them from a marine-officer, and (whether legally or not I leave others to judge) he has ordered the island on the establishment of a ship,* called *Marine Courts Martial* to cease, and naval discipline to be established, and, although the naval captains of the Baltic fleet have deemed such an establishment irregular, yet the marine officers are not restricted in their just right of control over their men when serving on shore, as, according to act of parliament, and strengthened by an additional clause last session. Mr. Yorke's observations relative to Greenwich Hospital are concise, when he says the appointments are few, and generally filled by naval officers. he should have said, that a marine officer never had an appointment there, although they pay to the establishment, and thereby have a claim to be considered. There are various other claims, but I shall conclude this, by stating the following only, viz. From the first establishment of the corps in the year 1703, one day's pay in the month was stopped from every officer, and laterly three day's pay from the captains, till it ceased in the line. This money was by act of parliament, directed to be paid into Chelsea hospital, but refused to be received there, I suppose to prevent the marine officers from having any claim on that institution. And, although Sir C. Pole was good enough to call the attention of the House on that subject, and that of the few captains, yet no other notice has been taken of it, or the money accounted for to those who paid it. I wish Sir C. Pole had been in the House, he would no doubt have given aid to the endeavours of Mr. Dutcher, to whom all will offer their best thanks. I am, Sir,

* AN OLD OFFICER OF THE ROYAL
MARINE CORPS.

* The Island of Anholt is positively rated and accounted for in the books of pay and victualling departments, as one of his Majesty's ships: for which only precedent on record is the Diamond rock, near Martinico.

MR. EDITOR,

I OBSERVE with much pleasure the valuable information which you constantly afford the service, under the important head of Hydrography. The following original remarks on the volcanic eruption at the Island of St. Michael's, by W. H. R. which I have received from the writer, will be found particularly interesting to such seamen as navigate those waters, and appears rather to belong to the Hydrographical department in your work, than to my account of a Voyage* to the Azores and Newfoundland, which I hope to be able occasionally to resume.

TIM. WEATHERSIDE.



MR. EDITOR,

IF you think, with me, that the following account of the commemoration of the *Victory of Lissa*, under the Broad Oak, of Winwick, will be interesting to your readers, it is much at your service. It will be seen, on perusal, that Captain Phipps Hornby, of H. M. S. Volage, one of the gallant participators of the victory, who was present on the occasion, is a native of Winwick.

I am, &c.

D. T.

THE WINWICK BROAD OAK.

"The OAK has been immemorially the characteristic Tree of the British Soil. Its Timber forms the Wooden Walls which, since the days of Alfred, have been the Glory and Preservation of our Nation."

On Monday, the 26th of August, this tree of renown was honoured at the village of Winwick, in a manner as signal as its services have been brilliant. It was made the scene of a festal day, in commemoration of the late great and gallant action fought in the Adriatic by the little squadron under commandore Hoste.

The name of Capt. Phipps Hornby, the son of the highly respectable rector of the parish of Winwick, is already familiar to the public eye in the despatches of his commander, and entitled to the love of the British empire in remuneration of the brave part he acted off the island of Lissa. His arrival in his native village, after five years of absence in early youth, spent in foreign climes in the service of his country, has become an era to the natives of the place which will never be forgotten in the memory of man, as his services will never be obliterated from the page of history. At midnight on the 9th of August, the bells of the venerable church announced his approach, and a few minutes presented the hero to the embraces of his family circle. The respect of the inhabitants even at that silent hour was

* NAVAL CHRONICLE, XXIII. 242. XXIV. 384. In conformity to the judicious suggestion of this correspondent, W. H. R.'s remarks on the sub-marine volcano near the island of San Miguel, have been detached from this letter, and will be found incorporated with the Hydrography of the Azores a few pages onwards in this Volume.—ED.

upon the alert; the horses were taken from his carriage, and he was drawn in triumph to the mansion of his father.

On the ensuing day a deputation of the inhabitants waited upon the welcome stranger, to offer their congratulations upon the safety of his person, and to convey the wishes of the parish at large that he would honour with his presence a public festival, to be celebrated upon the 26th of August, under the Broad Oak of Winwick, in commemoration of the VICTORY OF LISSA, and as a personal tribute of their respect for himself and his family.

This tree consists of a perpendicular stem of the height of about 12 feet; and from its top spread out a number of horizontal branches, forming a magnificent natural canopy covering an area of ground 100 yards in circumference, and capable of sheltering several thousand people. Around this veteran of the forest was constructed a superb awning, with a commodious square enclosure. The interior was covered with fine white cotton cloth, and decorated by the fair hands of the ladies of the village with evergreens, the emblems of Britain's naval fame, and with flowers, the indications of the joy which displayed itself upon the occasion. Its top was ennobled by a signal, well known throughout the world, THE BRITISH FLAG. Three lengths of dinner tables were formed along three sides of the square, whilst the fourth was left open for the ingress of the company, and the accommodation of the populace, who arrived from all parts to be spectators of the happy scene. For the preservation of good order, a party of the Warrington local Militia occupied the ground in front.

In front of the entrance side appeared an ornamented column, surmounted by an Imperial Crown. In the centre of the opposite quarter, destined to be the seat of the hero of the day, was exhibited the French Eagle, submissive to the British Conqueror—the trophy won by the gallant Hornby—the colours of the Corona, which struck to him in the action of Lissa. This memorial will be preserved for the admiration of future generations, honourably deposited in the parish church of Winwick.

For the regale of the company expected, a dinner and dessert were provided, consisting of all the luxuries of the season; and wines of the most excellent quality waited to diffuse their happy exhilaration through hearts already warm with gratitude and loyalty. This part of the preparations did equal honour, with the architecture of the pavilion, to the superintending committee.

At three o'clock, announced by a grand salute from the bells of the adjacent mother church, from which a flag was displayed, a company of 124 persons, never exceeded in respectability upon any public occasion in the county of Lancaster, took their seats. Conspicuous in the uniform of his service, in the front of the crest-fallen eagle of France, appeared the son of victory, attended by two gallant youthful tars, who had shared his perils, and were now allowed to witness his honours. On the right of the President was seated the Right Hon. the Earl of Derby the Lord Lieutenant of the county, on the left the Right Hon. Lord Stanley, with the venerable rector of Winwick, and the younger branches of the family. In the crowd

of other guests may be enumerated the names of Sir William Gerard, Sir Thomas Hesketh, Sir Richard Brooke, John Blackburne, Esq. one of the members for the county, John Ireland Blackburne, one of the members for the borough of Newton, Peter Patten Esq. one of the members for the borough of Lancaster, Colonel Rawsthorne, of the 1st Lancashire militia, Michael Hughes, Esq. Thomas Claughton, Esq. Edmund Hornby, Esq. and the Rev. James Hornby.

The chair was ably filled on the occasion by the Rev. Giles Chippindale, the curate of Winwick, as foreman of the committee, whose attention to the guests denoted him a man formed for the occasion; whilst the support he received from the Rev. Mr. Barlow, Master of the Free Grammar School of Winwick, and Mr. William Sumner, of the same place, the Vice Presidents, presented a grateful counterpart of his polite conduct.

The eloquence of the grape, in succession to a most pleasant repast, which the activity and number of attendants rendered little inferior in point of comfort to a private meal, expressed itself in a number of appropriate toasts:—"The King"—"The Prince Regent"—"The Queen and Royal Family"—"The United Kingdom of Great Britain and Ireland"—"The Duke of York and the Army"—"Mr. Yorke and the Navy"—"Captain Phipps Hornby," with three times three—"Commodore Hoste, Captains Whigby, Gordon, and the brave men who conquered in the Adriatic," with three times three—"The immortal memory of Lord Nelson"—"Lord Stanley and the 2d Lancashire Militia"—"Colonel Rawsthorne and the 1st Lancashire Militia"—"The members for the County, and Success to the County of Lancaster," three times three—"Lancashire Witches"—"The Reverend Jeffery Hornby, and Prosperity to the parish of Winwick," with three times three—"The members for the Borough of Lancaster"—"The members for the Borough of Newton"—"Thomas Leigh, Esq. and Prosperity to the House of Haydock"—"Sir William Gerard, and Prosperity to the House of Carswood"—"Lord Derby, Lord Maynard, Lord Stanley, and Mr. Wilson of Dallan Tower; and thanks to them for their liberal contribution to this day's festivity"—"The House of Haydock, and the gentlemen who have so kindly contributed to supply the dessert upon the occasion."

The most excellent and fir-famed band of glee singers from Leigh, now attended; now enlivening and now affecting the company with a variety of pieces, replete with loyalty, sentiment, and humour. Four gentlemen of the company, in addition, gratified the auditors with as many excellent songs of original composition; in one of which the following sentiments had an effect as impressive as they were novel:—

"The Eagle of Stanley outsoar'd Buonaparte's."

To explain the above, it is necessary to say, the family of Hornby are intermarried with the illustrious house of Stanley, which last bears an eagle in its crest.

"And the hero's great ancestor died for his King."

The glorious death of the Earl of Derby, who fell at Bolton a martyr to his loyal attachment to his Sovereign Charles I., will be obvious to the reader as one of the most interesting traits in British biography.

As the different toasts in succession involved the names of individuals present, several of the gentlemen respectively addressed the company to the following effect:—

The Chairman, the Rev. Mr. Chippindale. Gentlemen, I have now the pleasauntest part of this day's business to perform, in giving you the health of a naval officer, which, I am certain, you will drink with the highest delight and the loudest acclamations. I take the liberty to anticipate your approbation, Gentlemen, because, in unison with the sentiment which has called us together this day, I have remarked impatience in the countenances of some of those with whom the idea of this meeting first originated, that the health of our gallant young officer was not proposed sooner. Yet Gentlemen, I hope no delay has taken place but what is strictly consistent with the *line* of order and regularity. With respect to lines, Gentlemen, the conduct of our naval heroes seems a little arbitrary; for, although they use very little ceremony in *breaking those which are formed by their enemies*—yet, woe be to the enemy who shall dare attempt to break a line of their formation.

Gentlemen, I meddle not with politics: it is a science. On that difficult subject I can only, as a plain man, "*speak right on.*" Yet it certainly appears to me to be matter of congratulation to us all, to contemplate the elevated station which our country has assumed, in the sight of both hemispheres; a station to which she has been raised chiefly by the extended power and disciplined perfection of her navy, and the chivalrous spirit which animates her naval officers.

It has been observed, Gentlemen, that the "age of chivalry is gone!"

We wish not to recall it. Since all that is noble, generous, and useful in the true spirit of chivalry is still retained in this favoured country. For, when we view the present state of Europe, may we not consider the tyrant of France as a gigantic overgrown monster, mangling the limbs and feeding on the vitals of unoffending nations; whilst Britannia, with her lance in the rest, exerts all her powers in their defence? Say, then, what less than a chivalrous spirit, and that of the noblest and most generous description, could have placed our little island in so glorious a station, in view of the whole world? No, Gentlemen, the *spirit* of chivalry is not extinguished—except, alas! in the bosoms of those brave men who have laid down their lives in defence of their country. But here I forbear, unwilling that any shade of regret should obscure this bright scene of pleasure and festivity. Besides, it is necessary to adduce the examples of the dead, whilst we have so many proofs of the existence of the spirit of high achievement amongst the living—a spirit which was never raised higher, nor more conspicuously displayed than in the late most gallant action in the Adriatic; in which three British frigates and a sloop not only successfully resisted the attack of five frigates of a much larger class than any of ours, one corvette, and four vessels of a smaller description, but succeeded in capturing or destroying four of the largest of them, two of which were brought in safety to a British port, and the flag of one of which now decorates our pavilion.

I mean not to go into any further detail of the action, proud as the tale is

to be told to the ear of an Englishman, convinced that it lives, and will always continue to live in your remembrance; and equally convinced, that, were I to proceed to any encomium upon it, I should give pain where it is my sincere wish to give pleasure. I shall, therefore, confine myself to one, and that not the least happy part of its issue, and offer my most hearty congratulations, in which I know you will all most cordially join with me, to the brave Captain at my side—to his family, and noble relations present, on his providential preservation from death and from wounds, when almost half his little crew were either killed or wounded. That “*every bullet has its commission*” is even a proverbial truth, of which all are convinced who have seen much service either by land or sea and those who escape the blow are ever most ready to acknowledge the protecting hand of a Guardian Power. The sensations that arise for the gratitude and reverence I feel to that Providence which has sheltered our gallant friend amidst so many dangers, mingled with those which are excited by the circumstance of my long connection with his family, fill my heart and stop my utterance. I am able only to say farther, Gentlemen, that I never gave a toast with any thing like the satisfaction and delight which I experience at this moment in proposing to you the health of Captain Phipps Hornby, of his Majesty’s ship *Volage*.

Phipps Hornby, Esq.—Gentlemen, Words cannot express what I feel. To be thus received in my native place by my countrymen,—by my neighbours,—by my friends,—amongst whom I see many who have known me from a boy,—and to whom my heart is drawn by the dearest ties,—excites in my mind overwhelming sensations. My duty, the fulfilment of which, has already won me your distinguished approbation, I shall never, whilst I have breath, desert. With my best, my warmest, thanks for the honour you have done me, I can only say it is my intention to join my ship the moment she is fit for service, and seek again the enemies of my country wherever they are to be found. Gentlemen, I have the pleasure to drink all your good healths.—(*Loud acclamations.*)

The Earl of Derby, Lord Lieutenant of the County.—Gentlemen, during the many years I have been known to you as a resident of your county, and, amidst the variety of occasions upon which it has been my happiness to have been honoured with the compliment which you have now conferred upon me in drinking my health, never was one accompanied with so many recommendations to make it agreeable to me as the present. Interested as every one must be in the prosperity of his country, most fervently I rejoice in a general sense, in a victory which has so much promoted that prosperity as the one lately gained in the Adriatic. But, connected as I am by the ties of blood with the gallant person who has borne so considerable and brave a part in the transactions of that day, connected as I am, I say, with his family,—and respecting, as I do, his most worthy father near me, I cannot but feel a more particular and almost paramount private gratification in the honours accruing to so near and dear a branch of my family from the affair at Lissa. Gentlemen, if there be a man upon earth whom I could regard with the emotions of envy at this moment, it is my reverend friend

in perfect sympathy and confidence:—to them I may be allowed to say what has been my maxim of education, and what I would and can recommend to them for theirs—Gentlemen, the maxim is this, *Fear God, and honour the King*. What I mean and feel by the application of the first dread term will be obvious when I say, I bless the Providence who has guarded and brought back my son. What I would be understood to express by the second branch of the precept may admit of explanation. I revere, I love the monarchy; but I revere it as comprehending the laws and the constitution. This *honour* I have inculcated into my children: I would wish other parents to impress it upon the minds of theirs. It is the dearest legacy which, in common with our being and country, has descended to us. Reflecting then, from the testimony of our history, and the benefit of our experience, what a good work those performed who built up and perfected the happy constitution of our land, let me say to every individual, in the words of the Poet,—

“———Pass not on

Till thou hast blessed their memory; and paid
Those thanks which God appointed the reward
Of public virtue; and, if chance thy home
Salute thee with a father's honour'd name,
Go, call thy sons; instruct them what a debt
They owe their ancestors; and make them swear
To pay it, by transmitting down entire
Those sacred rights to which themselves were born.”

Gentlemen, I drink all your healths, and thank you for your favours shown to me and to my family.

Lord Stanley—Gentlemen, invested with the double capacity in which you have separately pledged me, I am necessitated to address you upon two very opposite principles, the civil and military. For the 2d Lancashire Regiment should the hour of danger arrive, permit me to say, we shall be proud to obey its call. As one of the Deputy Lieutenants of the peace, I am justified, from the knowledge which I have of the sentiments of my colleagues in the commission, to say, that as our desire has always been to give to the laws a constitutional and liberal execution, so our hope is, that public benefit may have arisen to the county from such a system, and that it may be happy enough to be considered with favour in your eyes.

J. Blackburne, Esq. One of the members for the county, returned thanks for himself and his colleague; professed his happiness in the situation he filled as one of their representatives, and his ambition to serve the county and wane its prosperity in every sense.

Peter Patton, Esq. one of the members for the borough of Lancaster, returned thanks for himself and his colleague in elegant and impressive words.

John Ireland Blackburne, Esq. one of the members for the borough of Newton, returned thanks for himself and his colleague.

Thomas Claughton, Esq.—Gentlemen, I am sorry that it falls to my lot alone to thank you for the honour you have conferred upon Mr. Legh, of

Haydocke, by drinking his health. I can say, from my knowledge of the sentiments of friendship which he entertains towards all the individuals of the house of Winwick, that nothing would have given him greater pleasure than to have witnessed its gallant son honoured with such a reception in their common neighbourhood. Had he been in England, he would have been most happy to have attended in person. I rejoice to say, he is at present in safety and health pursuing his travels. When he returns to his native country, he will return, I doubt not, with increased sentiments of love and devotion to it—to become, I trust, an ornament to his neighbourhood and native country.

Captain Hornby returned thanks for Commodore Hoste and his brother Captains and Sailors. He stated that two of them were still actively employed in the *Aurillac*, namely, Captains Whitby and Gordon—that Commodore Hoste was fast recovering from his wounds, and might ere long be expected in Lancashire. He would convey to them the sentiments of the company, which he was sure would be a most valuable and acceptable tribute to them.

Sir William Gerard, Sir Thomas Hesketh, Sir Richard Brooks, and Colonel Rawsthorne, severally and successively addressed the company, as their healths were given and received with acclamations.

The healths of the President and the two Vice Presidents were pledged in bumpers, which drew from them appropriate returns of thanks.

After an afternoon spent in cheerful conviviality, the fall of night gave the signal for the conclusion of the rites of the Druids of the Winwick Oak. The company retired under a salute of bells to their various homes, long to remember and speak of the pleasing incantations of its shade. The vigils of the eve, breathed from the hearts of every one who had attended the meeting; from the peer to the peasant, from the seer to the bard, ascended in one united strain,—

*That Britain long might flourish brave and free—
Long have a tar to grace the Winwick tree.*

MR. EDITOR,

THE following sketch of the character and services of the late Admiral Sir Charles Cotton, Bart. contains so correct and justly-merited an encomium on the character of that celebrated nobleman, Earl St. Vincent, under whom the deceased admiral served, and with whose approbation his conduct was honoured, that, I doubt not, you will rescue it from oblivion, by inserting it in the *NAVAL CHRONICLE*. It reflects equal honour on the Noble Earl who approved, and the gallant officer who merited and obtained such commendation of his services.

J. T. L.

* * We willingly accede to the wishes of our Correspondent, in presenting the subjoined sketch to the readers of the *NAVAL CHRONICLE*, as

preliminary to the extended memoir of Sir Charles Cotton's services, which will appear in a subsequent part of the present Volume.

The late Admiral Sir Charles Cotton, Bart.

This officer, who died on the 23d of January, while commander-in-chief of the Channel fleet, had been as constantly employed, and seen as much actual service as most officers of the present day. He was a gallant, persevering, humane, and excellent commander; a good man, a ready friend, and inviolably attached to his King and Country. He was made post captain in 1770, and commanded the *Majestic*, under Lord Howe, on the 1st of June, 1794; and, in the following year, he commanded the *Mars*, during the masterly retreat of Admiral Cornwallis, with five sail of the line, from before the whole French fleet, when the *Mars* gallantly engaged the enemy, and her commander was highly extolled for his conduct.

Sir Charles, after obtaining his flag, served first as junior, then as second in command, in the Channel fleet, during the greater part of the time when Earl St. Vincent held the chief command, and by his conduct obtained the esteem and friendship of that distinguished admiral and hero; a circumstance that alone speaks a volume in his praise. For when political opinions shall cease to operate with rancour, when their present violent votaries lie buried in the dust,—and when, at some future period, the historian shall do justice to the memory of John, Earl St. Vincent; when the promptitude, energy, and decision, introduced and inspired by him; the hydra of rebellion, immediately, and as it were by magic, suppressed; the masses of corruption he encountered, and the masculine reforms he effected, are, as it is to be hoped they will be, truly portrayed;—to have been the selected friend of such a man, will be no mean boast for his progeny.

Sir Charles was, on December, 1807, appointed to command an expedition, and proceeded off Lisbon. The kingdom of Portugal being at that time in possession of the French, ample scope was afforded for the exercise of the admiral's urbanity and compassion; which were fully manifested in the succour he afforded to hundreds of distressed Portuguese families, who sought safety in flight from their rude and cruel oppressors, and found an asylum on board the British squadron. At the same time the admiral's zeal and loyalty contributed greatly to animate and rouse the Portuguese nation to throw off the shackles of their oppressors, and to rise in arms to resist their insulted country, even before the arrival of a British army. The Portuguese nation was, by the admiral's exertions, roused to a high pitch of patriotism: a landing was effected, by a party of mines, at Figueras, the Portuguese standard was raised, round which hundreds were daily assembling; and the post was held until the arrival of Sir Arthur Wellesley, who there, in fact, first disembarked the British soldiers, whose fame, with the gallant hero who commanded them, all Europe is now occupied in admiring, and whose conquests British senators are apparently at a loss for appropriate terms to exemplify and adorn.

Sir Charles Cotton long opposed the fatal convention of Cintra; and, although it is not generally known, thrice returned it to its projectors unexecuted, roundly declaring he could not sign an instrument so much in favour of a French army, twice beaten, with 30,000 British troops in Portugal. At the same time he pointed out to the commander of the army means by which the French general's (Kellerman) threats of pillaging and plundering Lisbon might be rendered abortive.

Sir Charles was, after his return to England, appointed commander in chief in the Mediterranean, and returned about eight months since to take the command of the Channel fleet, in which arduous and important employ he has terminated an useful and honourable life, chiefly spent in the service, and always to the advantage of his King and Country; circumstances that will (when the heartfelt tear of domestic distress, and the tenderness of long remembered afflictions, shall, with every sublunary sorrow, be softened by time, and subdued by religion) contribute to console his possessor, his affectionate offspring, and long list of tried and valued friends.

STATE PAPERS.

SICILY.

THE King our Lord by a resolution, dated this day, signed by his Majesty, and sealed with the royal seal, has constituted his Royal Highness Don Francis, Hereditary Prince of the two Sicilies, his most dear Son, his Vicar-General in this kingdom of Sicily, transferring to him, with the most ample title of *Altezzissimo*, the exercise of all rights, prerogatives, pre-eminences, and powers, in the same manner as they could be exercised by his Majesty in person. In the name of the King I command you to your Excellency this sovereign determination; transmitting to you also a copy of the same, that you may forthwith communicate it to all the departments depending on the office of Secretary of State, the Royal Household, the Treasury, and commerce, which are committed to the charge of your Excellency.

(Signed)

MARQUIS DI CIRILLIO.

To the Marquis Tomasi, Palermo, Jan 16, 1812.

ROYAL LITIER.

FERDINAND, by the Grace of God, King of the Two Sicilies, Jerusalem, &c. Infante of Spain, Duke of Parma, Placentia, Castro, &c. Grand Hereditary Prince of Iuscany, &c.

My most esteemed Son FRANCIS, Hereditary
Prince of the Two Sicilies,

Being obliged, through bodily indisposition, and from the advice of the physician, to breathe the air of the country, to withdraw myself from Ill

serious application ; I should esteem myself culpable before God if I did not make such provision for the government of the kingdom, in these most difficult times, that affairs of the greatest importance should be promptly despatched, and the public weal suffer no detriment through my infirmities.—Wishing, therefore, to disburthen myself of the weight of Government, as long as it shall not please God to restore me to a state of health suitable for conducting it, I cannot more properly entrust it to any other than to you, my beloved son, as well because you are my legitimate successor, as on account of the experience which I have had of your high rectitude and capacity ; and by these presents, with my free will and consent, I constitute and appoint you my Vicar-General in this my kingdom of Sicily, in the same way as you have been already twice Vicar-General in my other kingdom of Naples ; and I yield and transfer to you, with the ample title of *Alter Ego*, the exercise of all the rights, prerogatives, pre-eminences, and powers, which could be exercised by myself : and that this my determination may be known to all, and obeyed by all, I order that this my letter, signed by myself and sealed with my Royal Seal, be preserved in the archives of the kingdom, and that you direct a copy to be sent to all the Councillors and Secretaries of state for their information, and that they may communicate the same to all persons interested.—Given in Palermo this 16th day of January, 1812.

FERDINAND.

THOMAS DE SOMMA.

AMERICA.

(CIRCULAR.)

SIR,

Treasury Department, Oct. 7th, 1811.

IT has been suggested that the provisions of the non-intercourse act which forbid the importation of articles of British growth, produce, or manufacture, are violated by certain coasting vessels, in the following manner. Masters of vessels bound from a port of the United States to another port of the United States, enter on their manifest, certified by the collector of the port of departure, a quantity of Plaster of Paris or other foreign articles not actually shipped at the time. They afterwards receive at Passamaquaddy or elsewhere, at some port of a foreign colony adjacent to the United States, or at sea from another vessel, prohibited articles answering the description in the manifest, and then proceed to the port of destination, where the fraud is covered by the entry on the manifest.

Although the existing provisions of the coasting act may not in every respect be sufficiently strict or precise to enable the officers to prevent, altogether, those fraudulent attempts, they may with due vigilance and attention be generally detected. The collectors of the ports of departure should, in all cases where foreign goods, particularly of British growth or manufacture, are entered in the manifest, require specific instead of vague entries, and, as far as practicable, ascertain whether the articles thus entered are actually on board. Thus such entries as " a quantity of plaster "

For "twenty bales merchandise," are altogether inadmissible. The manifest should specify the number of tons of plaster, the precise quantity of any other specific article, the marks of the bales, the nature, and designated quality of merchandise contained in each. Except in the case of merchandise in bales, or other packages, there is no objection to ascertaining whether the quantity entered is actually on board; and even in the case of dry-goods, there should be no hesitation, when necessary, to send an inspector on board and to examine, as in the case of dry-goods transported with benefit of drawback, whether they are actually shipped. This should be done in every instance where goods entered are of great value, where the supposed shipment is not of the ordinary course of business, or where the character of the vessel, master or shippers, or any other circumstance, induces a suspicion that a fraud is intended.

Coasting vessels ought also on their arrival in any port, to be watched with great vigilance, and the quantity and the nature of the foreign articles on board, be immediately ascertained and compared with that entered on the manifest. Greater precaution will be necessary with respect to vessels coming from or arriving in Maine, Massachusetts, or Georgia, and generally with such as have performed voyages which have admitted of their touching at a foreign port, or of meeting, by appointment, other vessels at sea — Those from Passamaquaddy (which includes Eastport) and all those laden in whole or in part with Plaster of Paris, are at present particularly liable to suspicion; as it is ascertained that almost the whole of what had been legally imported into that district, has long ago been exported coastwise, and that a considerable quantity of that article in the United States, has been illegally imported in the manner above stated.

I must call your attention to the importations of articles of British (principally colonial) produce, made in vessels coming from St. Barts or from Spanish, or other permitted ports, and accompanied with papers intended to prove that such articles are the produce of a Spanish, Swedish, or other admitted port. Although there may be some articles, the origin of which cannot, by inspection, be easily ascertained, yet I am informed that most of them may always be distinguished by grocers or other dealers in such articles; that the sugar and rum of the British colonies never can be mistaken for similar articles of the Spanish or other colonies. It appears, therefore, necessary, that such articles should, on their arrival, be examined by the inspectors or other proper judges, and whenever they shall from inspection, appear to be of British growth or manufacture, they must be seized and labelled, any certificates or other documents of exportation or origin notwithstanding. It is indispensable to assert and enforce the principle, that such papers, either forged or fraudulently obtained in a foreign port, shall not supersede the evidence arising from the examination of the article itself. The restrictive, and even the ordinary, revenue laws of the United States would, otherwise, be altogether defeated. If Jamaica spirits can, with the help of an Havana certificate, be forced upon us as Spanish rum, there is nothing to prevent the importation of Irish linens or British cloths, under the name of German or Danish manufactures, or even that of Madeira wine under the designation of Tenerife.

... known at the treasury, have probably been devised for
 ... producing British goods into the United States; and I have
 ... whenever any new information is obtained on that subject,
 ... without delay to the collectors to whom it may be use-
 ... and stay at this office.

I am, very respectfully, Sir, your obedient servant,

ALBERT GALATIN,

The Collector of the Customs, Philadelphia.

PLATE CCCLIX.

THE annexed plate, representing the Rock and Tower of Scylla, with
 Mount Etna* in the distance, is from a drawing by Mr. Pocock.

The Rock of Scylla, immortalized by Homer, and, consequently, fami-
 liar to every classical reader, is situated between the kingdom of Naples
 and the island of Sicily, in the Mediterranean sea. It lies about a mile
 from the Faro di Messina,† or Strait of Faro; forming a small promontory,
 which runs out a little to the sea, and meets the whole force of the waters,
 as they come out of the narrowest part of the strait. Such is the nature of
 the current in this part, that, in endeavouring to keep clear of Charybdis,
 on the Sicilian shore, ships are in great danger of being driven on Scylla;
 and *perire*. It is understood, however, that, by the earthquake which
 happened in the year 1783, the danger was greatly lessened; the position
 of Charybdis having been materially altered.

Herodotus, in speaking of Scylla, says, "it must be owned, that it does
 not altogether come up to the formidable description that Homer gives of
 it, the reading of which, like that of Shakspeare's cliff, almost makes
 one's head giddy. Neither is the passage so wondrous narrow and difficult
 as he makes it. Indeed it is probable, that the breadth of it is greatly
 increased since his time, by the violent impetuosity of the current; and
 this violence too must have always diminished in proportion as the breadth
 of the channel increased. Our pilot says, there are many small rocks
 which show their heads near the base of the large ones. These are prob-
 ably the dogs which are described as howling round the monster Scylla.
 There are, likewise, many caverns that add greatly to the noise of the waters,
 and tend to increase the terror of the scene. The rock is near 200
 feet high. There is a kind of castle, or fort on its summit; and the town
 of Scylla or Sciglin, containing 3 or 400 inhabitants, stands on its south
 side, and bears the title of Prince to a Calabrese family."

By referring to the Introduction, to Mr. CLARKE'S *Progress of Maritime
 Discovery*, page xci. from which we have abstracted some curious and

* For a view of Mount Etna, see the Sicilian Coast, vide N. C. XXV. 218.

† See the Sicilian Coast, vide N. C. XXV. 218.

interesting particulars, illustrative of a View of the Faro di Messina,* a different opinion will be seen, respecting the *dogs* of Scylla. According to Mr. Clarke, Scylla was one of the sacred maritime temples, or fire-towers, that were constructed by the Cuthites, or Amozians, as sea-marks by day, and light-houses by night; and the *dogs*, with which the Greeks surrounded Scylla, were its *Cohen*, or *Priests of its Temple*.

HYDROGRAPHY, PILOTAGE, &c.

EASTERN OCEAN.

ARROGANT-SHOAL.

IN the preceding volume † is an account (extracted from an East Indian newspaper) of a ledge of rocks discovered by H. M. S. Arrogant, in the Javan seas. On a comparison of that article with a description of the same danger in a recent publication of much authenticity, a typographical error has been discovered in the former account, namely in the latitude and longitude, which is of so much moment as to call for the earliest correction; and in order to make it as complete as possible, the present opportunity is taken, to give the comparative statement itself which has led to the detection of the error:—‡

“Arrogant’s shoal, in latitude $5^{\circ} 12'$ S. longitude $113^{\circ} E.$ by mean of the chronometers of H. M. S. Arrogant, and those of the Dover Castle corresponding to 4 miles, is a dangerous coral shoal, about 11 leagues N. N. E.-ward of Lubec, discovered by the Arrogant, 23 January, 1802. The boat examined it, and found it to extend N. W. and S. E. about $\frac{1}{4}$ of a mile, with depths of 5 and 6 feet where she could approach with safety, there being breakers on it at the time. The depths close to the shoal were from 5 to 12 fathoms, and 25 fathoms at the distance of a cable’s length. This shoal is greatly in the way of ships running eastward in thick weather, and should be avoided by keeping within 6 or 7 leagues of Lubec, or in latitude $5^{\circ} 25'$ to $5^{\circ} 30'$ S. Passing from abreast of Carimon-Java 32 and 33 fathoms water is a fair track, and being 6 or 7 leagues N.-ward of Lubec an E. by S. $\frac{1}{2}$ S. course will carry a ship 3 or 4 leagues S.-ward of Great Solombo, § in soundings, from 32 to 37 fathoms. The depths then decrease to 20 and 21 fathoms, about 7 leagues S. E.-ward of this island.”

* N. C. XVII. 309.

† XXVI. 54. 1st edition.

‡ Horsburgh’s Directions for sailing to and from the East Indies (1811) part II. page 368.

§ Called also Noosa Lombo, or Cattle Island, being said to abound with wild cattle.

AZORES OR WESTERN ISLES.

THESSE islands were discovered by the Portuguese about the year 1460, and were first named in that language *ilhas dos açores*, or "isles of the hawks," in consequence of the great number of those birds seen there.* The whole cluster consists of 9 islands (besides a few islets or dangers contiguous to some of them) divided in three groups, separated by two principal channels, and disposed nearly according to the following order from W. to E. :—Flores, Corvo, Fayal, Pico, St. George, Graciosa, Terceira, St. Michael, St. Mary. They are mostly high land, with steep rocky coasts, not affording safe harbours; and the places where ships must anchor are all exposed to the storms which prevail in winter. Volcanic evidences are common; and earthquakes occasionally cause devastation. The hydrographical description about to be given, is chiefly collected from Fleurieu, Toino, and Horsburgh; but, as there is some difference in the geographical positions assigned to these islands by those authors and by other authorities, the respective latitudes and longitudes will be given in a tabular form at the conclusion of this article.

Flores, the westernmost island, extends about 11 miles N. and S. Its northern extremity is called Point del Gada: there is a rocky bank, said to lie 1 league off the S. E. end: anchorage is found in some places along-shore.

Corvo, the north-westernmost, is separated from Flores by a safe passage, of $3\frac{1}{2}$ leagues wide: it is about 4 miles in extent N. and S.: the southern extremity is called Point Pesqueira-alto.

These two islands are detached from the central group, at a distance of about 35 leagues: the channel is safe. They are hilly, and may be descried above 11 leagues in clear weather.

Fayal, the westernmost of the central group, is high, of circular form, and about 9 miles in extent.

Pico, † is separated from the S. E. part of Fayal by a narrow passage, having some rocks near the middle of the southern entrance, and this island extends above 15 miles nearly E. S. E. and W. N. W. The peak from whence the island takes its name, is situated near the S. W. part, and its summit is terminated by a slender cone, elevated about 7000 feet above the sea-level.

St. George, distant 3 or 4 leagues northward from Pico, is narrow, about 22 miles long from W. N. W. to E. S. E.: its southern extremity is called Point del Topa: there is a small road for anchorage on the south side of the island, about 2 leagues from the west point, and near to that of Velas, on which there is a village of the same name.

* *Azores* is a corrupt spelling, owing to the deficiency of the letter *ç* in the English alphabet. The isles derive their other English title from being the most westerly portion of land comprised in that geographical division of the globe called Europe.

† Pronounced as if written in English *Pico*.

Graciosa, separated from the northern side of St. George, by a safe passage 7 or 8 leagues broad, is about 7 miles in length, having several high hills on it, which give it the appearance of two or three islands when first seen. The anchoring place is Santa Cruz, on the north-eastern side. The south-eastern point, called Curapacho, bears from the north-western point of St. George N. 49° E. 8 leagues; and from Point Ruba, in Terceira, N. 60° W. 9 leagues.

Terceira, the metropolitan island, is separated from the south-eastern end of St. George by a safe channel of 7 and 8 leagues wide: it is of middling height, and about 16 miles in length E. and W. Mount Brazil is a forked hill, situated near the middle of the southern coast, high to the sea, and is a good mark for the bay of Angra, which is close to the eastward of it. About $1\frac{1}{2}$ leagues eastward of Mt. Brazil, are two steep islands called Goats (by the English); and rather more than $\frac{1}{2}$ a league to the south-eastward of them are four rocks called Frailes, [friars] with breakers near them. A vessel coming to Angra from the S. should steer toward Mt. Brasil as soon as it is seen; but, as the currents are strong and fluctuating, great care should be taken, when calm, not to approach the steep iron-bound shore comprised between the Mount and the west end of the island. Coming from the N. round the east end of the island, a wide berth must be given to the south point of Porto-Praya, from whence a rocky bank extends to a considerable distance E. and E.N.E. In approaching Angra from the E. the Frailes and Goats will be discerned: between the latter and Terceira, there is a passage where a ship might anchor in case of need, in 15 fathoms water, sandy bottom all over. Although there is 24 fathoms water between the Goats islands, yet that passage ought not to be attempted, being wide only a cable's-length. The passage between the Goats and Frailes ought always to be preferred, being above $\frac{1}{2}$ a league wide, clear of danger, and with 90 fathoms water: or else the passage without the Frailes may be adopted, giving a berth to the rock under water that lies about a musket-shot to the southward of them. Angra bay is only about $\frac{1}{2}$ a mile wide; and the bottom being mostly rocky, vessels moor with several anchors, nearest to the western side. From June to September, when light winds prevail, vessels may be safe in this road; but it being open from E. to S.S.W. there is no shelter from the winter storms, which send in a prodigious sea round the Mount: at these times the only resource is to get to sea on the first appearance of bad weather. High water at full and change of the moon is about $11\frac{1}{2}$ hours: the rise of the tide from 4 to 8 feet, according to the wind: the flood sets to N.W. and the ebb to S.E. Angra is the capital city, where provisions are abundant, and cheap.

St. Miguel, [Michael] separated from the S. E. end of Terceira by a clear channel of 23 leagues wide, is the longest of all the islands, being upwards of 30 miles in extent E. and W. but only from 6 to 9 in breadth. The town of St. Michael is in a bay on the south side, where vessels anchor near the shore; but it affords no shelter from the winter storms. Variation is here about $15\frac{1}{4}$ W. This island having been in a peculiar manner the

theatre of those volcanic eruptions alluded to in the introductory part of this work, and its more recent visitations by the passage of subterranean fire having led to the formation of a new danger to navigation, it is deemed expedient and beneficial to follow up the detached notice already taken of that phenomenon in the A. C. by embodying in this distinct form of hydrographical record all such information on the subject as has been either disseminated through the public prints, or attainable from other sources. And it is hoped the general reader will not feel disposed to censure the compiler of this memoir for outstepping, in a degree his province, by blending a certain proportion of geological instruction with technical directions. Besides the two articles in the last volume of this work referred to above, [see the note] the newspapers of last year contained a variety of paragraphs descriptive of the sub-marine explosions, and new-formed island, whereof the following are selected as containing the sum of information diffused through the whole:—

St. Michael, Azores, Aug. 2, 1811.

“ For the last four months we have scarcely been three days together without experiencing shocks of an earthquake, more or less violent, which have done great damage to the buildings, and been injurious to the cultivators, but fortunately have not occasioned the loss of many lives. These shocks appear to have been produced by two or three volcanoes in the sea, at a short distance from this island, struggling for vent. One, which is situated about three leagues from our coast, has ejected such a quantity of matter, that an island four miles long, and two and a half broad, has been formed, and it is still increasing—perhaps it may, in time, by continued eruptions, be joined to our island. Another volcano appeared on the 4th July, about eight leagues distance, and in near thirty five fathoms water. It has ejected much lava, and greatly agitated the sea, and will doubtless form an island, but its spout on the 20th was still below the level of the water. A third volcano is said to have been discovered a little to the eastward, of which the smoke is plainly visible from St. Michael. Some boatmen who approached it while quiescent, report, that the sea on the spot was quite discoloured, and had a sulphurous smell, and that they picked up a quantity of dead fish half roasted. On the first island, vegetation, I am assured, is already apparent on one side.”

Extract of a letter from a gentleman on board H. M. S. Anson, in the river Tagus, August 4, 1811, to be found in breadth —

“ Not having it in my power to inform you of the progress of the arts in this quarter of the globe, I embrace the present opportunity of giving you a circumstantial, and, I doubt not, authentic account of the proceedings of Nature, which, I presume, you will find not less interesting. The Sabrina arrived here lately, from a cruise off the Western Islands, or Azores, and brought us the following account. On the 16th of June they observed two columns of white smoke arising from the sea, off the west end of the island of St. Michael, which, for some time, they supposed to be an engagement, and made all sail towards it, but were

† Annual Register (Dodley's) number, 441.

† NAVAL CHRONICLE, XXIII 249 XXIV 284. XXVI 147 190

prevented by the wind dying away. The smoke continued to ascend, with sometimes large flames of fire, and they then concluded that it was a volcano. Next day they were close in with the island of St. Michael, and found the volcano situated about two miles west of that island, and still raging in the most awful manner. They learned from the British consul at St. Michael, that smoke was first observed arising from that place on the 14th June, previous to which there had been several very severe shocks of an earthquake felt at St. Michael; so that the destruction of the whole island was much feared, but they ceased as soon as the volcano broke out. On the 18th, the Sabrina went as near the volcano as they could with safety, and found it still raging with unabated violence, throwing up, from under water, large stones, cinders, ashes, &c. accompanied with several severe shocks. About noon, the same day, they observed the mouth of the crater just shewing itself above the surface of the sea, where there were formerly 40 fathoms or 240 feet of water; they christened it Sabrina Island. At three P. M. same day, it was about 30 feet above the surface of the water, and about a furlong in length. On the 19th, they were within five or six miles of the volcano, and found it about 50 feet in height, and two-thirds of a mile in length, still raging as before, throwing up large quantities of stones, some of which fell at the distance of a mile from the volcano. The smoke drew up several water-spouts, which, spreading in the air, fell in a heavy rain, accompanied with vast quantities of fine black sand, which completely covered the Sabrina's decks though then distant not less than three or four miles from the volcano. On the 20th, they went on a cruise, leaving the volcano about 150 feet high, and a mile in length, still raging as formerly, and continuing to increase in size. July 4, they again visited the volcano, and found it perfectly quiet: they went on shore on Sabrina Island (as it is now called), and found it very steep, its height not less than from 200 to 300 feet. It was with difficulty they were able to ascend to the top of the island, which they at last effected in a quarter where there was a gentle declivity; but the ground, or rather the ashes, composed of sulphureous matter, metallic dross, &c. was so very hot for their feet, that they were obliged soon to return; they, however, took possession of the island in the name of his Britannic Majesty, and left an English union-jack flying on it. The circumference is now from two to three miles. In the middle is a large basin, full of boiling-hot water, from whence a stream runs into the sea; and, at the distance of 50 yards from the island, the water, although 30 fathoms deep, is too hot for one to hold his hand in. In short, the whole island is but a crater, the cliff on the outside appearing as walls as steep within as they are without. The basin of boiling water is the mouth from whence the smoke, &c. issued. When the Sabrina left it, several parts of the cliff continued to smoke a little, and it was their opinion, that it would soon break out again."

Extract of a Letter from St. Michael (Azores), August 24, 1810.

"One of those dreadful phenomena never witnessed in your country, has plunged many here in unspeakable wretchedness and affliction, and continues to occasion great terror to all the inhabitants of this island. On the 11th of August, at 10 P. M. slight shocks of an earthquake were felt at intervals of a few minutes for four hours. During this time the inhabitants, under the influence of alarm for their personal safety as well as property, were running to and fro in the greatest distress. Between two and three, a dreadful rocking was experienced throughout the whole island; several houses, unable to resist its violence, were thrown down,

and many others greatly damaged; and such persons as sought safety in the open air were dashed to the ground. Hitherto the calamity had been confined in its effects, and, though great injury had been sustained, we had to congratulate ourselves on the loss of few lives; but we were yet to witness a most dreadful spectacle. On the 12th, at mid-day, a hollow rumbling sound was heard, the clouds gathered, and the wind was hushed into silence; the rocking returned, and, in a few minutes after, the village of Cozas, situated on a plain, comprising twenty-two houses, was swallowed up, and in the spot where it stood a lake of boiling water gushed forth. Many of the unfortunate inhabitants who had previously retired to the elevated ground, beheld the sight with a degree of horror and amazement which enchained all their faculties; their whole property swept away in a few minutes, and in the place where their once beautiful gardens and flourishing orchards stood, sought now appeared but a vast expanse of water! About thirty-two persons, it is calculated, have lost their lives by this awful and calamitous event, and cattle and property to a considerable amount destroyed. A great degree of alarm continues to pervade the whole island, as on the east side an orifice has been discovered, resembling the crater of a volcano, and out of which, flames occasionally burst through. Hitherto they have been unaccompanied by any ejection of volcanic matter."

Briaham, 29 September.

"Last evening H. M. S. Sabrina sailed from Torbay for Portsmouth. This is the ship that discovered, in June last, the island that sprung up from the bottom of the main ocean, about a league from St. Michael, one of the Western Islands. When first the Sabrina discovered this miracle, she thought, by the smoke ascending, it was two ships engaging, and made sail towards it, till she discovered her mistake. The sea round it was agitated in a most wonderful manner, and the water almost hot. She sent her boat ashore on this new-found island, but found it smoking, and so excessively hot, they could not tarry. They took possession of it, hoisted their colours, which they left flying there, and baptized the island after their ship's name, Sabrina. It appears in some parts from 60 to 400 feet high above the surface of the water, and is about two miles long, and half a mile wide, and is 40 fathoms of water; what is more surprising, there is a large creek or reservoir that leads into it, in form of a horse-shoe, sufficient to contain eight or ten sail of the line, in which the water appeared as boiling. I have seen some of the soil, if you may so call it, or part of the lava that was thrown up when the earthquake or eruption happened, and it resembles smiths' cinders. I had from one of the officers who landed on it, that abundance of fish were swimming about the island, and quantities of fish-bones lying scorched on the shore, where the sand appeared. No doubt, Government will soon people and fortify it, as it will make an excellent place of rendezvous for our shipping, and those who trade to the Western Islands. I had some part of St. Michael sunk at the time, and the frightened inhabitants would have left it if they could, when the shock happened, as they thought their whole island would have disappeared."

"Sabrina island (discovered by his Majesty's ship of that name), which recently emerged from the ocean, it is feared will cause many fatal accidents to vessels unacquainted with its situation, and that may happen to be sailing by it in the night. Captain Mason, master of an American ship lately arrived at Plymouth states, that he fell in with it in the night, and had not the weather been moderate (what little wind there was blew off the island), he certainly should have been wrecked on it. The persons of the watch on deck, learning the news a breaking at

a short distance from them, as if over rocks, immediately called all hands, and brought the vessel to. They then made their observations, and referred to their chart; but this did not clear up their doubts, and they very prudently lay to till day-light, when the phenomenon presented itself to their astonished eyes."

"Several merchantmen, in passing within four miles of the island of Sabrina, near the Azores, have lost their masts, and had their decks covered with soot and sand."

There is some discordance and exaggeration in these accounts; but as they agree in the main, it is not necessary to make a pause for the sake of reconciling the details. The hydrographer must, however, detain the reader for a moment with his claim not to be misunderstood, by passing in silence over the *possession-taking* part of one of the preceding narratives, to espouse the legitimacy of that proceeding, if the fact be as therein stated: on the contrary, it appears to him as improper on the part of the actors, as if a Dutch ship of war was to send a boat's crew to perform a similar scene on any fabric of ~~the~~ origin that might arise among the Zetland, or other isles dependent on Britain. Sabrina is by no means a bad name in sound, nor indeed is it unprecedented for a ship to apply her name to a shoal, and, inasmuch as the ship so called appears to have been the sole or best witness afloat of the emersion of the new land, the proprietor may do well to adopt the appellation: but the property seems indisputably to be vested in the sovereign of the territory from the base of which the excrescence has been produced.

The next information we possess on this subject is contained in the following original remarks, written on the spot, and nearly at the time, by an eye-witness, who was pleased expressly to sanction their publication in this work.*

Remarks on the Volcanic Eruption at St. Michael, by W. H. R.

St. Michael, 20 June 1811.

"On Thursday morning, June 13th, 1811, at about half-past one o'clock, a strong shock of an earthquake had been felt in the city of Ponta Delgada, on the southern side of the island of St. Michael; and for nearly eight hours the shocks had continued with greater or less violence, with intervals of from 15 to 20 minutes between each shock; more particularly at the west end of the island, where a number of cottages had been thrown down, and other more substantial buildings considerably injured:—When on Friday morning, a submarine volcano burst forth about a mile from the shore, to N.N.W. $\frac{1}{2}$ W. of the Pico das Camarilhas, and threw up stones and sand to a considerable height; but it subsided in the afternoon of the same day.

"On Saturday, the 15th of June, the volcano burst forth again in the same place, though not with so much violence as before. The shocks of the earth-

* W. H. R.'s remarks on the volcanic eruption at the island of St. Michael, formed the appendage to Tim. Weatherside's letter, (page 204) from which it has been detached, as appertaining more specifically to Hydrography, than to general correspondence.

quakes were also more mild, but considerable damage had already been done in the districts of Cintra, Vazco, and Mosteiros.

" On Sunday morning early, accompanied by some friends, I rode to the west-end of the island of St. Michael, to observe this phenomenon, and was much gratified in contemplating one of the most awful and sublime objects that nature can display to human attention. I took my station on the brink of a steep precipice impending over the sea shore, at the nearest possible distance from the volcano, which was then raging with immense fury, throwing up stones, ashes, and sand, to a height of a thousand feet and upwards, above the level of the sea, attended with an hollow thundering noise, like a distant cannonade, and accompanied with some smart shocks of earthquakes. The impulsive vapour was at times so strong, as to affect my breathing, even to danger of suffocation, as the wind blew directly on the shore from the N. N. W. The sea was agitated all round the volcano to a considerable distance, boiling like an immense caldron, the diameter of which appeared to be about 500 feet. The stones, some of which appeared to be above a ton weight, were thrown up nearly perpendicular several hundred yards, and fell with a tremendous noise in every direction about the volcano, keeping the sea in a continual foam. The appearance of the clouds rising in a spual manner, and spreading several leagues to the southward, attracted my particular notice owing to the water spouts, which being formed from the black and dense clouds, drew up the water in a variety of directions. At one time I counted eleven water-spouts in full action. Occasionally the clouds burst over us with light rain, charged with ashes and small scoria drawn up from the volcano. The smell of sulphur was so strong as greatly to incommode the inhabitants of Ponta Delgada; a distance of nearly twenty miles.

" On Tuesday morning, June 18th, I returned to the same spot, accompanied by Captain Tiffard, of H. M. S. Sabrina, Mr. Nicholls, purser of that ship, and a Portuguese gentleman.—On our arrival, at $\frac{1}{2}$ past ten, we discovered the mouth of a crater several feet above the surface of the sea. The quantity of sand and ashes which had been thrown up from the centre of the crater, had formed an embankment as it fell, which kept out the sea, except in one place, where a chasm of about thirty feet wide was discernible. The sea rushed into this with incredible fury, at every interval of the eruption; which, subsiding only for a few minutes, returned with double force, so that in less than three hours, the crater had increased in height above the level of the sea nearly sixty feet. We took the bearings of the volcano by a pocket-compass, and having measured a base line of 800 feet, we found the distance from the spot of observation to be 5100 feet, or nearly an English mile. About one P. M. a most tremendous explosion took place, which lasted nearly twenty minutes, and darkened the atmosphere for several miles round. The flashes of lightning were strong, and produced a grand effect on the black dense smoke of the volcano. The rocks thrown up were red hot, and occasioned a hissing noise, when fallen into the sea, that was distinctly heard at intervals, when the subterraneous thunder ceased. Part of the cliff, on whose brink we were seated, fell into the sea, from a smart shock of an earthquake, and we were glad to make a precipitate retreat inland, for fear of a repetition of the shock. At five o'clock we quitted this awful scene with reluctance. Nothing could exceed the gratification that had been felt at such a sight as we had witnessed, indeed to a naturalist a journey of a thousand miles would have been considered a little, to enjoy such a scene.

" On our road to the city, we had frequent opportunities of observing the damages that had been done by the earthquakes. Many cottages were entirely thrown down, and others quite uninhabitable. The roads were choked, and almost impassable, from the hills having fallen in upon them, in various places. On the next day, Captain Tillard being anxious to have a view of the volcano from the ship, he invited a party to take the excursion by water, and I had the pleasure of being one. On rounding the west end of the island, we found that the volcano during the night had increased to a mountain, almost conical, which had formed nearly an equilateral triangle. So that, in the course of the night, it had increased upwards of six hundred feet in height, and was still in full action. In passing to leeward of it, nearly six miles distant, some of the clouds burst over the *Sabrina*, and covered the ship with ashes and sand; so as to oblige the ladies to leave the deck. Another grand explosion then took place, about four in the afternoon, and about six P.M. we had a repetition. During the night, the volcano was pretty quiet. At times, streams of fire were discernible, but it coming on to blow hard from the N.W. we were obliged to keep a good offing, and at day light the next morning, we returned to Ponta Delgada.

" Since the 22d, the eruptions have entirely ceased. A strong smoke, however, issues from the centre of the crater, which is still boiling, and the water of the sea is perfectly warm at the distance of more than half a mile from the island. There is from fifty to eighty fathoms water round the volcano, at a short distance from it several persons have landed on it, but found the ground so hot, as to oblige them to re-embark immediately. Had the eruption continued much longer, in all probability a safe harbour would have been found between the volcano and the bay of Mosteiros. About a century since, an eruption broke out on the land, which burnt for several months. The extinct crater is composed of lava, pumice, and calcined earth and sand, which having been in a state of fusion, resembles the dross of ore taken from the mines in Cornwall."

P.S., December, 1811. Since writing the foregoing account, the volcano has subsided, leaving a shoal on which the sea breaks just like the Goodwin's sands. It breaks near a mile and a half from the shore, so that it is proper our ships, and particularly those of war, should be made acquainted with it, otherwise, on their rounding the west end of the island, they may be taken up by it; as the charts do not lay down any danger beyond $\frac{1}{2}$ of a mile from the shore.

" W. H. R."

Firstly, the industrious author of the latest directions for sailing to and from the East Indies (Horsburgh) gives the following description and geographical site of the new volcanic danger.—

" Some violent convulsions of the earth were felt at St Michael, from July, 1810, to February, 1811, and the people inhabiting the western parts of the island were alarmed by repeated shocks, in January, until the 1st of February, when a volcano burst out of the sea, projecting upward smoke, flames, and combustible matter. The crater appeared about 200 yards in circumference, and, on 6 February, being five days after the volcano burst forth, it appeared like a rock under water, with the sea breaking furiously over it. This danger is about 1 $\frac{1}{2}$ miles distant from the nearest shore of the west end of St Michael, being a little to the N.W.ward of point Ferrara, and in a due west-ly line from Pico de S. Mateus. The fishermen say there are soundings of 20 fathoms near it. The subterraneous pressure of this volcano had, probably, forced up the rocky bottom near to the

surface of the sea, some time prior to the explosion, for the ship Swift was lost near, or on, the spot, before the appearance of this phenomenon."

St. Mary, the S. E. extremity of the Açores, is distant about 12 leagues S. ward from the E. end of St. Michael, and is high, but of small extent. The W. point is called Mademarenda; and the town of St. Mary, with the road where vessels anchor, is on the S. side of the island, near the S. W. point.

The Formigas [ants] situated 3 or 4 leagues N. E. by N. of St. Mary, and fronting the passage between it and St. Michael, consist of 7 or 8 rocks, ranged so as to extend considerably N. and S. Some of them are of 40 or 50 feet perpendicular height; others are low, with the sea breaking very high against and between them. They are steep-to, with no soundings until close upon them. The great Formiga bears N 31° E. from the highest peak of St. Mary, and N. 24° E. from the S. E. point of that island called Castello. The passage between the Formigas and St. Michael is 5 or 6 leagues wide, and safe that between them and St. Mary is about 3 leagues wide and also free from danger, but not so much frequented as the other. They are both destitute of soundings, and the islands of St. Michael and St. Mary are likewise steep to approach. There is said to be a shoal or breakers bearing S 40° E. true, 1½ league from the Formigas; but hitherto no better evidence of its existence has been obtained, than of several other vigias or doubtful dangers placed in some charts of the Atlantic ocean.

When homeward-bound ships fall in with these islands, they ought to adopt one of the two wide channels, that is to say, either that one bounded to the W. by Flores and Corvo, and to the E. by L'aval and Graciosa, or else the other formed by Terceira and the central group on the W. and by St. Michael on the E. It is seldom advisable to pass to the E. ward of the Açores, on account of the northerly winds prevailing between these islands and the coast of Portugal: unless in the case of a defenceless ship in time of war, which might sometimes adopt the eastern route with advantage, to elude hostile cruisers, who frequently take a station to the westward of Flores.

Place.	Authority.	Latitude N.	Longitude W. of Greenwich.
Flores (p. del Gada)	Bootham D.C.	39 33 0	31 11 0
—	Connaissance des Temps, 1806	39 33 0	31 17 "
—	Requisite Tables, 1802	39 26 20	31 11 "
Corvo (N point)	Horsburgh	39 44 0	—
—	C. des Tems	39 43 30	31 10 18
— (p. Piqueira-alta)	Horsburgh	39 41 0	31 6 0
—	R. T.	39 43 30	31 4 50
L'aval (W end)	Horsburgh	38 34 0	28 52 0
— (S. W point)	C des Tems	38 30 55	—
— (town)	R. I.	38 52 20	28 41 0

SHIPWRECKS.

Place.	Authority.	Latitude		Longitude W.	
		N.	"	of Greenwich.	"
Pico (peak)	Horsburgh	38	27 0	28	28 0
—	R. T.	38	26 52	28	27 40
St. George (p. del Topa)	Horsburgh	38	30 0	27	51 0
—	R. T.	38	53 30	28	10 0
Graciosa (N. point)	Horsburgh	39	8 0	28	6 0
—	R. T.	39	11 0	27	54 30
Tercêira (Mt. Brazil)	Horsburgh	38	38 30	27	13 0
—	R. T.	38	39 7	27	12 42
St. Michael (p. Feiraria)	Horsburgh	37	54 0	55	59 3
—	R. T.	37	47 0	25	42 0
Sub-marine volcano, or Sabrina shoal	Horsburgh	37	52 30
St. Mary (p. Maldemarenda)	Horsburgh	36	57 0	25	18 30
— (town)	R. T.	36	56 40	25	9 10
Tungia (greater)	Horsburgh	36	17 0	24	36 0

S.

GREAT BRITAIN.

ON 25 October, one of the brick Towers, upwards of 100 feet high, erected about 60 years ago, upon the sea coast, near Formby,* as a beacon, for navigating through Formby channel, was pulled down in a very expeditious and safe manner—Another, in a true direction for sailing through the Channel, had been previously put up, in lieu of the one taken down, which, owing to the shifting of the sand banks, was found considerably out of its true bearing

SHIPWRECKS.

THE LAUREL.

(Communicated by our Correspondent GULIELMUS ASTAVICUS)

HIS Majesty's ship Laurel arrived in Quiberon Bay on the evening of the 30th of January, 1812, and was immediately placed under the orders of Captain Somerville, of H. M. S. Rota, to sail, in company with her, and the Blun, Captain Malcolm, in pursuit of three French frigates, which had chased the Surveillante.

During the whole of the night, the boats of the fleet were employed in completing the Laurel with water, and before day, on the morning of the 1st, she was ready to proceed.

The light at length appeared, with its attending fog; the wind blowing fresh from the S. by E. and the rain falling heavily at intervals. At 7 the commodore made the signal to weigh, but, from the violence of the weather, the anchor was hove up with great difficulty.

There are three passages out of Quiborou: the most southern, lying between Isle Hedic and the Main, is called the Cardinaux; the middle, between Isle Houat and Hedic, named the Veneguet, and the last, most northern and hazardous, situated between Houat and a rock called the Teigneuse, receives its name from that rock. The marks for the fairway of the latter is the Isle of Mirbau, open with the Teigneuse; the former mark a considerable distance from the entrance. The cross bearings for the Govivas are, a mill in one with Quiborou steeple.

The southern passage would have been the most eligible, as a short board would have enabled us to clear it, and weather Belleisle; but, by the advice of his pilot, the commodore determined to proceed through the Teigneuse.

On weighing, we set close-reefed top-sails, and shortly after bore up. On clearing Hedic road, the Rota set her fore-sail, the Rhin and Laurel following her example. Our superiority of sailing soon enabled us to pass the Rhin. At 9. 15. the Teigneuse rock bore N.N.W.; at 9. 25. it bore N.E. by E. the ships steering W. by S. at the rate of 8 knots, tide setting W.N.W. nearly 4. The only rock we had then to pass was the Govivas; a small sunken rock, which has, at low water, only 4½ feet. The tide, which was at the spring, was fifteen feet, and it had still two hours to ebb. A French 74 was lost on this rock in 1795.

On entering the passage, we had a heavy squall; and, from the thickness of the weather, the marks near the Morbihan, which indicated the fairway, became completely obscured, and the cross bearings were only at times visible.

At this moment we observed the Rota ahead, yawing continually, and apparently undecided in her course. Captain Rowley, remarking this, observed to the pilot, that, if we were right, the Rota must go on shore. The pilot answered, that the Rota was too far to leeward, and he requested that the ship might be hauled up W.S.W. The Rhin was then within half a cable's length, close on our weather quarter, and the commodore a little on our lee, distant about half a mile.

The officers and gentlemen were all on the quarter-deck, congratulating each other on our decided superiority of sailing over the other ships, and, among other subjects of conversation, the loss of the St. George, which we had only heard that morning, was introduced, and one of the master's mates, who had formerly belonged to her, was receiving those felicitations so natural on such an escape. At this moment the ship struck on the Govivas, and, from her way through the water, and the rapidity of the tide, it may easily be imagined, with what force. Captain Rowley immediately ordered the Rhin to be hauled, which, letting go her head sheets, and luffing in stays, struck, but fortunately got off without any damage. The Rota, in most imminent danger, passed between the Govivas and Les Trois

Peres, a passage used only by fishermen and small craft: her escape was, indeed, miraculous.

On striking, we hoist all aback, and the ship dropped aft into deep water. The best lower was let go, but soon parted; the small one was then let go, and, after carrying away all the stopper, we brought up by the cloach. At this instant we saw the whole of the false keel, and part of the main, floating alongside. The sails were furled; the well sounded, and six feet water reported in the hold; and the chain pumps were manned and worked.

In defiance, however, of every exertion, the leak continued to gain upon us with such rapidity, that it was utterly impossible to keep the ship afloat. In less than ten minutes the water rose to a level with the lower-deck, the ship settling bodily down. The only and miserable resource to save the lives of the crew was, to run her on shore; for the frigates, from the violence of the wind and sea, and the urgency of their own imminent danger, were utterly unable to afford the smallest assistance, and they made sail for their own safety. The haziness of the weather continued to increase; and Captain Rowley, with the advice, and in pursuance of the representations of his officers, was reduced to the heart-rending, but inevitable necessity of ordering the cable to be cut, the fore-sail to be set, and the ship to be run on Les Tross Peres, a ridge of rocks within a mile of the shore, and the only one we could reach. Though the chain pumps were working to the last, the water had nearly reached the main-deck. On striking, the fore-sail was hauled up, the boats hoisted out, and some of the guns thrown overboard. Several guns were fired, and every signal was made, which could possibly convey an idea of our distress to the advanced ships of the squadron. To ease the ship, and prevent her drifting into deep water, the mizen-mast was cut away, and, shortly after, the fore-mast, which, in falling, carried away the main top-mast. Before the masts were cut away, the boats, having been ordered to keep clear, unfortunately got adrift, and it was with much difficulty, and the loss of the jolly boat, (which with two men got among the rocks and was lost) that they regained the wreck. The enemy opened their fire from two batteries, and shortly after from four field pieces and a howitzer, which completely enfiladed us, every shot striking, and some of the shells bursting close to us. The ship continued falling over very rapidly, striking with great force; and, from the rising tide, there was no probability of any part of her remaining above water. The wind still continued to increase; and, from the haziness of the weather, and the rising sea, all assistance from our own fleet appeared utterly impossible. Words are not sufficient to describe the extreme horrors of our situation.

The quarter-deck guns were now under the water; and the unremitting and well-directed fire of the enemy reduced us to the miserable alternative of sacrificing the whole of the officers and crew, or of throwing ourselves into a French prison. A consultation was, therefore, held by Captain Rowley and his officers; the result of which proved the inevitable necessity of surrendering—a flag of truce was displayed, and a signal of distress

made; but the enemy's fire continued to increase. The ship appeared to be altering her situation, and a few minutes seemed likely to terminate an existence, long tottering on the verge of eternity. Captain Rowley ordered Lieutenants Green and Brine to proceed on shore, with a detachment of the ship's company, and to solicit the commandant of the troops for assistance, and to cease their fire. The boats were hauled under the quarter, when, from the eagerness of some of the landmen, marines, and boys, there was some slight confusion, but it was dissipated in a moment, Captain Rowley expressing his intention to remain on the wreck to the last, the first lieutenant, Edward O'Shaughnessy, declared, with a gallantry that did him honour, that he would also remain; and he was seconded by Mr. Hodge, master; Somerville, master's mate; Thompson, assistant surgeon; Messrs. Clayton and Gardiner, midshipmen; and two of the men, viz. Richard Rowland, boatswain's mate, and William Hughes, an American seaman. These men, inspired by gratitude for Captain Rowley having once forgiven them an attempt to get on shore for a cruise, expressed their determination of staying by the captain, with the crew, if the ship should go to pieces, of supporting him in the water. In this, from their uncommon dexterity as swimmers, they would most probably have succeeded.

On the boats receding the shore, the fire of the enemy ceased; but they would not suffer them to return, nor would they give us any assistance. Fortunately for the remainder of the crew, the ship drove higher upon the rock, and was prevented from capsizing by a small projection, which supported her. The suit broke fore and aft, and every succeeding wave washed us to the rock.

In this state, and tantalized by expectation, we remained upwards of two hours. God of his infinite mercy, who calms the waves, wrought a miracle in our behalf, and saved us from destruction.—The atmosphere clearing up, we observed several boats pulling to our assistance, through a tremendous sea, the frigates at anchor, and two brigs, the *Lyra* and *Constant*, with the *Albatross*, and Hind cutter under weigh. The latter had been despatched by Captain Alexander, of the *Colossus*, who, having heard our guns, with that zeal and alacrity which mark his professional character, immediately sent them and his boats to our assistance, although at a distance of many miles.

Captain Somerville, in defiance of the opposition and representations of the pilot, worked his ship among the breakers; and his example was heroically followed by Captain Malcolm, of the *Ruin*, who, grateful for the warning we had given him, which caused his preservation, made every exertion to assist us.

In executing the plans of their respective captains, the brig of the *Ruin*, and cutter of the *Colossus*, with the whole of the boats of the *Ruta*, were peculiarly fortunate, and too much praise cannot be given to the gentlemen commanding them, for their exertions.

On the advance of the boats, the enemy recommenced their fire, and, to the credit of their artillery, it was well directed, every shot hulled us. The boys and sick men were first got into the boats, which, from the vio-

lence of the sea, advanced singly and slowly. Captain Rowley and the 1st lieutenant were pressed to take advantage of the opportunity, but in vain. A contest honourable to themselves took place, who should be the last on the wreck. The captain ordered Mr. Hodge, the master, to represent the imminent danger, and he was forced to leave her, but afterwards returned in the boat to our assistance.

The water having risen considerably above the hammock boards, some of the crew were compelled to take the rigging, while others were employed in lashing of spars for a raft; the slow advance of the boats rendering our situation every instant more critical. The fire of the enemy also became more incessant, and better pointed; and they had received a reinforcement of guns, every shot telling.

At 5. 15. Captain Rowley, having seen every individual out of the ship, which was then completely covered, got with his 1st lieutenant and the officers before mentioned into the boats, and giving her three cheers, pulled for the Rota, which he got on board of at 8 o'clock, having remained on the wreck upwards of ten hours.

The Laurel was rated a 38, with a complement of 500 men, and was on the stocks at Flushing, where she was finished, and brought to England, by the indefatigable exertions of Sir Richard Strahan, and Captain Kittoe; and, from her model, accommodations, and swift sailing, was unequalled in the service. By this misfortune, Captain R and his officers lost every thing but the clothes on their backs, to the amount of several thousands of pounds.

List of Officers taken Prisoners

John Brine, Esq. 2d lieutenant, son of Admiral Brine, Charles Greene, Esq. 3d lieutenant, son of the Rev Dr. Greene; Richard Talon, Esq. surgeon; B. Chalromiere, Esq. 2d lieutenant R.M., Messrs. Hanbury, Clements, Montgomery, Digges, Daniel Galway, Richard Figue, and Thomas Pettigrew, midshipmen; and young gentlemen of the 1st class. David McCarthy, Captain's clerk, and 80 men.

Not Prisoners.

Captain S. C. Rowley; Edward O'Shaughnessy, Esq. 1st lieutenant; John Hodge, master; J. F. Crofton, 1st Lieutenant R.M., John Mercer, purser, Messrs William Someville, and John Jeffard, master's mates Monk Thompson, assistant surgeon; Messrs Clayton, Grawley, Corrick, Louis, Gardner, Eaton, and Lambert, midshipmen, and young gentlemen volunteers; William Whichefloe, assistant clerk

Disputed.—Not known.

To the above, we subjoin the following French account of the loss of the Laurel —

REPORT TO THE MINISTER OF MARINE AND COLONIES.

“ MONSIEUR, “ *L'Orient, Feb. 2.*

“ I have the honour to inform you, that an enemy's frigate was lost on the 31st of January, on the rock named Govivas, to the S.W. of the

Teigneuse. She was entering the Bay of Quiberon, with the wind at S.S.E. She struck at ten in the morning, and appears to have filled soon after. The weather was very foggy, and the sea extremely rough; but, the assistance which humanity claims was afforded as far as possible, and the commandant of the place, and the commissary-general of the police, as soon as they knew of the event, took the measures which prudence prescribes to the civil authorities, as well as to the military department. The Syndic of Quiberon, and the officer of administration charged with the service at Auray, likewise acted as their duty directed.

“ I am informed, that the major of the 47th regiment yesterday received a report from the coast, announcing that there had been saved, and made prisoners, from the shipwrecked frigate, ninety-six men, viz. three officers, one surgeon, five midshipmen, one sub-officer, fifteen soldiers, and seventy-one sailors. The report adds, that the boats from the enemy's division have brought assistance to the frigate, to save the other part of the crew. The prisoners will, to-day or to-morrow, go to Auray. I have the honour to present to your Excellency the expression of my respect.

“ MOLINI, Prefect ad interim.”

ASTRONOMY.

(Continued from page 57.)

THAT comets are habitable worlds, appears to be a favourite article of belief, amongst the astronomical speculators of the present day.* “ The comet of 1744,” observes one of these gentlemen, had phases like the moon, therefore the heads or *nuclei* of comets are solid globes as well

* Less than two centuries back, to hold such an opinion would have been regarded as downright heresy. Only 178 years have elapsed since the celebrated *Galileo* was obliged, by an assembly of seven Cardinals, to disavow, against reason and conscience, those important and demonstrative truths which he had published to the world. Under the terror of the Inquisition, this venerable philosopher was forced to sign the following formula of abjuration :—

“ I, *Galileo* in the 70th year of my age, brought personally to justice, being on my knees, and having before my eyes the Holy Evangelists, which I touch with my own hands, with a sincere heart and faith, I abjure, curse, and detest the absurdity, error, and heresy of the motion of the earth,” &c.

What a profanation of religion to impose so cruel a task upon the weakness of human nature! — Yet even this humiliating recantation was insufficient to satisfy ignorant and bigoted priests; he was condemned by the Inquisition to perpetual imprisonment, but was released at the end of a year, on the solicitation of the Grand Duke of Tuscany, and to prevent his withdrawing himself from the power of this merciless tribunal, he was forbidden to leave the territory of Florence.

as the planets; there remains then no specific difference between planets and comets, excepting the trains of the latter, and the great atmosphere of light which surrounds them. 450 have already been discovered, and of these the orbits of 97 have been computed; yet, out of all this number, the return of one only has been ascertained, viz. that which appeared in the years 1456, 1531, 1607, 1682, and lastly in 1759. La Place conjectures, there may be a thousand yet undiscovered. The number of all the planets of our system, primary and secondary, amounts, only, to 29. Since then, the number of comets so greatly surpasses that of the planets, it is altogether inconceivable that they should be intended for the use of any of the planets of our system, much less for that of one of the smallest.— We have, therefore, no reason to doubt, that the rank which each of the comets occupies in the scale of the creation, is not less important than that of our earth; and since we cannot suppose anything to have been made in vain, there scarcely remains a doubt, that comets, as well as planets, are intended for the habitations of some kind of creatures, however different they may be from those on our globe.

“ If it be said, that the great changes of heat and cold to which comets are exposed, would destroy any kind of animal life with which we are acquainted, to this it may be replied, that, although the intensity of the sun's light is inversely as the distances from him, we find that heat and cold are by no means in the same proportion; on the contrary, it is known that with the same intensity of light, a very great difference of heat and cold is produced; for instance, the cold on the snowy top of Mount Atna, compared with the heat at the foot of the mountain; these effects, so widely different, evidently depend on the constitution and texture of the substances on which the rays fall, on their affinities with the matter of light, and on the surrounding atmosphere: but, independently of this, we cannot for a moment doubt, that Almighty Power is adequate to suit the constitutions of those beings, if such there are, to all the variety of seasons they are destined to undergo, in their wide and eccentric excursions round the sun.”

Any attempt to prove the omnipotence of the Deity, would be a work of supererogation; but, as it is an admitted fact, that light can exist without heat, and *vice versa*, there seems to be no necessity for supposing, that the inhabitants of comets—if comets really have inhabitants—must possess the fabulous property of the salamander. “ If,” says another essayist, for whose lucubrations we are indebted to the appearance of the comet of 1811, “ the sun were the fountain of heat as well as of light, there ought not to be the diminished temperature as observed on the tops of mountains; and we may hence rationally suppose that a comet may pass near the sun without becoming in the least warm. As all our knowledge of these remotely situated bodies is merely analogical, from a comparison with phosphorescent bodies, the above supposition is additionally supported. We find that all those substances which possess a power of absorbing light, and of giving it out in the dark, acquire not in these operations an increase of temperature.

Regarding comets as phosphorescent bodies—as bodies capable of absorbing, and of diffusing light, without becoming ignited, and, consequently, without acquiring or imparting heat—this gentleman pursues his reasoning with considerable ingenuity. Speaking of what is generally termed the tail of the comet, “this amazing and beautiful appendage,” he observes, “which participates of the motion of the comet, and presented to us in a direction nearly opposite to the sun, has an appearance according to the perspective point in which it is viewed. The tail which accompanied the comet of 1580 was 90 millions of miles in length, and the tail of the present comet is nearly 50 millions of miles.—The word tail is improperly applied, as in its more luminous state, viz. after the perihelion of the comet, it precedes. Various conjectures,” he continues, “have been indulged in as to the cause of this luminous diffusion; some have attributed it to the refraction of the sun-beams passing through the nucleus, or head, which they supposed to be transparent; others to the refraction of the beams reflected from the head. Sir I. Newton refutes these opinions upon optical principles; he supposed it to be a vapour arising continually from the heated body of the comet; he remarked its extreme rarity, from stars shining through it without any loss of splendor. As Newton imagined comets might occasionally be determined with the body of the sun, to compensate for its continual expenditure, so he fancied the tails might supply the subtilis spirit in our air, corresponding to the pure part of our atmosphere.

“From an apparent resemblance between these cometary rays, and the coruscations occasionally occurring in our atmosphere, called the Northern Lights, or the *Aurora Borealis*, Professor Hamilton was induced to suppose both of them depending on some electric principle, and that comets may be the agents employed for the dissemination of electric matter through the immensity of space; but it is only from their tenuity that there exists any analogy. The electric emanations called the Northern Lights, which in this latitude will not be visible for 70 or 80 years, had a coruscating appearance, and no ways permanent; whilst the tail of a comet is defined and uniform during the evening it is presented to our attention.

“I have already remarked, that there are many substances which, by exposure to solar light, absorb this luminous matter, and give it out in the dark: this may be illustrated by the following familiar circumstance: when common water is made to boil, the bubbling appearance is occasioned by the evolution of air diffused through the water; the water, when cooled, will absorb air, or rather, from the surrounding atmospheric pressure, so much air is forced in the interstices between the particles of water, until a balance is restored. Upon the same principle light is pressed into those substances which are denominated phosphorescent; by this species of phosphorescence we are to understand, an appearance of light, durable or fugitive, not sensibly containing any heat, and without any subsequent alteration in inorganic bodies, as the cat's eye, hyaline quartz, and phosphate of Estremadura lime; so also the Bologna phosphorus, glucine and dried nitrate of lime, no ways similar to the spontaneous phosphorescence

of animal and vegetable substances; this arises from a combustible process in which water and carbonic acid are formed.

“ Upon the preceding principles we may readily conceive, that, by a comet, when it arrives near the sun, exposed to the influence of an intense luminous atmosphere, an amazing store of this principle will be absorbed: that portion of the comet which is exposed directly to the solar rays, continually under the pressing action of light, will necessarily not admit of any luminous emanation; this resistance no ways extending to the opposing side of the comet, accounts for the stream of light denominated the tail, being nearly reverse to the sun; and, upon the same principle, it is equally evident why the luminous appearance should be faint before its perihelion, and why, subsequently, it increases in the brilliancy of its appearance. Lecturers on the Edouranion lead the student into an error when elucidating this part of astronomy: the head of the comet is represented as remarkably brilliant, when at its nearest distance from the sun, whilst, on the contrary, the surrounding light prevents its being visible at all, and at no time so vivid as even the light reflected from the moon.

“ This supposition requires additional support by the appearance of the tail being slightly curved, evincing that it is resisted by some surrounding medium; and, from analogy, this must be supposed of that extreme degree of rarity, as only to be capable of disturbing a substance of the tenuity of light.

“ May not, then, these astonishing bodies be destined by Providence, as the carriers of light from that exhaustless source, the sun, and diffusing the same through the immensity of the solar system? Each star deemed by astronomers as a distinct sun, having a system of revolving planets, and probably of an equal number of cometary bodies that may be attached to our solar arrangement, all destined for the same wise and grand purpose?”

[To be continued.]

NAVAL LITERATURE.

An Account of the Naval and Military Bible Society, instituted in 1780, also a Report of the Proceedings of the Society for the year 1811. With an Appendix, and a List of Subscribers and Benefactors.

THE sole object of the Naval and Military Bible Society, as we learn from the “*Account*” before us, is, to distribute Bibles, gratuitously, among the sailors and soldiers of the British navy and army. It took its rise in the year 1780; since which period, upwards of 47,000 Bibles and Testaments have been distributed. In the last year alone, the navy and army have been supplied with 1848 of the former, and 25 of the latter.

“ Many naval and military officers of high rank in his Majesty’s service,” we are told, “ have, from time to time, made application to the Society;

and have, in the most satisfactory manner, expressed their approbation of its designs. From their own observation they have testified their conviction, that the Holy Scriptures, which teach men to be faithful servants to God, would teach them also to be faithful servants to their King and Country, instructing them 'to be strong and of good courage, to fear God, and honour the King.' They have, therefore, expressed their earnest desire to have the Bible put into the hands of their men, and have engaged to use their influence to promote the views of the Society."

"As the Society engages to distribute only Bibles and Testaments, according to the authorized version, without note or comment, it is hoped that this consideration will tend to unite all good men who regard the interest of true religion, in supporting an Institution on the importance of which there can be no difference of opinion."

"The mode of application to this Society for Bibles and Testaments, shall be through the medium of the chaplain, or an officer in the navy or army, or some clergyman resident in the neighbourhood, directed to the secretary for the time being; and all books shall be sent free of expense from London, or by one of the Society's agents at the different sea-ports, near which the ships and regiments may be stationed."

The agents, with whom the Society's Bibles and Testaments are deposited for distribution, are as follows:—in London, Mr. John Murray, 13, Prince's street, Leicester-square; at Deal, the Rev. Mr. Vincent; at Plymouth, Mr. Southwell (ironmonger); at Portsmouth, Mr. Lea (bookseller, Broad-street); at Sheerness, Mr. Greathead (linen draper); at Yarmouth, the Rev. Mr. Walford.

The subscriptions to this Society are perfectly optional; but a subscription of one guinea per annum constitutes a governor, and a benefaction of not less than ten guineas a governor for life.

A Plan for the better Protection of British Commerce, with a decided Method for totally destroying Buonaparte's Infant Navy; in a Letter to the Merchants and Naval Officers of Great Britain. Dedicated, by permission, to the Right Honourable Admiral Lord Keith, K.B. &c &c By I. V. CRUMP.

FOR its motive, every attempt relating to such a subject, as that of which the pamphlet now before us professes to treat, merits praise and when, as in the present instance, the attempt is made by a naval officer, of thirty years' experience, it is certainly entitled also to serious attention.

The increase of the enemy's privateers, the nursery which they constitute for French seamen, the depredations which they are constantly committing upon our commerce, the difficulty of capturing them by our regular cruisers, their worthlessness when captured, and the unavoidable expenses of condemning them, are evils which have long been seriously felt. For the removal of these evils, the just of Mr. Cramp's suggestions is,—that

the mercantile interest should petition his Royal Highness the Prince Regent to have the expenses of condemning small craft paid out of the public treasury; that they should petition also for a certain number of men, from the fleet, to be distributed into small lug-sailed vessels, with flat bottoms, and shifting rudders, and keels; and that the subscribers at Lloyd's; the Hon. East India Company, &c. should offer rewards for the capture of privateers, or small national cruisers; the rewards to be paid immediately on the prize being brought into port, exclusively to the crew of the vessel by which she had actually been boarded, or compelled to strike, and not according to the present mode of distributing prize money.

Mr. Crump's specific plan is, that the merchants shall petition "for the crews of four men of war (not wanted now) or an equal number of volunteers from the fleet, which shall consist of 800 men each; that is, 3,200 men to be distributed into lug-sail vessels, consisting of 50 men each, exclusive of officers. This number of men would yield crews for 64 vessels, totally independent of what we have now employed; and I will say that these 64 vessels shall absolutely save, or retake, four merchant ships, that shall be worth to the subscribers at Lloyd's, or others, 5,000*l.* a ship, which added together, I believe will make 20,000*l.* Now, gentlemen, as it is a sound old adage, that one preventative is worth two cures, I take the liberty to suggest to the merchants, to offer these 20,000*l.* in rewards for taking the enemy's cruisers. This sum divided into portions of 120*l.* each, the money that I propose to give for each capture, would pay the officers and men for keeping a good look-out, and the trouble of taking 166 vessels, and upwards."

Mr. Crump considers, that the French, in fitting out their cruisers, proceed upon the calculation, that it is not worth the while of the royal navy to molest them; and that they expect each cruiser to take at least two merchant ships of 5000*l.* value each. "Here," says he, "the grand point begins to present itself, for twice 166 ships, at 5,000*l.* a ship, will amount to no less a sum than 1,600,000*l.* Now, gentlemen, I will put this plan question; what per centage is 20,000*l.* upon 1,600,000*l.*? Can merchants see this and not be alive to their own interest? But suppose any one of these ships so taken should by chance be worth 30,000*l.* or upwards, in what point of view would my precaution then appear?"

"The reason," observes Mr. Crump, in a subsequent part of his letter, "why I have fixed the sum of 120*l.* to be absolutely paid to the individual ship's company that makes the capture, is, because that sum may be divided after the following manner, to any class of ships in the royal navy:—

" To the commanding officer who runs the risk	£.40
The master, two mates, and surgeon	20
Boatswain, carpenter, gunner, and clerk	10
Ship's company	50
	<hr/>
	£.120

"This sum being paid immediately on the capture arriving in a British port, would operate more powerfully on the minds of British sailors, than

ten times that sum, to be wasted for until the ship's company is divided, and the joy of the hour protracted. Sailors in general are not very remarkable for hoarding their earnings; and what would come to each person's share, after my method of dividing, would enable each class to take a short cruise on shore, with hearts full of glee, and then to sea again."

In the hope that this important subject may meet the attention which it deserves, we have thus presented the substance of Mr. Crump's letter. Its details, and subordinate points, we leave to the purchasers of the pamphlet.*

Naval Poetry.

MR. EDITOR,

THE following lines are most heartily at your service—they were spoken at the Plymouth theatre, on the 17th of February, 1812, at a play performed by an amateur company, for the benefit of the wives and children of the sufferers on board the *St. George*, *Defence*, *Hero*, and *Saldanha*, bespoken by Admiral Sir R. Calder, and Sir C. Cotton; the last theatrical representation witnessed by the latter. Sir R. Calder was observed to shed tears during the recitation—the mournful offering of a gallant veteran over his unfortunate fellow seamen.

I am, Mr. Editor,

Your most obedient servant,

C. REDD,

The sighs of nature o'er the fading year,
 Had told the ever-hallow'd season near,
 When festal hymns, the generous board around,
 With grateful strains the friendly welcome crown'd;
 Britannia's sons, in guarded safety blest,
 Had hail'd th' auspicious eve, and every breast
 From long-lov'd joys, that with existence grew,
 For every care a blissful solace drew.
 The Parent Genus, with benignant eye,
 Mark' the glad hours in social freedom fly—
 When lo!—thick clouds obscure the altered skies—
 The rattling storms in mingling fury rise—

* Mr. Crump has just published another tract, entitled—

A Practicable Plan for abolishing Tithes in England and Ireland, advantageous to all Persons connected with them, as well as to the Public at large. Dedicated to His Royal Highness the Prince Regent, and to the Lords and Commons of the United Kingdom in Parliament assembled.

Aroused—appalled—she views the Danish shore,
 And wildly all her sea-green tresses tore !
 Heart-rending sounds her frightened ear assail'd,
 And shrieks of death the dreadful truth reveal'd !
 The cries were thine, O Reynolds ! 'mid the wave,
 Untimely hurl'd to a disastrous grave,
 With all thy faithful crew !—a braver Land
 Ne'er swept the sea, nor trod their native strand !
 Their gallant ship, from Albion's champion named,*
 On whose high poop the red-cross banner flamed,
 'Whelm'd with her consort, † in th' impetuous tide !
 In fate united, as in courage tried.

What eye can e'er refrain the tear to shed
 O'er the sad tale of the illustrious dead ?
 E'en now I see the surges o'er them sweep !
 E'en now I see them struggling in the deep !—
 O had they fall'n amid the battle's rage,
 Their deeds had blazon'd the historic page,
 Gracing the annals of resounding Fame
 With Nelson's great and never-dying name !
 But now—the hardy mariner, who plies
 His vent'rous helm beneath the northern skies,
 As his frail bark is wafted o'er their tomb,
 While memory ponders on their luckless doom,
 Will say, as Pity prompts the manly sailor—
 " Beneath my keel a thousand heroes lie,
 For whom no laurels deck th' untimely bier,
 Nor honours due in trophied pomp appear !
 Yet Britain long their direful loss shall mourn,
 And twine with deathless wreaths, their monumental urn "

Nor less ill-fated those unhappy bands,
 Who perish'd on the bleak Batavian sands ; ‡
 Or, hapless, sank amid their native bay,
 Where sea-girt Erin greets th' ascending days—
 But cease the sadden'd lay to Pity due—
 Vain is regret, lamented brave ! for you—
 Yet those you lov'd still claim our every care,
 Their wants to succour, and their woes to share.

Your aid Philanthropy demands to-night,
 And our weak efforts asks ;—they are her right—
 Can we withhold the meed from those who stand
 The best protectors of our native land,

* St. George. † Defence. ‡ Hero. § Saldanha.

Whose deeds and fame, eternal as the Pole,
 Spread far as tempests fly, or oceans roll ?
 Forbid it, Heaven !—For us—while here we see
 Our friends in you—the friends of Charity ;
 Our tears we banish ; happy to bestow
 The feeblest help to raise the child of woe—
 Nay, fondly hope, in this benignant cause,
 (How'er unshaid), to meet your kind applause.

*Extract from a Poem, lately published, entitled, THE PAINS OF MEMORY,
 in two Books, by PERIGRINE BINGHAM.* 1811.*

" Your dauntless souls with native valour warm,
 Your bodies steel'd in many a wintry storm,
 Ye that subdu'd the wave and tem the gale,
 Britannia's glory, Seas of Neptune, hail ! "

LOUND howls the wind ; from ocean's bed uptorn,
 White clouds of pray aloft in air are born,
 O'er bany cataraets swift the vessel glides,
 Her cordage strain'd, deep whelm'd her struggling sides.
 So dread the conflict and so loud the roar,
 Hell seem'd to rule, and man is heard no more :
 Yet cheerful at his wheel the master stands,
 Smiles at the storm, and waves on high his hands ;
 His reckless shipmates mount th' impending shroud ;
 Where to na confusion mangled wave and cloud ;
 And while they vanish in the weltring deep,
 Cling to the yards that through the surges sweep.
 Safe in the magic rules that art has giv'n,
 Reflection, fat, by noise and labour driv'n,
 No sigh, no groans, no tears. The bolts of war
 That, wing'd with death, come thundering from afar,
 The flint-stor'd deck, the cannon's loud flash,
 The jact'd, d-pinter, the big timber's crash,—
 To them bear no dismay. Their hearts beat high,
 They shout for England and for victory.
 Then round the bowl in social circle plac'd,
 With songs of joy they raise the wat'ry wa'te ;
 Then tales of love, tales of fight go round,
 Each roves a thought in wine and clamour drown'd,
 The triumph's mirth.

—————But see, his duties o'er,
 His watch relieved, his hand requir'd no more,
 With nusing step Orion treads the lee,
 And gazes wistful on the moonlight sea.

* The brother we are told of Captain Bingham, who commanded the *Little Belt*, and a distinguished member of Magdalen College, Oxford.

Yes ! at this hour, ten ling'ring months before,
 He left the raptures of his native shore ;
 Gaz'd on the cliff that sunk in night behind,
 And gave his sighs half-stifled to the wind.
 How sinks his soul, how droops his warrior heart,
 How curs'd the cause that e'er could say, Depart,
 As brooding fancy paints upon his brain
 The dearest ties of Albion's distant plain !
 Then, while at memory's call those scenes appear,
 That blest his home in many a long-lost year,
 Ill boding visions, unknown fears arise,
 And drops of anguish swell his streaming eyes.
 Fain would he seek oblivion in repose,
 Fly from himself, or lull to sleep his woes ;
 Though all beneath the pole in silence wheel
 And waves hum softly round the gliding keel,
 Yet long, too long, by wakeful grief oppress'd,
 His feverish soul rejects the call of rest ;
 And when at last exhausted nature sleeps,
 Her mournful vigils, still, remembrance keeps ;
 Straight to his view in busy mockery smile,
 Fair fields and forests of his own green isle ;
 The sunny hedge, the stream-encircled mill,
 The high corn waving on the breezy hill ;—
 Sick of unbounded ocean's endless roll,
 On woods afar and pastures green, his soul
 Seems from the deck to gaze. With sudden leap
 He seeks the surface of the smiling deep,
 And strives with fruitless stroke his port to gain ;
 But waves and currents bear him from the plain.
 Then wakes he, shiv'ring as his efforts fail,
 To all the horrors of his sea-gut jail.
 E'en in the terrors of that last sad hour,
 When yawning waves the shatter'd bark devour,
 When light'ning gleams impending cliffs explore,
 White breakers thunder on the leeward shore,
 Loud strikes the keel, earth groans beneath the shock
 Rent corseS bleed upon each marble rock,—
 E'en then the soul might rest, would mem'ry fly,
 And each brave sufferer sink in peace to die.

For what is death? 'Tis but a gate
 That opens to some happier state ;
 'Tis but the earthworm's torpid hour,
 That lasts till nature's secret pow'r
 Force from out his sullen clay
 A form that glitters to the day.-----

Marine Law.

PILOIAGE.

Abstract of a Bill for the more effectual regulation of Pilots, and of the Pilotage of Ships and Vessels on the Coast of England.

(Ordered by the House of Commons to be printed 11 February, 1812.)

THE preamble, after stating that shipwreck has ensued, and lives and property been lost from the ignorance or misconduct of pilots, recognises the present powers of the Trinity-house of Deptford strond, together with those of the Trinity-house at Dover; recites the act (48, G. III) for the better regulation of pilots, and of the pilotage of ships and vessels navigating the British Seas, which is now near expiring, and declares the expediency of continuing the same according to the following enactments:

Act 48, G. III, continued as far as relates to rates and penalties incurred. Provisions in acts relating to pilots repealed. The Trinity house shall license fit persons as pilots to conduct all vessels within certain limits, and none others shall, except as herein excepted. Rates enumerated in a schedule may be demanded by pilots. Pilots to pay annually to I. H. on penalty of suspension. No person to be licensed except as herein specified. Till a pilot has served a certain number of years he shall not take charge of a ship drawing above so many feet water, under penalty on himself and the ship-master. No cinque-port pilot shall take charge of any ship, until duly admitted, under penalty. Masters and wardens of I. H. at Dover, &c. appointed to examine pilots, shall take the oath in schedule. Rates in schedule may be demanded by such licensed pilots. A sufficient number of C. P. pilots shall constantly ply to take charge of ships coming from the west, and upon signals of fleets being made, all pilots shall prepare to go off under penalties. Ship-masters from the West not having a C. P. pilot shall display a signal for one, and facilitate his getting on board, under penalty for neglect. C. P. pilots may repair on board ships at anchor within certain distances, not having any such on board. C. P. pilots quitting ships before arrival at the place whither bound, in the Thames or Medway, without consent of the master, liable to penalties. At a court of lord mayor, &c. to be made for enforcing the observances of this Act, by C. P. pilots, and for performance of all their duties. Rules to be transmitted to the custom-house in London, &c. If such rules be not duly made or transmitted, or shall be defective, the privy council shall order proper ones to be drawn up and distributed. The number of C. P. pilots to be increased. The increased number shall be kept up. Vacancies to be filled up only by permission of the privy council. Pilots shall qualify themselves for Dover, Sandwich, Ramsgate, and Margate, harbours, and take charge for the same, under penalty for refusal. Rates for such pilotage, which may be

demanded when the ship is moored. The T. H. shall appoint sub-commissioners of pilotage to examine pilots at the requisite ports, and on certificate of qualifications, may grant them licenses to act. Ships brought into any port may be removed therein by the master for certain purposes. Notice of appointment at particular ports to be fixed up at the T. H., &c., in a limited time; after which no other pilots shall act. Pilots under suspension or deprived of license, liable to penalty for acting. Pilots under such circumstances may appeal to the privy-council. No ship owner, or master, shall be answerable for loss, nor consignee of goods debarred from recovering insurance for want of a pilot unless from refusal or negligence on the part of master. Act not to extend to H. M. Ss., not to extend to vessels under certain tonnage, not to deprive persons of remedy by civil action; not to give authority to T. H. Deptford within any districts having separate jurisdiction under acts of parliament, &c. not to prevent ship owner, or master, &c., residing at Dover, &c., from piloting their own vessels in the Thames or Medway. Licensed pilots may supersede unlicensed ones; penalty on masters continuing to entertain unlicensed pilots, or who are acting beyond their limits, after a proper pilot shall have tendered to take charge. T. H. Deptford shall establish rates which shall be hung up at the respective custom-houses; majority of pilots or owners who may be dissatisfied therewith may appeal to privy council who shall determine. T. H. may make bye-laws and annex penalties to breach of them, which bye-laws to be sanctioned by the chief justice of K. B. or C. P. Copies of proposed bye-laws to be previously transmitted to privy council and to the commissioners of customs, who shall cause printed copies to be posted. Printed copies of confirmed bye-laws to be exposed in a similar manner. Pilots applying for license shall execute a bond for securing obedience to bye-laws. Ship masters bound to the Thames, and returning to Standgate-creek, to pay full charges of pilotage, and the pilot a daily allowance for detention. Pilots quitting ships at Standgate-creek without consent to forfeit pay and be liable to penalty. An individual description of every pilot to be endorsed on his license, which shall be inspected by masters, and if suspected of not being the right person, a copy of it to be sent to the corporation printing the same, &c. Any pilot keeping a public house (unless authorized) or offending against the revenue laws, &c., to be fined, suspended, or dismissed. No pilot to act until his license has been registered by the proper officers of the customs, nor without having his license about his person, under penalty, &c. In case of death a pilot's license shall be returned to his corporation, under penalty. Corporations may license vessels for attendance on pilotage at sea; and a joint stock company may be constituted for the maintenance of such pilot vessels. Pilot-boats shall be fitted as herein specified, with the name and number of the principal pilot thereon painted thereon, which are not to be hidden under penalty. Any boat carrying off a pilot, to carry a distinguishing Vane, but to be liable to penalty for exhibiting the same without a pilot. Pilots declining to take charge or exacting more than the regular fee, or employing boats, or other assistance beyond what is necessary, or willfully conducting vessels into

danger, or causing needless damage, to be liable to punishment or penalty. Pilot-boat running before vessels unprovided with a pilot, are entitled to pilotage. No pilot to be taken to sea without consent, except by unavoidable necessity, and then to receive daily pay. Surplus rates of pilotage on ships not having British registers, shall be paid to receivers, and made a fund for relief of aged and infirm pilots; and an account thereof to be annually laid before parliament. How pilotage of ships British or foreign is to be recovered. Consignees of foreign ships may retain monies for pilotage. Ship masters employing other than licensed pilots (with particular exceptions); or reporting to pilots a false account of water-draft; or altering water line marks; incur penalties. How controversies respecting draft of water shall be settled. Pilots' names to be inserted in custom-house reports of in-ward bound shipping, and monthly lists to be transmitted to T. H. Clearing officer at Gravesend to transmit like reports of out-ward bound vessels. Foreign ship-masters not giving the name of pilot, shall be deemed to have sailed without one, and shall pay pilotage. Lists of pilots containing sundry particulars to be transmitted to the T. H. and to the C. H. Reference to acts 15, and 46, G. III. Commissioners of customs to transmit to their principal offices at the out-ports in England, the names and residences of the pilots who reside within the limits of such port. Provisions of act 8 Elizabeth, or other acts for preservation of beacons shall extend to all floating lights; and removal, running foul of, or making fast to the same, shall render liable to damages and penalties. Reference to local act 29 G. III.; and penalty on pilots for not obeying the West-india dock master under said act. List of pilot-vessels and the numbers of their crews to be annually transmitted to the receiver of the six-penny duty in London. How penalties under and above a certain amount can be recovered? Act not to affect the jurisdiction of load-masters; or that of the high court of Admiralty. Justices of any county into which an offender shall escape, may back the warrant out against the party, which shall authorise peace-officers to execute the same, &c. Distribution and application of penalties. Witnesses not appearing may be committed to the house of correction: or if convicted of false testimony, shall be liable to punishment for perjury. Convictions to be drawn up according to a certain form herem specified. No writ of *certiorari*, &c., shall be granted for removal of convictions. Appeal may be made to general quarter sessions, where the cause may be finally determined, and costs awarded. Proceedings not to be quashed or removed for want of form only. Actions to be brought within a limited period; and defendants therein may plead the general issue, "not guilty," and in case of the prosecution being beyond limitation, or of non suit, or of discontinuance, or of verdict, or demurrer—judgment against plaintiffs, defendants shall obtain costs. Act not to prejudice any corporate rights of the City of London: to be deemed a public act: and to be in force for a certain number of years.

ABSTRACT OF THE MARINE LAWS ENACTED BY THE
BRITISH LEGISLATURE.

Passed in the 49th Year of the Reign of George III.

By 49th Geo. III. c. 11, British-built vessels re-captured from the enemy, may be registered, and have the privilege of British ships.

An Act of 48th Geo. III. c. 70, had provided, that British ships, captured by the enemy, and which should afterwards become the property of British subjects, should not be entitled to the privilege of British ships: the present Act has therefore been passed to encourage the making of re-captures.

By 49th Geo. III. c. 44, goods taken as prize, and brought into Great Britain, or seized as droits, and which under a decree of the Admiralty shall be restored to the promoters, shall not be liable to any duty of Customs or Excise, on account of any sale or transfer thereof, in this Kingdom, provided they be not removed from the warehouse but for the purpose of exportation.

By 49th Geo. III. c. 45, the Admiralty may direct the allowances from the complementary list of the Navy, and the half-pay to marine officers, to be paid at the residence of the persons entitled thereto, similar to the Act 49th Geo. III. c. 35, passed for the more convenient payment of Pensions to Widows of officers of the Navy.

By 49th Geo. III. c. 60, all persons who shall be examined as witnesses in any enquiry, directed by the Commissioners of Customs, to be made in America, or the West Indies, shall deliver their testimony on oath which may be administered by the principal Officer of the Customs, and a person making a false oath shall be deemed guilty of perjury.

• ADMIRALTY SESSIONS

NOVEMBER 23, 1811.—At an adjourned Admiralty Session, held at the Admiralty Sessions House in the Old Buley, before the Right Hon. Sir Wm Scott, Mr Baron Graham, and Mr Justice Bayley, Wm Carter was tried on a indictment, charging him with having received and concealed two deserters from His Majesty's service, well knowing them to be persons of that description. From the statement of the Attorney General who conducted the prosecution on the part of the Board of Admiralty, it appeared that in the month of May, 1810, His Majesty's Ships Sceptre, Scourge, Demeter and Meteor, were lying at anchor in the Roads, Barbadoes, and at the same time the Hector, a merchant ship, on which the desertion was committed, together with a barvel of similar description, was also in the same Bay. Many conversations had taken place in His Majesty's Ships and in the Hector, which took place, when two men, of the name of Taylor and Grant, who had deserted from on board the Sceptre, were found concealed under the masts of the Hector, together with

thirteen other deserters from different ships of war. From the statement of these men it appeared, that having quitted their ships in the night, they went on shore to the house of a person named Whitaker, and from thence to a house further in-land, where they remained fifteen days, at the end of which time the defendant entered into a negotiation with them and engaged the mat the wages of 5*l.* 12*s.* British, per month, to go on board his ship, and to assist in taking her to England, they having previously told him they were deserters from the Sceptre; and on Lieut. Pyne of the Statira, going on board his vessel, he positively denied, *upon his honour*, that he had any deserters in his ship. These facts having been clearly proved, the prisoner was found Guilty. Sir William Scott immediately proceeded to pass sentence, and after animadverting in appropriate terms on the magnitude of the offence of which the prisoner was found guilty, and the mischievous consequences it might have in his Majesty's Navy, he sentenced him to pay a fine of 500*l.* to the King, and to be imprisoned twelve calendar months in his Majesty's goal of Newgate.

COURTS MARTIAL

August 30 (1811) — A court martial was held on board H. M. S. *Nereus* in Batavia Road, — Present, Capt. Phillip Beaver, President, Captains Christopher Cole, Samuel Warren, H. I. Edgell, Hon. Geo. Elliot, James Hillier, and James Johnstone, — for the trial of Capt. Henry Heathcote of his Majesty's ship *Lion*, for a breach of the 27th article of war, and for disobedience of orders given by the late Vice Admiral Druy, and subsequently confirmed by Commodore Broughton, also for neglecting his duty in not attending to the request of the government of Bombay, to direct a voyage to the China Seas. It appears, that, by Admiral Druy's orders, Capt. Heathcote was directed to take care of the western coasts and port of India, from Cape Comorin to the bottom of the Persian Gulf, according to certain orders for the preservation of trade, and the general good of his Majesty's service. Whilst Capt. H. was at Bombay (in June 1811) three British frigates arrived there from England with despatches. — If knowing the impossibility of his receiving any orders from Commodore Broughton (who was then on his voyage to Java) that might arise out of these despatches, in less than three months, anticipating the detriment that might accrue to the service, from his ignorance of them, and the peculiar nature of the operations now going on against Java — he, from these considerations, opened the despatches, that he might give the necessary instructions to all whom they might concern, and act in conformity thereto himself, should circumstances require it. The despatches declared the belief, that 18 French frigates, and from 3 to 4,000 men might possibly be reasonably be expected to be on their passage to Java for the purpose of defeating any attack on it — and that they might arrive there before Commodore Broughton — Further, the despatches earnestly expressed to the Commander-in-Chief in India the conviction of the Lords of the Admiralty of the great importance of the conquest of Java to the country at large,

and particularly to the interests of the Hon. India Company, whose trade would, unless the kingdom maintained a very large, and, consequently, expensive force in India, be in a fair way of annihilation, by the enemy's retaining possession of that Island, and commanding the Eastern Straits, which their Lordships observed, are the key of the China Sea, whence the Hon. Company derive their most lucrative resources. Capt. Heathcote, upon possessing himself of this information, instantly proceeded for Java, to put Commodore Broughton in possession of the despatches, who, thereupon, being dissatisfied with Capt. H's proceedings, requested Admiral Stopford would cause an enquiry to be made into his conduct. The Court having heard what Capt. H had to offer in justification of his conduct, agreed, that the two first charges were proved, but that in consideration of the motives which led him to a deviation from the orders he had received, and which appeared to have arisen from a zeal for the good of his Majesty's service, they deemed them of such a nature as to justify his conduct in the present instance. The charge of not affording convoy to the China ships, was not proved; and the Court did therefore adjudgé Capt Heathcote to be *Acquitted*.

OCTOBER 17.—A Court Martial was holden on board H. M. S. Gladiator, in Capt Robert Preston, of H. M. S. Ganymede, which was continued by adjournment till the 23d.

MEMBERS OF THE COURT.

Captain Paterson, President

Capt Bissett.	Capt. Halliday.
— R Hall.	Hon. Capt Rodney
— Phillimore	Capt R Elliott.
— Rushworth.	Lumley.
— P. Broome.	— Sneyd

M. Grectham, Esq Judge Advocate.

Upon charges exhibited by the Admiralty, of cruelty, tyranny, and oppression, contained in the following letter, which had been forwarded to their Lordships by the Ship's Company of the Ganymede —

“ *Portsmouth Harbour, 23 Sept. 1811*

“ For the Right Hon. the Lords Commissioners of the Admiralty, the petition of the Ganymede Ship's Company

“ *Humbly sheweth,—*

“ That your Petitioners, from grievances which they labour under, through the cruel treatment they receive from the Captain and Officers belonging to the said ship, We your Petitioners humbly solicit your Lordships, that you will be pleased to remedy the same, by a change of ship or Officers, as your Petitioners wish to be true to their King and Country, and are willing to serve in any ships your Lordships may think proper. Honourable Sirs, in granting this your Petitioners will ever pray. Your Lordships most obedient humble servants at command.”

It appeared to the Court, that, upon the receipt of the above letter, the Lords of the Admiralty directed a Court of enquiry to be held on board the

Ganymede, to ascertain the authenticity of the letter. This Court consisted of Admiral Hargood, Captains Otway and Halliday. Upon turning up the hands, the letter was unanimously declared to have been written with the consent of the whole ship's company; and a seaman (M'Gowrie) delivered another letter to this Court, which was to the same effect.

The Court of Inquiry expressed a wish, that any twelve of the crew would step forward as prosecutors in the charges. This, however, they declined; and, in a letter they afterwards wrote to Admiral Hargood, signed by nearly all the ship's company, they stated their wish to prosecute in a body.

Upon the above documents and recital appearing before the Court Martial, Admiral Hargood and Captains Otway and Halliday were called, and proved their truth.

John M'Gowrie, Wm. Lowrie, Geo. Townsend, and 17 other seamen were examined in support of the allegations contained in the above letter. Their evidence went to prove, that Capt. Preston was more in the habit of adopting the summary punishment of *starting*, than the witnesses had known to have ever prevailed on board other ships; and to have frequently uttered very intemperate language.

Capt. Senhouse, being ordered to proceed to sea, was examined, and deposed that Capt. P. had been his most intimate friend and messmate; that he was possessed of gentlemanly manners, not habituated to blasphemous expressions, nor inclined to cruel, or oppressive, or tyrannical manners.

Sir Home Poplam sworn.—Capt. P. asked: As you have commanded several of H. M. ships, and been many years in the navy, and frequently entrusted with distinguished and most important services, I would beg leave to ask, whether you have not found it generally both expedient and salutary to the service, in the exercise of your own discretion, as a summary punishment, to give four dozen lashes, and sometimes more, and to what extent, at the gangway, for offences contrary to the discipline and subordination of your ship; and whether such punishments have not been essentially necessary for the good of H. M. service.

The Court was cleared, and agreed, that, as the information required by questions like the above was irrelevant to the charges, and contained matters of opinion unnecessary to the Court, for the purpose of forming their judgment, the above question should not be put to the witness.

The prosecution being closed, Capt. P. begged the indulgence of the Court till the next day, to make his defence: when Mr. Michon having been called on by Mr. Weddell, Solicitor, read it. Capt. P. lamented that the Lords of the Admiralty should have brought him before the present Court, upon charges which were anonymously asserted, and equally directed against his officers as himself. When he assumed the command of the Ganymede, he found his crew in a bad state; he had to restore them to that degree of discipline and subordination so essential in ships of war; he had certainly practised a summary mode of punishment (that of *starting*), but there was no degree of severity mixed with it, and he conceived he was justified in the practice, by the custom in all other ships, and by the salutary effects it pro-

duced in all delinquents: he never punished from caprice, nor from any feeling but that of the good of the service. When men properly conducted themselves, he was their friend and benefactor. In sickness, they often had his personal attention, were fed from his table, and participated in all the indulgences the service will admit of.

Lieut. Sparshot, Mr. Teller, Surgeon; Mr. Rian, Boatswain; Lieut. Weston, R. M. and several other officers, were sworn, who deposed, that they knew of no instance in Capt. P.'s conduct which could be designated tyrannical or oppressive.

The Court, after deliberating some considerable time, agreed—"That the charges had not been proved against the said Capt. Robert Preston, and did not judge him to be *Acquitted*; but the Court, however, further agreed, that they could not help feeling it their duty, to express their sense of the singularity of the punishment, in many instances, on board the *Gauymede*, and strongly to recommend to Capt. Preston, a future change of conduct in that respect."

OCTOBER 23.—A Court Martial took place on board the *Salvador del Mundo*, Hamorze, for the trial of Lieut. William Gibbons, commanding his Majesty's schooner *Alphca*, on account of the treatment experienced by one Miss Bentley, the wife of a corporal of marines, who was, in August last, by Lieut. Gibbons's order, put, and left, on the warning buoy, between the island and the main, and for a breach of the 33d article of war.* It appeared that on the 11th of August, Lieut. G. went on board the *Alphca*, to proceed to sea, and enquired what women were on board. He was told corporal Bentley's wife, whom he had given positive orders should not come into the ship. Lieut. G. desired a boat to be manned to take her on shore; upon which the woman commenced the most violent abuse of Lieut. G. which induced him to say to the men, "put her no further than the buoy, put her on the buoy." She was there a quarter of an hour, when a boat from the shore took her off. Lieut. G. on his defence, admitted the fact, he thought no injury could arise to her from it; did not know she was pregnant, the buoy was so large that he and 16 others had stood on it.

The Court thought that the treatment experienced by Grace Bentley, pursuant to Lieutenant Gibbons's orders, was highly improper and reprehensible, but that the said Lieut. Gibbons has not been guilty of a breach of the 33d article of war. The Court did, in consequence, adjudge him to be dismissed the command of his Majesty's schooner *Alphca*.

OCTOBER 25.—A Court Martial was holden at Portsmouth, on Capt. Robert Barrie, of his Majesty's late ship *Pomone*, his officers and ship's company, to account for the loss of the said ship, on the 14th of October,* by striking on a sunken rock about two cables length S. W. from the Needles Point. The Court having heard the circumstances attending her loss, agreed, that no blame was imputable on the occasion to Capt. Barrie, but that his conduct throughout was marked by great judgment as an officer and a seaman: That the conduct of Mr. James Storoch, the master, was highly blameable, in not having taken the accurate bearings of Huist Light-house before he attempted to take the ship through the passage, and

in not having paid sufficient attention to the observations of Capt. Barrie, as to the said Light-house, but that no blame was imputable to the other officers and ship's company on the occasion; that it appeared to the Court, that *Barnard Lowry*, a private marine, belonging to her, was intoxicated after her loss. The Court therefore adjudged the said Capt. Robt. Barrie to be most fully acquitted; the said Mr. James Storroch, to be severely reprimanded; and the said *Barnard Lowry*, to receive 50 lashes; but in consideration of the generally good conduct of *Barnard Lowry*, they recommended him to mercy: the Court further adjudged the other officers, and the rest of the ship's company, to be also most fully acquitted.

OCTOBER 26.—A Court Martial was holden at Portsmouth, on Capt. Wm. Hanwell, of H. M. S. *Grampus* (Capt. Jas. Walker, President), upon a charge of repeated drunkenness and unofficer-like conduct, preferred against him by Lieut. Chesshine. The Court agreed that the charge was not proved, and acquitted Capt. Hanwell; observing, that the prosecution appeared to be malicious and vexatious.

OCTOBER 27.—A Court Martial was holden at Portsmouth, on Lieut. James Symons (2) of his Majesty's ship *Ventral*, for disobedience of orders and neglect of duty, in having suffered Mr. William Nicholls, master of the American brig *Alert*, to go on shore and be at large, contrary to the express directions of Capt. Berkeley, when the said Mr. W. Nicholls was under detention on a charge of a serious nature, namely, having, after the brig *Alert*, which he commanded, had been detained and ordered to Plymouth, overpowered the midshipman and seamen, and put them into a boat 90 miles distant from the land: they, providentially, ultimately landed at Brest, and were made prisoners. The charge being clearly proved against Lieut. Symons, he was, for this offence, sentenced to be dismissed from his Majesty's service.

Lastly a Court Martial was holden on Capt. Byler, the officers and crew of H. M. late ship the *Tartar*,* for the loss of that sloop on a shoal in the Baltic, when the whole were honorably acquitted.

FEBRUARY 3 (1812) —A Court Martial was assembled on board H. M. S. *Reasonable*, in Sheerness harbour, whereof Captain Fellowes, of the *Conqueror*, was President. The Court proceeded to try Lieutenant Cornelius Lascelles, on the undermentioned charges exhibited against him by Alexander Rennie, Esq. Captain of the *Finculo* brig, viz.—“For a violation of the 23d and 27th articles of war, and for being of a combination against his Captain.” The Court were of opinion, that the whole of the charges against the prisoner were proved, and did therefore adjudge the said Lieut. Cornelius Lascelles to be dismissed from his Majesty's service, and rendered incapable, for ever, of serving his Majesty.

In consequence of certain equivocal paragraphs having appeared in the London newspapers respecting the Court Martial on Captain Rennie, of the *Finculo*, of which a summary report is given at page 203 of the preceding volume, we are induced from a sense of justice, to revert to the subject, and to insert the following transcript of an attested copy of the sen-

tence of that Court:—"The Court having heard the evidence produced in support of the charges, as well as what the prisoner had to offer in his defence, and having very maturely and deliberately weighed the whole, and every part thereof, is of opinion that the *charges are not proved*; and does, therefore, most fully and most honourably acquit Alexander Rennie, Esq. Commander of his Majesty's sloop *Trinculo*; of all and every part thereof.—And Alexander Rennie, Esq. Commander of his Majesty's sloop *Trinculo*, is hereby most fully and most honourably acquitted of all and every part of the charges accordingly. The Court is at a loss for an expression sufficiently strong to mark the sense it feels of this prosecution, which has disclosed a scene of malice, perversion of facts, and total insubordination, which cannot be too strongly deprecated."

Signed by the Court.

Attested and signed by

JOHN MARSH,

Appointed by the Court to officiate as judge-advocate.

FEBRUARY 19.—At a court martial holden on board H.M.S. *Gladiator*, in Portsmouth harbour, William Hargood, Esq. rear-admiral of the white, and second in command of his Majesty's ships and vessels in said harbour, and at Spithead, &c. President.

Pursuant to an order from the Right Hon. the Lords Commissioners for executing the office of lord high admiral of Great Britain and Ireland, and directed to William Hargood, Esq. rear-admiral of the white, and second in command of his Majesty's ships and vessels in Portsmouth harbour, &c.

The Court proceeded to inquire into the conduct of Samuel Campbell Rowley, Esq. captain of his Majesty's late ship *Laurel*, his officers, and ship's company, for the loss of that ship, on the morning of the 31st of January, 1812. And having heard the letter of the said Samuel Campbell Rowley, Esq. and the evidence necessary in support of said inquiry, and very maturely and deliberately considered the same, are of opinion, that the loss of said ship was owing to her striking on a sunken rock, called the *Govitas*, in following H.M.S. *Rota* through the *Teigneuse* passage; and that no blame whatever is attachable to Samuel Campbell Rowley, Esq. captain, his officers, and ship's company, or to Joseph Beaulieu, pilot, and therefore acquit them.

And the said Samuel Campbell Rowley, Esq. captain of his Majesty's late ship *Laurel*, his officers, and ship's company, and Joseph Beaulieu, pilot, are hereby acquitted accordingly:

M. GREETHAM,

Deputy-Judge-Advocate.

On the 17th of January, a ballot was taken at the East India House, on the following questions, viz:—

"That this Court approve the unanimous resolution of the Court of Directors of the 27th of November, 1811, wherein they state, that they

more reason to believe, that all the persons who were on board the ship Ocean, at the time she is supposed to have been lost, have perished; and as the occasion and circumstances relating to her loss are wholly unknown, there is an impossibility of inquiring satisfactorily into the loss of the said ship that this Court are fully satisfied, that the ship was stored in a sufficient manner, at her outfit, for her voyage, and that, consequently, no blame can attach to the owners, and that, from the experience and ability of the Commander and Officers, it is reasonably to be inferred, that no blame attaches to them."

At six o'clock the glasses were finally closed, and delivered to the scrutineers, who reported that the questions were carried in the affirmative.

NAVAL HISTORY OF THE PRESENT YEAR, 1812

(February—March)

RETROSPECTIVE AND MISCELLANEOUS

EACH successive arrival from the North of Europe more strongly impresses the conviction, that a war of the most serious nature is on the eve of breaking forth in that part of the world. Buonaparte remained at Paris as late as the 10th of March, but it was understood that he would leave that capital in the course of a few days, for the purpose of taking the command of the army of the north. He is said to have a force of from 250,000 to 300,000 men, ready to fall upon Russia and Sweden. A treaty of alliance, offensive and defensive, was signed between Prussia and France, on the 5th of March, one of the articles of which stipulate, that the former is to supply the latter with 25,000 troops. In Paris, a *Senatus Consultum* has been enacted, the object of which, by means of new conscription, is, greatly to increase the effective and disposable force of France, in fact, to enable Buonaparte to revivify nearly all the military strength of the empire.—Sweden, it is expected, will solicit a subsidy from this country. The French have refused to suffer the Swedish troops which were in Stralsund to leave that town, consequently they may be regarded in the same light as prisoners.—Of the precise line of conduct which the Emperor of Russia means to pursue, scarcely any thing seems to be known, but of his decided hostility towards Buonaparte, no doubt is to be entertained. The Imperial Guards have left St. Petersburg for the frontier, a circumstance strongly denoting war.

Hostilities have recommenced between the Turks and Russians.

In consequence of a great extension of the licensing system, the intercourse between this country and France is now unusually free and active. Licenses have been sent in great abundance. It is said, to every French port. The French merchants regard this unexpected liberality as a strong indication of a war in the North. They say that the Emperor always relaxes his commercial restrictions, when he is about to undertake any

great military expedition, and besides, that the duties on imports are, at such a crisis, of great importance to him, as they produce a supply of ready money to his treasury. It is expected that he will impose new duties on the articles, the importation of which he has allowed.

On the night of the 9th of March, a squadron of four or five line-of-battle ships escaped out of L'Orient. Chase was immediately given, but, unfortunately, without effect. The Nyaden frigate, on the 14th, on her passage from Portugal, fell in with them, and was so near as to exchange shots. Three large ships, which proved to be homeward-bound Indiamen, were at that time in sight; and, had it not been for the signals which were made by the Nyaden, they must inevitably have been captured. They escaped, and have arrived safe at Portsmouth. No satisfactory account has yet been received respecting the enemy's squadron.

We have received a letter from a Correspondent, who informs us, that Cherbourg was reconnoitred by our ships on the night of the 11th of March. The enemy had then there, two sail of the line, one bearing a rear-admiral's flag, one large frigate, one small ditto, all with sails bent. There were also observed a pinnace, two barks of war, a lugger, and a cutter; with one frigate with her top-masts an end, in the basin, and one building.

Lord Melville took his seat at the Admiralty Board, as the successor of Mr. Yorke, on the 25th of March. The names of the new Lords Commissioners will be found under the head of *Promotions and Appointments*.

A Quarterly Meeting (called a *Meeting*) of the Directors of the East India Company, was holden on the 25th of March, for the purpose of taking into consideration the renewal of their Charter. A voluminous correspondence, which has passed between the Directors and his Majesty's Ministers upon the subject, was read. The contents of this correspondence are exceedingly important, and, if possible, we shall lay them before our readers, in detail, in the course of the present volume. Government, it appears, is favourable to an open trade with India, but waxes the right of depriving the Company of the controul of the native troops. The subject is to come before Parliament immediately after the recess.

On the 10th of March, Wm. Cundell, and John Smith, two of the unfortunate men, whose trials for high treason, in deserting to the enemy, at the Isle of France, are recorded in a preceding sheet, suffered the sentence of the law at Horsefouger lane. The remainder of the prisoners received the royal pardon.

Parliament of the United Kingdom.

HOUSE OF COMMONS, TUESDAY, JANUARY 21.

BY an oversight of the compositor, the divisions at the close of the debate on Mr. Brougham's motion respecting the Droits of Admiralty, (see page 159) were omitted.—Mr. Tierney's amendment was negatived

without a division; and Mr. Brougham's motion was negatived by 93 against 36. Mr. Brougham then moved for a committee to inquire into the subject; and that motion was also negatived, by 91 against 26.

FRIDAY, JANUARY 24.

In a Committee of Supply, the sum of £250*l.* was voted to Captain Manby, for his invention to preserve the lives of seamen.

MONDAY, FEBRUARY 3.

Mr. Croker obtained leave to bring in a Bill, for extending the Acts of Parliament prohibiting the embezzlement of naval stores in Great Britain, to Ireland.

TUESDAY, FEBRUARY 11.

Mr. Croker rose to submit a motion relative to the 4½ per cent Leeward Island Duties. These Duties, in his opinion, ought to be appropriated to the service of the West India Islands, and Barbadoes in particular, if not so applied, they ought to be paid into the Exchequer, in aid of the public; or, at least, they could not have become the property of the Crown—and they had been so appropriated. The Hon Member then entered into an historical review of the original colonization and grant of the Island of Barbadoes to Lord Carlisle in the reign of Charles II and read an Act passed in the public assembly of the Island, during that Prince's reign, granting a Duty of 4½ per cent upon all neutral produce of the Island exported, to the Crown, to defray the expenses of building and repairing a public prison and forts, and for defraying other expenses which Government might incur in providing for the safety of the Island. The Hon Member, after some observations on the applications of this fund, concluded by moving—“That a select committee should be appointed, to inquire into the amount of this fund, at the commencement of each year of his present Majesty's reign, and the manner of its appropriation.”

Upon which motion the House divided, when there appeared—For it, 19; Against it, 50—Majority, 31.

WEDNESDAY, FEBRUARY 12

Mr. Hutchinson called the attention of the House to the state of the marine forces, with the view of obtaining certain papers, on which they might ground an Address to his Royal Highness the Prince Regent. He was anxious to place them on a level with our other descriptions of force, with respect to rank and emolument. The marine companies formed one fourth of the naval strength, consisting at present, of 30,000 men, yet the higher stations were never filled by officers of that corps, but by officers of the navy only. Marine officers were thus shut out from all lucrative situations, and from all prospects of rising in their profession. The commandments at the ports of Portsmouth, Plymouth, and Chatham, the highest situations these officers could look up to, were not equal in emolument to any inferior situation on the staff. They were allowed only one horse; whereas general officers on the staff were allowed from twelve to fifteen. After enumerating various other hardships under which marine officers laboured, the Hon. Member observed, that, since the Jubilee, in 1809, there had

been 700 or 800 naval promotions, while those in the marines were not above 40. The former had occasioned an expense of 50,000*l.* but the latter not more than 700*l.* — He should move first for a copy of a memorial presented by the commandants of the Royal Marine Corps, to the Admiralty Board, in 1810, and then for a copy of a letter from Mr. Charles Yorke to Generals Desborough and Tench.

Mr. Yorke expressed his confidence that the latter motion could not be entertained, as the communication alluded to was not of an official nature. With respect to the courage, gallantry, and useful services of the marine corps, there could only be one opinion, but he thought there had not been such a case made out, as would warrant the House in taking the subject into consideration. The corps in general were well satisfied with their situation. The situation of general officers on the staff was not so much superior to that of commandants in the marines as had been described. A captain of marines had more advantages than a lieutenant in the navy; and Greenwich Hospital was equally open to marines as to seamen.

Both of the motions were negatived, without a division.

FRIDAY, FEBRUARY 21

Mr. Wharton obtained leave to bring in two bills for the better cultivation of navy timber, in the forests of Eastwood and Woolmer, in Sussex.

Mr. Yorke, in a Committee of Supply, rose to submit the Naval Estimates to the House. He said he had the satisfaction of announcing to the committee, that the estimates for the ordinary and extraordinary of the navy, were 500,000*l.* less this year than the year before; and that even the extraordinary track of 80,000*l.* for the Break-water at Plymouth; but as this was only a casual expense, the real diminution in the ordinary estimates was near 600,000*l.* This difference was principally owing to the very liberal provision made last year by Parliament for the ordinary and extraordinary expenses of the navy, which have been voted as in former years, whereas, there had been no necessity for purchasing the same quantity of stores. There was one source of expense, which would not, in future, be charged upon the estimates, that of Chaplains in the Navy. This fund had fallen off and the emolument afforded no encouragement. Fourpence a man, per month, was allowed to the Chaplain, and a small pay upon the establishment, but so small as to afford no certain means of subsistence, after retaining it in the service. At present there were only 39 Chaplains in the Navy, and the fund for Schoolmasters had equally fallen off. It was material that the younger part of the men should have the means of instruction. It was proposed that 10,000*l.* should be allowed, for raising the pay of Chaplains better, and for giving an allowance after serving a certain number of years. In this manner, they would have 214*l.* per annum. By a statute of Queen Anne, they had 20*l.* per annum, and should they reach as well as officiate as Chaplains, by the stipend they would derive from their pupils, their salaries might amount to 260*l.* per annum. All Chaplains who had been eight years in extraordinary, or ten years in ordinary service, should receive 5*s.* per day, and this to be

and the other branches of the establishment, not exceeding 200l. per annum. He then moved for the sum of 1,000,000l. 3s. 2d. for the first branch of the ordinary of the Navy.

In answer to a question from Sir C. Calcraft, Mr. Yorke observed, that the artificers in the dock-yards were not worse treated, in respect of the property tax, than the other classes of His Majesty's subjects, nor could he see on what grounds they established their claim to exemption. As to the other grounds of grievances, he was apt to think that the Hon. Gent. had been misinformed. The artificers could easily ascertain their earnings; and they amount to no less than 6s. 6d. a day, for shipwrights and caulkers. He could even assure the committee, that in most cases the actual earnings exceeded that valuation by 25 per cent. Artificers in the dock-yards had, besides, a pension when superannuated. Their situation was, as it ought to be, far preferable to that of the same class of men in private employment.

The estimates were then agreed to.

PROVISION FOR NAVY CHAPLAINS.

IN pursuance of the intentions of Government, announced by the Right Hon. C. Yorke, on presenting the Navy Estimates to the Committee of supply, in the House of Commons, on the 14th of February, the following regulations have been published by the Lords Commissioners of the Admiralty, in respect to the half-pay or pension to be allowed to Chaplains of His Majesty's fleet, after long and meritorious service, as well as the pay and allowances during the period of such service, shall be established in future, viz.

1.—That every ship in His Majesty's Navy, from a first to a fifth rate inclusive, shall be allowed a Chaplain on her establishment.

2.—That every Chaplain, after eight years of actual sea service (or, if in a guard-ship ten years), during which period he shall not have been absent from his duty six weeks at any one time, except by special leave from the Board of Admiralty, who shall produce certificates of his good conduct and moral behaviour from the Captains he may have served under, shall be entitled to a pension, in the nature of half-pay; but no Chaplain to be entitled to half-pay or pension shall accept any preferment, with cure of souls, during the term of his required service at sea.

3.—That the amount of the pension, or half-pay, to each Chaplain, shall be 5s. per day.

4.—That if, in the event of a peace, or from other circumstances not depending on himself, a Chaplain shall not have been able to complete the full servitude of eight years, a pension may be conferred by the Board of Admiralty, according to a scale to be determined on, proportionate to the term of service; in no case, however, to be granted for less than three years service at sea.

5.—That on the expiration of eight (or ten) years, as the case may be, every Chaplain shall give notice in writing, whether it is his intention to

continue to serve or not; in the first case, every year's additional service shall entitle him, when placed on the pension list, to receive at the rate of 6*l.* a day, in addition to the pension which his eight (or ten) years servitude may have entitled him to, until the aggregate rate amounts to 10*s.* a day, being the greatest pension which any length of service can confer; in the second case, where no further service is intended, the pension shall remain at 5*s.* a day as above mentioned.

6.—“That the length of service and meritorious conduct shall render Chaplains eligible to all the Chaplaincies of all Naval Establishments whatever, the disposal of which shall, or may be left to the consideration of the Board of Admiralty; and that no other Clergyman shall be eligible to any of those pieces of preferment, than a Navy Chaplain: and that the presentation to any of those pieces of preferment, whose emoluments may amount to 400*l.* per ann. shall cause the half pay of the respective Chaplains to cease, as it is provided by law in the case of the divided living of Simonsbourn.

7.—“That the pay of a Chaplain, while in actual service shall be according to the following rates, viz —

“One hundred and fifty pounds per annum, and the established compensation of 11*l.* 8*s.* a year, for a servant, in each rate, and to have a cabin allotted for him in the ward-room or gun-room, where he is to mess with the Lieutenants, and to be rated for victuals; and when the Chaplain shall be willing to act as Schoolmaster, he shall be entitled to the bounty of 20*l.* a year, granted by her late Majesty Queen Anne, by her order in council of the 1st of April, 1702, provided he shall pass an examination before the Lieutenant-Governor, Professor, and Preceptor of the Royal Naval College at Portsmouth, instead of at the Trinity-House, as required by the above-mentioned order in council; and he shall be further entitled to 5*l.* per ann. to be paid to him by every young midshipman and volunteer of the first class, as a remuneration for his education, the same to be stopped out of the said young gentleman's pay.

8.—“That a Chaplain-General shall be appointed, with such emoluments as may be deemed proper by the Board of Admiralty, to whom all applications for appointments shall be made, or will be referred, and all regulations entrusted, relating to the establishment of Chaplains for the Royal Navy, in the same manner as is practised with regard to Army Chaplains.

9.—“That no warrant will be granted by the Board of Admiralty to any candidate for an appointment, unless recommended by the Archbishops of Canterbury and York, and the Bishop of London, through the Chaplain-General, as in every way properly qualified.

10.—“That Chaplains now serving in the Navy, who may, upon due examination, be deemed proper to be continued; shall be allowed the time they may have served, as part (not exceeding one half) of that required to entitle them to the pension or half pay.”

* * * The Rev. Archdeacon John Owen has been appointed Chaplain-General to the fleet, to whom all letters are to be addressed, under cover to the Secretary of the Admiralty.

Letters in Service.

Copiéd, verbatim, from the LONDON GAZETTE.

ADMIRALTY-OFFICE, FEBRUARY 21, 1812.

Copy of a Letter from Captain A. J. Griffiths, addressed to Vice-admiral Thornbrough, Commander-in-chief at Cork, and transmitted by the latter to John Wilson Croker, Esq.; dated on board the Leonidas, February 17, 1812.

SIR,

YESTERDAY, in latitude 49° N, longitude 9° W, after a hard run of eleven hours, we captured the French brig privateer *la Gazelle*, of fourteen carronades, twelve and nine-pounders, equipped, and a complement of ninety-one men; out thirty-two days from St. Maloes, and had taken, on the 8th instant, the *Acadis*, from Halifax, with timber.

I have the honour to be, &c.

A. J. GRIFFITHS, Captain.

MARCH 7.

Copy of a Letter from Captain Richardson, of H.M.S. Semiramis, addressed to Vice-admiral Thornbrough, at Cork, and a Duplicate enclosed to John Wilson Croker, Esq.

SIR,

H.M.S. Semiramis, at Sea, February 29, 1812.

At day-light this morning I fell in with an enemy's cruiser, and, after a chase of six hours, captured the *Grand Jean Birt* privateer, of St. Maloes, commanded by Monsieur Benj. Dupont, mounting fourteen guns; one hundred and six men, two hundred and twenty tons. She is a fine brig, quite new, copper bottomed; on her second cruise; was chased several times by our frigates; whom she out-sailed; and, confident of her superiority in sailing, allowed me to approach so near, that cutting away his anchors, and heaving overboard his boats, &c. could not save him.

I have the honour to be, &c.

CHARLES RICHARDSON, Captain.

MARCH 10.

Copy of a Letter from Rear-admiral Brounille to John Wilson Croker, Esq. dated on board H.M.S. Myford, Palermo Bay, January 21, 1812.

SIR,

I have the honour to enclose, for the information of the Right Hon the Lords Com. in Council of the Admiralty, this day, a letter transmitted to me by Captain Rowley, of H.M.S. Eagle, detailing the capture of the French frigate *Pomone*, and *Perampan* store-ship, by H.M. ships *Active*, *Alceste*, and *Utile*, on the 29th of November, 1811.

I have the honour to be, &c.

Rear-admiral Brounille

P.S. Captain Rowley, in his letter to me of the 19th ult, also mentions the loss of the French frigate *Flora*. She was going from Trieste to

Venice; was caught with a strong borer,* and stranded off Chiozza, when every soul on board perished, with the exception of five or six."

T. F. F.

SIR,

H.M.S. Alceste, off Lissa, December 4, 1811.

The enemy's squadron from Corfu, going to Trieste, were met with, on the 29th ult. by three of H.M. ships under my orders. The *Persanne* was chased and taken by the *Unité*; after a long run; the *Pauline* and *Pomone* chased by the *Alceste* and *Active*, and, after a most severe action of two hours and forty minutes, the *Pomone* was taken, totally dismantled, and *Pauline* escaped, owing to the *Alceste* having her main-top-mast shot away. The *Alceste* has twenty killed and wounded; the *Active*, about thirty-two; and, I lament to say, Captain Gordon has lost a leg, and his first lieutenant an arm.

The details of the action I shall have the honour of transmitting by the first man of war going down.

I have the honour to be, &c.

MURRAY MAXWELL, Captain.

*Charles Rowley, Esq. Captain of H.M.S. Eagle,
Senior Officer at Corfu, &c.*

Commodore Penrose, at Gibraltar, has transmitted to John Wilson Croker, Esq. a letter from Lieutenant Bartholomew, commanding his Majesty's gun-brig *Richmond*, giving an account of his having, on the 5th of last month, attacked, in a bay near Vera, on the coast of Grenada, a French privateer called *l'Intrepide*, of eighteen guns, and one hundred and eighty men. On the *Richmond* opening her fire upon the privateer, her crew set fire to her, and took to their boats; the vessel was then taken possession of, her cable cut, and she was brought out more than a mile when she blew up, within ten minutes after she had been abandoned.

MARCH 17.

Admiral Sir Roger Curtis has transmitted to John Wilson Croker, Esq. a letter from Captain Wells, of H.M. sloop the *Phipps*, giving an account of his having, on the 11th instant, taken by boarding *le Cerf*, French lugger privateer, carrying five guns, eight swivels, and thirty-one men; sailed the same day from Calais, and had not made any capture.

* The proper spelling of this word is *borra*. It is a local denomination, used by Adriatic mariners, for a certain wind issuing from the Julian Alps, thro' the gulphs of Trieste and of Fiumé. Its duration seldom much exceeds 24 hours; but during that period, its violence is described as almost irresistible. In its origin it blows from the N. E. but on reaching the open sea, it usually veers more to the N.-ward, deflecting to a certain degree in the general direction of the shores. Vessels surprised by this species of hurricane, at ever so short a distance from the molehead of Trieste, immediately run for the neighbouring port of Pirano, or next endeavour to tetch under the lee of the Istrian shore, failing in which, they are often reduced to seek under bare poles, as far as Mount St. Angelo, on the coast of Italy; the southern side of which elevated cape affords the nearest sheltered anchorage. Similarity both in the name and qualities of this formidable blast, seem to identify it with that blustering father of antiquity, unknown to few naval readers, and yeapt *Borcas*: a derivation further warranted by the fact of the northerly wind prevalent at the Dardanelles, &c. still retaining, even among the Turks, the name of *Pobraz*. This anagram, which offers no radical variation, is to be explained by the graphic uncertainty of the Turkish language; which like its oriental mother tongue is written in a sort of short-hand, that for the most part leaves the vowels to guess-work.

Promotions and Appointments.

WHITERALL, MARCH 24.

His Royal Highness the Prince Regent has been pleased, in the name and on the behalf of his Majesty, to constitute and appoint the Right Honourable Lord Viscount Melville; William Donett, Esq. Vice-admiral of the White Squadron of his Majesty's Fleet; Sir Joseph Sydney Yorke, Knight, Rear-admiral of the Blue Squadron of his Majesty's Fleet; the Hon. Frederick John Robinson; Horatio Walpole, Esq. (commonly called Lord Walpole); the Right Hon. William Dundas; and George Johnstone Hope, Esq. Rear-admiral of the Blue Squadron of his Majesty's Fleet; to be his Majesty's Commissioners for executing the Office of High Admiral of the United Kingdom of Great Britain and Ireland, and the Dominions, Islands, and Territories thereto belonging.

Admirals and Captains appointed.

Admiral Sir Richard Bickerton, Bart. to succeed Sir Roger Curtis, Bart. as Commander-in-chief at Portsmouth.

Captains.—Jahleel Brenton, to the *Stirling Castle*; P. Malcolm, to be Captain of the Channel Fleet, *vice* Sir Richard King; George Scott, to the *Asia*; John Simpson, to fit out the *Chatham* for Captain Graham Moore; George Price (acting), to the *Hetspur*; Charles Bateman, to the *Revenge*; R. Jackson, to the *San Josef* (the flag ship of Lord Keith); T. Bradby, to the *Coquette*; Robert Mansell, James Green, and William Shepherd, to the rank of Post Captains; Robert Lloyd, to the *Plantagenet*; Samuel Pym, to the *Niemen*; W. T. Lake, to the *Magnificent*; Robert Mansell, to the *Irresistible*; William King, to the *Cossack*; Samuel Hood Lianze, to the *Temeraire*; D. Campbell, to the *Rosamond*; Sir Richard King, to the *Prince of Wales* (ordered for the Baltic service).

Lieutenants, &c. appointed.

Edward S. Ward, to the *Pique*; John Moffatt, to the *Christian VIII*; Charles Edward Day, to the *Impetueux*; Edward Moore, to command the *Transit* cutter; Joseph Leigh, to the *Mars*; James Pearl, to the *Comet*; Henry Rokeby, to the *Humbal*; James Clitherow, to the *Stirling Castle*; G. Thompson, to the *Vigo*; Caleb Blake, to the *Pitt*; Thomas Taylor, to the *Ganges*; Nicholas Drew, to the *Barrosa*; Thomas Terry, to the *Topaze*; Edward Atslee, to the *Carrere*; William Braund, to the *Meteor*; John Wardell, to the *Magnificent*; John Trevena, to ditto; George Crichton, to the *Blau*; B. Keily, to the *Primrose*; W. E. King, to the *Centinel G.B.*; Robert R. Breerton, to the *Asia*; Thomas John Ley, to the *Ofion*; Samuel Strong, to the *Duncan*; Thom. Sivbati, to the *Thais*; M. Connolly, Alexander Leod (2), Charles Hobart, to the *Pomone*; William Boham, to the *Aleigh*; Charles Pearson (1), to the *Tonnant*; L. Dickson, to the *Nightingale*; James S. Fletcher, to the *Podargus*; John Lane, to the *Zephyr*; George Thew, to the *Orion*; James Bryce, to the *Magnificent*; Robert Faussell, to the *Plantagenet*; C. Betty, to the *Zephyr*; B. Ashley, to the *Favourite*; Robert R. Jones, to the *Cressy*; George Harrington, to the *Plover*; James H. Plumridge, to the *Tonnant*; Alexander McKenzie (1), to the *Plantagenet*; George A. Schulz, to the *Venerable*; George Fortescue, to the *Crescent*; W. M. Godley, to the *Asia*; Abel Hawkins, to the *Diana*; John W. Smith, to the *Neeris*; Charles J. Cater, to the *Savage*; Thomas Arcutt, Richard Anderson, H. E. Napier, Edward Satherwaite, to the *Chatham*; James Gordon,

to the *Circe*; David Welch, to the *Devastation*; James Stewart (3), to the *Savage*; J. P. Dutton, to the *Raven*; William Webb, John Davy, to the *Stirling Castle*; Charles B. Harvey, to the *Elizabeth*; Henry Bird, to the *Rover*; James Synonds (2), to the *Cherokee*; Frederick Slade, to the *Zealous*; George Butler (2), to the *Leveret*; Hugh McKianon, to the *Vulture*; George Sandford, to the *Rosamond*; Francis Sparrow, to the *Onyx*; P. H. Douglas, to the *Hannibal*; Robert Foster, to the *Asia*; R. Hodge, to the *Regulus*; E. Stewart, to the *Hannibal*; John Anderson, to the *Poictiers*; Charles Pearson, to the *Tonnant*; Digby Dent, to the *Royal Sovereign*; Charles B. Harvey, to the *Elizabeth*; R. Copeland, to the *Vulture*; J. Bromley, to the *Brisis*; G. Blissett, to the *Ocean*; W. Martin, to the *Calliope*; J. Moore, to the *Regulating Service at Dublin*; R. James, Midshipman of the *Victory*, to be a Lieutenant; T. G. Harrington, to the *Ocean*; R. Nival, to the *Asia*; John Taylor, to the *Hannibal*; J. T. Jeans, to the *Bristol*; Prosper Ambrose, to the *Egmont*; J. Leigh, to the *Ceres S.S.*; J. Lever, to the *Martial G. B.*; P. H. Douglas, to the *Royal Oak*; John Eveleigh, to the *Chatham*; W. B. Wright, to the *Hannibal*; John Wilkinson, to the *Tonnant*; George Argles, G. Stewart, A. Mott, Thomas Williams (2), to the *Duncan*; Sir John Gordon Sinclair, Bart. to the *Diana*; ——— Holmes (Midshipman of the *Diana*), to the rank of Lieutenant, for jumping overboard in Plymouth Sound, and saving the life of a seaman of that ship, who fell from the mast-head; A. Blow, to the signal station at Folkestone Cliff; J. Crichton, to the *Rhin*; Caleb Jackson, to the *Valiant*; Charles Fraser, to the *Muros*; Thomas Drane, to the *Regulus*; Edward Parcell, to the *Marlborough*; Henry Bird, to the *Rover*; Charles Woodger, to the signal station at Yarmouth Dean; George W. Astley, to the *Tonnant* at Plymouth; Alexander D. Y. Arbuthnot, to the *Christian VIII*; John C. Symonds, to the *Impregnable*; G. Anderson, to the *Defiance*; Richard Brereton, to the *Impregnable*; Ralph Blakeney Borongh, to the *Royal Oak*; Thomas Bush Bell, to the *Woodlark sloop*; John Mitchell, to command the *Charles* schooner; John T. Young, to the *Barbara*.

Robert Ramsay, Stewart Blacker, Jonathan Christian, C. Walker, R. H. Rogers, and G. Fitzmorris, to the rank of Commanders.

Lieutenant Cheesman is appointed Resident Agent for Transports at Plymouth, *vice* Hewitt, promoted; Lieutenant Grove, to Cork, *vice* Cheesman; Lieutenant Grigg, to Guernsey, *vice* Grove.

Messrs. Pearce, Lohow, R. Cole, C. Mercer, and R. Jones, Midshipmen, are promoted to Lieutenants.

Secretaries.—Mr. Coble, to Admiral Dixon; Mr. Russell, to Admiral Morris; Mr. Goldsmith, to the Captain of the Channel Fleet; Mr. T. Meek, to Admiral Lord Keith; Mr. Carter, to Admiral Pickmore.

Chaplains.—The Rev. Archdeacon Owen, to be Chaplain-general to the Fleet; the Rev. Dr. Lloyd, to Haslar Hospital; the Rev. N. Morgan, to the *Argo*; the Rev. T. Pasley, to the *Abercrombie*.

Pursers.—John Bogues, to the *Thais*; ——— Goddard, to the *Trafalgar*; G. Debus, to the *Derwent*; William Wills, to the *Thunderer*; Robert S. Sutton, to the *Vanguard*; A. Hogg, to the *Prince*; W. Knapman, to the *Maida*; Geo. Waller, to the *Scamander*; J. Baker, to the *Redwing*; ——— Ballingall, to the *London*; Caleb Blake, to the *Pitt*; James Renton, to the *Cossack*; T. Taylor, to the *Didon*; John Penville, to the *Cornwall*; Ford Brown to the *Coruwallis*, banding in India; J. S. Hulbert, to the *Renown*.

Masters appointed.

James Downie, to the Chatham; Thomas Toddridge, to the Meteor; John Hodge, to the Cossack; D. Robinson, to the Horatio; H. Lanven, to the Asia; T. Griffiths, to the Stirling Castle; John Tomlin, to the Bantierer; C. Simpson, to the Nemesis; V. Fiegear, to the Parthenon; J. E. Harfield, to the Rosamond; W. Pennington, to the Leonard; J. Murray, to the Fawn; Henry Campbell, to the Gorgon; W. Patterson, to the Freija; B. Lone, to the Volage; W. Williams, to the Latona; J. Prescott, to the Braue; T. Penrose, to the Magnificent; John Panchen, to the Phoebe; W. Strachan, to the Union; D. Balbain, to the Nymphs.

A List of Midshipmen who have passed for Lieutenants in March.

Sheerness.—James Harris, A. Tait, G. Humphreys, William Fayer, W. Franklin, A. Plymsell, R. Evans, J. C. Atkinson, J. Short, R. Hay, P. C. Martin, T. Yeates, G. Palmer.

Perthmouth.—J. Y. McClellan, C. Jobson, E. W. Scott, L. Leith, W. H. Lloyd, C. Barrard, W. Woodley, H. V. Lowe, J. Millett, D. Roberts, T. Coleman, G. Shennan, G. Powell, Henry Collins, E. Fitzgerald, R. Lowcay.

Wynmouth.—H. Melyneux, D. Marsh, John Kingdon, R. B. Fenwick, T. Bruce.

Surgeons, &c. appointed.

Joseph Henry Kent, to the Acoru; Wade Shields, to the Princess; James Campbell, to the Endymion; John Smith, to the Calypso; James Johnstone, to the Crown; William Thompson, to the Royal Oak; Henry Lwing, to the Hannibal; Abraham Martin, to the Duncan; Robert Johnstone (1), to the Chatham; George Mitchell, to the Temeraire; J. Todd, to the Scipion; John Turner, to the Generous; John Bernard, to the Sparrow; T. Clarke, to the Peacock; George Duch, to the Parthian; Ralph Palm, to the Magnificent; George Harvey, to the Devastation; V. C. Jones, to the Hebeon; Charles Mayberry, to the Cure; Alexander Denmark, to the Royal William; William Turner (2), to the Niemen; Hugh Charles, to the Hebeon, *vice Jones*; Pearce Power, to the Electra; Alexander Devar, to the San Josef; Edward Seaton, to the Actæon; Thomas Williamson, to the Stirling Castle; John McHugh, to the Begall sloop; N. M. Cox, to the Bermuda sloop; Richard Gibbs, to the Surveillante; David Rowland, surgeon of the Royal William, to succeed the late Dr. John Clifford, as surgeon of the Naval Hospital at Halifax, Nova Scotia.

Assistant-Surgeons, &c. appointed.

John Anderson, to the Gladiator; Alexander Salter, to La Hogue; W. B. Webster, to the Courageux; Alexander Bernard, to be an hospital mate at Haslar; Thomas Gillespie, to the Stirling Castle; W. A. Dalziel, to the Princess; John Stewart, to the Greyhound; James Little, to the Barbara; Neil Robinson, to the Elephant; Joseph McCrea, to the Hyperion; Charles Buck, to the Royal Oak; Mark Thompson, to the Batavier H. S.; John O'Donnell, to the Diogenes; Henry Edmunds, to the Subtle; J. L. Patterson, to the Ocean; William Read, to the Impregnable; Allen Waters, to the Latona; Richard Cornwick, to the Peacocks; R. M. Roth, to the Montagu; Robert Dickson, to the Chatham; Charles D. Keane, to the Flower G.B.; L. McKay, to the Temeraire; James Dundas, to the Namur; Thomas Buchanan, to the Hannibal; R. Wauchob, to the Barbara.

BIRTHS.

Lately, in Devonshire-street, Portland-place, the lady of Captain John Tremayne Rodd, of a son.

In Cavendish-square, the lady of Commodore Cockburn, of a daughter.

At Sheerness, the lady of W. Cockcroft, Esq. commander of H.M.S. Sussex, of a son.

March 1, the lady of Captain Sir Ed. Hamilton, R.N. of Trebushun, South Wales, of a daughter.

March 12, at South-sea-place, the lady of Captain F. Collier, of H.M.S. Cyane, of a son.

March 17, at Coupar, Angus, Mrs. M'Donald, wife of Dr. M'Donald, M.D. (R.N.) of a son.

MARRIAGES.

Lately, by special licence, Sir Francis Hartwell, Bart. one of the commissioners of the navy, to Miss Aldridge, of New Lodge, in the county of Sussex.

By special licence, by the Rev. George Moore, at the house of John Spalding, Esq. Hill-street, Captain Graham Moore, of H.M.S. the Chatham, and brother of the late General Sir John Moore, to Drea, daughter of the late Thomas Eden, Esq. of Wimbledon, and niece to Lord Auckland.

Captain Alexander, R.N. to Charlotte, youngest daughter of the late John Browne, Esq.

Captain Greenhill, R.N. to Mary-Ann, youngest daughter of the late C. Spencer, Esq. of Great Marlborough-street.

Mr. Lane, purser of H.M.S. Narcissus, to Miss Dowdney, of Newtown.

At Yarmouth, Isle of Wight, Mr. Thomas Moyer, late of H.M.S. Poitiers, to Miss Anna M. Bright, daughter of Mr. James Bright, of that place.

At Newport, Isle of Wight, Lieutenant James Oades Lys, R.N. eldest son of James Lys, Esq. senior commander in his Majesty's naval service, to Elizabeth Shuldt (a widow lady), daughter of the late Charles Tarrant, Esq. of Brading.

At St. Nicholas, Deptford, Captain Samuel Coward, of the ship Christopher, to Miss Clarissa Burchett, of Prospect-row, Bermuda.

September 23, at Calcutta, Mr. Edward Thomas Bunn, purser of the H.C.S. Carnatic, to Miss Ford.

February 13, at Monmouth, Lieutenant James Barton, R.N. to Miss Oakeley, of Monmouth.

February 25, at St. James's church, Westminster, by the Lord Bishop of Norwich, Captain J. M. Fisher, R.M. to Miss E. N. Walker, eldest daughter of W. Walker, Esq. of Swinnow-park, Yorkshire.

OBITUARY.

Lately, at Admiral Heath's, Mr. Horatio Nelson, late a midshipman of the Endymion frigate.

April 21, 1811, on board the Galatea frigate, in the 17th year of his age, Mr. Thomas Hay, midshipman, youngest son of William Hay, Esq. of Russell square. His remains were interred with military honours at Kidgeree, on the Hoagley River.

February 19, 1812, Mr. John Clark, assistant-surgeon of the Defiance.

February 22, at Catherine-place, Blackheath-road, the infant son of Captain John Laurence, of H.M.S. Fautome.

March 9, at Sheerness, the lady of W. Cockcroft, Esq. commander of H.M.S. hospital ship Sussex.

BIOGRAPHICAL MEMOIR
OF
THOMAS JOHN PESHALL, ESQ.

LIEUTENANT IN THE ROYAL NAVY.

“ Yea, speedily was he taken away, lest that wickedness should alter his understanding, or beguile his soul.

“ He being made perfect in a short time, fulfilled a long time ”

BOOK OF WISDOM, Chap. iv v. 11, 13.

ONE of the grateful, though less prominent, advantages accorded by the NAVAL CHRONICLE is, that of inscribing on its pages the names of those candidates for fame, who, amidst the adventures, difficulties, and dangers attendant on the profession, have been prematurely arrested by the hand of death. Operating as a stimulus to exertion, through every gradation of the service, the example benefits the public ; while the record holds forth consolation to the mourning friends and relatives of the departed. Many, in fact, are the mitigations, by which the force of the blow, which thus tears a member from his family, may be broken. To perish in the hour of action, unites with the disaster ~~some~~ a feeling of pride, which the survivors ever feel disposed to cherish, and permit, gradually, to acquire an ascendancy over the acute sorrows of lacerated affection.

The instance now submitted to notice, brings with it no consolatory circumstance of the kind. The fate of the sufferer was sudden ; was involved in the horrors of a tropical tempest, and has continued hitherto hidden in a mysteriousness, which, though sometimes penetrated by a ray of hope, has relapsed into a state of darkness, as uncommon, as it is afflictive.

Thomas John Peshall, the second son of Sir John Peshall, of Hales Owen, Bart. and of Rebecca Hyde, the daughter of Cossley Hall, of Hyde Hall, Esq. in the island of Jamaica (but descended from a family long seated and honourably allied in Wiltshire), was born at the village of Chigwell, in Essex, on the 20th of April, 1785.

Before he arrived at the age of eight years, he was sent to Win.

chester school, where he just saw the excellent and venerable Joseph Watton, who, in a happier state of health, and a more vigorous stage of life, had been the instructor of his father. From Winchester he was, however, soon removed to Westminster, on account of his elder brother's ill health, Charles James Peshall; and, at the latter place of instruction (where to be praised is no ordinary praise) so diligent was his attendance, and so active his industry, that, during no long continuance there, he received no fewer than twenty-three rewards. It is not pretended, that the rewards were of much value, or that the exertions, which deserved and obtained them, were very brilliant; but their number and repeated bestowal shew the vigour and constancy of his mind, which, in truth, had at the same time these valuable qualities, if not altogether called forth, certainly much strengthened, by an education very different from that of the *belle lettres*, amidst the distresses and pressure of family misfortune. Redoubled attention to his parents, the almost parsimonious accumulation of his pocket money, his anxiety to be placed upon the theatre of exertion, and within reach, at least, of successful enterprise, all seemed to grow out of the feelings, produced by a condition of calamity, such, perhaps, as many individuals feel, but such as does not frequently come before the notice of the public.

At length the time arrived, when his wishes for active employment were to be gratified; and the friendship of Captain Robert Clamplin, then recently appointed to the *Lowestoffe* frigate, gave to him the benefit of a protector and patron, which, though their object no longer exists, his family, as they deeply feel, eagerly seize every opportunity to acknowledge. Gibbon has truly stated the departure of a boy from his paternal mansion, for the exercises and discipline of a public school, to be a sort of entrance into the world; but the change from even the last, to the perpetual motion, the rigid observances, the total novelty, attendant upon the sea service, may probably be deemed by some a revolution in the progress of youth, still more striking, and likely to produce permanent recollection.

He, at length, set off for Plymouth, where he was received by his captain, with all that warmth of friendship and kindness, which for ever bound up his affections in his gratitude. Cap-

tain P.* was indeed to him ever a standard, by which, in the remaining part of his life, he graduated both his affections and his esteem. In his letters he perpetually takes occasion to mention, that “he likes such an one, as resembling his first friend, in the regulation of his ship,” &c. or “that he finds him a very different man from his dear captain.” In one of his last letters, he observes, “I flatter myself, I shall rise to the height of my profession. I should be very condemnable not to be a good officer; for I have been brought up under the first men of the profession. But Plampin laid the foundation, and my poor lamented Captain Murray† has followed his steps.” He again rapturously exclaims, “I glory in my profession—I like it for itself, and I am in a way, through it, to bring my poor, ancient family into repute again.—Above all, I serve my country, and dear Old George, my King.” Those who have a taste for the ardent aspirations of an enterprising youth, may affect to smile at these overflowing effusions; but such were the feelings (and may they never be wanting) which nourished in the breasts of Nelson and of Smith, that tone and temper, which planted the British cross upon the walls of Acre; and which, after sweeping from the

* The affection seems to have been mutual; and the subjoined letter of Captain P. at a future and more disastrous period, will shew that time, while it had brought with it regret, had in no wise diminished the regard originally felt:—

“MY DEAR LADY PESHALL,

“*Portsmouth, Feb. 6th, 1810.*

“I should not have left town without calling in, although I joined the *Courageux* very suddenly; but to say truth, I could not vaunter courage to see you, for the state of amity with Spain had so long existed, that to my conviction all hope was then lost with regard to my much-esteemed friend, who, I can with truth say, had he been my own son, I could not have loved with more parental affection; for, had it pleased God to have spared his life a few years, I am well convinced he would have been an ornament to his profession, and a true and valuable member of society.

“Unusual excellence, and rectitude of conduct, in so young a person, can insure happiness in a future state, think what a source of consolation you possess in the midst of your present affliction, that many, very many, parents are wanting.

“Your ever sincere friend,

“ROBERT PLAMPIN.”

“*Lady Peshall?*”

† Of this gentleman, under whom Mr. Peshall subsequently served, future mention will be made.

seas fleet after fleet, of our enemy, put the final seal upon the powers of British naval exertion among the shoals of Trafalgar. With respect to the advantage of an ancient and honourable lineage, no man has ever felt it more, or, perhaps, more judiciously, than young Peshall.

The *Lowestoffe*, originally intended for the Mediterranean service, was subsequently ordered to Jamaica, as the convoy of a fleet, bound to that island. The period of her continuance upon that station was marked by no particular circumstance; but it was gratifying to Peshall's family and friends, as during the whole time, every packet brought from either his captain or his comrades the strongest testimonials to his character, for a high sense of honour, his strict adherence to veracity, and his reverence for his religion. A single fact will shew, that good works were not attended to less by him, than the purity of his opinions. From the first receipt of his pay, he contrived to save and send a ten pound note to his elder brother, Charles John Peshall, then a lieutenant in the 22d regiment, stationed in the Island of Guernsey. His letter, conveying this present, has the following passage:—"I send my brother a ten pound note, and shall, by the next packet, send him another. I think nothing of myself; all I get must go to my beloved Charles; for these dogs in the army have more expenses to encounter, than in my profession; and the study of my life will be to push my dear brother in his service; and enable him to make as good a figure as his comrades."

Ordered home, again, as a convoy to a fleet of merchantmen, the *Lowestoffe*, in working through the windward passage, went on shore upon the Great Heeneaga, in the night of the 10th of August, 1801. This fact was communicated to the public in a paragraph, which appeared in a London newspaper, in the following terms:—

"We are sorry to announce the account, brought by the *Bonetta* sloop of war, which reports that the *Lowestoffe* frigate, with several of her convoy, went on shore on the great Heeneaga; but only a few lives, we are happy to add, were lost."

Among the numerous advantages, which the rapid circulation of intelligence by the public prints, undoubtedly possesses, it cannot be denied that their rash, sometimes unfounded, and always abrupt announcing of facts, like these, bring into action, in the worst

possible way, that laceration of domestic feeling, throughout the community, which the losses they imply or describe, cannot fail to excite. The anxiety produced by the above intimation, was, however, done away, when the details of the circumstance arrived. Much exertion had been made to extricate the specie on board, and when the greater part of it had been thus saved, the necessary steps were, in course, taken, in order to convey the crew ashore. Into one of the boats Mr. Peshall was about to spring, having first thrown into her his hanger, when he was recalled by Captain Plampin, and requested to wait for another turn. She entered the heavy surf, was swamped, and, in her, perished her crew, the only men lost upon this occasion.

The affectionate regret, so often felt and expressed for their wrecked or foundered vessel, by the surviving crew, was strikingly exemplified in Mr. Peshall's lamentations over the *Lowestoffe*, as often as the mention of her loss occurred. His own loss (a severe one to him!) of his equipments, books, and instruments, was overlooked in the superior one of the frigate, the future command of which had been, with him, a favourite subject of anticipation. The captain and crew returned to Jamaica, but our young sailor was sent home in the *Amphion* frigate, commanded by the Hon. Captain Bennet.

Upon the *Amphion's* arrival, she was ordered to be paid off; and the kindness of Captain Bennet engaged him to endeavour to get his young passenger on board another frigate, remaining in active service; an intention which he announced to Lady Peshall, with the accompanying testimonial in Mr. Peshall's favour:—

“ I have great satisfaction in assuring your Ladyship, that he is one of the best young men I ever met with; ever anxious to learn, and thankful to those who teach him. I have no doubt but he will be an ornament to our service, and a good man in society. Was the *Amphion* to remain in commission, I should be happy to keep him with me.

“ I have, &c.

“ *H.M.S. Amphion*, Nov. 1, 1801.”

“ R. H. A. BENNET.”

The *Amphion*, however, did remain in commission, contrary to the expectation entertained, and Mr. Peshall continued on board of her, until May 19th, 1802, when he was landed from her at Yarmouth (his time of service being expired) for the purpose of passing his examination. At this time, an idea was adopted of endea-

vouring to become a member of the Naval Academy at Portsmouth, with a view to that systematic acquirement of science, so necessary to his profession; which, he supposed, could not be so well obtained, while afloat. The sound advice, however, of his friends (among whom no one had, deservedly, more weight than Captain Plampin) drawn from the particular circumstances of the case, determined him to a different course; and a continuation of active service then became the object of his most anxious solicitation. While this discussion, however, was thus going forward, his examination took place (upon the 3d of June, 1802) and he was passed in a manner highly creditable to himself, and, unquestionably, most gratifying to his family.

Having thus effected the object, for which he had landed from the *Amphion*, he hastened to rejoin her, upon her return to Chatham; but the Treaty of Amiens, which (however eventually serviceable it may have been, in its remote consequences to the country, by the union of almost every heart and hand in the common cause) then withered the stoutest nerves of the brave, and darkened, with the most dismal apprehensions, the anticipated views of the politic, was at that time announced to the public. In the general consternation of the high spirited, and of the reflecting, at that period, it is little; perhaps, but for the particular purpose of this narrative, to state the paying off of the *Amphion*, together with the numerous other vessels, which were then dismantled with such rash precipitancy. Continued and active service was naturally deemed of such consequence, that an application was forthwith made by his mother, to Earl St. Vincent, for his employment in some vessel, remaining in commission. His lordship's first answer, of the 11th of June, 1802, seemed to shew some hesitation respecting the feasibility of such an arrangement; but his second, of June the 26th, very satisfactorily informed Lady P. of her son's transfer to the *Immortalité* frigate, Captain Owen, then cruising in the Channel. Of this gentleman's professional merits, it would be superfluous here to speak, as they are before the public, by whom they have been fully acknowledged.

Upon quitting the *Amphion*, Mr. Peshall received his pay, amounting to about 45*l.* of which his first business was, to remit 20*l.* to his mother, after paying for various necessaries, and reserving

to himself, to use his own language, "some odd pounds for some odd things." To receive money, and to share it among his relatives, was at all times his prompt and cheerful practice; and the limited scale of his own personal wants enabled him to do this without any sacrifice of independence. "I have bought," he adds, "a large watch coat, and now I want for nothing."—"It is bitterly cold; but it is cold and frost of my native country, and I take pleasure in feeling it there." Of constant and affectionate recollections of his family circle, his letters afford uninterrupted proofs; and the keenest interest in his brother's welfare and advancement was continually manifested, both by what he wrote and what he said. In a letter to him, then in the 7th light dragoons, written on the birth-day of the latter, he laments their absence from each other upon such an occasion; but takes the opportunity of very handsomely expressing his satisfaction, at having observed, during their last meeting, his gentlemanly deportment, and soldier-like appearance. His exhortations to constancy and zeal in the military profession were not disregarded; and subsequent experience has proved, that he was not wrong in anticipating from his brother all the qualities which become a brave soldier, and an excellent officer. His religious impressions still continued to shew themselves in a sort of double apology to himself and to his parents, for the irregularity of his attendance at church; an irregularity, which, he very properly observed, could only be excused by the avocations of his profession.

His stay on board the *Immortalité* was but short; for upon that vessel's meeting the *Augusta* yacht, then on her way to Weymouth, in order to attend upon the King, the Hon. Captain Grey, who then commanded her, requested of Captain Owen the assistance of some officer in the navigation of his charge. Mr. Peshall was the officer selected, and this period of his life was his favourite topic, while thus employed, as well as the constant object of his subsequent recollections. His loyalty here had ample opportunity for its gratification; and his correspondence upon the subject of the King, whose motions he watched with all the eagerness of youthful feeling, was at this time as amusing as it was interesting. Like many others, who connect pretty extravagant hopes and views from an approximation to the personages of the royal family,

he seemed fully to consider his own promotion, as well as that of an old schoolfellow on board another yacht, as a highly probable, if not certain, consequence of the service in which they were then employed. More experienced observers of life, will not be surprised to hear, that these hopes were disappointed, as, in fact, they had been grounded upon no very solid foundation. In one of Mr. Pitt's visits to Weymouth, at this time, Mr. Peshall, in the course of his duty, became known to him; and the latter tells, with great triumph, that the acquaintance, thus commenced, was acknowledged by the minister upon again meeting him in the assembly room at that place. The favour and friendship of Captain Grey and his family were more durable and satisfactory; and the kind intentions and wishes of that gentleman in his favour, were, upon their quitting Weymouth, most kindly and strongly expressed by him in a letter to Lady Peshall, upon the subject of her son's promotion; which, however, did not then take place. If, in truth, the praises of the praiseworthy be among the best rewards of our nature, the letters of Captain Grey, on the subject of this young officer, must ever remain among the monuments, most grateful to the affections, though in sorrow, of his surviving friends.

Upon the departure of the King from Weymouth, the yacht was ordered round to the river, and Mr. Peshall was again transferred to the *Immortalité*. In her, however, his stay was short; for he was almost immediately after placed on board the *Utrecht*, Captain Rogers. So fortunate was he, that he here again soon attracted the favourable notice of his excellent commander, of whom two letters, at remote dates, and upon very different occasions, are now lying before the writer. The first, of March 29th, 1803, tells, in the handsomest terms, of the usefulness which the captain had found in Mr. Peshall. The second, of May 7th, 1811, is full of hopeless condolance with his mother, upon the sad and untimely loss of the subject of his former praise. But the *Utrecht* soon returned from the coast of Holland, whither she had been sent to cruise, and it was judged necessary, as a measure of precaution, to send home to the Downs a frigate in her company.

The wish for promotion, at all times so eagerly conspicuous in the service, seems to glow with peculiar fervour at the commencement of a war; and, certainly, more particularly so, at the letting

loose of so many gallant spirits, who had been indignantly chained up, by the compromise of British dignity, so cruelly made by the Truce of Amiens. Under the pressure of this general feeling, Mr. Peshall had solicited and obtained, through his friends, an order, after some difficulties, direct and incidental,* for his proceeding to the West Indies, with a view to his promotion in that quarter, then the theatre of enterprise. On December the 2d, he, in consequence of this arrangement, quitted his family in town, and, hastening to Portsmouth, was received on board the *Courageux*, then under orders for Jamaica. This purpose was, however, defeated; for the *Courageux*, after several weeks of severe struggle with the winds and waves, and suffering considerable damage from the effects both of the storms, and of running foul of a West Indiaman, was compelled to return to Cawsand Bay, whence a letter from Mr. Peshall, dated February 1, 1794, apprized his brother of the event. In the fortunes of his life, this incident was attended by good consequences; as in the severe and protracted critical condition of the vessel, his activity attracted the notice, and secured the countenance of Admiral Dacres;† with whom, upon his shifting his flag on board the *Franchise* frigate, in order to proceed on his voyage to the chief command on the Jamaica station, Mr. Peshall was invited to sail. A second consequence grew out of this arrangement; for the original Admiralty order for his promotion, under which he went out, was directed to Sir Samuel Hood; upon the Barbadoes station; but upon their arrival at that island, he was persuaded by the representations of both Admiral Dacres, and the Hon. Captain John Murray, of the *Franchise*, to proceed in that vessel to Jamaica, with a promise

* Some domestic affairs particularly the ill health of his elder brother, had somewhat embarrassed the progress of his promotion, which had been frustrated by an Admiralty order, supposing him then to be on his way to the West Indies, in the *Camel*, sloop. The error was, however, repaired, and the unabated kindness of Lord St. Vincent again excited itself, with the consequences stated above.

† For the portrait and memoir of this officer, see N. C. XXVI. 265.

‡ A portrait and memoir of this officer will be found in our XVIIth Vol. page 1.

of promotion into the admiral's ship there. To this resolution many considerations of a mere domestic nature, particularly that of seeing his maternal relations, also conduced. The scheme of his promotion was fully acted upon; for, although Sir John Duckworth* did not strike his flag for some time after the arrival of Admiral Dacres, it appears, by a letter of Mr. Peshall's, dated May 22, 1804, off Curacao, that he had been made a lieutenant into the *Franchise*, on board of which he then was, on the 10th of April.

The long and uninterrupted friendship of Sir John Duckworth, begun at a very early period of life, with the family of Lady Peshall, in Jamaica, bespoke in course every act of kindness, which the nature of the service could admit as fitting—and after a separation ~~also~~ so remote as to time, and wide as to distance, it was not less gratifying to find that all his family connexions were fully alive to his visit among them, although the excessive duties of his profession prevented him from fully availing himself of their kindness. In the mean time, his correspondence with his family, his father, his mother, his brother (then at the military academy of High Wycomb), went steadily forward; and his cruises, his prize-money, his adventures, petty and of more consequence, were here ~~thoroughly~~ ^{thoroughly} detailed, with corresponding and affectionate inquiries respecting all that he had left behind him. The firmness of his addresses to his brother, are particularly animating, as exhorting him on to a course of emulation. It is not less grateful to the recollection of his friends, to retrace the friendship of Captain Murray; † a friendship, that but too soon embittered his

* Sir J. T. Duckworth's portrait and memoir are given in our XVIIIth Vol. page 1.

† From a letter of Captain Murray's, dated Jamaica, January 27, 1805, the following extracts are made:—"I assure you, that he has merited more attentions than I have had it in my power to pay him.—On my return from sea, yesterday, I mentioned him to Admiral Dacres, before I had received your ladyship's very obliging letter. The admiral's answer was, "I like Peshall much, and when I have the command, I shall be happy, upon opportunity, to do any thing for him." The letter concluded with an intimation of Captain M. that he might probably soon return to Europe, and bring with him Lieutenant Peshall, if it should be considered as a desirable arrangement. The course of events had otherwise determined.

loss, which happened from a premature death in July, 1805.* The consequence of this lamented event, together with the transfer of the hostile fleets into the West Indies, under the unhappy Ville-neuve and Nelson, was, the removal of the blockade of Curaçao, which had been incessantly and painfully conducted for many months, by the Franchise, the officers of which, and among them, Lieutenant Peshall, had many a severe trial to undergo; the attentions of Admiral Dacres, however, still survived as matter of consolation; and they were related in very proper terms of gratitude by their youthful object. His periods of repose at Port Royal seem to have been so many festivals, and he recounts with great hilarity his dinners, and balls, and suppers, and breakfasts among that most hospitable of communities.

Captain Murray's intention of returning to Europe, with Lieutenant Peshall in his suite, had been prevented by his death; but the scheme was revived, through the kindness of Captain Maling, of the Diana, who, in September, 1805, was about to quit the West Indies. Some want of sufficient notice prevented the accomplishment of this project also; but the memory of the acquaintance, which had led to its contemplation, survived in the bosom of Captain M. to a much later period. In a letter from Cork, dated April 27, 1807, written by him to Lady Peshall, he observes of him, after alluding to the mysterious disappearance of Mr. Peshall, "to whom I had not only the pleasure of being known; but, also, so much attached, that I was very desirous he should sail with me in the Diana; but hopes of promotion (i. e. to the rank

* The subjoined is an extract from a letter, written by Lieutenant Peshall, on the day of Captain Murray's death:—

“ Off Curaçao, July 4th, 1805.

“ You will be distressed, my dearest mother, to hear of my poor dear Captain Murray's loss: he died this morning. I have lost a father and friend. I am distracted. May the Almighty God rest his soul in eternal peace and bliss! I can write no more.”

On the 7th July Lieutenant Peshall goes on—“ My poor revered friend has been buried at little Curaçao. I have been assisting, with Mr. Brier, to put his papers and things to rights, the first lieutenant being ill. I shall write to the Admiral and Lord Fincastle. Poor dear fellow, he would have done any thing to serve me: he was very partial to me; I feel his loss severely, and will try to follow his example in his profession, and keep in recollection his kindness, that I may act by others as he did by me.”

(of commander) were held out to him; and he preferred remaining in the West Indies."

The promotion here alluded to was in the fairest course of accomplishment, not only from the friendly intentions entertained in his favour by his superiors in the West Indies, but by either the effectual interference, or, at least, the amicable forbearance of the Admiralty at home.—The letters of Lord Melville, Lord Barmham, Admiral Dacres, and Admiral Markham, all tend to prove this; but the intention was entertained in vain, for in December, 1805, he sailed, to return no more, under the command of Captain Dashwood, who had been appointed to the Franchise, in the place of Captain Murray. The object of their sailing was, to cruise for six months off Vera Cruz and Campeachy; and Lieutenant Peshall's three last letters, composed in his usual spirit of attentive affection to the several members of his family, are dated, off Port Royal, December 5, 1805; December 26, off the west end of Cuba; and January 4, 1806, off Cape Mohar.—The very last consists of merely three lines, and tells of his vessel's having captured two prizes. The curtain then finally drops upon his ~~responsibility~~ responsibility; but domestic affliction, both of sorrow and of anxiety, wanted for many years no supply of aliment among his friends.

In the Gazette, dated the 5th of the ensuing April (1806), appeared a despatch from Captain Dashwood to Admiral Dacres, reporting the cutting out of a Spanish brig, the Raposa, of 12 guns mounted, and 90 men, from the bay of Campeachy, under circumstances of difficulty highly honourable to the Lieutenants Fleming, and Douglas, and Mends of the marines, and to the midshipmen Daly, Lamb, Chalmers, and Hamilton. The following extract of the instrument will more particularly bear upon the subject, painful as it is, before us. After mentioning the number of killed and wounded on board the prize, Captain Dashwood informs the admiral, that "he had from motives of humanity sent the brave but unfortunate wounded on shore, where they could be better taken care of, by a flag of truce.—Lieutenant Fleming speaks in the highest terms of approbation of the prompt and gallant support he met with from Lieutenants Douglas and Mends, as well as the other officers and crew under his command. Indeed

there was not a man on board, but was anxious to be of the party; and I am sorry I could not indulge Lieutenant T. Peshall, the second, but his presence was absolutely necessary on board.”*

To Lieut. Peshall, however, the command of the flag of truce was confided, and he so far accomplished his commission, as to deliver in safety at Campeachy the prisoners entrusted to his charge.— On Tuesday, the 21st of May (1806) appeared a short paragraph, mentioning this fact, with the accompanying intelligence, that the flag of truce, on her return, had been overtaken by a violent storm, in which the whole crew perished. This information, thus conveyed in general terms, was followed by a letter, dated March 28, 1806, from Lieutenant Peshall's maternal uncle, Wm. James Hall, Esq. to a lady of his family, then in England.

“*Jamaica, 28th of March, 1806.*”

“It gives me the greatest pain, my dearest Madam, to state to you, that fears are entertained for the safety of poor Tom Peshall. His ship is come in without him, and I can only give you a sketch of the log book, which Admiral Dacies has given me. ‘On the 7th January, a brig or war (la Raposa) was cut out of Campeachy, by the boats of la Franchise; on the following day the crew was put on board a schooner to be sent under a flag.—Tom, with twenty seven men, were also sent on board, with instructions to return to the ship, after delivering the prisoners. A severe gale on the 9th drove the Franchise off her station, and on resuming it she could not meet the schooner. In this state of anxiety, Captain Dashwood spoke an American ship from Campeachy, which stated that the schooner sailed at 9 o'clock in the morning of the 9th, at the commencement of the gale; the schooner having orders to proceed to Vera Cruz, in the event of missing the ship. Captain Dashwood proceeded off that place, but could not hear of the schooner till the 20th when a part of the wreck (the quarter-deck upwards) was found to be floating, and in it a watch, traced to have been worn by the master's mate on board the schooner. This shows she must have been stranded; and I fear no hopes remain but that the crew saved themselves by means of their boat, and that they may yet be heard of and life. God grant! Let me pray that this intelligence be kept from my poor unhappy sister.”

The melancholy event, thus briefly announced, will be found related, with much distressing detail, in the subjoined letter from Captain Dashwood to Lady Peshall; a letter which reflects the greatest credit on the heart, as well as on the head, of the writer.

* For the *Letters on Service*, relating to the capture of la Raposa, *vide* N. C. XV. 315.

" MADAM,

" *Franchise, Jamaica, 24th July, 1806.*

" I have to acknowledge the receipt of the letter you did me the honour to write me on the subject of your son, who was supposed to be lost.—It is most truly distressing to write to the beloved mother of a most dear and deserving son, without having it in my power to give the slightest comfort, or the most distant hope of ever seeing him again.—Ah, Madam! my heart bleeds for you, but your severe injunctions, melancholy and painful as they are, shall be obeyed.—I will, therefore, answer your numerous questions, as minutely as I can, which is merely a recapitulation of what I told your brother, Mr. Hall, on my return from that truly unfortunate cruise.—I clearly saw that Mr. Hall would, in spite of himself, indulge a hope, and that hope I much fear he has imparted to you; although he might have seen by my countenance, in the many conversations I had with him, that I myself never had any.

" In order to answer your numerous questions, so that I may be clearly understood, it will be necessary to observe, that, after cutting out the *Raposa* in the bay of Camperchy, your truly amiable son volunteered to proceed to the town, in order to land some wounded prisoners, and to endeavour to effect an exchange with any of our unfortunate countrymen that might be in possession of the enemy.—He, therefore, went in with a flag of truce, carrying with him a letter from me to the governor of Camperchy on that subject. He left the ship about four o'clock in the afternoon of the 8th of January, in a schooner which I had lately captured, about sixty tons burthen, a strong, and, apparently, a remarkably strong vessel, well found in every respect, and capable of encountering any weather, however severe.—She was called *El Carmen*, and had on board, exclusive of your much lamented son, a Mr. Allward, master's mate of the *Franchise*, a most expert and clever seaman; Mr. Wallis, midshipman, a youth of about 17, smart and active; Mr. Peterson, surgeon's mate, who, from motives of humanity, I sent to help and comfort our wounded enemies, together with 27 of our men: these composed the crew of the *El Carmen*, with about 70 prisoners.—My friend left the ship, as I said before, about 4 o'clock, and it was one of the most beautiful evenings I ever beheld—not a cloud to be seen, the sea remarkably smooth, with a light air of wind, blowing from its usual quarter, and nothing that could indicate an approaching storm. He left us in high health and in high spirits, saying, 'that he intended breakfasting with me about 9 to-morrow morning.' The distance from the ship to the shore was about 12 or 14 miles. The last words I said to him were, 'Peshall, although I do not see how we can possibly separate, yet for fear of accidents, remember our rendezvous will be from 6 to 7 leagues to the northward and eastward of Vera Cruz.' He replied, laughing, 'separation is out of the question, for I intend to breakfast with you at 9 to-morrow; but should any thing occur, I shall not forget your directions.' Thus we separated, and I saw him before dark, at an anchor near to the town. I have subsequently learnt, that he landed most of the prisoners that afternoon, and the rest the succeeding morning. At the dawn of day, I was told that the weather began to look

dark and lowering; soon after, that its appearance was more suspicious, and ultimately, that a gale was fast approaching. My anxiety was great, but no fears or apprehensions for the safety of the schooner ever entered my imagination from day-light to 10 o'clock in the forenoon. It blew then hard, but nothing to alarm the mind of a seaman, accustomed as we are to gales of this kind. The weather was thick and hazy, bordering on a fog, accompanied by drizzling rain. To notify our situation, I hoisted flags, and fired numerous guns. From 10 to noon the gale gradually increased, the sea began to rise, and a tremendous storm was perceptible. My fears then arose in proportion as the gale increased, and continued till one, when finding the ship in imminent danger of being lost, if I continued longer, I gave directions to cut the cable at one o'clock in the afternoon. About seven in the evening the storm abated, and by midnight it entirely ceased; this happened on the 9th. On the morning of the 11th I returned to the same anchorage I had left, and sent the first lieutenant in a flag of truce, with directions to make every inquiry relative to the schooner. It was then clearly ascertained, through various channels, that she had left Campeachy at nine o'clock on the morning of the 9th, when the weather, though doubtful and threatening, was by no means bad, and from the then state of the wind, there could not be a doubt but she had cleared the land. My mind was thus eased of a heavy load, and no fear or apprehension whatever remained. I continued on the coast the whole of the 12th, and part of the 13th, and I was of opinion that Peshall, having passed without seeing us on the morning of the 9th, had pushed on for Vera Cruz, the place of rendezvous. Now it may be necessary to observe, that the distance from Campeachy to Vera Cruz is about 350 miles. I quitted Campeachy on the evening of the 13th, arrived off Vera Cruz, that is to say, from five to seven leagues to the northward and eastward of it, on the 18th, and continued cruising in that direction till the 21st, when not perceiving any thing of them, my fears again took the alarm, and on the morning of the 21st I stood to the S.S.E. thinking that something had occurred to prevent his arriving at the place of rendezvous; when on the evening of that day (21st) we passed a wreck, which, from various circumstances, I knew to be that of our unfortunate schooner. We were at this time (I mean the wreck) 261 miles from Campeachy, 84 miles from Vera Cruz, and about 65 from a very dangerous shoal and bank, called the bank of Lisardo, which lies a considerable distance from the land. It lies under the surface, but so near it, that the water constantly breaks over it.

I am, therefore, most strongly of opinion, that the schooner was cast away on this bank, and instantly went to pieces, and that part of the wreck we had seen, must have been carried by the current the distance of about 60 miles.—It might be asked, supposing the vessel had gone down in the gale that attacked her so rudely off Campeachy, could she possibly have drifted so far as 261 miles, the distance from Campeachy to the wreck, in so short a space of time?—To this I answer, no; the distance is too great. I am the more confident in my assertion, by having subsequently learnt, that a boat belonging to the schooner was picked up on the

15th, about 78 miles to the southward of Campeachy; which was at least 210 miles from the place where the wreck was seen; that is to say, the distance between the boat and the wreck was 210 miles. Now supposing the vessel had foundered, the same time when the boat was either washed or cut away in the gale, which happened on the 9th; is it not natural to suppose, that both wreck and boat would have drifted nearly in the same proportion?—If so—Is it not equally natural to suppose, that the schooner survived the gale, and that she was subsequently lost on the bank of Lisardo, as I before suggested?—I am certain she did—and I am the more confirmed in my opinion, from the circumstance of ourselves seeing the breakers when we least expected them, and had it been in the night time, we should most probably have shared a similar fate. You will perhaps wish to know, who picked up the boat, and how did they know it belonged to our unfortunate schooner?—In answer to which, I must observe, that a privateer schooner, called the Mars, belonging to Providence, had been cruising, in company with the Franchise, at least ten days prior to the gale of the 9th; was with us during the gale, and did not part until I made sail for Vera Cruz. The master of this vessel was very frequently on board the Franchise, knew the officers well, and knew the boat that was lent to your most amiable son, both from her shape and mode of painting. On my parting with this privateer, I requested he would stand to the southward, and endeavour to gain some intelligence of our unfortunate schooner, whilst I proceeded off Vera Cruz. We separated from the privateer on the 13th, and on the 15th we picked up the boat, only 78 miles from Campeachy. It may also be asked, how did we know that the wreck we fell in with was part of our schooner, and might it not have been part of another?—Alas! my dear Madam, the many corroborating circumstances too clearly evinced we could not be mistaken, and that our fears were too well founded. The wreck we saw, was evidently the quarter-deck of a vessel apparently about the size of our schooner, painted alike, and separated from the main body, bottom uppermost—I mean the lower part of the deck; which must have been the effect of some violent concussion, and not from the force or violence of the wind or sea. I would fain suppose that this might have been a vessel of a similar size, and similar construction. I was too soon and too cruelly undeceived, by observing a cask of rum, secured as it were by suction in the aperture of the deck, what we call the hatchway, which we knew to be one belonging to the Franchise, and which we put on board the schooner. I was examining the wreck myself, and on looking about, saw a silver watch hanging on a nail by a piece of black ribbon. I opened and saw the maker's name, and that it was made in London. I took it on board the Franchise, without shewing it to any one; and on inquiring from the officers, whether Peshall had a watch of a similar construction, I was told that he had not. I was, however, given to understand, that Mr. Allward had borrowed a watch from one of his friends, his own being out of order. I sent for this friend of Mr. Allward's, and interrogated him to the following effect:—'Did you lend Mr. Allward a watch?'—'I did.'—'Was it silver or metal?'—'Silver.'—'Was it large or small?'—'Large.'—'Do you recollect, the

maker's name or number?—' I do not; but I recollect it had an old black ribbon by way of a chain, a flat metal key, a metal hook which some people hang or hook on to the tester. I remember also, that, when I lent Mr. Allward the watch, I observed the black ribbon almost worn through, by its hanging so long on a nail. I tore the ribbon, and tied it together again; therefore, if the watch is mine, it must have a knot on it.' Every circumstance unfortunately tallied, and could not possibly leave a doubt on the mind of any one. I am, therefore, most clearly of opinion, after reflecting on all the existing circumstances, that the schooner survived the gale, and that she was subsequently cast away on the bank of Lisardo, between the 9th and 21st. There was but one faint hope remaining, that some few of them might have escaped in the boat, for it was only within these last ten days, that the master of the privateer wrote me word, that he had picked up the boat. This faint hope then vanished, and I am as certain of his non-existence, as if I had seen him struggling in the wave. Thus, then, Madam, fell your much-lamented son, and my invaluable young friend, beloved and respected by all who had the happiness of knowing him. I feel for him, but much for his relatives. I sympathize with you most sincerely on this most distressing accident, but it is a consolation to me to reflect, that it did not proceed from any folly or rashness on my part, but simply from a circumstance that arose from the nature of the service we were embarked in. The circumstance of the schooner's leaving Campeachy on the morning of the 9th, about nine o'clock, was some weeks after proved beyond all possibility of doubt, for near twenty of the prisoners that your unfortunate son lauded, again fell into my possession, who saw her get under weigh.

" From the place in which we were destined to cruise, viz. off Vera Cruz, it was scarcely within the bounds of possibility he could have received any letters from England, at any time, and I am sure he did not in this instance. And the chance of sending any home was so very remote, that I apprehend he did not leave any letter behind addressed to any one. I speak almost confidently on this head, because I myself have ever been in the habit of writing a kind of journal to Mrs. Dashwood, ready to put on board any vessel at a moment's warning; but in this cruise I did not, from the little chance we had of an opportunity.—I was very particular in giving directions that all his papers, clothes, &c. should be secured and sealed, for I was well assured you would not wish to have them sold; I gave them in charge of Mr. Fleming, the first lieutenant, the intimate friend of your son, with directions to send them to Mr. Hall, which was done. There were several English letters for him in the Post Office, which I understand Mr. Hall has taken up.—I sail for England to-morrow morning, and painful as it will be to my feelings to have any conversation with the mother of a young officer, whom, for the time we were together, I was much attached to, and whom, had it pleased the Almighty to have spared, would have been an ornament both to his family and country, yet, if you wish it, I will most assuredly obey your commands in this, or on any other occasion;

being both a husband and a father myself, perhaps I feel more than the generality of professional men.

"I only had the honour of receiving your letter yesterday, and as I sail to-morrow, have consequently but a few moments to spare. It will, I hope, be an apology for the hasty manner in which I have written.

"I beg to assure you that I am, with very great esteem and respect, your Ladyship's most obedient and very humble servant,

"CH. DASHWOOD."

Who shall name, or define the misfortune, which is incapable of aggravation? Great as was the one just recorded, to the circles of natural connexion, or acquired friendship, it was yet aggravated by the too early admission of hope, and the intrusion of her inseparable companion, fear. Notwithstanding the luminous, and apparently conclusive reasoning of Captain Dashwood, the prospect was soon changed, by a combination of circumstances which shook the former belief even of that gentleman. Within a short time after the unfortunate *El Carmen* had landed her prisoners, Captain Vansittart, of H. M. frigate *Fortunée*, was informed by two vessels, spoken to in the Gulf of Mexico (one a week apart from the other), that a boat, with a lieutenant, a midshipman, and some seamen, belonging to the *Franchise* frigate, had been taken up at sea, near Campeachy, by a *guarda costa*, which made them prisoners, and abandoned the boat on a ship of war heaving in sight!

By a letter from Captain Vansittart to Lady Peñhall, now lying before us, it appears, that, on the 24th of February (1806) the *Fortunée*, in company with the *Elk*, Captain Dacres, fell in with, and captured, a small Spanish schooner, four or five days from Campeachy, bound to Vera Cruz. The information received from this vessel was, substantively, as follows:—that a boat had been sent from the *Franchise*, to board a schooner, in a calm; that the schooner allowed the boat's crew to board, and, immediately, being full of men, made them all prisoners; that a breeze springing up, which placed the schooner to windward of the *Franchise*, the said schooner cut the boat adrift, and made off with her prisoners; that this occurred thirty or forty leagues from Campeachy; that the schooner was a *guarda costa*, from Campeachy to Vera Cruz, with the intelligence of the capture of

the brig [Raposa]; and that she carried her prisoners to Vera Cruz, whence they were sent into the country.

Lieutenants Perry and Watson, of the *Fortunée*, were also informed, by the master of an American schooner, who had been on shore at Vera Cruz, that an officer and boat's crew of the *Franchise* were prisoners there.

These statements were corroborated by other circumstances; and they wrought a conviction upon Captain Dashwood's mind, that Lieutenant Peshall was safe. "I have read Vansittart's narrative over and over again," says Captain D. in a subsequent letter to Lady Peshall; "I have combined every circumstance together, as far as I am able, and, after mature reflection, I really think I can congratulate you on the safety of your son. Yes, indeed I can!"

"I know for a certainty," continues Captain Dashwood, "that an armed vessel was sent express from Campeachy to Vera Cruz, to give the earliest information that an English frigate was off that place. I also know that this vessel sailed some few hours after I did from Campeachy. I quitted it at one o'clock in the afternoon of the 9th, and I clearly ascertained that Peshall left at nine the same morning. Now it is really but a natural conclusion, that this vessel must have fallen in with Peshall and captured him, which could easily be the case, he not having either arms or ammunition; and what is also probable, Peshall finding an escape impracticable might have dashed alongside in the hope of carrying the enemy by surprise, but ultimately have been overpowered and captured. This is by no means unlikely. His bravery would have induced him to make the attempt, and though he was unarmed, yet the number of men with him would have justified him, and to have some hope of success; thus they might easily confound a boat, for a schooner belonging to the *Franchise*.—Now that I have read Vansittart's narrative, I think I can account for the boat of the schooner being at such a distance from the wreck, but not in the manner he does; for I confess his idea of a current separating them, and mine do not exactly tally.—Doctors, my dear madam, do differ; then why not sailors?—The boat that the schooner had, did not belong to her but was appropriated solely for the convenience of the officers belonging to the *Franchise*; and now I remember Peshall asking me for that boat, 'to enable me' said he, in his usual lively way, 'to cut a dash among the Spaniards.' (She was a pretty boat and neatly painted.) I recollect answering, 'well Peshall, take her in God's name, for you young men are never satisfied unless you have every thing smart about you.' It now comes fresh to my mind, on his going close to the stern of the *Franchise*, he said, pointing to the boat and smiling, 'well Sir, I shall cut a famous dash among the Dons to night.'—These things, my dear madam, however trifling of themselves, yet, when combined with other circumstances, will often bring conviction home to the mind. Now this boat

was too long and too large to be hoisted in on the deck of the schooner, and consequently must have been towed astern, and it is more than probable, that during the gale, the rope might have broke, or Peshall might have ordered her to be cut adrift; for many circumstances might have occurred to render it necessary, such as not to retard the sailing of the vessel, being filled with water, &c.—and thus I think we can account for the boat and wreck being at such a distance from each other; for he would of course continue his course to Vera Cruz, to which place I had directed him to go in the event of a separation.”

“ Having thus accounted for the immense distance between the boat and the wreck, in a manner more congenial to my ideas, than those of my friend Vansittart, let us, my dear madam, turn our mind to the wreck. In order to do this, I will beg of you to read again my letter from Jamaica (if it is not too painful), and you will find that my apprehensions arose from the probability of her being cast away on the dangerous shoals of Lisardo, near to which the wreck was found, I will suppose for the sake of argument, that it really was so: what would be the consequence? certain destruction to every soul on board.—Now supposing this to be the case, who could have told the melancholy tale? How could it be known? Only by conjecture, and reasoning on the probability, as I did.—But, my dear madam, how could the Spaniard or the American have fabricated the story that a Lieutenant, a Midshipman, and a boat’s crew belonging to the *Franchise* were overpowered by a guarda costa, and carried prisoners to Vera Cruz, unless it was really so? It is not probable, I confess, for, from the moment I quitted Campeachy to long after I left the coast of Vera Cruz, I never spoke with or ever saw a single vessel of any description, consequently no information could have been obtained from the *Franchise*. My real opinion, therefore, is, that she must have been taken by the Spaniards and afterwards lost, and I still think on the shoals of Lisardo.—She could easily have been taken, for there was not even a single musket or pistol on board, much less a great gun.”

“ I have had many conversations with Lieutenant Simpson, who was many, many months a prisoner at Carthagena, and Carthagena is distant I should think from Vera Cruz near a thousand miles, and even there he was told that a Lieutenant and a boat’s crew were taken and carried into Vera Cruz. I particularly asked him whether it was a Lieutenant or a Midshipman, and he is positive as to the former, although he never heard the officer’s name, or to what ship he belonged, only that he was a Lieutenant. It may appear strange perhaps that such a trifling circumstance as a Lieutenant and boat’s crew being captured should have travelled such a distance; but it vanishes when it is recollected that there is a regular post established throughout the whole continent of South America, from one extremity to the other, and the circumstance of a British officer captured being of so rare a nature that the wonder ceases.—Mr. Simpson tells me he was extremely well treated, and allowed a dollar a day, which in that country was amply sufficient for every comfort. I have also the satisfaction to add, that the Purser of the *Snake* told me, that a day or two before he left Jamaica, a Spanish schooner

arrived there from Trinidad in the Island of Cuba, and reported that *Lieutenant Peshall of the Franchise*, a Midshipman and a boat's crew were taken prisoners into Vera Cruz.—The Purser was positive that Peshall's name was mentioned, as well as that of the Franchise.—Now, my dear madam, Trinidad in Cuba is an immense distance from Carthagena, with which little or no trade is carried on, but a good deal with Vera Cruz, and also a great contraband trade between Trinidad and Jamaica. I mention this to account for the Spanish vessel bringing the information.—Mr. Simpson says, that a Lieutenant was carried into Vera Cruz, and this I know, that *Peshall was the only Lieutenant taken this war*, except Mr. Simpson himself, and he was taken to Carthagena. Now, my dear madam, let us combine all these circumstances together; does not one corroborate or at least add strength to another? I am clearly of opinion that with the blessing of God Almighty, all will yet end well.”

Previously to the event to which Captain Vansittart's letter chiefly relates, that officer had made an application to the governor of Vera Cruz, for an exchange of prisoners; either on the principle of man for man, or on that of the whole number in Captain Vansittart's possession, against the whole number in possession of the governor of Vera Cruz. No answer to this application was received. On the return of the *Fortunée*, off Vera Cruz, Captain Vansittart again wrote to the governor, under date of February 28, enclosing a duplicate of his former letter, and mentioning his having received intelligence, that a lieutenant, a midshipman, and a boat's crew, belonging to *H. M. S. Franchise*, had been captured by a Spanish schooner, and were also at Vera Cruz. He therefore added them to the list of prisoners proposed to be exchanged. Captain Vansittart was referred to the Viceroy for an answer; and, after considerable delay, he was informed, “that, for various considerations, his Excellency did not think fit to exchange.” In the course of the correspondence which took place on this occasion, the statement respecting the boat's crew of the *Franchise* was not controverted by the Governor, neither was its truth acknowledged; but repeated assurances were given, of the good health, and comfortable situation of the prisoners, in general.

The facts and suggestions thus disclosed, and subsequently collected, were embodied into heads of evidence, of which copies, almost innumerable, in the English and Spanish languages, were circulated throughout every land, and in every port, where, by

the remotest possibility, the accidents of commerce might conduct any person, capable of affording information. The form adopted for this purpose, was that of a paper (in English and Spanish) drawn up as follows:—

“ WRECK OF LIEUTENANT PESHALL, OF THE BRITISH
FRIGATE LA FRANCHISE.

“ The following detail and chain of evidence regarding Lieutenant Thomas John Peshall, and his companions, wrecked in a schooner belonging to his Majesty's British frigate la Franchise, in the Gulf of Mexico, on the 9th of January, 1806, is addressed by Lady Peshall, to Merchants, Traders, and Inhabitants of Spanish America, who, by having extensive means of inquiry, may endeavour to obtain accounts of her son and his companions, ascertained, as this detail sets forth, to have survived the wreck, and to have been picked up in their boat near Campeachy, by a guarda costa. This unhappy mother conjures each and every person whose eye may meet this recital, to extend their inquiries as widely as they can, and not to be deterred by the most fatal intelligence they gain, to keep her in ignorance of events that may have befallen her son. After the evidence that has reached her, it is impossible but that some of the unhappy sufferers must be found in a part of Spanish America.”

‘ *Extract of a Log Book Account, from la Franchise, British Frigate, transmitted by her Commander, Captain Dashwood, to Admiral Dacres, on the Jamaica Station.*

“ On the 7th of January, 1806, Lieutenant Peshall, Wallace, midshipman, Mr. Allward, mate, a surgeon, and twenty-seven seamen,* belonging to la Franchise, were sent in the El Carmen schooner (a tender of la Franchise) to land a body of Spanish prisoners at Campeachy. It is ascertained, that after landing the prisoners, the schooner sailed in the morning of the 9th of January, at the commencement of a severe gale. On the 21st of January, la Franchise fell in with a part of the wreck of the schooner on the coast of Tabasco, and it is feared only those who could save themselves by means of a good boat they had with them, will be heard of.

‘ 1st. Captain Vansittart, of his Majesty's British frigate Fortunée, within sixteen days after the schooner, El Carmen, landed her prisoners,

* The various documents which we have inspected, do not exactly accord, respecting the number of men in El Carmen; but a printed list furnishes the following:—Wm. Hand, John Lampart, Wm. Dicker, James Cogan, Thomas James, Thomas Shalton, Jaures Scott, John Hammond, John Cotterer, Carl E. Peterson, Thomas Solomons, John Taylor, Wm. Franks, James Johnson, John Robinson, Wm. Bucan, John Tucker Lyons, Peter Haynes, Gornee Thomson, James Thomas, Joseph Vabler, Ambrose (a black man), James Kenyon, and James Down.

was informed, by two vessels spoken to in the Gulf of Mexico, one a week apart from the other, that a boat, with a lieutenant, midshipman, and some seamen, belonging to la Franchise frigate, were taken up at sea near Campeachy, by a guarda costa, who made them prisoners, and abandoned the boat on a ship of war appearing in sight.

“ N.B. A corroborating circumstance occurs in this evidence, viz. that Captain Dashwood reports the boat of the schooner was found adrift near Campeachy.”

“ 2d. Lieutenant Simpson, belonging to the Snake sloop of war, reports, that, while a prisoner at Carthagena, in January, 1806, he heard a British naval lieutenant was a prisoner among the Spaniards, having been saved from a wreck.”

“ N.B. No other lieutenant has been missed from the Jamaica station, but Lieutenant Peshall.”

“ 3d. Mr. Duncan, purser of a sloop of war, reports, that while cruising off the Jamaica station, in the spring of 1806, a Spanish trader told him, that Lieutenant Peshall was a prisoner amongst the Spaniards, and that the trader was told so by some smugglers at Batabano, on the south side of Cuba.”

“ N.B. Mr. Duncan, at this time, had never heard la Franchise had lost any of her people, and not knowing such an officer as Lieutenant Peshall, made no minute inquiry of the Spaniard.”

“ 4th. Captain Dashwood, of la Franchise frigate, reports, that some weeks after he missed his schooner, and found part of her wreck, he captured some of the prisoners Lieutenant Peshall had landed, and that they informed him his schooner had been wrecked 21 miles below Campeachy, and that some of the crew were saved.”

“ N.B. The letters from which these extracts are taken, are in Lady Peshall's possession, to whom they have been addressed by the several parties. Captain Dashwood's observation to Lady Peshall has been, that the foregoing chain of evidence must be founded in fact, as la Franchise did not fall in with any vessel to make communication of the loss of her people, nor was the event known but in his own ship, till he arrived at Jamaica, in March.

“ Again, therefore, this distressed and afflicted mother conjures the individuals who may be attracted by this statement, to use, ascertain, and aid inquiry in her unhappy cause, and that should Heaven crown their humane efforts with success, they will communicate all that may be gained with minute exactness to her immediately, and send duplicates of their letters, to provide for loss of vessels, and other contingencies.

“ The original of this statement bears date October 29th, 1807.

“ REBECCA HYDE PESHALL.”

If in the course of this melancholy narrative, the miseries of life should seem to have been too darkly dwelt upon, it has been

done more "in sorrow than in anger." With emotions of a very different nature, though still saddened by recollection, it remains for the writer to place in a prominent point of view, the humanity which was every where displayed, not by friends alone, but by enemies and by strangers. The Court of France itself endured the application, through the proper channels, for the dispersion of the document inserted above; and the benevolence of the Court of Madrid was actively and continually exerted, through all its opportunities of power, towards the furtherance of the purpose, thus submitted to its notice. No order was asked, no assistance solicited, no correction of mistake was intimated, that was not done, and promptly done. The Duke of Alcudia's ready kindness upon this occasion was eminently distinguishable. The orders of that unhappy statesman, expedited to every province of Spanish America, failed indeed to deliver the particular object intended; but under the large and generous construction of them by the Spanish Governors, they restored not fewer than three hundred British subjects, officers and men, to their country and their friends. Don Pedro Cevallos, also, whether in Madrid or in London, was ever eager to answer all the applications made; and it would be a breach of decorum and gratitude, to omit the names of Don Le Torres, and his son, Don Antonio Le Torres, who, for four years, laboriously exerted themselves in translating and writing for Lieutenant Peshall's afflicted mother. It is proper to add, that the active, the unceasing, the zealous interposition of our own government, under every change of administration, was such, as to justify the opinion, that in this country every subject is regarded as a child of the state. Among the personages, who thus exerted themselves, Mr. Windham, then in the war department, stood first in the order of time; nor need the proudest names be ashamed of coming after his in the order also of rank. The applications forwarded by this gentleman to the Court of Spain, were there, by Mr. Hunter, diligently, and with the most friendly earnestness, made to reach their objects; while, with the utmost kindness, he himself suggested and pointed out various channels for an enlarged inquiry. The Admiralty, and the Transport Board, not only listened to all requests, but at once gave them shape and effect; and the friendly benevolence of

Admiral Martin was particularly active. Various mercantile houses in Spain, and in the Americas; residents, commercial or political, and many individuals, spontaneously; upon seeing the circulated papers, contributed whatever assistance or information, they were able to afford, or collect. Hope was thus continually fed, and was fed in vain.

The circular royal order, issued to the Viceroy of New Granada, and to the captains-general of Yucatan, of Porto Rico, and of Cuba, by the command of the Court, for the immediate exchange of Mr. Peshall and his companions, was at length answered by those commanders, who informed Don Pedro Cevallos, that the necessary searches had been every where ineffectually made, within their respective districts. These answers were forwarded to England by Mr. Hunter, in a letter dated January 19, 1808; and when compared with the communications of the Governor of Carthagena to Admiral Rowley, on the Jamaica station,* in December, 1808, and with those of Captain Gibson (commander of the privateer schooner Mars, which was in company with the Franchise at the time of the storm and wreck), dated March 2, 1809, and containing extracts from his log-book, seemed to take away all the hopes which had been so long excited and sustained.

The repose of grief, which is commonly induced by time, was destined to be again disturbed; not by circumstantial evidence, variously collected, and painfully compared, but by the distinct assertion, made both personally and by letter, that Lieutenant Peshall was alive, after he had been finally regarded as dead. The informant was William Butler, a seaman. The manner in which this man was introduced to the knowledge of Mr. Peshall's family, will be seen by the subjoined copy of a printed statement, which may be regarded as a second chain of evidence, as to the probable preservation of Lieutenant Peshall.

* In this gentleman's letter, a most singular expression occurs. It is, that the name of Peshall had been inserted among the prisoners, through mistake, for that of Simpson; a thing nearly impossible with so unusual a name. The mistake must have arisen out of subsequent knowledge of the name, and imperfect recollection of the circumstance.

" In April 1808, Sir John Borlase Warren wrote from Halifax station to Lady Peshall, informing her that a body of seamen, (on board one of his ships) who had been recently exchanged from a prison at Carthagena (new Spain) stated, that an officer of the British Navy, had been a prisoner at Carthagena, with several other Englishmen; some of whom effecting their escape, the rest, with the officer, were sent into the country as far as Carosál, where he was (they had heard) still living.

" *LADY PESHALL has now (March, 1810) received the following letter, dated, ' Deptford, Columbine Brig of War, March 5, 1810.'*

" HONOURED LADY,

" I humbly beg your pardon for making so free, but in honour to your dear son I wish to let you know, that I am one of the men that was in prison with him at Carthagena, but afterwards sent to a place inland, called Carosál, where he remained at the time I left Carthagena. He told me he was cast away in a tender belonging to the Franchise frigate, and that they got on shore in the Bay of Campoathly, among some wild Indians and Spaniards, who both used them very cruelly. He has often told me, that if ever I arrived at any port in England, not to neglect to inform you; for he was very sickly, and never expected to see England any more. I have been very ill these three months, dear Lady, or I should have informed you sooner; I am very sorry, but I had the misfortune to fall from the mast head down upon deck.

(Signed) " WILLIAM BUTLER."

" In person Butler has stated to Lady Peshall, and her numerous friends who have questioned and cross questioned him at different times, as follows: That Lieutenant Peshall had said, he was carried by some Spaniards and Indians to Porto Bello, and from Porto Bello was sent to Carthagena. Butler further states, that Lieutenant Peshall wore an old uniform coat, which shewed it to be that of a Lieutenant's; (having but a quarter-dollar a day, he had no means of procuring himself clothing.)

" In the prison no pen, ink, and paper were allowed: in the hospital the medical attendants had their pen and ink, with these it is supposed Lieutenant Peshall took the opportunity of writing his mother's direction, which he gave to Butler, desiring him to write as is stated in the above letter. This direction (on a slip of paper) Butler copied into a small book, in which he kept an account of his own provisions, and this book he always kept tied into the crown of his hat. His hat going overboard when he fell from the mast head, it was lost with the book in it.

" Butler and another seaman, (James Reynolds) also a prisoner, knew more of Lieutenant Peshall than others, from both being called upon in turn to give him some attendance; Butler to act as his interpreter in the hospital when the surgeons visited it, and Reynolds to assist him to move about, when he was too ill to move without assistance.

" Butler is ignorant, as was every one in the prison, why Lieutenant Peshall

and six men were sent from Carthagena to Carosal: it was spoken of as an odd measure by the serjeant attendant in the prison and hospital, and by a corporal usually attendant on the governor."

"In addition to these circumstances, bearing strong evidence of Butler's veracity, it may be stated, that he correctly describes the person of Lieutenant Peshall, and has guessed his age within a year: also, by being conversed with in Spanish, it is ascertained he speaks it fluently; he could consequently be employed as interpreter. Another circumstance implying his wish of adhering to truth is, that he has volunteered to speak of Lieutenant Simpson, the only other British Lieutenant who has been prisoner at Carthagena within four years. Between Lieutenant Simpson and Lieutenant Peshall, he clearly distinguishes, particularising that Lieutenant S.'s name appeared scratched up against the walls of the prison, with dates prior to the time he (B.) was at Carthagena; of this Lady Peshall has one corroborating proof, Lieutenant S. having written to her and her sister from Scotland, in 1807, after his exchange.

"It having been by many persons thought that Butler was influenced to invent a tale, from interested motives, it is necessary to add, that he has declined having his discharge procured by Lieutenant Peshall's family: stating he had no relations on shore, to induce him to quit the sea. On being asked if he wanted money, he said he should soon have plenty, his pay of two or three years being due to him; he added, he only wanted clothes, and those he could get when he received his pay. He bears a very good character among both officers and men of the *Columbine*, and seems a plain honest man. In the course of his detail, he has named above a dozen persons he states were in prison, and could tell of seeing Lieutenant Peshall. To several he refers for corroboration of his account, and mentions an American trader, belonging to a New York vessel, who, he states, was present when Lieutenant Peshall was ordered to walk to Carosal, with the six men*, and who gave five dollars to procure Lieutenant Peshall the indulgence of a horse, from seeing him too ill to obey the order without suffering."

* "These six men Butler heard, after they were gone to Carosal, were persons taken with Lieutenant Peshall when carried to Porto Bello.

"Butler has mentioned several English seamen who had married Spanish women, and had settled about thirty miles from Carthagena, at a place called Buecans, or Bueo Arong; two he was told had been wrecked in the Gulf of Mexico.

"Butler was wrecked in 1806, on the coast of Peru, in the Dart tender, belonging to the *Stork*, Captain Le Geyt; he and his companions were made prisoners and marched overland to Carthagena, arrived there in the spring of 1807, and were exchanged on the 23d of December, the same year, and carried to Jamaica, on the *Wolfe*, Captain Hall of Bell,

“ COPY of Miss DAILY's Letter to Miss FLORENCE HALL, containing Mr. MOORE's Communications respecting his Captivity at Carthagena (New Spain), and his Knowledge of the Lieutenant sent into the Interior, and stated to be Lieutenant PESHALL, R.N.

“ Mr. Moore was in prison at Carthagena from 1806 to 1809. He remembers Butler perfectly; saw him frequently; speaks of him as one who had been kind and rendered many services to the prisoners, such as buying clothes, marketing, &c.—also says, Butler could speak Spanish; and he (Mr. M.) could swear to the style of his (B.'s) letter to Lady Peshall being his, having seen many notes of his to different people.

“ Mr. Moore remembers hearing of a British officer (who was spoken of as being a spy) being prisoner at Carthagena at the same time he was. He also positively asserts, he was told that the said officer and six or eight men were marched to Carosal; this he learnt from many of the Carosal cavalry, who were in barracks next the prison where Mr. M. was, and with whom the prisoners had constant intercourse. Mr. M. heard, after they were marched to Carosal, that the Lieutenant was lodged at the house of the Father of Stanislaus de la Torres—the father is captain in the Carosal cavalry. It was from Don Stanislaus de la Torres, with whom Mr. Moore was intimate, he heard this, likewise, that the officer was beloved by them all; and in course of conversation remarked, it was singular the Lieutenant could not be brought to understand or learn a word of Spanish.

“ Mr. Moore remembers a person of the name of Sims, a prisoner at the same time with him at Carthagena: he was one of the eight men marched to Carosal with the Lieutenant, and had intercourse with him. Sims was taken by the Spaniards in a private vessel of war; he was sometime prisoner in Carthagena; then, as before, stated, marched to Carosal. He afterwards, by some means unknown to Mr. Moore, returned to Carthagena, and from thence made his escape to Jamaica; his friends there purchased the Bacchus schooner, of which vessel he has now the command, and trades between Jamaica and Carthagena.

“ Mr. Moore perfectly remembers the American trader who gave the five dollars for the horse; his name is Sandford. In Mr. M.'s hearing he told the prisoners he had given five dollars to a sick Lieutenant, to get a horse to take him to Carosal where he was ordered.

“ Kelly, Mr. M. mentions, and who is sailing master of the Wolfe, Captain Hall, was another of the eight men sent to Carosal. Kelly and this unknown Lieutenant borrowed from Don Antonio Narvay a hundred dollars (Don Antonio was then Commander-in-chief at Carthagena, and was formerly of Rio de la Hacha) on their notes—Mr. M. believes on Jamaica; but Kelly was the ostensible person, he speaking Spanish. Kelly was exchanged from Carosal, and returned to Carthagena, and then went to Jamaica. Kelly must be well known in Jamaica, particularly by a Mr. Wilson, merchant, as it was in the sloop Hope, belonging to Mr. Wilson, that Kelly afterwards traded to Carthagena. About twelve months since Mr. M. saw him at Don Antonio's, when Kelly offered repayment of the

lundred dollars, on finding Don Antonio had not forwarded the draft to Jamaica. Kelly bears an excellent character as an upright honest man, Mr. M. thinks Lieutenant Peshall could not have been taken for one of Miranda's expedition, from the extreme distance of the points of landing; one being on the coast of Caraccas, the other the Gulph of Mexico: but Mr. M. often heard him spoken of as a spy, but never heard the name of Peshall, only merely heard the person talked of as a British officer, 'a Lieutenant.' The only Lieutenants he remembers to have heard named as prisoners, were Sims, now of the Bacchus schooner, and Lieutenant Violet, who commanded the Brig Raposa (since lost). Mr. Moore is perfectly clear that Sims cannot be confounded with the Lieutenant with whom he was marched to Carosal, as Sims was not then even considered an officer of any rank. Mr. Moore never saw the Lieutenant, though he so often heard him mentioned. This he accounts for by supposing he was in the hospital while at Carthagea, and the hospital is a distinct place from the prison.

"That you may have some knowledge of the person who states all this, I must briefly relate to you, Mr. M. was in the basest manner and under the most false pretences, induced to go on board one of Miranda's vessels, totally unacquainted with its real destination; there he met Powell whose melancholy history you narrated. They were both taken prisoners together, chained to the same log, and suffered every species of hardship. Mr. Moore is nephew to Lieutenant Colonel Moore of the twenty-third Dragoons. It was through him and Captain Monnets (formerly Secretary to the Duke of Kent) and the Duke of Kent, (who exerted his utmost interest) that he procured his liberation: it was Dr. Jenner who procured from the King of Spain, Powell's discharge. Corporal Gil is the name of the corporal who attended at the hospital. Mr. M. says, that all prisoners brought to a dépôt are mentioned by name in a book; the head Alquazil at Carosal could give information if the name of Peshall is entered. Mr. M. has written several letters to Carthagea, which I send with this; they are to the following persons: Don Antonio Narvay, Commander-in-chief at Carthagea.—To Don Juan Bossa, Captain of the Royal artillery stationed there; he is public Interpreter, of English family, by birth a native of Gibraltar; all letters to and from the English must pass under his inspection, and on to Don Manuel de Ribero. Mr. M. lived some time at his house; he is Consigee to all the British merchants in Jamaica, and keeps open house for the British at Carthagea. Mr. Moore was supposed to be a nephew of Sir Job Moore's, which caused his situation latterly to be ameliorated. And now let us sum up all those from whom you may hope information:—Don Antonio Narvay,—Captain Juan Bossa,—the English prisoner Hays,—Corporal Gil,—Mr. Macpherson, at Jamaica, (who interested himself greatly for Mr. Moore) Sims, of the Bacchus schooner (who personally knew the Lieutenant at Carosal)—Kelly, of the sloop Hope, who likewise knew him, and borrowed money for him,—Don Stanislaus de la Torre, in whose father's house the same Lieutenant was lodged at Carosal: all these Mr. Moore thinks will give their aid to you, and altogether ascertain your poor nephew's fate. I must add two other persons, they are mentioned, as

you will see, by Mr. Moore, in his letter to the poor prisoner Hays, still at Carthagena, and Corporal Joseph, both of whom he points out as having had knowledge of the officer sent to Carosal,

It is hardly possible, I think, that by any enquiry, you can obtain stronger corroborating facts, than all the foregoing pages contain, of Butler's evidence; there is but one shade of difference in his and Mr. Moore's account. It is about pen and ink; Mr. M. was never restricted from using them, and can only imagine that the Lieutenant and the men with him, being suspected of being spies, was the cause of such harshness to them. It is a twelve month since Mr. Moore was liberated, and for a long time before he heard nothing more of the lieutenant; he was entirely then taken up with his own situation, expecting every bell that tolled, and every drum that beat, was for his own execution; he thinks the Spaniards very inert, and unless some person is on the spot to follow up inquiry, they will take little trouble. There is another circumstance I must state; there was mentioned, as having been taken with the Lieutenant, a black man. Mr. M. says, there is a Renegade Jew, now settled at Jamaica, who knew all the English at Carthagena; he is quite a notorious character, and might easily be made out, and made useful in enquiry.

"Again let me repeat, on testimony you cannot doubt, as it may be some consolation, that Mr. M. is confident your nephew must have been treated with kindness and attention at Carosal, and that Don Stanislaus de la Torres frequently said he was a most amiable being, and loved and esteemed by all who were about him. Mr. M. adds, that different parties of the Carosal cavalry, who were sent to relieve others at Carthagena, would occasionally good naturedly come to the prison, and tell them their friends at Carosal were all well; and sometimes tell of some of them being married; this is a particular corroborating Butler's detail.

" Dublin, June 20th, 1810. " (Signed)

"J. D."

" P.S. In addition to all detailed in the foregoing letter, and as a particular of especial importance, it is necessary to state, that Mr. Moore has perfect recollection of Carl E. Peterson, a seaman, among the prisoners at Carthagena, he was a Swede. This man, as it appears by the Franchise books, at the Navy office, was one of the men sent in the *El Carmen* with Lieutenant Peshall. James Scott, another of the seamen sent in the *El Carmen*, Mr. Moore recollects having seen among the prisoners at Carthagena."

" The following letter, it will be seen, contains other important communications respecting Lieutenant Peshall. It may be necessary to remark, that the writer, Lieutenant Daly, went to Carthagena, uninformed of Butler's communication, also of Mr. Moore's, as will be ascertained by reference to the dates of each detail; his enquiries, therefore, were not founded on the intelligence given in either account.

" DEAR SIR,

Jamaica, May 13th, 1810.

The following is the substance of the information I received at Carthagena relative to poor Peshall:—Joseph Velaneil stated to me, that he was at Villa Harnosa, the capital of Tabasco, about two years ago. If there

learned, from good authority, that a schooner had been wrecked on the coast six leagues to the eastward of the river Tabasco, two years prior to the above period: that two officers and three or four sailors had been saved, and were taken prisoners, and carried to Villa Hermosa, where they remained till March 1808, at which time they left Tabasco; but whether they were liberated, or effected their escape, he is not certain. He can, however, ascertain this latter circumstance, as well as the name of the officer, and all particulars, by writing to his friend the Contada of Tabasco, which you know he promised to do.

“ Captain Narváesa, son of the general, told me he saw Peshall sleeping in a hammock at Monpox, in December, 1808. At this time no order had been received for his liberation; notwithstanding which, he was not in confinement: to this he added, that Peshall had been picked up in a small schooner in the Bay of Mexico, by a vessel coming from thence to Carthagena. On the arrival of this vessel at Carthagena, he (Peshall) and his men were sent to a place called Valle Dupar. This is all I can recollect, and the impression the above has made on my mind is, that Peshall certainly was the person wrecked on the coast of Tabasco.* We fell in with part of the wreck, to the eastward of the Lisardo bank, and by looking at the chart you will immediately see how easily it might have drifted from Tabasco river to that place; I think, also, that the coincidence of circumstances, and the dates of his escape, and subsequent capture, justify a supposition that he was carried to Carthagena. 'Tis not easy to conceive what inducement the Spaniards could have to conceal him; but causes might be suggested.

“ Believe me, My dear Sir,

“ Your obliged and faithful,

(Signed)

“ JOSEPH DALY.”

“ To Captain Cumby, of H. M. S. Polyphemus,
Port Royal, Jamaica.”

The direct information of Butler, thus corroborated, naturally and immediately occasioned a repetition as well as an extension of the former enquiries—The name of Phincás Bond, Esq. Judge Advocate at Philadelphia; of the Chevalier Orsín secretary to the Spanish legation then resident at that place; of Mordet Ricardo, Esq. residing in Curaçao, and above all of Thomas Amyatt, Esq. in the War Department, must be here all mentioned with gratitude.—The reports returned to the numerous enquiries, thus instituted, were, in many instances, but little calculated to encourage; but several were, from various causes, strongly conducive to that end. The rebound of the reports from one place to another certainly contributed in some degree to this effect; but much confusion also arose from the mixed characters of the prisoners confined in the

* Lieutenant Daly was a midshipman, on board the Franchise frigate, when Lieutenant Peshall was sent on the service, on his return from which he was wrecked.

several Spanish towns and ports. Thus with the sailors serving the King of England, were associated and confounded, smugglers and privateers' men, whether British or American; while the expedition of Miranda against the Caraccas, was attended with the unhappy effect of not only generally throwing a colouring of anger over all the proceedings of the Spanish Captaincies; but of subjecting to unusual rigor, the unfortunate individuals, who were mistaken, from any cause, for his companions in his unwarrantable enterprise—Thus, besides the infliction of harsh treatment, the removal of several prisoners into the interior was resorted to; a measure, productive of the most painful regrets and suspicions amongst the friends of the parties, who really, or by supposition only, were thus treated—The narrative of Byron's adventures in Spanish America, after his wreck upon the coast of Chili, had shewn the possible effects of overwhelming misery, in determining a British subject to escape from its pressure by the adoption of a new country and connections. In the vastness too of provinces, whose extent surpasses that of most empires, a lonely foreigner might be for ever hopelessly entangled; nor could an apprehension be always suppressed, that the same power and disposition, which could cruelly order a removal to remoter confinements, might preclude any future retributive proceedings, by the final disappearance of their object—This impression in fact painfully rested upon the minds of several of Lieutenant Peshall's friends, which, while it rendered him equally lost to them, brought with it the aggravated reflection, that he might be still the subject of tyrannical treatment.—The imputation of his being sometimes mentioned as a spy, according to Butler's information, might, in the first instance have induced a severity of ill usage, which the sudden change in the relationship between Great Britain and Spain, might have also rendered the authorities very desirous of concealing from their own government. The very liberation of the British prisoners, under the circumstances of this change, when coupled with the distinct assertions of Butler and the collateral evidence, already given, could not but excite the most frightful apprehensions in this point of view; and applications, therefore, to the governments, respectively, of the two reconciled countries became necessary, in order to do away as speedily as possible, the painful condition of suspense.

Butler's first letter, it has been seen, was dated on board the *Columbine* Brig of War, March 5th, 1810, at Deptford. To the Admiralty, as exercising its control over him in his capacity of seaman, and as holding the power of transmitting or originating orders for the purposes of inquiry, it was first necessary to apply. The kindness already experienced at the hands of Lord Mulgrave, was now repeated under the administration of Mr. Yorke, whose replies to the necessary applications were prompt, operative, and, in truth, decisive. Thus, after the examinations of Butler had been taken, he was in June discharged out of the *Thisbe*, in which vessel he had been placed, into the *Savage*, with a view to his departure for Jamaica. His arrival there was instantly communicated officially to Lady Peshall, with the additional assurance, that he would be immediately forwarded to Carthagena, by the care of Admiral Rowley. Any changes also in the appointments of the several Admirals upon their respective stations, would be attended, it was distinctly stated, by an exact care of the documents already collected, in passing from the hands of one Commander to those of his successor. A desire was also expressed by the Admiralty, that whatever orders might arrive from the Spanish Government, might be instantly sent to it for the purpose of prompt transmission to their points of destination.

The government of Spain was no longer the same which had listened to the former applications with so much humanity, and had contributed its endeavours for the relief of Peshall with so much celerity. The unhappy house of Bourbon, with their favourite, the once powerful Prince of the Peace, had been swept away into captivity by the unexampled perfidy of France; and the Spanish people, though confident in their own courage and devotion to their country's cause, were slowly and tentatively ranging themselves under the persons, and bodies of persons, who ought to have led them on to the contest. But even amidst the strangeness of this new condition, the multiplied difficulties, by which they were beset, and the actual horrors, which suffering patriotism on every side exhibited, the hearts of Spaniards were still open to the sympathies of domestic calamity. A letter addressed, soon after the receipt of Butler's notification, to Don Pedro Cevallos met with all the attention, which the calmest periods of an unsuspecting peace

could have allowed. To General Venegas, then recently appointed under the new order of things, to the Captaincy of Santè Fè, a petition was also forwarded by Lady Peshall, requesting a renewal of the searches, already made, with an encreased degree of inquisitorial minuteness. The possible adventures also of a stranger, lost amidst the interior of America, which have been already alluded to, suggested an application to Lord Strangford, the British minister at the Court of Brazil, for the dispersion and circulation of the printed documents throughout that vast region. The application was listened to, and the office entreated, performed ; although the serviceableness of the papers, thus sent abroad, could be only eventually made known, by one of those facts which are regarded as incredible, till they prove their possibility by their actual existence.

In this work of humanity, the prompt interference, in every possible way requested, of the Marquis Wellesley, as the chief secretary of the department for foreign affairs, cannot here be too gratefully mentioned. The representations made through and by the office to the Spanish government, produced a most handsome letter to Mr. Wellesley, the British minister at Cadiz (dated August 15, 1810), informing him of the successive steps which had been taken, respecting Lieutenant Peshall, from the time that the first application had been made to them by Mr. Hunter, the British minister for prisoners at Madrid, and lamenting that their exertions had hitherto proved unsuccessful. In the same letter, Mr. Wellesley was informed, that, in consequence of his renewed application, the Spanish government had issued fresh orders to the Vice Roys of New Spain and Granada, and to the Captain General of Yucatan, and the Island of Cuba, desiring them to make every possible exertion to ascertain the place of detention of Lieutenant Peshall and his companions, and if they succeeded in discovering them, to place them immediately at liberty, and facilitate their return to England or to some English settlement in the West Indies.

On its arrival in England, this very gratifying information was duly communicated to Lady Peshall, from the Secretary of State's office, by Mr. Hamilton, who enclosed the original letter of the Spanish minister, for her Ladyship's perusal.

The final result of all these measures was now rapidly approach-

ing, and it will be best given in the words of Lieutenant Fleming, to whose zeal, kindness, and intelligence, in the long and mysterious researches thus made, for the recovery of his friend and comrade, every member of the latter's family is bound to bear the most comprehensive testimony. The orders of the Admiralty were decisive; the co-operation of Admiral Rowley most willing; and most assuredly to no better or more capable hand, could the execution of both their intentions have been committed.

Lieutenant Fleming's letter, dated from on board H. M. schooner, Bramble, Port Royal, April 12, 1811, is addressed to Miss Hall, the sister of Lady Peshall.

"Having been ordered by Admiral Rowley, to Carthagena," says Lieutenant Fleming, "for the purpose of enquiring after the fate of your nephew: after making every possible enquiry at Carthagena, I applied to the Junta for leave to go into the country as far as Carosal, which they granted, and ordered Captain Bossa, of the Royal Artillery, to accompany me; they likewise strictly enjoined the magistrates and officers at the different villages, to render me every assistance in their power in my enquiry, and which they all very readily complied with, but I am very sorry to say, that, after every possible enquiry was made, we could not gain the smallest information of any person answering the description of your nephew to have ever been in that neighbourhood. I got lists of all the prisoners that had been at Carthagena during the years 1806 and 7, likewise of those that were in the Hospital during that time, with the time of their entry and discharge. There is one named John Parcell; he was one of Miranda's men, that was sent from Caraccas. Both surgeons of the Hospital have repeatedly assured me, that no one answering the description of your nephew, had ever been in the Hospital; they were of opinion that Butler must have fabricated the story. They recollected Butler very well—Butler told me, when interrogated at Carthagena, that the officer he supposed to be Licut. Peshall, had three of the fingers of his left hand very much cut and bruised. On the surgeons of the Hospital being examined separately, they both recollected, that a man by the name of Sims, had his hand cut in the manner described by Butler; they likewise were ready to make oath, that no other officer or man, had been in the Hospital during the years 1806 and 7, with their fingers cut in the manner described. On Butler's being interrogated by Captain Bossa, he told him that the officer he saw at the Hospital, and whom he took to be Lieutenant Peshall, wore a plain blue coat, with midshipman's buttons on it; which certainly differs very much from that of an old Lieutenant's coat, as described by him when in England. Sims, whom I have mentioned, and who, in my opinion, Butler must have mistaken for Lieutenant Peshall, had been first mate of a privateer, and went on shore in the boat, in the Gulph of Darien, to get some cattle, where he was taken by some Indians and Spaniards, and sent to Carthagena. He wanted to pass for a Lieutenant, but was discovered to have belonged to a privateer and was

treated the same as a common seaman. He was sent to Carosal; and by Captain la Torres' account, when interrogated by me at Carosal, he had often been at his house, and recollected him to have his fingers cut in the manner described. When he left Carosal, the old gentleman likewise mentioned, that he thought he would lose the use of two of his fingers. In August, 1806, Captain la Torres received orders from the governor of Carthageña, to collect all the prisoners in the neighbourhood of Carosal; and all that were in the villages between it and Carthageña, and bring them to Carthageña; which he did. He positively asserts, that since that date, no British officer or seaman, had been prisoner in Carosal or its vicinity. Butler stated, when in England, that he lost the small book, in which he kept Lady Peshall's directions, when he fell from the mast head, after his arrival in England. When interrogated at Carthageña, he told me, he had lost it previously to my questioning him at Halifax. He has likewise described at Carthageña, that the officer he saw in the Hospital, was about 5 feet 8 or 9 inches high, and 27 or 28 years old. Now your nephew was 5 feet 11 inches and an half, and I thought, about 21 or 22 years of age. Butler stated, that the soldiers had told him, that several Englishmen had married at Bucoran: he might have been told so, but on enquiry I found it was no such thing; the only prisoner I heard of that had settled, was a Portuguese that married at a place about 30 leagues beyond Carosal. He having gone there in 1805, could not have been any of El Carmen's men."-----

-----" I can assure you, I have very often seen Butler drunk at Carthageña: and after soliciting a pass for him and myself to go into the interior of the Country, he was absent five days and I could not find him: I was, therefore, obliged to go to the Junta, to request they would cancel his going with me. At the moment I was going, he made his appearance; but from his conduct I could not take him with me. I told you before, that the reason he assigned for not communicating every thing to me at Halifax, was, that he had been on shore the night before, and had not his recollection about him at the time I questioned him; but, from the story he told me, I am certain he was perfectly sober. The undermentioned are the questions I put to Butler at Halifax. Did you ever hear from any of the prisoners or soldiers that attended the hospital or prison, of an officer named Peshall, being there? Answer: No, I never did.—Did you ever hear any of the prisoners say they had been cast away in the Gulph of Mexico, in a tender belonging to the Franchise?—Answer: No, I never heard the name of the Franchise mentioned by any of them.—You say the surgeons of the Hospital, often mentioned an officer having been sent to Carosal; and from the uniform they described, that he must have been a Lieutenant;—Did they ever mention his name?—Answer: No, I never heard them mention his name. (This the surgeons positively denied, when I interrogated them at Carthageña)—You say that Smith and Moore were cast away in the Gulph of Mexico, and they told you they belonged to a schooner from Rhode Island; you say that you always supposed they belonged to a man of war, from their being so very silent:—Did you ever hear any of the prisoners say they had belonged to a man of war?—Answer: No, I never did.—You likewise say, you heard of a French officer being confined in Bucor

Chica, that was considered as a spy, and that he spoke English; likewise that the soldiers told you, they thought he was an Englishman; have you any reason to suppose he was an Englishman, other than what the soldiers told you?—Answer: No, I never heard any one else say so.—When I put the above questions to Butler, it was in the Captain's cabin of the Columbine, when I made him sit down by the fire, it being very cold that morning; I am very certain he was quite sober, and appeared to me to be very collected. Now I beg leave to observe, that if he ever had got the address of Lady Peshall from Lieutenant Peshall, or from any one else, that he must have recollected it. It is my firm opinion, that he must have fabricated the whole of his story after his arrival in England; for I assure you, that every person in the villages on the road to Carosal, seemed both willing and desirous to assist us in what we were after; and from his (Lieutenant Peshall) having been enquired after several times before, every one seemed to know the name immediately they heard it. Had I got the smallest intelligence of his ever having been there, I should have continued going into the interior of the country until I could have ascertained what had become of him, but my opinion is, that he never was there. The governor of Porto Bello, I have often questioned about him; he shewed me the list of prisoners that came there during the war, and where they came from; none of whom ever came from the Gulph of Mexico by water. He, likewise, told me, that there had not a guarda costa arrived from that quarter during the years 1806 and 7. I am now ordered to Campeachy, from there to Tabasco, and from there to Vera Cruz; where I shall use every effort in my power, to gain every possible intelligence. I feel very much indebted to Mr. Echard, for his assistance when at Carthagena; he stood my interpreter very often, and seemed very anxious and desirous to get every possible intelligence."

An inquiry, thus formally instituted, thus zealously conducted, and so solemnly sanctioned by the words and declarations of men, who must be deemed honourable till they are proved otherwise, should seem decisive. But it may be remarked, that Butler, when sent out to Jamaica, did never see Mr. Sims, who, as the gentlemen at Carthagena thought, might have been mistaken by him, for Lieutenant Peshall. In ascertaining this last point, he is now engaged; and it must be confessed, that if this man have practised any imposture or deception, his wickedness has been the more monstrous and abominable, as it has been gratuitous. Butler is on board H. M. S. Grampus, Commodore Cockburn, who is proceeding to South America, to mediate between Spain and her American colonies.

The subjoined is a *fac-simile* of Lieutenant Peshall's hand-writing.

T. J. Peshall

NAVAL ANECDOTES,
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITÆ VASTO.

CAPTAIN ALLEN.

AS the Rodney, of 74 guns, was recently cruising off Toulon, a boy who had washed a pair of trowsers, while endeavouring to fix them to the ship's side to dry, fell over. "Boy overboard" was instantly cried out. Captain J. Allen [*acting, q. ?*] the commander, hearing the cry, instantly plunged into the sea from the gallery window, and rescued the youth. It was quite dark, being about eight o'clock P.M. and while the ship was going at the rate of 15 knots an hour, Captain Allen was taken on board, after following the ship with the boy, a quarter of an hour. This was the first time that Captain A. had been out of his cabin for ten days, having been confined by severe illness.

FRENCH *Ruse de Guerre* DEFEATED.

THE following letter, and the answer to it, have been transmitted from the Mediterranean, and are *verbatim* as they passed. The French General Lamarque was at dinner, when one of the shot from the Curaçao went through the table at which he was sitting, and upset his dinner; on which he sent a flag of truce to Captain Tower, with the following notable letter:—

" SIR, " *Calilla, this 19th January, 1812.*

" I am pleased to let you know, that the French troops I have the honour to command are perfectly sheltered from your balls. Now, if you think proper to kill some woman, some child, or destroy some house of your *beloved allies*, you are free to do it; but we well know what we must think of English generosity! I have the honour to be, your most obedient servant, the general of division, great officer of the Legion of Honour.

(Signed) " MAR LAMARQUE."

" SIR, " *H. M. S. Curaçao, off Calilla, January 19, 1812.*

" In answer to the letter, wherein you state the troops under your command are sheltered from the cannon of his Britannic Majesty's ships, and that the *inhabitants* alone are sufferers, I beg to assure you, this *ruse de guerre* only proves to me the effect of our cannonade. Allow me, therefore, to inform you, it is at the intercession of the Spaniards that the British are acting—and as long as a Frenchman is visible, their cannon will not cease to fire.

" I am, Sir, your humble servant,

" *To General Lamarque.*"

" J. TOWER."

General Lamarque retired speedily after the receipt of the above.

IMPORTATION OF RAW COTTON.

THE very cheap rate at which cotton can be produced in India; renders it peculiarly desirable that the East India Company should encourage the cultivation and importation of so important a material for the industry of Great Britain. It is well known, that, although the cottons of Surat are almost exclusively those imported by the East India Company, cotton of a very superior quality may be produced on the territory of the Company, and in quantity amply adequate to the consumption of Great Britain. It would obviously be the interest of this country to encourage the importation of the raw material, rather than the manufactures of India; and to that advantage would be added the consideration of becoming independent of America for an article, now become actually of the first necessity in our manufactures.

NATIONAL DEBT, TAXES, &c.

AN account of the reduction of the National Debt, from the 1st of August, 1786, to the 1st of February, 1812 :—

Redeemed by the Sinking Fund	£.189,538,480
Transferred by Land Tax redeemed	23,941,057
Ditto by Life Annuities purchased	1,606,040
	<hr/>
On account of Great Britain	£.215,085,577
Ditto of Ireland	9,085,958
Ditto of Imperial Loan	1,234,514
Ditto of the Loan to Portugal	118,568
	<hr/>
Total	£.225,254,617

The sum to be expended in the ensuing quarter is 2,962,955*l.* 5*s.* 8½*d.*

The following is an account of the total amount of taxes, &c. applicable to the public service in the last three years, after deducting the charges upon the Consolidated Fund, viz.—

The 6th of January, 1810	£.27,748,807	6	5½
The 5th of January, 1811	30,415,940	19	0
The 5th of January, 1812	26,880,591	17	0½

FRENCH HUMANITY.

As we have so frequently been under the necessity of recording instances of cruelty and barbarity, on the part of our inveterate enemy, it is with very different feelings that we assist in giving publicity to the following account, which has appeared in the French papers :—

“ Crozic, March 4. . .

“ Yesterday evening, about seven o'clock, guns being fired every minute, informed us, that a ship had got aground upon the coast, and was in danger of perishing. In consequence of the bad weather, it was impossible to send out any vessel to her assistance. Measures were immediately taken

by the under commissioner of marine, Proux, the commandant of the place, Hugureau, and the comptroller of the customs at Roux, to reconnoitre the vessels, if the wind abated, and receive the unfortunate men who should be thrown upon the coast. The night being extremely dark, and the sea running very high, it was requisite to wait till high water to put to sea, and approach the vessel, so as to be able to reconnoitre her at break of day. Signal guns of distress were fired without intermission.

On the 4th, about three in the morning, the boats, which the preceding night had received notice to hold themselves in readiness, were afloat, and M. Proux, wishing to direct the zeal of the inhabitants and sailors, who ran in crowds to the beach, and to prevent all confusion respecting the conveyance of the shipwrecked, embarked himself, and was followed by the Custom-house boats, directed by M. Le Roux, comptroller of brigade, and twenty-two others, including the fishing-boats from Turballe.

“ At break of day, the boat commanded by M. Proux perceived that the ship in danger was a large one, to all appearance English, and that her situation had become less alarming. M. Proux immediately signalled the boats to lie to, and wait till he could better judge of the situation of the ship; but the boat la Sentinelle, from Crozie, not having perceived this signal, and, by its superior sailing, being along-side the sloop, could not avoid going on board. At day-light, M. Proux saw the ship was out of danger, the guns ceased firing, a launch left her, and sailed towards Hedic, the enemy's usual station, which determined him to direct all the boats to proceed with him to Crozie and Turballe.—About eight in the morning all the boats had returned to port, and were immediately followed by la Sentinelle.

“ The master of this boat was charged with a letter to M. Proux. It was given him in the presence of different functionaries, who were invited to meet and deliberate upon it. He was also the bearer of a pair of pistols from the English captain to M. Proux, as a mark of gratitude for his benevolent intention.—The master and crew of the boat were afterwards interrogated: the captain declared, that the superior sailing of la Sentinelle had brought him close to the ship, and the obscurity prevented him from seeing M. Proux's signal. That the English captain earnestly pressed him to go on board, and after returning him many thanks for the measures adopted to save his crew, informed him he was out of danger, and requested the name of the person who directed the succours which were sent him; that on being informed it was M. Proux, he requested he would carry a letter of thanks to him. The said captain added, that his position not now placing him in a situation which required his delivering his sword to M. Proux, he charged him to deliver to that gentleman, inclosed in a box, his own pistols, as a pledge of his gratitude; and, besides, to express his regret that he had not come on board. The captain and crew of la Sentinelle received some biscuit and rum for their breakfast. One of the crew saw, upon the deck of the vessel, an American captain, who spoke French, and informed him, he had been taken near the entrance of Bourdeaux, in the ship Febronia, of 800 tons, 16 guns, and 80 men.

The English captain's letter, addressed to M. Proux, of which the following is a copy, was, afterwards, opened and read:—

*“ Conquistador, at Anchor near Crozie,
4th March, 1812.*

“ SIR,

“ I take the liberty of returning you my most sincere thanks for the prompt and generous assistance you this morning intended to afford to his Britannic Majesty's ship Conquistador, in distress. Such conduct, Sir, does honour to the French nation; and although, happily, we have not had occasion to profit by it, still it will be eternally imprinted upon the minds of the whole crew of this vessel, who will take a pleasure at all times, in shewing their high sense of your goodness and humanity, and to render to the utmost of their power, no matter upon what occasion, the same succour to all Frenchmen in similar distress.

“ I have the honour to be, with the highest consideration,

‘ Your very obedient humble servant,

‘ (Signed) ‘ LORD WM STUART.’

Captain of H. B. M. S. Conquistador.

‘ To M. Proux, Under Commissioner
of Marine, at Crozie.’

“ The box was opened, and was found to contain a pair of pistols, with the arms and crest of Lord Wm. Stuart.”

ANCIENT ANCHOR.

A FISHERMAN is said to have recently picked up, off Dover, in his trawl, the remains of a very ancient anchor, supposed to have formerly belonged to the Spanish armada.

SHIPS, COLONIES, AND COMMERCE.

*Official Value of British Manufactured Goods, exported from Great Britain
in the last Four Years.*

Year 1808	£.26,691,963
— 1809	35,104,132
— 1810	34,940,550
— 1811	24,129,522

Average Exports in the last four years £.30,216,511.

LONGITUDE.

A JOURNEYMAN carpenter, of Glasgow, is said to have invented an instrument, which, by means of magnetic attraction, can ascertain with precision the longitude of any place.

PUMPS AND STEAM ENGINES.

If the following statement, which we copy from a respectable paper, prove correct, the pump it describes may become an excellent substitute for the steam engine, the enormous expense of which is so severely felt in working our mines, &c.:—

"A gentleman at Moy, near Armagh, has laid before the Dublin Society, a description of a machine for working eight pumps, of any length, of eight inches in the bore, and 18 inches plunge, and to strike between 30 and 40 strokes in a minute, each pump, with the labour of one man only. The pumps can be set so close, that they will take up less room than any other kind of pumps, and will raise more water on board ships, or on land, than can be raised in the same time by any chain pump, which requires 70 men to work them on board a man of war, and will also raise more water than any steam engine can do in the same time. The same person has invented a churning machine, which, like the other, is worked by rotatory motion."

SIGNAL STATIONS.

The signal stations on the coast, from Yarmouth to Southend, and from thence to Sheerness, under the charge of lieutenants of the navy, are undergoing an alteration, on a plan taken from the French, which is much improved: in future they are to be worked with levers instead of balls.

NEW MODE OF SEASONING TIMBER.

A DISCOVERY has, we understand, been made to season timber by means of heat, in a far more expeditious manner than what has hitherto been adopted. The experiment, we believe, has been tried, and with some success, at Woolwich.

ICHTHYOLOGY.

A RECENT number of the Journal of the Department of the Cotes-dû-Nord, contains a Report from M. Le Maoux, Professor of Natural History, to Baron Boullé, Prefect of the Department, in substance as follows:—

"Some fishermen of Ploubazlonéc lately fell in with seventy enormous dolphins, which they chased with great intrepidity. One of these cetaceous animals, having been wounded, fled towards the shore, and all the rest proceeded in the same direction. Having got aground on the coast, and being deprived of their element, they struggled several days with death, uttering mournful sounds, similar to a kind of howling. This frightful scene filled the spectators with pity and terror. Among the seventy, twelve were sucking, each seven feet and a half long; the largest of the adults was a female, nineteen feet long, and whose greatest circumference was ten feet."

"M. Le Maoux has examined these animals with great attention, and in recognising them to belong to the genus *dolphin*, which is described in so interesting a manner by Lacépède, he conceives that they are of a species which has not yet been described. One of these animals having been sent to Paris, and delivered, by order of his Majesty, to the Museum of Natural History, the learned anatomist, M. Cuvier, has confirmed the opinion suggested by M. Le Maoux."

CURE OF THE DRY ROT

THE undermentioned new method of fumigating ships, when infected with the dry rot, is deserving of notice.—

The lower part of the ship is first closed from the middle gun-deck downwards fires are then made on the ballast in stoves, wherein mandic is so powerfully operated upon by heat, as to be almost reduced to a state of fusion. In these stoves are holes connected with pipes, which being pliable, convey the poisonous vapour of the mandic into the infected parts. Whether this mode will prove eventually beneficial, time will shew.

A FRENCH BREAKFAST.

It is a generally received opinion, that a French sailor can live where an English seaman will starve. The following *light* breakfast, however, taken by eight French prisoners of war, in passing through Swatsea, lately, will shew that Monsieur can enjoy the *vivres* as well as John Bull.—Two, two penny rolls, a round of toast, 14 inches diameter, and one inch thick, a shilling loaf cut in pieces, one hundred pickled oysters, six pounds of beef, three quarts of ale, and seven glasses of rum.

NEW METHOD OF PRESERVING PORK.

A NEW method of preserving pork has recently been discovered. A piece, which is represented as having been at sea five months, as brought on board by the ship's company in preference to pork salted after the usual method, has been sent to the Commissioners for victualling the navy, for their inspection. The pig, it is stated, is boiled fresh, in three pieces, then put into a tight cask, and filled up with vinegar, and closed quite securely, so as to prevent the admission of air. The flavour is free from being so unpleasant or so sour, as might be expected; while the pork cuts out quite firm, without being at all hard, as is generally the case with that which is salted.

SUPERNATURAL APPEARANCE.

The subjoined extraordinary statement is presented, on the credit of our Correspondent Gulielmus Lestrinus.—

The father of Lieutenant Thomas Bramwell, late of H. M. S. St George, was lying at Penzance, has been confined to his bed for many years. On Christmas Day, so unfortunate to that ship, and nearly about the time when she perished, the old gentleman called for his daughters, and informed them that he had seen his son Thomas, very wet, with his hair and clothes covered with sand, and he supposed that he had, in landing, fallen on the beach. He, therefore, desired them to get some refreshment, whilst their brother was shifting his clothes. The young ladies endeavoured, but in vain, to persuade their father that he had not yet returned, though the ship was expected home daily. This story is well known to all at Penzance.

NEW NAVAL UNIFORM.

(COPIED FROM THE LONDON GAZETTE OF 28TH MARCH, 1812.)

Admiralty-Office, March 23d, 1812.

His Royal Highness the Prince Regent hath, in the name and on the behalf of the King, signified to ~~say~~ Lords Commissioners of the Admiralty, the Royal pleasure, that the Uniform Clothing at present worn by the Flag Officers, Captains, Commanders, Lieutenants, Masters' Mates, and Midshipmen of his Majesty's Royal Navy, shall be altered in the manner undermentioned, namely:—

ADMIRAL OF THE FLEET.—*Full Dress*—Coat of blue cloth, blue cloth collar, white cloth lappells and cuffs, with five laces round the cuffs: laced as at present, Epaulettes as at present; buttons the same as at present, with the addition of a crown over the anchor.

Undress—Blue cloth, blue cloth collar, white lappells and cuffs with five laces, laced round the collar and lappells to the end of the skirts; flap and frame, hips and back skirts laced; twist button holes in lappells and flaps as at present, epaulettes and buttons same as in the dress uniform

ADMIRALS—*Full Dress*—The same as the Admiral of the Fleet, with only four laces on the cuffs.

VIC ADMIRALS.—The same, with only three laces on the cuffs:

REAR-ADMIRALS . . The same, with only two laces on the cuffs,

The epaulettes, with the respective distinctions of three, two, and one star, the same as at present.—Buttons as at present, with the addition of a crown over the anchor.

The undress or frock uniform of Flag Officers, except the Admiral of the Fleet, to be the same as at present, with the alteration only of the button.

The Captain to the Admiral of the Fleet, and First Captains to Commanders-in-chief (if not Flag-Officers), to wear, while so employed, the undress or frock uniform of Rear-admirals.

Captains and Commanders of his Majesty's Fleet to wear uniforms of the same pattern.

The full dress to be similar to that in use, excepting that the lappells and cuffs are in future to be white, laced as at present, with a crown over an anchor on the button,

Captains and Commanders are both to wear two epaulettes, of the same pattern as at present, with only the following distinctions—

The epaulettes of Captains three years post, to have an addition of a silver crown over a silver anchor.

The epaulettes of Captains under three years post, to have the silver anchor without the Crown.

The epaulettes of Commanders to be plain.

Lieutenants of his Majesty's Fleet to wear a dress uniform of the same pattern as Captains and Commanders, but without any lace, and with one plain epaulette (similar to that now worn by Captains and Commanders) on the right shoulder; buttons of the same pattern as for Captains.

The dress or frock uniform of Captains, Commanders, and Lieutenants, respectively, to be the same as at present, with the addition of the epaulettes and button, which are to be worn the same as in the full dress.

The whole of the Commissioned Officers of his Majesty's Fleet to have the linings of their dressed uniforms white. The Flag Officers only to have the linings of their dressed uniforms white silk.

Masters-Mates, and Midshipmen, to wear the same uniform as at present, with the alteration of the button only, which is to be of the same pattern as that of the Captains and Lieutenants.

These Lordships do hereby give notice thereof to all Flag Officers, Captains, Commanders, Lieutenants, Masters-Mates, and Midshipmen, and require and direct them strictly to conform thereto. The said alterations being to take effect generally on the 1st of August, 1812, but such Officers of the Royal Navy as may have occasion, before that period, to make up new uniforms, are at liberty to have them made up according to the new patterns.

J W CROKER.

N.B. The several patterns may be seen at this Office.

BRITISH NAVY.

An account of the number of Ships and Vessels composing his Majesty's Navy, on the 31st of December, 1811.

Rates	Guns	No.	No.
1st	120 and 100	12	Ship Sloops
2d	98	17	Brigs, large and small
3d	84 and 80	15	Fireships
	78 and 76	3	Bombs
	74	153	Gun-brigs
	64	41	Cutters
4th	60	1	Schooners
	56 and 5	8	Armed Vessels
	50	14	Advice Boats
5th	44 and 40	16	Surveying Vessels
	38	79	Storeships
	36 and 34	63	Tenders
	32	40	Luggers
6th	28 and 26	19	Hospital and Prison Ships
	24	4	Hulls and Receiving Ships
	22 and 20	17	
			Total

1,070

CORRESPONDENCE.

MR. EDITOR,

I HAVE observed in the newspapers, and also in your *Chronicle* (page 255 of the present Volume), that, on the 24th of January last, the sum of 1,250*l.* was voted to Captain Manby, for his invention to preserve the lives of seamen. You are most probably aware, that the gentleman here mentioned is not Captain T. Manby, R. N. but Captain G. W. Manby, the barrack master at Great Yarmouth. To make this statement, however, is not the immediate cause of my addressing you; but, as I understand that Captain Manby is on the eve of exhibiting some further experiments, illustrative of the usefulness of his plan, and of the facility and certainty with which it may be carried into execution, I wish, in the *interim*, to direct your attention to the claims of Lieutenant Bell, of the Royal Artillery, whom I, with many others, cannot but consider as the original projector of the plan which has, deservedly, attracted so much notice from the public.

By referring to the XXVth Volume of the *Transactions of the Society for the Encouragement of Arts, Manufactures, and Commerce*, for the year 1807, you will find the particulars of Lieutenant Bell's plan, prefaced by the following acknowledgment:—

“A publicity having been recently given to some experiments off the eastern coasts of this Island, for preserving lives in cases of shipwreck, by means of a rope attached to a shell thrown from a mortar; the Society think it incumbent upon them to remind the public, that so far back as the year 1792, a bounty of fifty guineas was given to Mr. John Bell, then serjeant, afterwards lieutenant of the Royal Regiment of Artillery, for his invention of throwing a rope on shore by means of a shell from a mortar, on board the vessel in distress; the particulars of which were published in the tenth volume of the Society's transactions, page 204, but a descriptive engraving having been omitted at that time, it is thought expedient, to insert it in the present publication, with some farther particulars, then omitted.”

The main points of difference between Lieutenant Bell's and Captain Manby's plans are:—that, according to the former, the ball is projected from the ship, to the shore; by the latter, from the shore to the ship; and that, instead of a *common* shot, used by Lieutenant Bell, Captain Manby has adopted a *barbed* shot.—How far such differences can entitle Captain Manby to be regarded as the original inventor of the plan, the public ought to know; and I trust that, from a sense of justice, you will allot sufficient space in your publication to elucidate the subject. I am, &c.

JUST'S.

* * * This Correspondent is informed, that the papers, printed by order of the House of Commons, relating to Captain Manby's experiments, for effecting a communication with stranded ships, have been some time lying

on our table, together with the Volume of the *Transactions of the Society of Arts*, in which the priority of Lieutenant Bell's claim is so fairly acknowledged. In our XXIIIrd Volume (page 188) a Correspondent favoured us with an exposition of Captain Manby's plan, abstracted from the XXVIth Volume of the *Transactions of the Society of Arts*, for the year 1808, when a gold medal was awarded by the Society to that gentleman. In our XXVth Volume (page 437), is an account of some farther experiments, made by Captain Manby; and it is intended, in a subsequent sheet, to furnish the particulars of Lieutenant Bell's plan.

MR. EDITOR,

Kinsale, April 15th, 1812.

YOU would oblige a sincere friend to your valuable publication, by inserting the following question, with a view of its being answered by some of your intelligent readers—Why officers who receive wounds in the execution of their duty as midshipmen in his Majesty's navy, should have their pensions taken from them on obtaining their commissions as lieutenants?

I am, Sir,

Your very obedient servant,

ROBERTUS.

MR. EDITOR,

Demerary, 4th July, 1812.

If you consider the letters in the inclosed newspaper* as coming within your plan, and if they are acceptable to you, you are requested to insert them. They are sent by a friend to the very worthy officer mentioned in them; and their publication may be gratifying to his European friends and relations.

(COPY.)

Plantation Phoenix, Demerary,

10 January, 1802.

MY DEAR SIR,

DURING your absence at Berbice, it was understood here that you was hourly expected to be called from this station to Barbados, from whence your return to us might be uncertain.

The high respect and sincere estimation with which your general conduct has inspired the inhabitants of these colonies, had occasioned a wish in several gentlemen that their sentiments should be recorded by a public expression of their approbation, added to some small token of their high and sincere regard. An address of that nature would, therefore, on your departure, have been presented to you, confirmed by the signatures of some few respectable inhabitants; but as the circumstances became more known, the number increased hourly on their hands. The governor [H. W. Bentinck] anxious to shew his high esteem, honoured the plan with his signature, and with more substantial tokens of his regard; in which he

* Essequibo and Demerary Royal Gazette, Vol. VII. No. 411. Tuesday 14 January, 1812. Stabroek, printed and published every Tuesday and Saturday afternoon, by Edward James Henery.

was followed by the gentlemen of his retinue. The mercantile class of the community, and the masters of ships in the port, joined with the greatest cordiality in the expression of their sense of your conduct, and the signatures became very numerous and respectable. I am commissioned to enclose the list of them; and to aim at expressing the high sense that every individual has been taught, by your honourable, attentive, kind, and friendly, conduct, to entertain of you during your command on this station. The situation in which we are now placed with Spain having put an end to the predatory war with which we had been formerly harrassed from the Oronoque, no opportunity of prominent enterprise has been afforded to you here; but every day and every hour has evinced your anxiety to render every possible service to all those to whom it could be in any way useful or gratifying. Entrusted with powers that, but too often exercised harshly, produce discontent and generate disgust with the naval service, by injuring the commerce they are meant to protect, that part of the community who are concerned with the shipping in this port, wish me to express on their part how deeply they feel by your example that a systematic propriety of conduct supported by correct principle and embellished by suavity of temper and gentlemanly manners, can conduce to reconcile the necessity that the war occasions for seamen to man the navy with the interest, and even with the convenience, of trade; both of which are but too often sacrificed thereto.

I am farther commissioned to procure for you such tokens of these sentiments as may be most gratifying to your wishes; for which purpose I hold one hundred *Johannes*; which I shall remit to my respected friend, Mr. James Baillie, of Bedford-square, requesting you to signify the object of its appropriation. If I fail in conveying the general expression of the good-will of this whole community, I shall still more particularly fall short in expressing the grateful sense I feel of being honoured with your individual friendship, while the public service has detained you among us. I shall, with a mixture of pleasure and regret, look back on that time, as I trust I may forward, with a full hope of its permanency, wherever we happen to be thrown; being, with every sentiment of respect and regard, my dear Sir, your sincere friend, and most obedient servant,

JOSEPH BLETON

Captain Smith, H. M. Brig Demarary.

*H. M. S. Demarary, Demarary River,
11 January, 1812.*

MY DEAR SIR,

I AM duly favoured with your letter of yesterday's date, conveying to me the honour which the governor, the majority of the most respectable inhabitants of these colonies, and the masters of the merchant-ships in the port, have been pleased to confer on me, by evincing so flattering a sense of my conduct during the period his Majesty's service has detained me on this coast; as well as the munificent manner in which they are desirous of having their sentiments recorded. In the performance of my public duties

It is in the highest degree gratifying to me to find my intentions have so far succeeded as to have gained the friendship and esteem of the governor and the very respectable inhabitants; the kind and handsome memorial of whose approbation and regard I accept with pride and pleasure. Not that such a token was necessary to recall to my mind the grateful remembrance of the friendly and hospitable attentions I have ever experienced during my station: they have made a deep and lasting impression. As you leave the election to me, I shall be obliged by your requesting your friend, Mr. Baillie, to procure a good time-keeper; which I shall never have occasion to consult without recurring to the many pleasant hours I have passed in the society of Demary. My I entreat you, in my name, to express my sincere thanks to the governor, and the gentlemen whose names you have enclosed to me, and to assure them how warmly and anxiously I shall ever wish for their health and prosperity, as well as for those of all the inhabitants of these colonies. Allow me now to address myself to you individually, and to assure you, that if any thing could add to the gratification I feel in thus receiving the general expression of the good will of this whole community, it is the circumstance of those gentlemen having deputed you (who have honoured me with an intimate friendship) so duly appreciate, and which will ever be to me a source of pleasure) to communicate their flattering sense of my conduct. Accept my heart-felt and give me acknowledgments for all your kind attention to me, and my unfeigned wishes for every happiness to attend you.

In the hope that we may ere long meet in a more favored clime, I remain my dear Sir, your much obliged and faithful friend,

WILLIAM HENRY SMITH*

West-Beck, Esq. Trust Phoenix.



ERRATA,

Gillingham, 26 February

I AM persuaded that a perusal of the letter, published at page 101 of your present Volume, cannot fail to create feelings of the most lively nature in the minds of those veterans whose long and continued services have been so much depreciated, by the Right Honourable General [lately] at the head of their department. The various parts of Mr. Yorke's speech have been already pictured by my brother officer's flowery accents, like beauty, "need not foreign aid of ornament." I have been emboldened to touch a few of the Honorable Gentleman's assertions if it were so unexpectedly thrown out of a body of men, who, as we are not conscious of meriting them, either from the distinguished personage in question, or from the lowest individual of the community,

* Captain Smith's seniority as commander is 2 May, 1810. In Demary is rated as a sloop of 18 guns, purchased into the navy, 1808.

and who will not tamely suffer dear and hard-bought laurels to be blighted with impunity.

In the early stage of the Right Hon. Gentleman's reply to Mr. Hutchinson, he, with that official gravity and characteristic eloquence, which carry conviction with them, assured the House, that, "from a thorough knowledge of the Royal Marines, he was enabled to affirm, the grievances complained of existed solely among a few dissatisfied individuals, and that were the officers of the marines taken collectively, they would prove perfectly satisfied with their respective situations.—Here I must pause; for I am really at a loss to conceive how he could hazard such assurances, when he must be convinced they were grounded not only on the most shallow basis, and open to immediate refutation, but that they tended to throw a suspicious and gloomy cloud on the veracity of Colonels Trench and Desborough, and fix them, in the eyes of the nation, as the discontented few alluded to: but this I will bye and bye make appear more conspicuously. In the *interim*, let me ask the Gentleman, whether he considered, at the time these officers presented the memorials, that they contained a statement, setting forth the joint wishes of the officers, soliciting an alleviation of the disabilities under which they laboured? Or did these documents merely breathe the individual wrongs of the officers who presented them? Did the letter which has been construed into a private one, simply recapitulate the specific sufferings of Trench and Desborough, or that of the whole of their brother officers? And if that letter was answered officially, which, I conclude, would not have been the case, had the Gentleman at the time considered it of a private nature—what was the conversation at the interviews between the gentleman and these officers; and did it relate to the service in general? Did he suggest any matter, independent of what was contained in the memorials, and express his entire approbation of their presenting them, together with a request of further communication on the subject? That he did express himself to this effect, I can only vouch for from the respectability of those officers, whose honour and integrity I believe stand unimpeachable; and I do conceive, if it did take place, and they do not feel themselves the discontents of the corps, it becomes a most imperious duty—a duty which they owe to their own honour, and the wrongs of their brother officers, openly to declare, whether they waited on Mr. Yorke, as deputies from the corps, or merely to serve their private ends. For Mr. Yorke says, the discontents rest with a few—"And Mr. Yorke is an honourable man!"

I have been led into a longer discussion on the foregoing subject than it was at first my intention, still, before I conclude, I shall beg the indulgence of making a few remarks on the score of field officers dwindling into a kind of retirement, after attaining that well-earned rank, lest my silence on that head might tend to strengthen his assertion. And as I imagine the pay-captains, in some degree, come under the same denomination, it will be but just to shew the specific duty attached to this, as well as the higher classes of officers. Those gentlemen, Sir, have the entire superintendance of the pay-books at their respective divisions, and their personal attendance

in the office is absolutely required a greater number of hours, daily, than two-thirds of the clerks in public offices are, who have not served behind the desk half the period they served as subalterns, and that too with a much less salary; therefore, I think this cannot be deemed a retirement!—The majors and lieutenant-colonels have to attend the internal regulation of the barracks, the organization of recruits, the equipment of men for embarkation, &c. which may fairly be compared with the field officers of regiments on the home station. The colonels having the rank of major-generals, are, from that circumstance, and their long services, allowed by the Admiralty to be excused from divisional duty, and I may with truth affirm, those are the only class of officers who have experienced the smallest relaxation from duty after their elevation to the rank of major; and I do trust the Honourable Gentleman will be liberal enough to allow that the situation of colonel-commandant at either of the divisions, is not only as complex and tedious as that of major-generals commanding districts, but equally essential. Yet the Honourable Gentleman says their situations are retirements, and “he is an honourable man.”

Thus have a set of men, whose long services entitle them to better fate, been tampered with. The most flattering reception was given their representations; they were buoyed with the delusive hope of justice being done them; nay, even the Right Honourable Gentleman, at the last Sessions of Parliament, openly avowed that something was in contemplation for their better establishment, which now appears not to have been his serious intention of putting into execution: therefore, the only inference that can be justly drawn, is, that he has dealt in evasions, and that little or no faith can be placed in his assertions, particularly those of a recent date, which evidently prove both them and his former ones undeserving credit. And his encomiums even were embittered with a kind of acrimony more calculated to degrade than praise. In fact, that Gentleman's conduct to the Royal Marines in general, since his first going into office, has been that of “giving them roast meat, and basting them with a spit.”

I could expatiate and enlarge upon this subject, but, as space is precious, I beg to subscribe myself,

NOT AN OLD NOR A YOUNG
SUB. OF MARINES

MR. EDITOR,

THE space you have recently allotted to comparative accounts of the earthquakes which have been accompanied by the production of an islet or shoal among the Azores,* induces me to contribute a few gleanings upon a similar subject. Doubtless you are aware that a spirit of controversy has arisen among geologists, whether the formation and changes of this terraqueous globe ought to be attributed rather to the agency of fire or to that of water, and according to their adherence to the one or the other doctrine, they are ranged in two sects, denominated, “Vulcanists” or

* Page 219, et seq.

"Neptunists." Without professing to espouse either opinion, I confine myself to recording a few facts of the existence of a strong sympathy between the most remote parts of the earth, when agitated by subterranean convulsion, which I leave to the consideration of your readers of either persuasion.

The particulars of the earthquake felt at the Cape of Good Hope in the beginning of December, 1810, are thus stated in a letter of the 4th of January:—"On the 4th of December, at about twenty minutes past ten P.M. a severe shock of an earthquake was felt here, accompanied by a most terrible noise, as if thousands of chains were thrown backwards and forwards with great velocity on the tops of the houses. The earth trembled greatly at this time for a few moments. In about five minutes a less violent shock was felt, and this was occasionally repeated, sometimes at night, at others in the day-time, until the 23d of December. The inhabitants were exceedingly alarmed, and many left their houses and pitched tents in the squares, and some persons yet resort to the tents to sleep. Almost every house has cracks in the walls. The shocks were most severe at a place called Roben Island, near the entrance of Table-Bay. Here the ground is much torn up, and the walls of Mr John Murray's buildings there fell to the ground. About seven miles from town, on the estate of Mr. Kerr, at Blaumberg, and about the spot where general Baird defeated General Jansens, hundreds of small volcanos have opened, which never were seen before. From these now issue streams of water, and this estate, which at this time of the year was always dry, has now a small lake supplied constantly from these new openings in the ground. The report of the committee, sent to examine into the facts, states, that they found one spring of entirely fresh water, one of salt, and several which were brackish. The farmer of the Saltpan, Bisges, *Kruaal*, was driven from his dwelling, a great spring of water having opened in the middle of his house, and which is there still. The shocks were felt beyond the Hottentot mountains, as far as the river Zonder-End, about 80 English miles from Cape-Town."

It further appears, by letters from the same place, that, on the 7th and 8th of June last, a great shock of an earthquake was felt at Cape-town. Now it is remarkable, that on the 8th of June, in the morning, the sea was so agitated on this coast, that it rose and fell very much in a most rapid succession several times; and that it is not by any means improbable, that it might be owing to the earthquake at the Cape, which was first felt on the preceding day at noon.

A similar agitation of the sea which was witnessed at Plymouth on the 31st May, has not yet, to my knowledge, been accounted for; however, it is not very distant in point of time from the foregoing phenomenon; and it is described in a letter from thence, as follows:—

"Yesterday there was a great convulsion of the sea, in the Sound, Sutton Pool, Catwater; and the Lara. At 3 o'clock A.M. the tide suddenly receded from the Pool of Sutton, rushed through the sluices of the Pier-heads, and left all the shipping and craft dry. In about half an hour a

'boar,' nearly from nine to eleven feet high, came in with a tremendous noise, accompanied by a violent gust of wind at S.W. ; it was dead low water, and in an instant all the vessels and craft were afloat, and knocking against each other. The boar then receded through the Pier heads again, the same height and with the same rushing noise, and left the Pool high and dry. It then made its way up Catwater to the Lara head, driving the ships from their anchors against each other, by which means two lost their bowsprits. The flux then broko adrift the flying bridge from an immense cable near Pamphlet Mill Lake, and drove it on the Lara Sands, but going back as suddenly, it took the flying bridge with it, which was secured with a fresh cable and anchor. The boar returned about 7 o'clock, A. M. in the same manner, at seven feet high, accompanied by a gust of wind, and as suddenly receded. At 11 o'clock the boar, about four feet high, rushed in again, and receded in the same manner. This extraordinary phenomenon happened previous to the earthquake at Lisbon in 1755; the earthquake at Quito in 1781; and the earthquake in Calabria in 1783; therefore we expect to hear of some extraordinary convulsion of the earth in some part of the world that is subject to volcanic eruptions. The winds were, during its operation, very variable, but principally blew hard at S. W. The quicksilver in the thermometer was observed to sink and rise with a tremulous motion during the operation of the boar."

The circumstance I am about to mention is of so very extraordinary a nature, that I feel some difficulty in imparting such ideas of it as shall lead to a proper conclusion of the cause of the phenomenon. Saturday morning, 30 Nov. about twenty minutes before three, a shock, resembling that of an earthquake, was felt very generally in the towns of Portsmouth, Portsea, and Gosport, and vicinity. It was instantaneous, and caused such a tremendous motion in many houses, that as many as twenty families were awöke by it, and sprang out of bed to ascertain its cause. To many persons whom it awoke, it appeared as though some heavy body had been moved in the lower part of the house, and shook its whole fabric: to others, it was a sudden motion of the bed, as though caused by the main strength of a person standing near it; the furniture in their rooms cracked, and the handles of chairs moved, as by an electric shock. Several soldiers on guard say, that it was attended by a hollow rumbling noise; and several people belonging to vessels in the harbour, describe the waters as violently agitated for some minutes. It appears to have lasted inland near a minute. The prevailing opinion there is, that this extraordinary motion was produced by an earthquake; but whether we are to look for accounts of its desolating effects, from a foreign country, or regard it as one of those slight phenomena of the nature which this country has been before visited with, I know not. The great earthquake at Lisbon, 1755, was felt at Portsmouth; and much more so, we learn, at Edinburgh. *

Upon the general subject of earthquakes which have happened in this country, I find from turning over some of my chronological memoranda, that there have been eighteen since the year 1047: viz. 1048—1081, on Christmas day—1105, at Ely—1110, at Shrewsbury—1274—1382, at London—

1574—1580, all over England—1655—1661, at Oxford—1677, at Wolverhampton—1678, in Staffordshire and Derbyshire—1680, in Somersetshire—1683, at Oxford and Lincolnshire—1692, on the 8th of September—1696, at Falmouth—1703, in the north of England—1727.

Besides these, the following also happened in Great Britain:—1732, at Strontian, in Argylshire, Scotland, and all along the west coast of Great Britain, but to no great breadth—1734, Oct. 25, at Portsmouth, Milton, and most parts of Hampshire; also, at Lewes, in Sussex, and along the sea coast for 20 miles—1736, April 30, and May 1, at Ochil Hills, Scotland—1739, December 30, in the West Riding of Yorkshire—1750, at London, and some miles round. It is possible many more may have happened in these seven centuries; but the want of printing in three or four of the first, may have been the reason no more are to be found in our registers. In 1586, in Peru, an earthquake ran from south to north 900 miles; and in 1601, an earthquake reached from Asia to the sea which washes the French shore, besides shaking Hungary, Germany, Italy, and France.

In the hope that these hints may attract the speculations of some more scientific correspondents, I request that you will rescue them from oblivion, by giving insertion to this letter, in the absence of more important professional matter,

MULCIBER,

PLATE CCCLX.

THE annexed plate, engraved by Fairb, from a drawing by Mr. Pocock, represents H. M. S. *Thunders*, of 71 guns, Captain Radford, in a storm, off Crookhaven, in the night of December 10, 1808.* After being nearly wrecked, off the Mizen Head, she, by the superior skill and pilotage of the master (Mr. A. Barclay), ran through a narrow pass, and anchored safe in Bantry Bay.

“ Crookhaven, on the S.W. coast of Ireland, lies between Cape Clear and Mizen Head, at the distance of five leagues from each other. To go in from the eastward, run in by Cape Clear, going about it so far to the northward, that an opening, as through a hole, is discovered into the sea. Keep this open to the N. of the Cape, by steering W. N. W. which will lead directly into the Haven. The entrance into it is W. S. W. and the road is before a little village, with $2\frac{1}{2}$ to 3 fathoms water. Here, indeed, the road has been much injured by casting out ballast; so that ships now anchor farther out before the town, where it is deeper and all clear ground. It is in lat. $51^{\circ} 19'$ N. and long. 10° W. and has high water on spring tides at 3 o'clock.—*Vide MALHAM'S Gazetteer.* ”

HYDROGRAPHY, PILOTAGE, &c.

BRITAIN.

THE latitudes and longitudes of stations taken in the grand trigonometrical survey of England, and of remarkable places on the southern coast determined thereby.

[N. P. The letter S denotes a station.]

Place.	Latitude		Longitude		Time.
	North.	"	Meridional	"	
Agnes (St.) beacon; Scally	50	18 27	5 11 55,7 W.	20 47,7	
— light-house	49	53 36,8	6 19 23,1 W.	25 29,2	
Alban's (St.) head, creech-barrow ..	50	30 2,8	2 6 11,9 W.	8 25	
Alfred's tower	51	0 13,4	2 21 21,5 W.	9 25,4	
Allington knowl	S. 51	4 46	0 13 57 E.	5 18	
Ann's (St.) hill	S. 51	23 51,4	0 31 26,6 W.	2 5,1	
Anthony's (St.) head, flag staff	S. 50	8 34,2	4 59 51 W.	19 58,1	
Arbury hill	S. 52	13 26,5	1 12 20,1 W.	4 49,3	
Ash beacon	S. 51	0 33,5	2 50 56 W.	10 3,7	
Ashley-down, sea-mark	50	41 6,2	1 10 57,8 W.	4 43,3	
Bugshot-heath	S. 51	2 7,1	0 13 15,4 W.	2 53	
Banstead	S. 51	19 2	0 12 11,1 W.	0 50,9	
Barrow swyche head	50	36 5,4	2 5 10,5 W.	3 20,7	
Batren (mount)	50	21 21,3	4 7 19,1 W.	16 31,2	
Beachy head	S. 50	41 23,7	0 15 11,9 E.	1 0,7	
Beacon hill	S. 51	11 1,1	1 12 31,9 W.	6 51,7	
Berry head, flag staff	50	2 0,7	3 3 11,1 W.	13 5,9	
Bex-hill, church	50	50 16,7	0 28 13,3 E.	1 51,9	
Bindown	S. 50	53 57,9	4 54 11,0 W.	17 38,7	
Black down	S. 50	11 13,3	2 32 22,1 W.	10 9,5	
Blackhead, flag-staff	50	1 12,1	5 3 59,3 W.	20 15,9	
Bocumoc, st eple	50	25 13,3	4 33 31,2 W.	18 14,1	
—, Camelford o' chsk	50	53 11,1	1 31 51,7 W.	18 19,4	
Bodmin down	S. 50	23 11,6	4 40 39,8 W.	18 42,6	
Bolt-head, flag-staff	50	13 13,2	3 18 3,1 W.	15 12,2	
Butley hill	S. 51	16 11,5	0 0 3 E.	0 0,2	
Bow brickhill	S. 51	59 40,3	0 19 1,2 W.	2 40,1	
—	S. 50	53 10,4	0 49 32,7 W.	3 18,4	
Bramber, wind-mill	50	52 53,7	0 17 18,9 W.	1 9,3	
Brank-sea island, castle	50	11 13,5	1 57 1,5 W.	7 48,1	
Brampport beacon	50	41 13,2	2 50 59,9 W.	11 1,4	
Brightelmston, church	50	49 32,9	0 11 53,2 W.	0 47,7	
Brightling	S. 50	57 43,3	0 22 39,3 E.	1 30,6	
Brill	S. 50	49 56,6	1 3 56,6 W.	4 15,7	
Broadway beacon	52	1 23,6	1 49 41,3 W.	7 18,7	
Brown Willy	S. 50	33 27,9	4 35 10,4 W.	18 20,6	
Ball barrow	S. 50	50 59,5	2 18 29,9 W.	9 44	

Place.	Latitude		Longitude		Time.
	North.		Meridional		
			• ' "	' "	
Burian (St.).....	S. 50	4 37,9	5 36	4,9 W.	22 24,9
Bate-house, High-cliff	50	44 14,5	1 42	9,7 W.	6 48,6
Butler hill	S. 50	58 40,8	0 58	32,2 W.	3 54,1
Caden harrow	S. 50	89 12,1	4 41	9,2 W.	15 42,5
Calshot castle	50	48 12,7	1 18	5,6 W.	5 12,4
Carraton hill	S. 50	30 41,6	4 25	17 W.	17 41,1
Catharine's (St.) light-house.....	50	35 33,1	1 17	50,7 W.	5 11,5
Cawsand beacon.....	S. 50	42 31,1	3 55	1,8 W.	15 40,1
Charton	S. 50	43 6,1	2 58	52,9 W.	11 55,5
Chichester, harbour watch-house	50	46 53,8	0 55	27,7 W.	3 41,8
———— spire.....	50	50 11,4	0 46	35,9 W.	3 6,4
Christ-church head.....	50	43 57,3	1 45	10,5 W.	7 0,7
———— tower	50	42 56,8	1 46	3,4 W.	7 4,2
Sorley hill	S. 52	27 45	1 33	24,6 W.	6 13,6
Cow and Calf	50	32 44,8	5 2	22 W.	20 9,5
Cowes (east) sea-mark	50	45 37,5	116	15,2 W.	5 5
Crouch hill	S. 52	2 58,7	1 21	11,6 W.	5 24,7
Crowborough beacon	S. 51	3 9,4	0 9	9,5 E.	0 36,6
Cumberland fort	50	47 20,8	1 1	43 W.	4 6,9
Deadman	S. 50	13 20	4 47	4,4 W.	19 8,3
Deal castle	51	13 5	1 23	59 E.	5 35,9
—— (upper) chapel	51	13 2	1 22	44 E.	5 30,9
—— watch-house	51	10 21	1 23	46 E.	5 35,1
Dean hill	S. 51	1 50,9	1 38	45,5 W.	6 35,1
Denge-ness, light house.....	50	51 1	0 57	43 E.	3 51,2
Ditchling beacon	S. 50	14 7	0 6	20,5 W.	0 25,3
Dover castle, N. turret of keep.....	S. 51	7 47,5	1 19	7,0 E.	5 16,5
Dumpton.....	S. 50	49 47,2	3 39	34,5 W.	14 38,3
Dundon	S. 51	5 6,5	2 43	33,1 W.	10 54,2
Dundry	S. 51	23 52,2	2 38	0,1 W.	10 32
Dun-nose	50	37 7,3	1 11	36,0 W.	4 46,4
Eddy-stone light-house	50	10 54,5	4 15	2,9 W.	17 0,3
Epwell	S. 52	4 19,8	1 28	46,8 W.	5 55,1
Fairlight down.....	S. 50	52 38,8	0 37	7,4 E.	12 28,5
Farley down	S. 51	23 35,7	2 17	14,8 W.	9 8,9
Firle beacon.....	S. 50	50 2,7	0 6	33,3 E.	0 26,2
Folkstone church.....	51	4 47,0	1 10	52,0 E.	4 43,5
———— turn-pike.....	S. 51	5 45,5	1 11	33 E.	4 46,2
Foreland (S.) light-house	51	8 26	1 22	6 E.	5 28,4
Four mile stone	S. 51	7 8,5	1 50	56,2 W.	7 23,8
Frant steeple	51	5 54	0 16	13 E.	1 4,9
Furland	S. 50	23 7,8	3 32	34,3 W.	14 10,2
Glastonbury tor	51	8 47,2	2 41	18,8 W.	10 45,2
Golden cape	50	43 32,5	2 49	50,6 W.	11 20
Goudhurst steeple	S. 51.	6 49,5	0 27	40 E.	1 50,7
GREENWICH observatory	S. 51	28 40			
Gwinea's rocks	50	14 46,3	4 44	41,6 W.	18 50,2
Haldon (little)	S. 50	34 3	2 31	1,9 W.	14 4,4

Places.	Latitude			Longitude		Time.
	North.	'	"	Meridional	'	
Hampton poor-house.....	S. 51	25	35,2	0 21	46,6 W.	1 27,1
Hanger hill	S. 51	31	23,7	0 17	39,6 W.	1 10,6
Hayling (S.) church	50	47	44,7	0 58	19,9 W.	3 53,3
Highclere.....	S. 51	13	46,2	1 20	16,4 W.	5 21,1
High-nook	S. 51.	1	11,5	0 59	18 E.	3 57,2
Hind-head	S. 51	6	51,1	0 42	43 W.	2 50,9
Hollingborn hill	S. 51	15	53,5	0 39	28 E.	2 37,9
Hope's nose, Tor-bay.....	50	27	43,5	3 26	43,1 W.	13 46,8
Hotham flag-staff, Bognor.....	50	46	49,6	0 40	31,3 W.	2 43,3
Hurst light-house.....	50	42	23,4	1 32	50 W.	6 11,3
Hundred acres.....	S. 51	20	17,5	0 11	20 W.	0 45,3
Ive (St.) steeple.....	50	28	49	4 22	7,7 W.	17 28,5
Karubonellis	S. 50	10	59,4	5 12	37,7 W.	20 30,5
Karnminnis	S. 50	11	43,3	5 50	51,9 W.	22 3,5
King's harbour	S. 51	23	47,1	0 26	50 W.	1 47,3
Kingsworth	S. 51	51	59,3	0 31	59,9 W.	2 7,9
Kit-hill.....	S. 50	31	9,1	4 16	43,2 W.	17 6,9
Lund's end stone.....	50	4	6,6	5 41	31,5 W.	22 46,1
Lansallos	S. 50	50	25,7	4 32	45,7 W.	18 11
Lalington	S. 52	1	54	0 32	21,7 W.	2 9,4
Lillyhoe	S. 51	56	16,5	0 22	19,5 W.	1 29,3
Little bourn light-house	49	57	39,5	5 11	4,8 W.	10 44,3
Lizard flag-staff	49	57	55,8	5 11	17,7 W.	20 45,2
LONDON, St. Paul	51	39	49	0 5	47 W.	0 23,1
Long knoll, maiden-bradly	S. 51	3	16,2	2 17	51,1 W.	9 11,6
Luttrell's folly	S. 20	48	22,5	1 19	7,5 W.	5 16,5
Lydd, steeple	50	57	7,5	0 51	19 E.	3 37,3
Lyme, cobb.....	50	13	10	2 55	29,1 W.	11 41,9
Maker tower	50	20	51,3	4 10	16 W.	16 41,1
—— naval flag-staff	50	20	51,9	4 10	16,1 W.	16 41,1
Martin's (St.) day-mark, Scilly	49	58	29	6 11	38,8 W.	24 58,6
Mary's (St.) windmill; Scilly	49	54	32,7	6 16	53,7 W.	25 7,9
Mendip	S. 51	13	7,2	2 02	6,5 W.	10 8,4
Mew stone, highest point.....	50	18	29,7	4 5	32,6 W.	16 22,1
Minster steeple	51	19	50	1 18	46 E.	5 15,1
Mintern	S. 50	50	52,3	2 19	51,6 W.	9 59,1
Moorlynch	S. 51	7	50,2	2 50	53 W.	11 23,5
Motteston down	S. 50	39	40	1 25	13,2 W.	5 40,9
Mount-Edgecombe, house	50	21	17,9	4 9	39,3 W.	16 38,6
Nettles, light-house	50	39	53,2	1 33	55,2 W.	6 15,7
Nettlehed	S. 51	31	45,1	0 58	57,1 W.	3 55,6
Nicholas (St.) or Drake's island, obser- vatory	50	21	21,1	2 8	17,9 W.	16 33,2
Nine barrow down	S. 50	32	3,5	2 0	3,8 W.	8 0,3
Norwood	S. 51	24	37,5	0 5	3 W.	0 20,7
Nuffield	S. 51	34	52,2	1 1	56,1 W.	4 7,7
Ower rocks	50	39	57,3	0 39	59,5 W.	2 40
Oxford, observatory	51	45	39,5	1 15	22,5 W.	5 4,4

Places.	Latitude		Longitude		Time.
		North.	Meridional	" "	
Paddlesworth	S. 51	6 50,5	1 8 8 E.		4 32,5
Pendennis castle, flag-staff	50	8 48,7	5 1 43,6 W.		20 6,9
Penloe beacon	50	19 24	4 10 40,1 W.		16 42,6
Pertinney	S. 50	6 27	5 37 31,9 W.		22 30,1
Pevensey church	50	49 11,9	0 20 14,1 E.		1 20,9
Pilsden	S. 50	48 26,9	2 49 23,1 W.		11 17,5
Plymouth, flag-staff	50	21 21,8	4 7 24 W.		16 29,6
———— block-house flag-staff	50	22 56,4	4 9 11,8 W.		16 36,8
Poole church	50	42 50	1 58 54,6 W.		7 55,6
Portchester castle	50	50 18,6	1 6 35,5 W.		4 26,3
Portland, light-house	S. 50	31 22,9	2 26 49,5 W.		9 47,3
Portsmouth	S. 51	51 30,6	1 6 12,6 W.		4 24,8
Portsmouth, observatory	S. 50	48 2,9	1 5 56,7 W.		4 23,9
Quinton	S. 51	53 6,9	0 54 23,9 W.		5 37,6
Radigund's (St.) Abbey	51	7 56	1 11 44 E.		4 58,9
Rame-head	50	13 51,7	4 12 29 W.		16 49,9
Ramsgate, wind-mill	51	19 49	1 24 20 E.		5 37,3
Reculver	51	22 47	1 11 50 E.		4 47,3
Ridgemont	S. 52	0 56,4	0 31 15,7 W.		2 19
Rippon tor	S. 50	53 59,1	3 45 26,2 W.		15 1,7
Romney (new)	50	59 7	0 56 22 E.		3 15,5
Rook's hill	S. 50	53 32,5	0 41 58,3 W.		2 59,9
Ruckinge	S. 51	3 55	0 55 16 E.		3 33,1
Rye, steeple	50	57 1	0 41 0 E.		2 56
Sandown castle	51	14 18	1 23 59 E.		5 55,9
Sandwich, highest steeple	51	16 30	1 50 15 E.		5 21
Sarum (old)	S. 51	5 44,7	1 47 27,5 W.		7 9,9
Schitchamty	S. 51	33 44,1	1 20 13 W.		5 20,8
Selsea, church	S. 50	45 18,8	0 15 41,3 W.		3 2,7
Seamen	S. 50	3 55,6	5 40 52,4 W.		22 13,5
Shooter's hill, Severndroog castle	S. 51	28 0	0 3 41 E.		0 14,7
Shorcham, church	50	49 59,5	0 16 19,1 W.		1 5,3
Shotover hill	S. 50	45 6,7	1 1 47,5 W.		4 43,1
Sleep down	S. 50	51 22,1	0 20 19,2 W.		1 21,3
Southampton, spire	50	53 59,5	1 23 56,4 W.		5 35,8
South-sea castle	50	46 42,5	1 5 1,7 W.		4 20,1
Start point, flag-staff	50	13 25,9	3 38 20,8 W.		14 33,4
Stephen (St.)	S. 50	39 6,7	4 21 47,1 W.		17 27,1
Stockbridge hill	S. 51	6 55,3	1 27 8,2 W.		5 48,5
Stone-heng, Salisbury plain	51	10 44,3	1 49 7,8 W.		7 16,5
Stow	S. 51	55 46,9	1 42 59,6 W.		6 51,9
Stow-on-the-wold	S. 51	54 16,3	1 42 2,4 W.		6 48,1
Thonness	S. 50	44 1,1	1 21 43,5 W.		5 26,9
Thorney down	S. 51	6 30,2	1 42 16,8 W.		6 49,1
Tor-bay, Berry head	50	24 0,7	3 28 14,4 W.		13 52,9
Tottenham	S. 51	53 18,9	0 34 37,5 W.		2 18,5
Trevoe head	S. 50	32 56,5	5 0 54,2 W.		20 3,6
Truster hill	S. 51	59 48	0 34 50,5 W.		3 19,3

Places.	Latitude			Longitude		Time.	
	North.			Meridional			
	°	'	"	•	'	"	
Waldershare belvidere	51	10	53	1	15	39 E.	5 2,6
Walmer, steeple.....	51	15	29	1	23	8 E.	5 34,5
Wendover	S. 51	45	6,4	0	45	1,4 W.	5 4,1
Westbury down	S. 51	15	35,3	2	8	9,4 W.	8 32,6
White-horse hill	S. 51	34	31,6	1	33	57 7 W.	6 11,5
Whiteham hill	S. 51	46	15,4	1	19	13,1 W.	5 19,2
Whitlands, naval flag-staff.....	50	42	47,7	3	2	22,8 W.	12 9,5
Winchelsea, steeple.....	50	55	28	0	42	31 E.	3 35,5
Windsor castle	51	29	0	0	33	28 W.	2 31,9
Wingreen.....	S. 50	59	7,6	2	5	59,9 W.	8 23,9
Wise (mt.) flag-staff	50	20	0,7	4	2	31,9 W.	16 33,1
Witney, spire	51	46	49,9	1	23	12,9 W.	5 54,8
Woburn steeple	51	51	21,3	0	37	0,3 W.	2 23
Woodley's summer-house	50	33	4,5	3	45	13 W.	15 0,9
Woodnesborough steeple	51	15	47	1	18	17 E.	5 13,1
Woodstock steeple.....	51	50	47,9	1	21	0,5 W.	5 21
Worsley obelisk; I. Wight.....	50	56	59,5	1	15	35,1 W.	3 53,3
Wootton hill	S. 51	18	54	0	15	47 E.	1 15,1
Wyle, church.....	50	35	57,5	2	13	10,2 W.	9 32,7
Wyvelsfield church.....	50	58	16	0	5	36,3 W.	0 21,4

Supplementary positions adopted from *Requisite Table*, xxix, 1802; and *Connaissance des Temps*, 1803.

Aberdeen	57	5	0	2	21	50 W.	0 26
Bombard point; I. W.	50	40	59	1	3	26 W.	4 14
Cl. (cape) Ireland	51	19	0	2	23	15 W.	57 33
Dundee	56	25	0	3	2	30 W.	12 10
Dub'm, observatory	53	23	7	6	29	30 W.	25 22
Edinburgh	55	56	42	3	12	15 W.	19 19
Faerland (N.).....	51	22	40	1	26	22 E.	3 15
Hastings	50	52	10	0	11	25 E.	2 16
Honston, light.....	52	53	49	0	23	0 E.	7 52
Jersey, St. Aubin	49	12	59	2	10	14 W.	8 23
Leostoff	52	29	0	1	19	9 E.	6 57
Liverpool.....	53	22	0	2	56	15 W.	11 47
Orfordness	52	4	30	1	23	1 E.	5 52
Rednathas, head; Scilly	49	52	2				
Roade	50	14	0	3	19	15 W.	15 17
St. Andrew's; Orkney	59	20	0	3	29	15 W.	11 1
Sark [Cery]	49	25	32	2	14	20 W.	2 34
Scrimness; Orkney	58	56	0	3	51	5 W.	14 4
Uist; Zetland	60	44	0	0	15	45 W.	3 3

F. R. S.

NORTH SEA.

A BUOY, painted black and white in chequers, is laid on the east edge of Aldboro kumpes, in five fathoms at low water spring tides, with the following marks and bearings-- Aldboro church N. W. westerly, Orford high light W. by S. Orford church and castle in one W. $\frac{1}{4}$ N. Iken church N. W. $\frac{1}{4}$ W. (Trinity house, 9 April, 1812.)

PLATE CCCLXI.

THE Bay of Naples lies on the S. W. coast of the Kingdom of Naples, at the S.E. part of Italy. It is about ten leagues in breadth, in one part, but more in length, and forms a very secure and commodious harbour for shipping. The Isle of Ischia, to the S.W., and that of Capri* to the S.E. protect the entrance, and in some degree shelter the Bay from the violence of the Mediterranean, in tempestuous weather. The force of the waves is also broken by the Mole, at the extremity of which is a very fine lighthouse. From the Bay of Naples, to the Faro di Messina, † there is not one haven, creek, road, or port, of any note, or consequence. ‡

The City of Naples, the capital of the Neapolitan Kingdom, stands on the N.E. part of the Bay. Its geographical site is, according to the Requisite Tables (1792) latitude $40^{\circ} 50' 15''$ N. longitude $14^{\circ} 18' 0''$ E. from Greenwich. The *Connaissance des Temps* (1808) gives the same latitude, but makes the longitude $11^{\circ} 51' 30''$ E. from Paris; which reduced to the meridian of Greenwich is $14^{\circ} 11' 45''$.

The provinces of which the Kingdom of Naples consists, were formerly part of the dominions of the Roman republic, and afterwards of the Emperors. After the fall of the empire, Italy underwent various revolutions. The Princes of Benevento survived the conquest of the North of Italy, by Charlemagne, and, with other potentates in this quarter, acknowledged the supremacy of the Greek empire, from which Sicily had been wrested, A.D. 828, by the Saracens, who possessed it till A. D. 1058. A pilgrimage to St. Michael of Mount Gargano, induced the Normans to attempt the conquest, which was gradually accomplished, both Saracens and Greeks being expelled. The Norman leaders became Dukes of Apulia, Calabria, and Sicily, and in 1030, Roger was named King of Sicily, by the Pope. The Norman line continued, till their kingdom was subdued by Henry VI. Emperor of Germany. In 1266, after internal conquests, Charles of Anjou became King of Sicily: after the Sicilian vespers, in 1282, Sicily was seized by a fleet sent by the Kings of Arragon; but Naples continued to acknowledge the line of Anjou, which expired in the infamous Jean, in 1382. René of Anjou, King of Naples in 1435, was the father of Margaret, wife of Henry VI. of England; but, in 1481, the French line failed, in Charles Count de Maine, who named Louis XI. King of France his

* For a View and description of Capri, *vide* N. C. XXV. 409; and, for various other particulars relating to that island, see Vol. XVI. page 163, and Vol. XXI. page 25.

† A View of the Faro di Messina will be found in Vol. XVII. page 209; a View of the Outer Harbour of Messina, with the Light-house, Sicily, in Vol. XXIV. page 128; and a View of the N.W. entrance to the Strait, or Faro di Messina, Vol. XXIV. page 400.

‡ A View of the Bay of Naples, with Mount Vesuvius in the distance, accompanied by Brydone's beautifully picturesque description, will be found in our Xth Volume, page 51.

heir—whence the pretension of France to the Kingdom of Naples. The Spanish line of Naples and Sicily continued till 1714, when they passed to the House of Austria; from which it was transferred to that of Bourbon, in 1736, in the person of Don Carlos, Duke of Parma and Placentia, son of Philip V. King of Spain. Succeeding to the crown of Spain, in 1759, Carlos conferred his Italian Kingdom on Don Ferdinand, his third son, who married Charlotte, the sister of the Emperor of Germany, and of the late Marie Antoinette, Queen of France, in 1768. This Sovereign, expelled by the French from Naples, and driven for shelter to his Sicilian Kingdom, has recently transferred his kingly power into the hands of his son.*

The City of Naples, considered, after Constantinople, as the most beautiful capital in the world, was founded by the Greeks; and its situation furnishes a striking proof of the superior taste of that people. The streets are broader, and better paved, than those of Rome; and, during the usurpation of Joseph Buonaparte, they were lighted in a manner similar to those of London. The *Strada di Toledo* excels the *Corso* at Rome, in beauty, as well as in situation. The houses, in general, are five or six stories high, flat-roofed, and covered with flower vases. The architecture, however, both ecclesiastical and civil, indicates want of taste. The buildings are heavy, and crowded with gigantic prominences; and, amongst upwards of 300 churches, there is not one possessing a front, or portico of any merit.—The population of Naples is, from 350,000 to 380,000. The royal revenues used to be estimated at upwards of 750,000*l.* sterling *per annum*.—It may not be amiss to add, that a manufactory has recently been established in the town, for extracting sugar from chesnuts. The first trials are said to have produced sugar, inferior in no respect to that which is obtained from the cane.

Virgil, according to his epitaph, written by himself (of which the following is a translation) was buried at Naples.

“I sung flocks, tillage, heroes: Mantua gave me life, Brundisium death, Naples a grave.”

In the road leading from the suburbs of Chiaia, to the grotto de Monte Posilipo, are the remains of a tomb, or mausoleum, erroneously supposed to be that of Virgil. “It is certain,” says Addison, “that Virgil was buried at Naples, but almost as certain that his tomb stood on the other side of the town.”—The cave of Posilipo is a broad, strait, subterraneous rovi, hewn through a mountain. At coming out, the road leads to the

* Vide page 214 of the present Volume.—We intended to avail ourselves of this opportunity, to present an historical sketch of the proceedings of the British navy in the Bay, and on the coast of Naples, during the late and present war; but a deficiency of room totally precludes the accomplishment of this intention. Many important particulars on this subject, however, may be seen by the following references:—N. C. III. 184; XIV. 387; XVI. 163; XVIII. 321; XIX. 130; XXIII. 22, 241, 312; XXV. 410; XXVI. 361.

lake Agnano, which is circular, and a mile in circumference. In the midst are the sudatories of St. Germano, or stone apartments, where the hot streams which arise produce a profuse perspiration. They are consequently much frequented in various disorders. In a rock near the banks of the lake is the Dog's Grotto, so called because a dog is always made use of to shew strangers the astonishing effects of the vapour in this cavity; for if a dog's nose be held in the vapour, which floats within a foot of the surface of the grotto, the animal loses all signs of life; but on being taken out of the grotto, and thrown into the lake, he revives.

Mount Vesuvius, which has been a volcano beyond the reach of history, or of tradition, stands seven miles E. of Naples. Its earliest recorded eruption is that of A.D. 79; of the ravages of which an animated description is given by the younger Pliny. Misenum,* at the opposite side of the Bay, was at that time a principal station of the Roman navy. Pliny the elder commanded there, and, being tempted to a nearer view of the phenomenon, rowed across the Bay, to the base of the mountain, near Herculaneum, where, on landing, he was surprised by a shower of ashes, and suffocated by the accompanying mephitic vapour. The principal eruptions

* Point Miseno, or Misenum, the landing place of Æneas, so named from Misenus, a follower of that hero, is about 10 miles S. W. of Naples. The following passages relating thereto, are translations from *Virgil's Æneis*, VI.—

—————“ Æneas went
Sad from the cave and full of discontent,
Unknowing whom the sacred sibyl meant.
Achates the companion of his breast
Goes grieving by his side, with equal cares oppress'd
Walking they talk'd, and fruitlessly divin'd
What friend the priestess by those words design'd.
But soon they found an object to deplore:
Misenus lay extended on the shore.”

“ The gazing crowd around the body stand.
All weep; but most Æneas mourns his fate,
And hastens to perform the funeral state.
In altar-wise a stately pile they rear;
The basis broad below, and top advanc'd in air.”

“ With groans and cries Misenus they deplore:
Then on a bier, with purple cover'd o'er,
The breathless body thus bewail'd they lay,
And fire the pile, their faces turn'd away:
But good Æneas order'd on the shore
A stately tomb, whose top a trumpet bore,
A soldier's falchion, and a seaman's oar.
Thus was his friend interr'd: and deathless fame
Still to the lofty capc consigns his name.”

of later times occurred in the years 1538, 1631, 1707, 1717, 1737, 1760, 1761, 1766, 1767, 1779, 1794, 1804, and 1810. In 1707, such quantities of cinders and ashes were thrown out, that it was dark at Naples at noon. In 1767, the ashes, or rather the small cinders, fell in thick showers in the streets of Naples; and at sea, twenty leagues from Naples, ships were covered with them. The eruption of 1779 was particularly described by Sir William Hamilton, in *The Philosophical Transactions*, and is familiar to most readers. That of June, 1794, was tremendous. The lava overwhelmed, and totally destroyed, 5,000 acres of rich vineyards, and cultivated land, and drove the inhabitants of Torre del Greco from the town, most of the houses being either buried, or so injured as to be uninhabitable. The eruption of 1804 was less serious; but that of 1810 must be considered as forming an epoch in the annals of Vesuvius, on account of the manner in which it began, and the disasters it produced. The approach of every preceding convulsion of Vesuvius had been announced by the drying up of the wells of Naples.—This phenomenon did not take place on this occasion, and to the great surprise of the inhabitants, the crater began to emit flames on the night of the 10th of September.

“ On the morning of the 11th” says a writer who witnessed the terrific spectacle, “the flames became more intense, and the lava began to flow from the east and south-east sides of the mountain. Towards evening the conflagration increased, and about twilight two grand streams of fire were seen to flow down the ridge of the volcano: night produced no change in this state of things.

“ On the morning of the 12th a hollow sound was heard, and has always (September 24.) been increasing; the fire and smoke have equally augmented in intensity, and towards evening the horizon was obscured. The breeze, usual in these parts, having blown from the south-east, dissipated the accumulated clouds. The mountain continued to vomit lava and a dense smoke, which even at a distance was strongly sulphureous; the hollow noise in the sides of the mountain continued to increase.

“ Curious to witness as near as possible one of the most astonishing phenomena of nature, and forgetting the misfortune of Pliny, I set out from Naples, and at eight in the evening I reached Portici. From thence to the summit of the mountain the road is long and difficult. About half way there is a hermitage, which has long served for refuge and shelter to the traveller; a good hermit has there fixed his residence, and takes care to furnish, for a moderate sum, refreshments, which to the fatigued traveller are worth their weight in gold. The environs of this hermitage produce the famous wine called *Lachryma Christi*. From the hermitage to the foot of the cave, there is a long quarter of a league of road, tolerably good; but in order to reach from thence the crater, it is necessary to climb a mountain of cinders, where at every step you sink up to the mid-leg. It took my companions, myself, and our guides, two hours to make this ascent; and it was already midnight when we reached the crater.

“ The fire of the Volcano served us for a torch; the noise had totally ceased for two hours; the flame had also considerably decreased; these cir-

circumstances augmented our security, and supplied us with the necessary confidence in traversing such dangerous ground. We approached as near as the heat would permit, and we set fire to the sticks of our guides in the lava, which slowly ran through the hollows of the crater. The surface of this inflamed matter nearly resembles metal in a state of fusion; but as it flows it carries a kind of scum, which hardens as it cools, and then forms masses of scoria, which dash against each other, and roll all on fire, with noise, to the foot of the mountain. Strong fumes of sulphuric acid gas arise in abundance from these scoriae, and by their caustic and penetrating qualities render respiration difficult.

“ We seemed to be pretty secure in this situation, and were far from thinking of retiring, when a frightful explosion, which launched into the air fragments of burning rocks to the distance of more than an hundred toises, reminded us of the danger to which we were exposed. None of us hesitated a moment in embracing a retreat, and in five minutes we cleared in our descent a space of ground which we had taken two hours to climb.

“ We had not reached the hermitage before a noise assailed our ears, more frightful than ever was heard; and the Volcano in all its fury, began to launch a mass equal to some thousand cart-loads of stones, and fragments of burning rocks, with a projectile force which it would be difficult to calculate. As the projection was vertical, almost the whole of this burning mass fell back again into the mouth of the Volcano, which vomited it forth anew to receive it again, with the exception of some fragments which flew off, to fall at a distance, and alarm the inquisitive spectator, who avoided them; as on public *fêtes*, we avoid the handle of the rockets, in our fire works.

“ The 13th commenced with nearly the same appearances as those of the preceding day. The Volcano was tranquil, and the lava ran slowly in the channels which it had formed during the night: but at four in the afternoon, a frightful and continued noise, accompanied with frequent explosions, announced a new eruption; the shocks of the Volcano were so violent, that at fort de L'Œuf, built upon a rock, where I then was, at the distance of near four leagues, I felt oscillations similar to those produced by an earthquake.

“ About five o'clock the eruption commenced, and continued during the greater part of the night. This time the burning matter flowed down all the sides of the mountain, with a force hitherto unprecedented; all Vesuvius was on fire, and the lava has caused the greatest losses; houses and whole estates have been overwhelmed; and at this day families in tears and reduced to despair, search in vain for the inheritance of their ancestors, buried under the destroying lava.

“ At ten at night, the hermitage was no longer accessible; a river of fire had obstructed the road. The districts situated on the south-east quarter of the mountain had still more to suffer. Mount Vesuvius was no longer any thing but one vast flame, and the seaman at a great distance might contemplate, at his leisure, this terrific illumination of nature, &c.”

According to Pinkerton, Vesuvius is a conic detached mountain, about

3,600 feet high, but seems chiefly calcareous, like the Apennines, as it frequently ejects marble, calcareous spar, gypsum, and similar substances. The lava, as usual, is generally with a basis of hornblende, a substance which consists in a great degree of iron. is liable to easy fusion with sulphur: and it is sometimes mingled with felspar, quartz, or granite seemingly ejected from great depths. The terrors of an eruption," continues the same author, "the subterranean thunders, the thickening smoke, the ruddy flames, the strong showers projected to a prodigious height, amidst the coruscations of native lightning, the throes of the mountain, the eruption of the lava, descending in a horrid and copious stream of destruction, have exercised the powers of many writers, but far exceed the utmost energy of description. Yet" he adds, "Vesuvius, placed by the side of Etna, would seem a small ejected hill, the whole circuit of its base not exceeding 30 miles, while Etna covers a space of 180, and its height above the sea is computed at 11,000 feet."*

The ancient city of Herculaneum, almost destroyed by an earthquake, in the reign of Nero, was totally overwhelmed by an eruption of Vesuvius, in the first year of the Emperor Titus. In its course, the lava filled up the streets and houses in some places, to the height of 68 feet above the tops of the latter, and in others above 110 feet. This lava is now of a consistency which renders it extremely difficult to be removed or cleared away; it is composed of bituminous particles, mixed with cinders, minerals, metallic and vitrified sandy substances, &c, which altogether form a close and heavy mass. In the revolution of so many ages, the spot it stood upon was entirely forgotten; but in the year 1713, upon digging into these parts, some remains of this unfortunate city were discovered, and many antiquities dug out; but the search was afterwards discontinued, till the year 1738, when the king of Naples employed men to dig perpendicularly eighty feet deep, whereupon not only the city made its appearance, but also the bed of the river which ran through it. The temple of Jupiter was then disclosed, and the whole of the theatre. In the temple was found a statue of gold, and the inscription that decorated the great doors of the entrance. In the theatre the fragments of a gilt chariot of bronze, with horses of the same metal, likewise gilt: this had been placed over the principal door of entrance. There were, likewise, found among the ruins of this city, multitudes of statues, busts, pillars, paintings, manuscripts, furniture, and various utensils. The streets of the town appear to have been quite straight and regular, the houses well built and much alike; some of the rooms paved with mosaic, others with fine marble, others again with brick, three feet long and six inches thick. It appears that the town was not filled up so unexpectedly with the melted lava, as to prevent the greater part of the inhabitants from escaping with many of the richest effects: for when the excavations were made, there was not more than a dozen skeletons found, and but little gold, silver, and precious stones.

"No traveller," says Kotzebue, "should be induced to descend deep into the ground for Herculaneum. The money which he must give the cicerone he may as well throw into the street; for his curiosity will be paly wearied with a perpetual sameness in every cellar. Great preparations are

* A View of Mount Etna and the Sicilian coast is given in Vol. XXV. page 216.

made, torches are lighted up; a burning wax taper given into every one's hand; after which we descend an incalculable number of steps. We hear the carriages rolling in the street over us, like distant thunder; and what do we see remarkable? Immense masses of lava, which once buried the city. For all the rest we must take the word of the guide. We are dragged up and down through all sorts of cold damp passages that resemble subterraneous labyrinths, and are totally without air. These walls are said to have belonged to the theatre. A small specimen of the marble is still to be seen. Those stairs lead down into the pit; here the unfortunate inhabitants sat witnessing the performance, while Vesuvius was brooding their destruction. We gape at the wall and the stairs, and our approbation to the eicerone, remain as wise as before, and are, at length, heartily glad to get out of this cellar and see the day-light. Formerly this passage was very rich in curiosities; temples, theatres, pictures, statues, &c. were then in abundance to be admired; but now almost the whole is again closed, for want of room to dispose of the lava taken out at present, and there is, properly speaking, nothing to see. The magnificent works of art, which have been brought to light, are in one assemblage, to be found in the Museum of Portici; but the most remarkable objects in this museum are the manuscripts found in two chambers of a house at Herculaneum. Though they have been so frequently described, they must be seen to furnish a correct idea of them. They resemble cudgels reduced to the state of a cinder, and in part petrified; are black, and chesnut brown; lie in many glass cases; and unfortunately so decayed, that under every one of them a quantity of dust and crumbs is to be perceived. Being rolled up together in the manner of the ancients, and perhaps also gradually damaged by the moisture penetrating through the ashes, it appears almost impracticable ever to decypher a syllable of them. But for the industry and talent of man nothing is impossible, and his curiosity impels him to the most ingenious inventions: the process of unrolling and decyphering them is going on, at this very time with success."

The town of Pompeii was destroyed by the same eruption which occasioned the destruction of Herculaneum. One street, and a few detached buildings of this town, have been cleared; the street is well paved, with the same kind of stone of which the ancient roads are made, and narrow causeways are raised a foot and-a-half on each side for the conveniency of foot passengers. Dr. Moore observes, that the street itself is not so broad as the narrowest part of the Strand, and is supposed to have been inhabited by trades-people. The traces of wheels of carriages are to be seen on the pavement. The houses are small, but give an idea of neatness and conveniency. The stone on the walls is smooth and beautiful, and as hard as marble. Some of the rooms are ornamented with paintings, mostly single figures, representing some animal. They are tolerably well executed, and a little water being thrown on them the colours appear surprisingly fresh. Most of the houses are built on the same plan, and have one small room from the passage, which is conjectured to have been the shop, with a window to the street; and a place which seems to have been contrived for showing the goods to the greatest advantage. In another part of the town is a rectan-

gular building, with a colonnade towards the court, something in the style of the Royal Exchange, at London, but smaller. At a considerable distance from this is a temple of the Goddess Isis, the pillars of which are of brick, stuccoed like those of the guard room; but there is nothing very magnificent in the appearance of this building. The best paintings hitherto found at Pompeii, are those of this temple; they have been cut out of the walls, and removed to Portici. Few skeletons were found in the street of this town, but many in the houses. In one apartment were the skeletons of 17 poor wretches, who had been confined by the ankles in an iron machine. Many other bodies were found, some of them in circumstances which plainly shewed that they were endeavouring to escape when the eruption overtook them.

The town of Torre del Greco, situated between Herculaneum and Pompeii, was also destroyed by the eruption; but the inhabitants returned, and rebuilt the town on the same spot. In 1794, as already stated, it was again nearly destroyed.

A view of the town and fortress of Castel-a-mare, in which the Neapolitan rebels took refuge, in the summer of 1799, is noticed in our XXIIIrd volume, page 241.

The town of Amalfi, in the Gulf of Salerno, 30 miles S. E. of Naples, is celebrated for the discovery of the papyrus of Justinian, and for the invention of the mariner's compass; the former, A. D. 1137; the latter, about the year 1302. Flavio de Gioia, a native of Amalfi, was the man who had the honour of inventing, or discovering the compass, or magnetic needle;* a circumstance which is commemorated in the following verse of the middle ages:

“Prima dedit nautis usum magnetis Amalfis.”

Amalfi was formerly a commercial city of note. It lies high, and is sheltered from easterly and north-easterly winds; but it has no haven; the road, or anchorage, is under the shore, near the point.

The island of Ischia appears to be of volcanic origin; for, although no eruptions are now visible, scoria and lava are found, and several hot springs. It is mountainous, and produces abundance of fruit and game; and, as the air is healthy, it is much resorted to by invalids. Ischia, the town, is situated on the north coast of the island, on a rock surrounded by the sea, and communicating with the island by a bridge.

Vivara is a small island about a mile to the northward of Ischia, and almost adjoining Procida.

Procida produces abundance of game, fruit, and wine. It has a town of the same name, situated on the southern coast.

* For an interesting and detailed account of the discovery and progressive improvement of the mariner's compass, the reader is referred to the VIIIth Volume of the Naval Chronicle, page 120. Further anecdotes relating to the magnetic compass are recorded in our XVIIth Volume, pages 200, and 405; and also in the Introduction to Clarke's History of the Progress of Maritime Discovery, to which our limits will not, at present permit us to turn.

Poetry

EXTRACT

FROM

CHILDE HAROLD'S PILGRIMAGE,

A ROMANCE, BY LORD BYRON.

(*Canto 2d, Stanza 17.*)

HE that has sail'd upon the dark blue sea,
 Has view'd at times, I ween, a full fair sight;
 When the fresh breeze is fair as breeze may be,
 The white sail set, the gallant frigate tight;
 Masts, spires, and strand retiring to the right,
 The glorious main expanding o'er the bow,
 The convoy spread like wild swans in their flight,
 The dullest sailor wearing bravely now,
 So gaily curl the waves before each dashing prow.

XVIII.

And oh, the little warlike world within!
 The well reev'd guns, the netted canopy,
 The hoarse command, the busy booming din,
 When, at a word, the tops are mann'd on high:
 Hark to the boatswain's call, the cheering cry!
 While through the seaman's hand the tackle glides;
 Or school-boy midshipman that standing by,
 Strains his shrill pipe as good or ill betides,
 And well the docile crew that skilful urchin guides.

XIX.

White is the glassy deck, without a stain,
 Where on the watch the etaid Lieutenant walks.
 Look on that part which sacred doth remain
 For the lone Chieftain who majestic stalks,
 Silent and seated by all—not oft he talks
 With aught beneath him, if he would preserve
 That strict restraint, which broken, ever balks,
 Conquest and Fame: but Britons rarely swerve
 From Law, however stern, which tends their strength to nerve.

XX.

Blow! swiftly blow, thou keel-compelling gale,
 Till the broad Sun withdraws his burning ray;
 Then must the pennant-bearer slacken sail,
 That lagging barks may make their lazy way.
 Ah, grievance sore! and listless dull delay.

To waste on sluggish bulks the sweetest breeze!
 What leagued are lost before the dawn of day,
 Thus loitering pensive on the willing seas,
 The flapping sail hauled down to halt for logs like these!

* * * * *

XXIV.

Thus bending o'er the vessel's laving side,
 To gaze on Dian's wave-reflected sphere;
 The soul forgets her schemes of hope and pride,
 And flies unconscious o'er each backward year:
 None are so desolate, but something dear,
 Dearer than self, possesses or possess'd
 A thought, and claims the homage of a tear;
 A flashing pang! of which the weary breast
 Would still, albeit in vain, the heavy heart divest.

* * * * *

XXVII.

Pass we the long unvarying course, the track
 Oft trod, that never leaves a trace behind;
 Pass we the calm, the gale, the charge, the tack,
 And each well known caprice of wave and wind;
 Pass we the joys and sorrows sailors find,
 Coop'd in their winged sea-girt citadel;
 The foul, the fair, the contrary, the kind,
 As breezes rise and fall, and billows swell,
 Till on some jocund morn—to land! and all is well.

 Marine Law.

PILOTAGE.

THE bill for the more effectual regulation of pilots, &c. (of which an abstract is given at page 243 of this volume) has received the Royal Assent, with certain new clauses and schedules, which were, in the lower House, added by the Committee, in the following order:—

(Clause marked A. in amended copy, of bill) enacting that Cinq.-port pilots of the lower-book class be allowed, after certain periods of service, to take charge of ships of greater draft than heretofore, in absence of pilots belonging to higher class.

(Clause D.) Court of load-manage to settle compensation to be paid to upper-book pilots by those of the lower, for being allowed to take charge of Ships of greater draft.

(Clause E.) directing rules to be made for Cinq.-port pilots.

(Clause B.) Owner or master, in case of compensation for loss arising from neglect in procuring pilot, not to be liable for more than the value of ships and freight-money.

(Clause C.) Owners not to be liable for loss arising from incompetency of pilots taken on board under provisions of this act.

SCHEDULE (A.)

TABLE of the RATES of PILOTAGE for Piloting Ships from *The River to The Downs*, and up and down the *North Channel*, from and to *Hosely Bay*; or from or off the Entrance of *The Thames to London*, and to Sea from *The River*.

FROM	TO	7 Feet & under		10 Feet		11 Feet		12 Feet		13 Feet		14 Feet		15 Feet		16 Feet		17 Feet		18 Feet		19 Feet		20 Feet		21 Feet		22 Feet		23 Feet & upwards.		
		L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	L. s. d.	
The Sea, Orfordness, The Downs, Hosely Bay, and vice versa.	Nore or Warps Gravesend, Chatham, Standgate Creek, or Blackstake Longreach Woolwich or Blackwall Moorings of London Docks	4 0 0	5 0 0	5 10 0	6 10 0	7 0 0	8 0 0	9 0 0	10 0 0	11 0 0	12 0 0	13 0 0	14 0 0	15 0 0	16 0 0	17 0 0	18 0 0	19 0 0	20 0 0	21 0 0	22 0 0	23 0 0	24 0 0	25 0 0	26 0 0	27 0 0	28 0 0	29 0 0	30 0 0	31 0 0	32 0 0	33 0 0
		5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	10 0 0	11 0 0	12 0 0	13 0 0	14 0 0	15 0 0	16 0 0	17 0 0	18 0 0	19 0 0	20 0 0	21 0 0	22 0 0	23 0 0	24 0 0	25 0 0	26 0 0	27 0 0	28 0 0	29 0 0	30 0 0	31 0 0	32 0 0	33 0 0	34 0 0	35 0 0
		6 0 0	7 0 0	8 0 0	9 0 0	10 0 0	11 0 0	12 0 0	13 0 0	14 0 0	15 0 0	16 0 0	17 0 0	18 0 0	19 0 0	20 0 0	21 0 0	22 0 0	23 0 0	24 0 0	25 0 0	26 0 0	27 0 0	28 0 0	29 0 0	30 0 0	31 0 0	32 0 0	33 0 0	34 0 0	35 0 0	36 0 0
		7 0 0	8 0 0	9 0 0	10 0 0	11 0 0	12 0 0	13 0 0	14 0 0	15 0 0	16 0 0	17 0 0	18 0 0	19 0 0	20 0 0	21 0 0	22 0 0	23 0 0	24 0 0	25 0 0	26 0 0	27 0 0	28 0 0	29 0 0	30 0 0	31 0 0	32 0 0	33 0 0	34 0 0	35 0 0	36 0 0	37 0 0
The Nore or Warp, of Mercabour, and vice versa.	Gravesend, Standgate Creek, or Blackstake Longreach or Chatham Woolwich or Blackwall Moorings of London Docks	2 0 0	3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	10 0 0	11 0 0	12 0 0	13 0 0	14 0 0	15 0 0	16 0 0	17 0 0	18 0 0	19 0 0	20 0 0	21 0 0	22 0 0	23 0 0	24 0 0	25 0 0	26 0 0	27 0 0	28 0 0	29 0 0	30 0 0	31 0 0	32 0 0
		3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	10 0 0	11 0 0	12 0 0	13 0 0	14 0 0	15 0 0	16 0 0	17 0 0	18 0 0	19 0 0	20 0 0	21 0 0	22 0 0	23 0 0	24 0 0	25 0 0	26 0 0	27 0 0	28 0 0	29 0 0	30 0 0	31 0 0	32 0 0	33 0 0
		4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	10 0 0	11 0 0	12 0 0	13 0 0	14 0 0	15 0 0	16 0 0	17 0 0	18 0 0	19 0 0	20 0 0	21 0 0	22 0 0	23 0 0	24 0 0	25 0 0	26 0 0	27 0 0	28 0 0	29 0 0	30 0 0	31 0 0	32 0 0	33 0 0	34 0 0
		5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	10 0 0	11 0 0	12 0 0	13 0 0	14 0 0	15 0 0	16 0 0	17 0 0	18 0 0	19 0 0	20 0 0	21 0 0	22 0 0	23 0 0	24 0 0	25 0 0	26 0 0	27 0 0	28 0 0	29 0 0	30 0 0	31 0 0	32 0 0	33 0 0	34 0 0	35 0 0
Gravesend Reach, and vice versa.	Woolwich or Blackwall Moorings of London Docks	1 0 0	2 0 0	3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	10 0 0	11 0 0	12 0 0	13 0 0	14 0 0	15 0 0	16 0 0	17 0 0	18 0 0	19 0 0	20 0 0	21 0 0	22 0 0	23 0 0	24 0 0	25 0 0	26 0 0	27 0 0	28 0 0	29 0 0	30 0 0	31 0 0
		2 0 0	3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	10 0 0	11 0 0	12 0 0	13 0 0	14 0 0	15 0 0	16 0 0	17 0 0	18 0 0	19 0 0	20 0 0	21 0 0	22 0 0	23 0 0	24 0 0	25 0 0	26 0 0	27 0 0	28 0 0	29 0 0	30 0 0	31 0 0	32 0 0
		3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	10 0 0	11 0 0	12 0 0	13 0 0	14 0 0	15 0 0	16 0 0	17 0 0	18 0 0	19 0 0	20 0 0	21 0 0	22 0 0	23 0 0	24 0 0	25 0 0	26 0 0	27 0 0	28 0 0	29 0 0	30 0 0	31 0 0	32 0 0	33 0 0
		4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	10 0 0	11 0 0	12 0 0	13 0 0	14 0 0	15 0 0	16 0 0	17 0 0	18 0 0	19 0 0	20 0 0	21 0 0	22 0 0	23 0 0	24 0 0	25 0 0	26 0 0	27 0 0	28 0 0	29 0 0	30 0 0	31 0 0	32 0 0	33 0 0	34 0 0
Longreach, and vice versa.	Woolwich or Blackwall Moorings of London Docks	1 0 0	2 0 0	3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	10 0 0	11 0 0	12 0 0	13 0 0	14 0 0	15 0 0	16 0 0	17 0 0	18 0 0	19 0 0	20 0 0	21 0 0	22 0 0	23 0 0	24 0 0	25 0 0	26 0 0	27 0 0	28 0 0	29 0 0	30 0 0	31 0 0
		2 0 0	3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	10 0 0	11 0 0	12 0 0	13 0 0	14 0 0	15 0 0	16 0 0	17 0 0	18 0 0	19 0 0	20 0 0	21 0 0	22 0 0	23 0 0	24 0 0	25 0 0	26 0 0	27 0 0	28 0 0	29 0 0	30 0 0	31 0 0	32 0 0
		3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	10 0 0	11 0 0	12 0 0	13 0 0	14 0 0	15 0 0	16 0 0	17 0 0	18 0 0	19 0 0	20 0 0	21 0 0	22 0 0	23 0 0	24 0 0	25 0 0	26 0 0	27 0 0	28 0 0	29 0 0	30 0 0	31 0 0	32 0 0	33 0 0
		4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	10 0 0	11 0 0	12 0 0	13 0 0	14 0 0	15 0 0	16 0 0	17 0 0	18 0 0	19 0 0	20 0 0	21 0 0	22 0 0	23 0 0	24 0 0	25 0 0	26 0 0	27 0 0	28 0 0	29 0 0	30 0 0	31 0 0	32 0 0	33 0 0	34 0 0
Woolwich or Blackwall, and vice versa.	Moorings of London Docks	1 0 0	2 0 0	3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	10 0 0	11 0 0	12 0 0	13 0 0	14 0 0	15 0 0	16 0 0	17 0 0	18 0 0	19 0 0	20 0 0	21 0 0	22 0 0	23 0 0	24 0 0	25 0 0	26 0 0	27 0 0	28 0 0	29 0 0	30 0 0	31 0 0
		2 0 0	3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	10 0 0	11 0 0	12 0 0	13 0 0	14 0 0	15 0 0	16 0 0	17 0 0	18 0 0	19 0 0	20 0 0	21 0 0	22 0 0	23 0 0	24 0 0	25 0 0	26 0 0	27 0 0	28 0 0	29 0 0	30 0 0	31 0 0	32 0 0
		3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	10 0 0	11 0 0	12 0 0	13 0 0	14 0 0	15 0 0	16 0 0	17 0 0	18 0 0	19 0 0	20 0 0	21 0 0	22 0 0	23 0 0	24 0 0	25 0 0	26 0 0	27 0 0	28 0 0	29 0 0	30 0 0	31 0 0	32 0 0	33 0 0
		4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	10 0 0	11 0 0	12 0 0	13 0 0	14 0 0	15 0 0	16 0 0	17 0 0	18 0 0	19 0 0	20 0 0	21 0 0	22 0 0	23 0 0	24 0 0	25 0 0	26 0 0	27 0 0	28 0 0	29 0 0	30 0 0	31 0 0	32 0 0	33 0 0	34 0 0

Ships not having British Registers, are to pay one-fourth more of the Rates of Pilotage than stated in the above Table, (except chiefly laden with Corn, or other Provisions,) and which is to be paid at the Custom House.

For Half a Foot exceeding the above Draughts of Water; the medium Price between the two-Limits.

For intermediate Distances, a proportionate Rate.

For removing a Ship or Vessel from Moorings into a dry or wet Dock:
 For a Ship under 300 Tons - L. 0 15 0
 300 to 600 - - - - - 1 1 0
 600 to 1000 - - - - - 1 11 6
 above 1000 - - - - - 2 2 0

In the River Thames } For a Boat of a Class carrying an Anchor of above 4 Cwt. with a corresponding Tow-line, the Rate L. 2 2 0 } Per Trip for the whole Distance from Gravesend
 Above Gravesend } with an Anchor above 3 Cwt. and corresponding Tow-line - - - - - 1 11 6 } to London; and in proportion for any part of
 Do. with an Anchor under 3 Cwt. &c. - - - - - 1 1 0 } that distance.

And for each Man's Service in those Boats, 10s. 6d. per Tide.

SCHEDULE (B)

A TABLE of the respective RATES to be received by the PILOTS of the CINQUE PORT ESTABLISHMENT, according to the Regulations established by this Act.

FROM	TO	Under From 7 Feet to 10 Ft	11 Feet	12 Feet	13 Feet	14 Feet	15 Feet	16 Feet	17 Feet	18 Feet	19 Feet	20 Feet	21 Feet	22 Feet	23 Feet & upwards.
The Downs	Note, sheers, Standgate Creek, Graveend	L. s. d. 5 0 7	L. s. d. 6 8 13	L. s. d. 7 0 9	L. s. d. 8 10 4	L. s. d. 9 11 0	L. s. d. 10 11 6	L. s. d. 11 12 12	L. s. d. 12 13 18	L. s. d. 13 14 24	L. s. d. 14 15 30	L. s. d. 15 16 36	L. s. d. 16 17 42	L. s. d. 17 18 48	L. s. d. 18 19 54
	Longreach	5 10 0	8 8 6	9 9 0	10 4 9	11 3 0	12 18 18	13 14 3	14 18 18	15 14 4	16 24 5	17 24 5	18 24 5	19 24 5	20 24 5
	Blackwall or London	6 12 3	8 19 0	10 4 9	11 0 12	1 6 12	17 3 14	18 14 4	19 16 14	20 13 9	21 19 7	22 19 7	23 19 7	24 19 7	25 13 3
Standgate Creek	Graveend	3 6 5	3 17 0	4 8 2	4 19 0	5 10 3	6 1 3	6 12 3	7 3 3	7 14 4	8 5 4	8 16 4	9 7 4	10 4 9	11 4

N. B. One fourth part is to be added to the respective Rates in the several foregoing Classes, for Ships not having British Registers.

For every Half Foot, exceeding 10 Feet of the above Draughts of Water, an increased Rate, equal to the Medium between the two Limits, is to be paid.

For Intermediate Distances a proportionate Rate, equal to Half the Difference between the two Limits.

Ships and Vessels, which shall be boarded by Pilots Westward of the Downs, are to pay the several Rates following

For putting a Pilot on board, and for Pilgrage to the Anchorage in the Downs.

1 From off Dungessers to the Downs	L. s. d.	5 0
2 From the Westward of Folkestone to the Downs	L. s. d.	4 0
3 From the Westward of Dover to the Downs	L. s. d.	3 0
4 From the Westward of Dover to the Downs	L. s. d.	3 0
5 From off Dover and Westward of the South Foreland to the Downs	L. s. d.	2 0
6 From off the South Foreland, and to the Northward of that Promontory, to the Anchorage in the Downs, or for coming on board when at anchor there	L. s. d.	1 0

Ships not having British Registers, to pay One-fourth more of the Rates of Pilgrage than is stated in this Table, except such as are chiefly laden with Corn or other Provisions.

To all the several Rates above-mentioned shall be added 10% per Cent when the Number of Cinque Port Pilots shall be increased to 160, and 5% per Cent when they shall be increased to 180; of which increased numbers, respectively, notice shall be given by the Lord Warden of the Cinque Ports, or by his authority, in the London Gazette, and in one or more Newspapers circulating in the Counties of Middlesex and Kent

For a Boat of a class carrying an Anchor or above 4 cwt., with a corresponding Tow-line, the Rate L. s. d. 2 2 0 } Per trip, for the whole distance from
 In the River above Graveend - - - - - Ditto - - - - - with an Anchor above 2 cwt. and a corresponding Tow line - - - - - 1 11 0 }
 Ditto - - - - - with an Anchor not above 2 cwt. and a corresponding Tow line - - - - - 1 11 0 }
 And for each Man's service in those Boats, 10s. 6d. per Tide.

MILITARY COURTS-MARTIAL.

At a court martial assembled at Sheerness on the 20th, and, by adjournment, the 21st February, 1812, in pursuance of an order from the Lords Commissioners of the Admiralty, dated the 18th day of February, 1812, proceeded to inquire into the conduct of Lieutenant Charles Champion, commanding H. M. gun-brig Snipe, relative to certain mercantile transactions, stated to have been entered into by him between the 24th April, 1810, and the 1st January, 1812, and to try him for a breach of the 19th article of war; as particularly set forth in a letter, signed "Philo Vantas," together with two other letters, signed "James Johnstone," with several inclosures, referred and addressed to John Wilson Croker, Esq. and having heard the evidence in support of the charges, as well as what the prisoner had to offer in his defence, and having most maturely and deliberately weighed and considered the same, the Court is of opinion, that the charges against the prisoner, Lieutenant Charles Champion, are not proved, and do therefore most fully acquit him of the same, and Lieutenant Charles Champion is hereby most fully acquitted accordingly,

"The Court is further of opinion, that the conduct of the prosecutor (Mr. James Johnstone), is highly avidious and malicious, tending much to do away the good understanding among the officers in his Majesty's navy, and, therefore, cannot too strongly deprecate the motives by which he appears to have been actuated.

(Signed by the Court.)

COURT OF KING'S BENCH.

CUTHBERT v LAWLESS.

THE Hon. George Cuthbert has, in a liberal manner, given directions to his counsel to stay all further proceedings in the prosecution pending between him and Captain Lawless, of H. M. S. Vautour; for a gross assault, committed by Captain L. in May last, and in which case judgment had been suffered to go by default. The character in which Mr. Cuthbert stood as a clergyman, and a magistrate, rendered it necessary for him in this case to claim the protection of the laws - but the point of fact being decided, and the sentence of the law only remaining to be pronounced, with that feeling which arises from the religion of which he is a member, Mr. C. has waived all further prosecution of the case. The singular circumstances of the case would not admit of a proffered apology, and Mr. C. was not required of Captain Lawless, even to pay the costs of the prosecution.

NAVAL HISTORY OF THE PRESENT YEAR, 1812.

(*March—April.*)

RETROSPECTIVE AND MISCELLANEOUS.

BADAJOS, the fortress of which was invested by the Earl of Wellington, on the 16th of March, was stormed and taken on the night of the 6th of April. The French garrison originally consisted of 5,000 men, of which 1,200 were killed during the siege, 800 fell in the assault, and 3,000 were taken prisoners. From the commencement of the operation, till the close, the allied army had upwards of 1,000 men killed, and nearly 4,000 wounded.—Seville is reported to have been taken possession of by Ballasteros; and it is expected that the French will be compelled to raise the siege of Cadiz.

Buonaparte is not yet known to have left Paris; but a very formidable army, under Davoust and Oudinot, has marched towards Russia. Buonaparte has offered Finland and part of Russia, as far as the Lake Ladoga, to Sweden, on condition of her bringing 35,000 men to join the French armies.—Sweden, it is added, has declined the offer.—A Treaty of Alliance, offensive and defensive, to which England is a party, is understood to have been signed between Russia and Sweden.

A Russian Commercial Decree was passed in January, confirming that of 1811, and adding to the list of articles allowed to be imported under the latter, a considerable number of others, of British manufacture, coming under the denomination of hard goods. The Decree does not admit any colonial produce but raw sugar; yet fine cottons of all colours are allowed to be imported: both are subjected to an advance of duty; but the commercial facilities are expected to be soon greatly enlarged.

On Sunday, the 19th of April, a flag of truce arrived at Dover, with despatches from the French Government, which were immediately forwarded to London. A Cabinet Council was holden on the Tuesday following; and, on the succeeding day, a Declaration was published by Government, in answer, it may be considered, to the report which was made by the French minister to the Conservative Senate, on the 10th ult. relating to the British Orders in Council. This document bears the date of April 21, the day on which the Cabinet Council sat; from which it is inferred, that the French despatches contained some proposal for a repeal, or modification, of the Orders in Council. The British declaration, which must be regarded as a paper of considerable importance, expresses the determination of Government, to defend and maintain the maritime rights and commercial interests of the nation; and it also refutes the appeal, made by the French minister to the Treaty of Utrecht. By this instrument, a solemn engagement is entered into, by the British government, to revoke the Orders in Council, immediately on the actual and unconditional repeal of the Berlin and Milan Decrees, as retaliatory measures against which they were originally issued.

The Catholic Question was negatived, in the House of Lords, on the 24th of April, by 174 against 102; and, in the House of Commons, on the 24th of April, by 300 against 215.

The French squadron, whose escape from L'Orient was mentioned at page 254, got into Brest on the 29th of March, without effecting any thing but the capture of a schooner!

Letters on Service,

Copied, verbatim, from the LONDON GAZETTE.

ADMIRALTY-OFFICE, MARCH 28, 1812.

Extract of a Letter from Vice-admiral Sir Edward Pellew, Bart. Commander-in-Chief of H. M. Ships and Vessels in the Mediterranean, to John Wilson Croker, Esq. dated on board H. M. S. Caldonia, at Port Mahon, the 8th of February 1812.

I HAVE the honour to transmit to you herewith, to be laid before my Lords Commissioners of the Admiralty, copies of two letters from Captain Codrington, of the Blake, dated on board that ship off Mataro, the 26th of January and 2d of February last, which will acquaint their Lordships of the situation of affairs in that principality, according to the latest information.

Throughout the whole of the contest the zeal and judgment with which the aid of His Majesty's naval force has been applied to the patriot cause, is deserving their Lordships' approbation. The officers and men have not only sought every opportunity to distinguish themselves, but have submitted with the greatest cheerfulness to fatigue and privation, shewing the greatest humanity towards the suffering inhabitants.

SIR,

Blake, off Villa Nueva, Jan. 26, 1812.

An easterly gale of wind prevented our gaining any communication with the coast until the 11th, when I joined the Invincible in Salon Bay: shortly afterwards Captain Adam came on board with General Lacy from Reus, and acquainted me with a meditated attack upon Tarragona, by the division of the Baron d'Eroles, previously to their intended march into Arragon, as a diversion in favour of Valencia.

On the morning of the 19th I went to Reus, by desire of General Lacy, to be present at the final arrangement for the attack upon Tarragona that night: I found the commanding officers belonging to the different corps assembled; and the order of attack was scarcely made known to them, before an aid-du-camp of the Baron d'Eroles announced the actual arrival of the French at Cambrills from Tortosa (having left Valencia after its surrender), amounting, according to a letter previously received, to about three thousand men, "Alas armas," cried the Baron d'Eroles, with an animation which seemed to have a suitable effect on all the officers present; and I do not believe more than an half hour had elapsed, before the whole of the Division, consisting of between five and six thousand men, were on the ground, and ready to march. As I had ordered a boat to Salon, with twenty barrels of powder for the army, and as I was anxious to render what assistance might be in my power, I made an attempt to regain my ship, notwithstanding by an orderly dragoon, but, after proceeding about three

miles, we were chased back by a party of French cavalry, which we met with at the crossing of the road.

Upon my return I found the troops advancing on the road to Tarragona, in order to cut the enemy's line of march, the Baron d'Eroles putting himself at the head of about seventy cuirassiers, to reconnoitre their strength and position, while General Lacy directed the movements of the respective corps, in readiness for the intended attack. We had scarcely reached the road from Cambrills to Tarragona, when the Baron brought in prisoners two French cuirassiers, who stated that their General (Lafond) had reached the latter place in safety, accompanied by some dragoons, leaving the infantry, amounting to about eight hundred, just by in Villa Suca. General Lacy ordered the Regiment of Buca to attack them immediately, and directed other corps to surround the town, and prevent their escape. The enemy being advantageously posted behind the walls of the village, and that single regiment being much inferior to them in numbers, after a considerable loss in killed and wounded, including amongst the latter, and very severely, their gallant Colonel, Reding, they were obliged to retire; but the regiment intended for their support coming up, forced the French, who had advanced in a compact body, to retire in their turn, and being attacked in their rear by the Baron, they could never effectually rally, notwithstanding the effort they made, accompanied by a general cheer; despair was now visible in their conduct; and one or two discharges from a field-piece, which just then reached the ground, occasioned the surrender of all who remained alive, amounting to above six hundred;—I judge the number of the enemy, dead and dying, which I saw in the field, to amount to two hundred; that of the Spaniards bearing no proportion whatever. It seems, that having information from some spy of our landing, at the time one party of the dragoons chased me, another proceeded to Salon, where they made prisoners of Captains Pringle and Flin, who were walking near the beach, and of Lieutenant Gattle, belonging to this ship, who was waiting on shore with the powder, the boats and boats' crews having effected their escape. These officers, who were guarded close in the rear of the French during the whole of the battle, after being plundered of even part of their clothes, bear witness to their extreme pusillanimity on the approach of disaster, and to their severe loss both in the field and in the houses, in which they sought refuge, owing to the superior dexterity of the Spanish fire. I have given you this little affair in detail, because it evinces considerable improvement in the discipline and organization of the Catalan army; and I can vouch for the cheerfulness with which they proceeded to the attack, under belief of the enemy's force being much nearer their equivalent in numbers. The arrangements made by General Lacy appeared to me well calculated to keep up the mutual support requisite on such an occasion; and the whole conduct of the Baron d'Eroles particularly animating and exemplary; nor shall I readily forget the delight he expressed upon liberating my brother officers from the grasp of our mutual enemy.

Notwithstanding the fatigue of the troops, the General still expressed his intention of attacking Tarragona on that night, and we were therefore escorted to our ships about five o'clock, and weighed immediately. I stationed the Sparrowhawk off the Mole to keep up the communication with the army on that side, and the Merope to the eastward, for the same purpose, whilst the Blake was to occupy the attention of the enemy opposite the Malaga. We had scarcely reached the town, and opened our fire, when the wind increased to a gale at N. W., and prevented all communication by boats with the shore. We persevered, however, under a press of sail, standing off and on; so as to keep up the bombardment, until day-light; but the assault was not made, nor could we see any of the Spanish troops in the

neighbourhood in the morning. Anxious to afford every encouragement in an enterprize which, besides being of material service to the general cause, would, if successful, have produced me, individually, such particular satisfaction we continued to work up under as much sail as we could carry the next day, in order to communicate, if possible, with the army, until at length, by the main-sail blowing entirely out of the bolt-ropes, other sails splitting, and the barge sinking before we could get the carronade and ammunition out of her, I was driven to the necessity of anchoring for shelter just without range of shot to the eastward of the town. I am still uninformed of the particular cause which prevented the attack being made, either on the 19th or the following night, having had no direct communication with any of the chiefs, but by short requests for assistance, circuitously conveyed, in consequence of the arrival of various divisions of the enemy in those parts, amounting to seven thousand men.

A few lines from General Lacy, which I received on the 23d, induced me to push for Mataro, which I had nearly reached on the 24th, when a very severe gale from the N. E. necessarily reduced me to storm staysails; and whilst persevering off Barcelona, in an endeavour to hold our own, by keeping the ship's head to the eastward, she was struck by a sea, which has started all the timbers and rail of the head, ledges and earlings, bent the iron rail close into the bowsprit, drew the chock in the stern which receives the bolt for the bumkin shroud, carried away the round-house and head door, and filled the main deck with water, so that the officers were up to their knees in the ward room, although both our spars and ropes stood this severe trial without injury. I bore up for shelter at Villa Nueva, where we were about to anchor at four P. M. on the 25th, in company with the Sparrowhawk and Merope, which I had left to assist the Baron d'Kroles, when the latter, which had just weighed, made the signal for the enemy upon the road to the westward, and shortly afterwards opened her fire on them. The gale being over, and the wind light, we made all sail, and soon commenced firing also. We observed three waggons disabled and abandoned, and considerable discomfiture among the troops, notwithstanding the difficulty we were under from a heavy swell setting directly on shore. Arriving opposite Vendrell we perceived another party coming from the westward, with cavalry, artillery, &c. amounting to some thousand men, which directed their course in land upon our approach. We were however enabled, by giving the guns the greatest elevation, to discharge two or three broadsides before dark, which I trust, did them material damage. Since this they have never appeared upon any part of that coast; and I know nothing more of the movements of either army than from the reports of desperate battles having taken place, the result of which is so variously stated, that it is impossible to venture an opinion without more authentic intelligence.

I have the honour to be, &c.

E. CODRINGTON.

*Sir Edward Pellew, Bart. Vice-admiral
of the Red, &c.*

SIR,

Blake, off Mataro, Feb. 2., 1812.

Passing Barcelona on the night of the 26th, Captain Guion brought me communications from Captain Tower, respecting the services of the Curacoa, Rainbow, and Papillon, in harassing a division of the enemy which was marching along the coast from the eastward, and in finally obliging them to retire, and proceed towards Barcelona by a more circuitous route. And I beg to assure you, that their unremitting exertions on all occasions, in aiding our ally on the one part, and checking the progress of the enemy on the other, fully entitle them to your approbation.

On the 29th, whilst watering at Arens, I received information that the

whole French force, which had lately traversed this principality, amounting to seven thousand men (four thousand of which were collected from the Ampurdan, and the other three thousand from the garrison of Barcelona), were about to make a movement along the coast. I therefore directed Captain Tower, instead of returning immediately to the Medas, which he had lately supplied with provisions and water, and which could not well be in any other danger whilst the whole of the army was in this quarter, to proceed with the Merops to Mataro, and concert with the governor, Colonel O'Ryan, the most advisable means for its defence. On the morning of the 30th, the Curacoa making the signal that the enemy were advancing, the Rainbow opened her fire upon them near Vilasar, as did the Curacoa and Merops upon their approach to Mataro. I weighed immediately, and worked up to that place, accompanied by the Papillon, which just then joined me, having been driven, in company with the Triton transport, off the coast in the late gale.

The French appearing determined to occupy the town, and the inhabitants having had notice of their approach on the preceding evening, and consequently sufficient time to remove their most valuable effects, I felt myself called upon to comply with the desire of the Captain-General, repeated by Colonel O'Ryan, and opened the fire of the squadron upon such parts of the town as appeared to be most occupied by the enemy, and which was suffering by indiscriminate plunder. The tops of the mountains were covered as usual by the irregular Spanish forces acting in Guerilla; and I was in hopes that our united efforts had inclined the enemy to quit the place. They returned, however, at night, and have continued to occupy the town partially ever since, as I judge by their movements, giving each part of the army an opportunity to plunder in its turn. It being impossible to continue the great expense of ammunition, by persevering according to the tenor of Colonel O'Ryan's letter, our fire has only been repeated at intervals, so as to keep the enemy in constant trouble and alarm.

We have reports from Arens of their having lost six hundred men; and the evident effects of our shot upon the houses in the parts to which they have been directed, induces me to give credit to that assertion.

I sent the Curacoa and Papillon to Arens, in consequence of a report that another French division was about to enter that town, intending the former should return to the Medas the moment her services could be dispensed with, and I have sent Captain Tower eleven thousand five hundred cartridges, to supply the demands lately made on me by the Patriots, and have directed him to furnish them with such proportion of biscuit as they have required, to enable them to maintain the position they occupy upon the mountains at the back of this town. Yesterday evening the Curacoa telegraphed "the enemy entering Catilla, St. Paul, and Canet; but want of wind has prevented that ship and the Papillon hitherto from attacking them, except by their boats.

This narrative added to my preceding letter will afford you the best means I can procure to enable you to judge of the critical state of affairs in this principality.

It appears to me, however, that the Spanish army has increased its exertions in proportion to the difficulties it has had to contend against; and I therefore supplicate that you will be pleased to send me all the means you can spare for clearing the coast of the enemy, and furnishing it with such supplies as may be necessary for keeping up the energy and resolution by which it is at present characterised. General Sarzheld I am told was actually taken prisoner, a few days ago, but was rescued by a Swiss grenadier of the regiment of Bosa, who killed the Frenchman that had got possession of him, and recovered even the sash, which he had just stripped from him, and amongst the losses which they have suffered in the late battles, I am

sorry to find the names of some of those rising young men, most distinguished for their gallantry; besides Colonel Reding, severely wounded on the 16th, Colonels Villamil, and De Croft, also of the division of Eroles, were wounded in the hard fought battle of the 24th, in which the French are said to have left six hundred dead on the field; and Colonel Jalon, who has so often distinguished himself with the Cuirassiers, and was left at Mataro to recover from an accidental wound he received at Belpuig, was killed at the head of a Guerilla party on the 31st.

I have now to inform you that the enemy broke up from Mataro this morning before day-light, and seeing his ship weigh for the purpose of watching their movements, they took a line through the vineyards, out of gun shot, which made their march so very tedious and fatiguing, that they did not reach Arens de Mar, until three o'clock, and after being somewhat harassed upon their approach to that place by the Spanish irregular troops upon the mountains. Seeing them halt upon the hills, I anchored here, and jointly with the Curacoa, Papillon, and boats, threw a few shot over this town to deter them from entering it. But as we observed a few of them approach the place just before dark, I have ordered the boats to scour the street which runs down to the sea, to check their plundering the houses, during the night, as much as possible.

I have the honour to be, &c.

E. CODRINGTON.

*To Sir Edward Pellew, Bart. Vice-admiral
of the Red, &c.*

*Copy of a Letter from Capt Rowley of H. M. S. the Eagle, addressed to
Vice-admiral Sir Edward Pellew, Bart and transmitted by the Admiral
to John Wilson Croker, Esq.*

SIR,

The Eagle off Fano Dec. 18, 1811.

I have the honour herewith to transmit you a duplicate of a letter I this day forwarded to Rear-Admiral Freycantle at Palermo, for your information, with copies of its inclosures from Captain Maxwell of the Alceste, on the capture of the Pomone French frigate, and the Persanne storeship by the squadron under his orders.

I have the honour to be, &c.

C. ROWLEY, Captain.

*To Vice-admiral Sir Edward Pellew, Bart.
Commander-in-chief, &c. off Toulon.*

SIR,

The Eagle off Fano, Dec. 18, 1811.

I have the honour of transmitting you for the information of the Commander-in-chief, the inclosures from Captain Maxwell, stating his having (in company with His Majesty's ships Active and Unite) captured the French frigate Pomone and Persanne store ship, which sailed the 16th ult. from Corfu with the Pauline; the latter effected her escape and reached Ancona, as I am informed very much disabled.

The high state of discipline of His Majesty's three frigates, and the well known characters of their gallant captains, officers, and crews, leave not a doubt in my mind that the Pauline would have shared the fate of the others, had not the Alceste lost her main-top-mast at the beginning of the action, and I cannot but admire the delicacy of Captain Maxwell in not claiming any credit for himself and those with him from His Majesty's ships having one fourth of their crews on shore at Lissa for the defence of that island.

It is with infinite sorrow I read in Captain Maxwell's letter the loss the country will sustain in the temporary secession of Captain Gordon from

active service, through the wound he received, and whose zeal, activity, and abilities, have been so eminently conspicuous, particularly in these seas.
I have the honour to be, &c.

G. ROWLEY, Captain.

Rear-Admiral Freemantle, Palermo.

His Majesty's Ship *Alceste*, off Lissa,
December 1, 1811.

SIR,

His Majesty's ships under my orders having been drawn from their anchorage before Luggina, by strong gales, had taken shelter in Lissa; when the telegraph on Whitby Hill, signalized three suspicious sail south, *Alceste*, *Active*, and *Unité* were warped out of Port St George the moment a strong E N E. wind would permit; and on the evening of the 28th ultimo, off the south end of Lissa, I met with Lieutenant M^dDougall, of His Majesty's ship *White*, who, with a judgment and zeal which does him infinite credit, had put back, when on his voyage to Malta in a neutral, to acquaint me he had seen three French frigates, forty miles to the southward every sail was carried on in chace, and at nine in the morning of the 29th the enemy were seen off the island of Augusta he formed in line upon the larboard tack, and stood towards us for a short time, but finding His Majesty's ships bearing upon him under all sail in close line abreast, he bore up to the N. W. and set tearing sails. At eleven the rear ship separated and stood to the N. E., I immediately detached the *Unité* after her, (and Captain Chamberlaine's report to me of the result I have the honour to enclose) At twenty minutes after one P. M. the *Alceste* commenced action with the other two, by engaging the rear in passing to get at the Commodore, but an unlucky shot soon afterwards bringing down our maintop-mast, we unavoidably dropped a little astern. Cheers of 'Vive l'Empereur' resounded from both ships, they thought the day their own, not aware of what I had in my gallant friend Captain Gordon, who pushed the *Active* up under every sail, and brought the sternmost to action, within pistol-shot; the headmost then shortened sail, tacked and stood for the *Alceste*, (which though disabled in her masts I trust he experienced was by no means so at her guns), and after a warm conflict of two hours and twenty minutes, it ended by the French Commodore making sail to the westward, which from my crippled state I was unable to prevent, and the other surrendering, after being totally dismasted and five feet water in her hold, she proved to be the *Pomone*, of forty-four guns and three hundred and twenty-two men, commanded by Captain Rosamel, who fought his ship with a skill and bravery, that has obtained for him the respect and esteem of his opponents, the other was the *Pauline*, of similar force, commanded by Monsieur Montford, Capitaine du Vaisseau, with a broad pendant, they were from Corfu going to join the squadron at Trieste. The *Alceste* had twenty killed and wounded, *Active* thirty two, and *Pomone* fifty, and it is with poignant regret I inform you, that Captain Gordon has lost a leg; but thank God he is doing well; his merits as an officer I need not dwell upon, they are known to his country; and he lives in the hearts of all who have the happiness to know him. His first Lieutenant Dashwood lost his arm soon after he was wounded, and the ship was fought by Lieutenant Hays in a manner that reflects the highest honour upon him; his services before had frequently merited and obtained the highest approbation and strong recommendation of his Captain, who also speaks in the warmest praise of acting Lieutenants Moriarty, Mr Lothian, Master, Lieutenant Meers, Royal Marines, and every officer, seaman, and marine under his command.

And though our success was not so complete as I trust it would have been, could the *Alceste* have taken up her intended position alongside the

Pauline, instead of that ship, from the fall of our topmast, being enabled to manœuvre and choose her distance, I feel it my duty to state, that every officer and man here behaved most gallantly. I was most ably assisted on the quarter-deck by my first Lieutenant A. Wilson, and Mr. H. Moore, Master; and the main deck guns were admirably directed by Lieutenant James Montague and Mr. James Adair, acting in the place of Lieutenant Hickman, at Lissa, with the gun-bouts. In justice to two very deserving officers (Lieutenant Miller, Royal Marines, Active, and Lieutenant Lloyd, Royal Marines, Alceste), it is necessary to mention they were ashore with most of their respective parties at Cambusa Castle and Hoste's Islands for the defence of Lissa, hourly threatened with an attack from the enemy, assembled in great force at Scisina.

The Kingsfisher hove in sight and joined soon after the action, and Captain Tritton rendered essential service by taking the prize in tow.

Captain Bligh, of the Acorn, to whom I have entrusted the defence of Lissa in our absence, has had an arduous duty to perform; but no difficulties arise, when all are actuated by zeal for His Majesty's service: and the little squadron you have done me the honour to entrust me with, possess it in an eminent degree.

Unité has just joined, after seeing the Persanne into Lissa; and Captain Chamberlayne with his usual alacrity, has repaired his damages, and made the signal of being fit for service; and, I am happy to say, this ship will in a few hours more be perfectly so also.

I intend sending the Active with prizes and prisoners to Malta as soon as possible, which, from the state of her wounded officers and men, I am sure will meet your approbation. Enclosed are lists of the killed and wounded, and I have the honour to be, &c.

MURRAY MAXWELL.

To Captain Rowley H. M. S. Eagle,
and Senior Officer of Adriatic
Squadron.

SIR,

His Majesty's ship Unité, Lissa N. E. Five
Leagues, Friday, Nov. 29, 1812.

I am to acquaint you, that, in obedience to your signal to chase this morning, I was enabled, by the superior sailing of H. M. S. under my command, to so far close immediately in the wake of the enemy's frigate at noon, as to exchange bow and stern-chasers, but the very variable state of the weather from that time, the wind veering from the south to the east, and our opponent keeping us directly astern, prevented my getting closer until near four o'clock, when part of our broadside being fired at him, he returned us, and struck his colours. You will judge my astonishment at her proving to be La Persanne of eight hundred and sixty tons, twenty-nine nine pounders, and a complement of one hundred and twenty five men and sixty-five troops, having on board one hundred and twenty iron, and a few brass, ordnance: she was commanded by Mons. Josepo Endie Satie, Capitaine de Frigate, whose masterly manœuvres and persevering resistance for near four hours, reflect great credit on him. Our masts, yards, sails, and rigging bear ample testimony to his galling fire.

We have only one man wounded; the enemy two killed and four wounded. The coolness and steady attention to my orders on the part of my first Lieutenant Mr. J. W. Crabb, Lieutenant M'Dougall, Lieutenant W. Hothaus, Mr. Gibson, lately promoted for his gallantry on board the Active, and the whole of the other officers and ship's company, could only be equalled by their extreme disappointment at discovering, at the enemy's surrender, we had been opposed to a vessel of inferior force. I enclose a list of

our defects, and the name of the wounded man—(Thomas Tate, ordinary, severely) I remain, &c.

L. H. CHAMBLELAINÉ, Capt
M Maxwell, Esq Captain of H. M. S. Alceste,
and Senior Officer, &c.

List of the enemy's squadron engaged by His Majesty's Ship Alceste, Alceste, del. re, and Unite, off Lissu, on the 23th November 1811

The Pauline, M. Montfort, Captain, of 44 guns, 332 men, and 1100 tons, escaped.

The Pomone, C. Rosamel, Captain, of 44 guns, 322 men, and 1100 tons taken.—Has in her hold 42 iron and 9 brass guns, and 20 iron wheels for gun-carriages.

The Pezanne, Mr Satic, of 26 guns, 199 men and 800 tons, taken.—Is a store-ship of 20 nine-pound guns (new) has about 10 iron, and some brass guns in her hold
 MURRAY MAXWELL, Captain

Return of Killed and Wounded on board His Majesty's Ship Alceste, Murray Maxwell, Esq Captain, in action with the French Squadron off Lisu, November 29, 1811.

Killed—Charles Nourse, Midshipman, Charles Reeves quarter master, Isaac Brown, sail-maker's mate, James Bickerton, ordinary seaman, Abraham Saunders, ditto, Thomas Co, ditto Peter Williams, ditto

Wounded—Andrew Wilson, lieutenant, slightly, George Lyell quarter master's mate, ditto John Gunderson, able seaman, badly, Charles Davenport, able seaman slightly, M Loring, landman, ditto Samuel Chawne, landman, ditto, George Clever, captain of the mast ditto, Charles Connel, able seaman, ditto; H. H. Mallum, able seaman ditto, John Hickey, ordinary seaman, ditto Matthew Ferguson, ordinary seaman, ditto, John Lun', private marine, badly; George Thomas, boatswain's mate, slightly

MURRAY MAXWELL, Capt.
 THOS PROWER, Surgeon

Report of Killed and Wounded on board His Majesty's Ship Alceste, James Alexander Gordon, Esq Captain, in action with a French Squadron in the Adriatic, on the 29th November 1811

Killed—George Osborne, midshipman, William Full, quarter-master, James Richardson, sail-maker's crew, Thomas Turner, ordinary seaman, William Smith, able seaman, John Chiggett, landman, Robert Hill, sergeant of marines, John Conway, private marine.

Wounded—James Alexander Gordon, Esq. captain, badly, (amputated arm); W. B. Dashwood, lieutenant, ditto, (amputated arm), George Hare, lieutenant, slightly, A. M. Donald, ordinary seaman, ditto, Joseph Rippon, landman, ditto, Thomas Hill, yeoman of the sheets, severely, John Walter, landman, slightly, Henry Hazell, ordinary seaman, ditto Timothy McIntire, ordinary seaman, ditto James Quinn, able seaman, ditto, John Row, able seaman, ditto John Tucker (?), carpenter's crew, ditto, James Hill, landman, very severely, Neil Peterson, captain of the fore-castle, severely, William Adam, landman, ditto, Thomas Blake, able seaman, ditto, Matthew Siver, quarter gunner, badly, since dead, John Johnson, landman, ditto, Philip Archibald, able seaman, slightly Thomas Ford, captain of the fore-castle, ditto, John Kwan, boy, ditto, John Knight, private marine, severely, Henry Warren, private marine slightly Richard Dennis, private marine, ditto, John Hawke, private marine, ditto, Thomas Fitzgerald, able seaman, ditto John Johnson, ordinary seaman, ditto.

JAMES A GORDON, Capt.
 S J SWANNI, Surgeon.

Copy of a Letter from the Honourable Captain Waldegrave, of His Majesty's Ship the Volontaire, addressed to Captain Adams, of the Invincible, and transmitted by Vice-admiral Sir Edward Pellew, to John Wilson Croker, Esq.

*His Majesty's Ship Volontaire, off Palamos,
26th December 1812.*

SIR,

While off the Medus this morning a boat informed me that an enemy's schooner had arrived at this port the night before last. I immediately stood in and anchored off the Mole, where she was lying. Lieutenant Shaw with Mr. Banantyne, Master's-mate, in the boats, went to bring her out, while the marines under Lieutenants Burton and Campbell of that corps, admirably maintained a covering position on the Mole Head, against a party of French troops, who disputed the post with them. As large reinforcements were pouring in from the adjacent garrisons, and the vessel was grounded, Lieutenant Shaw set fire to her, but floating afterwards, he towed her out to us, when the fire was extinguished, but not before it had done great damage.

She proves the Decidi, a new privateer, mounting two long six pounders, pierced for six, carrying a cargo of provisions from Cete to Barcelona.

This service, so laudably performed by all employed, has, fortunately, been attended with no other accident than one manne wounded.

I have the honour to be, &c.

G. G. WALDEGRAVE.

*To Charles Adam Esq. Captain of His
Majesty's Ship Invincible.*

MARCH 31.

Copy of a Letter from Rear-admiral Foley, Commander-in-chief in the Downs, to John Wilson Croker, Esq. dated the 29th instant.

SIR,

I have the honour to transmit, for their Lordships' information, a letter this morning received from Captain Harvey, of His Majesty's sloop Rosario, detailing an account of a very spirited attack made by him on the enemy's flotilla, consisting of twelve brigs, of three brass twenty four pounders, and one eight-inch howitzer, with fifty men each, and a lugger, assisted with great gallantry by Captain Trollope, of His Majesty's sloop Griffon, which terminated in the capture of three brigs, and putting two ashore. I am happy it is in my power to name Captain Harvey as an officer of great zeal, and distinguished merit; Captain Trollope, their Lordships will observe, is highly spoken of in Captain Harvey's letter, for his prompt attention, and gallant conduct in the attacks he so judiciously and successfully made on the enemy.

I have the honour to be, &c.

THOS FOLEY, Rear-admiral.

J. W. Croker, Esq.

*His Majesty's sloop Rosario, off Dieppe,
March 27, 1812.*

SIR,

It is with much satisfaction I have to acquaint you, that at half-past eight A. M., Dieppe bearing S. W. four or five miles, we observed an enemy's flotilla consisting of twelve brigs and one lugger, standing along shore, and immediately made sail to cut off the lee windmost. The enemy, by signal from their Commodore, formed into a line and engaged us severally as we passed, but upon finding us to cut off the sternmost, the whole bore up to support her, and endeavoured to close with us. Finding them thus determined to support each other, and the small force of the Rosario not admit-

ing my running the risk of being laid on board by several at once, I bore up to a brig we observed in the offing, (and which proved to be the Griffon) and made the signal for an enemy. The moment she had answered we hauled to the wind, and at forty minutes after twelve began to harass the enemy's rear, who were then endeavouring to get into Dieppe under all sail; tacked and wore occasionally to close, receiving and returning the fire of the whole line each time; at half past one, being far enough to windward, run into the body of the enemy, and by cutting away the running rigging of the two nearest, drove them on board each other, backed the main-top-sail and engaged them within musket shot till they were clear, then stood on and engaged another, whose mainmast and fore top-mast soon went by the board, when she immediately anchored; passed her and drove the next in the line on shore: two more of their line yet remained to leeward, bore up and ran the nearest one on board (then not more than three quarters of a mile from the shore). So far the Rosario had acted alone, as the Griffon had not yet arrived within gun-shot: bore away with prize beyond range of the batteries and hailed the Griffon (then passing under a press of sail) to chase the remaining brig, and which service she performed in a very handsome manner, by running her on shore near St. Aubin, under a very heavy fire from the shore: seeing no probability of the Griffon being able to destroy the brig, made the signal to attack the enemy in the S. E., then anchoring close in shore. In the mean time we were getting the prisoners on board and repairing the running rigging, which was much damaged. Captain Trollope having closed with the enemy, ran the Griffon in shore of one at an anchor nearly in the centre, and in the most gallant manner laid her on board, cut her cables and stood out, under the fire of the batteries and the whole of the other brigs: upon passing the Griffon I found her too much disabled to immediately make sail again to the attack, but being determined to have another (and although we had nearly as many prisoners as our own sloop's company), I ran the dismayed one on board, which we found the enemy had deserted, but this circumstance the darkness of the night prevented our being enabled previously to discover, at which time the remaining seven of the flotilla were under weigh, getting into Dieppe harbour. I must beg leave to mention the very able assistance I received from the execution of my First Lieutenant, Mr. James Shaw, in boarding the enemy, and during the whole of the day in the arduous task of working the ship while engaging; and the conduct of the whole of the other officers and ship's company was such as to merit my warmest approbation. We have only one petty officer and four men wounded; the officer is Mr. Jonathan Waddicore Dyer, Midshipman, whose unremitting exertions during the action, and activity in boarding, (when he received the wound) together with his general good conduct, renders it my duty to recommend him.

The flotilla is the fourteenth division, commanded by Monsieur Saruc, Capitaine de Vaisseau and Commandant de Division: sailed from Boulogne at 1 P. M. the 26th instant, and intended going to Cherbourg. Each brig has three long brass twenty-four pounders, and an eight-inch brass howitzer, with a complement of fifty men. When I consider this flotilla, united to batteries keeping up a constant fire of both shot and shells, and the very small force we had, I trust the having taken three, ran two on shore, and much damaged the others, will shew our zeal for the public service, and meet your approbation.

I have the honour to be, &c.

B. HARVEY Commander.

Per-Admiral Foley, &c.

Promotions and Appointments.

Captains, &c. appointed.

His Royal Highness the Prince Regent has been pleased to confer upon Captain George Eyre the honour of knighthood.

Captains.—J. Carter, to the *Thracian*; A. W. Schomberg, to the *Dictator*; Robert Williams, to the *Gloucester*; Hon. W. H. Percy, posted; George Fowke, to the *Royal William*; Hyde Parker, to the *Tenedos*; J. Ross, to the *Briscis*; Joseph Symes, and C. T. Smith, posted; Sir W. G. Parker, to the *Rinaldo*; Colin Campbell (1), to the *Rosamond*; G. Grant, to the *Drake*; William Isaac Scott, to the *Freya*; H. S. Ball, to the *Christian VIIth*; C. Hewitt, to the *Raisou-nable*; W. Henderson, to the *Bosario*; J. Drury, to the *Samarang*; Lord Viscount David Balfour, Hon. G. Douglas, Charles Sotheby, James Stevenson, Thomas New, and Colin Campbell (2), to the rank of post captains; J. Browne, to the *La Loiré*; S. Thompson, to the *Brune*; David Dunn, to the *Mermaid*; William Ferrie, to the *Gannett*; Samuel Hood Linzee, to the *Union*; H. Barwell, J. Tailour, E. S. P. Knox, B. Harvey, to the rank of post captains; Hon. Captain G. Rodney, to the *Latona*; George Kilgilt, to the *Romulus*; John Davie, to the *Ardent*; Henry Whitby, to the *Briton*; R. J. Douglas, to the *Sylph*; James Sanders, to the *Junon*; John Ross, to the *Briscis*.

Lieutenants, &c. appointed.

John Wilkinson, to the *Tonnant*; Edward Rowley, to the *Argo*; Basil Hall, and John Allen, to the *Volage*; Francis Goodeach, to the *Acteon*; H. Brooke, to the *Queen*; W. Spiers, to the *Myros*; James Campbell (2), to the *Tonnant*; N. Ratsey, to the *Orion*; Cyrus Elliot, to the *Bristol*; George Cocksedge, to the *Calliope*; Thomas H. Wilson, to the *S. Domingo*; S. Hilton, to the *Leopard*; Thomas Pickernell, to the *Theseus*; James Noyce, to the *San Josef*; Hugh Patton, to the *Sybille*; John Cheshire, to the *Royal Sovereign*; Thomas Burgh, to the *Leopard*; William Luckraft, to the *Meteor*; Thomas J. J. W. Davis, to the *Circe*; John Kent, to the *Hermes*; Robert Deans, to the *Venerable*; Charles James Griffin, to the *Theseus*; William James Mingay, to the *Cossack*; John Wilkips, to the *Thais*; W. Barnes, to the *Victory*; William Bryan, to the *Barham*; P. Westphal, to the *Junon*; Thomas N. Warren, to the *Prince of Wales*; James Wilkie, to the *Dictator*; Thomas Duell, to ditto; Thomas Townsend, to the *Magnificent*; William Ingram, to the *Phoebe*; P. Crauc, to the *Renard*; Thomas Bushby, to the *Herald*; James Tilley, to the *Magnificent*; John Dewar, to the *Electra*; R. M. Kelly, to the *Union*; James Labben, to the *Hannibal*; Robert Palk, to the *Sylvia* cutter; John Taylor (3), to the *Meteor*; George Maule, to the *Nemesis*; Joseph Elias, to the *Prince of Wales*; Robert Hunter, and B. Weekes, to the *Gloucester*; John Colclough, to the *Bedford*; John Mackrell, to the *Echo*; James Stewart (2), to the *Cressy*; William Grove, to the *Primrose*; Henry F. Belson, and Edward Singham, to the *Briton*; James Dunn (1), to the *Tenedos*; L. F. Boileau, to ditto; Charles Halford, to the *Valiant*; John Armstrong, William Martin, John Stokes (2), to the *Ardent*; James Wallace Gabriel, to the rank of commander; Richard Head, to the *Mars*; G. Griffon, and Charles Ricketts, to the *Theseus*; James Boyce, to the *San Josef*; S. Lesson, to the *Barham*; R. Ratsey, to the *Orion*; J. Nixon, to the *Hannibal*; Edward Rowley, to the *Argo*, Hon. K. Sommerville, to the rank of a commander;

Harry Slade, to the *Asia*; W. M. West, to the *Davastation*; B. Ashley, to the *Favourite*; W. Mackenzie Godfrey, to the *Asia*; Abel Hawkins, to the *Diana*; Peter Williams, to the *Richmond G.B.*; W. P. Wade, to the *Sterling Castle*; R. Paine, to the *Erebus*; F. Ormond, to the *Dictator*; John Eveleigh, to the *Chatham*; Charles Fraser, to the *Marlborough*; James Truscott; J. Jekyll, William Style, of the gun-boat service at Cadiz; George Sayer, to the *Victory*; R. S. Gamage, to the *Griffon*; B. Shepherd, to the *Pompée*; J. Labow, to the *Ariel*; W. Buchanan, to the *Dictator*; J. Blackie, and J. Grierson, to the *Gloucester*; A. Shakespeare, to the *Leonidas*; Sir William Chalmers, to the *Junon*; G. Forder, to the *Horatio*; T. Burgh, to the *Leopard*; Caleb Jackson, to the *Herald*; J. Lew, to the *Mermaid*; T. H. Warren, to the *Prince of Wales*; C. J. Jackle, to the *Phipps*; J. Davy, to the *Hamadryad*; G. King, to the *Inconstant*; C. Harris, to the *Impregnable*; T. Woodgate, to the *Prince of Wales*; W. W. Wickham, to the *Crown P.S.*; P. Williams, to the *Richmond G.B.*; J. A. Rhodes, to the *Impregnable*; R. Connor, to the *San Josef*; Wm. Hollman, R. Creyke, G. A. Byron, J. Tracey, J. Rattray, R. Rowley, T. Galway, J. Digby, Henry Ogilvie, Charles Farwell, J. Pitt, and J. D. Worthy; to the rank of commander; Henry Stanhope, to the *Rose*; E. T. Crouch, to the *Hannibal*; F. Bryce, and J. Eastwood, to the *Impregnable*; H. Snellgrove, to the *Brune*; F. Favell, to the *Sparrow*; C. B. Lewis, to the *Valiant*; W. Stevenson, to the *Ariel*; G. Majoribanks, to the *Britomart*; J. Lea, to the *Phœbe*; J. Pearkes, to the *Mermaid*; Charles B. Louis, to the *Valiant*; James W. Willes, and G. Walker, to the *Sterling Castle*; W. J. Mingay, to the *Violet* lugger; Marmaduke Smith, to the *Porcupine*; R. H. Hunter, to the *Gloucester*.

Messrs. T. C. Scotland, Edward Knapman, Henry Sankey, G. Blaston, Hon. J. Gordon, G. Buchanan, J. Dewar, P. Kelly, George Dyer, James Davis, G. Pearce, J. C. Tatlock, Lord John Hay, P. Panton, R. M. Cole, W. Ranwell, R. N. Kelly, W. J. Hall, H. Gibbs, Ren. Gill, — M^r Arthur, C. Parker, — Weeks, H. Davis, and M. Miller, to be lieutenants.

Mr. Alfred Matthews (late of the *Iphigenia*), made lieutenant into the *Astrea* frigate, in the East Indies, was confirmed in that rank by the Lords of the Admiralty, the 11th of February last.

Mr. J. S. Hulbert, to be secretary to Sir Richard Bickerton.

Chaplains.—Rev. — Coldyrne, to the *Temeraire*; Rev. N. Morgan, to the *Argo*.

Pursers.—T. Goble, to the *Success*; J. Bushell, to the *Hero*; E. Suter, to the *St. Pierre*; T. Perry, to the *Briseis*; J. Fletcher, to the *Hydra*; J. McKnight, to the *Prospero*; H. Thompson, to the *Vanguard*; F. S. Stoke, to the *Diana*; T. Terry, to the *Topaze*; G. Dyne, to the *Squirrel*; T. Knight, to the *Racoon*; J. Walker, to the *Polyphemus*; J. Stacy, to the *Grasshopper*.

Masters appointed.

——— Griffiths, to the *Junon*; ——— Minto, to the *Crocodile*;
 ——— Robinson, to the *Ganymede*; ——— Andrews, to the *Ocean*;
 ——— Murray, to the *Fawn*; ——— Pennington, to the *Leopard*.

A List of Midshipmen who have passed for Lieutenants in April.

Sheerness.—J. C. P. Morton, Richard Pulton, William Lane, Edward Mazy, Charles Lutman, Lord John Hay.

Portsmouth.—Nagle-Lock, John Hodges, Henry Symes, E. H. Fitzmaurice, Andrew Thompson.

Plymouth.—J. W. Douglas, Maurice O'Connell, J. S. Rowlands, Lucius O'Brien, George Mudge, W. S. Morris, George Kirby, Robert Cross.

Royal Marines.

Major-general Ballingall, J. Dyer, and Sir John Douglas, are, in consequence of their rank, major-generals, not to do duty as lieutenant-colonels at their respective divisions. Lieutenant-colonel James, W. Tane, and — Savage, are appointed to succeed them. Colonel M. Cole is removed to Plymouth; Colonel Moncrieffe, to Chatham. Major Lynde, J. Williams, and — Tremehere, to be established field-officers of the corps. Lieutenants Taylor, Paber, and Moore, to be second captains.

Surgeons, &c. appointed.

Gabriel Biolli, to the Electra; P. Power, to the Gannet; S. G. Britton, to the Ardent; George Mitchell, to the Tenedos; William Cree, to the St. Domingo; Andrew Mannin, to the Dwarf; M. Dill, to the Mercurius; C. Vickery, to the Brave P.S.; Thomas Simpson, to the Union; William Hamilton, to the St. Nicholas; William McDonald, to the Triton H.S. at Lisbon; Hugh Walker, to the Gloucester; John Young, to the Junon; George Clayton, to the Phoenix; Henry William Keele, to the Port Mahon; S. T. Dadd, to the Podargus; John Tuttiet, to the Pickle; R. Elliot, to the Devastation; Thomas Rodgers, to the Briton.

Dr. M'Arthur, of the Royal Hospital at Haslar, is appointed physician of the Naval Hospital at Deal, *vice* Dr. Maginus, who retires from ill health.

J. W. Felix, dispenser of the Prison Hospital at Portchester, to be dispenser at Paington Naval Hospital.

Assistant-Surgeons, &c. appointed.

George Robertson, to the Montagu; William Dickson, to the Ocean; John Glencorse, to the Thibe; William Simpkins, to the Ocean; G. B. Squire, to the Royal Sovereign; A. T. Williams, to the Steady G.B.; L. M'Kay, to the Magnificent; John Ferguson, to the Junon; D. W. Whatley, to the Circe; David Elder, to the Gloucester; William M'Guire, to the Union; Alexander Cleghorn, supernumerary to Jamaica; Richard Cammack, to the Magnificent; John Paterson, to the Gloucester; Hugh Ferguson, to the Union; William Irwin, to the Cossack; James O'Reilly (2), to the Olympic cutter; A. T. Williams, to the Union; James Castles, to the Pomone; George Black, to the Northumberland; A. Courtney, to the Minerva; John Rainey, to the Duncan; Charles Carter, to be an hospital mate at Deal Hospital; John Robertson, to the Snipe; William Bell, to the Belle Poule; William Fall, hospital mate at Dartmoor; John Greenish, to the Crescent; Evan Davis, to the Tremendous; R. M. Roth, to the Trusty P.E.S.; Alexander Neshitt, James Biggan, John Haslam, John Paul, and James Porter, to be hospital mates at Haslar; John Kay, to the Hogue; William Griffiths, to the Orion; Walter Gray, to the Thais; William Begg, to the Tenedos; Samuel Steele, to the Christian VIIth; W. M'Dowell, to the St. Domingo; E. Tuttiet, to the Briton; Giles Ingram, to the Venerable; John Reid, to the Orion; C. Kelly, to the Asia; Thomas Dunn, to the Steady G.B.; John Whyte, to the Boyne.

BIRTHS.

- April 5, at Newtown, Hants, the lady of J. Hunter, Esq. of the Navy Pay Office, of a son.
 April 19, the lady of Captain Lake, R.N. of a daughter.
 April 21, Mrs. Johnson, wife of Mr. P. Johnson, navy agent.

MARRIAGES.

- Lately, Charles R. Harrison, Esq. of the Shropshire militia, to Miss Blaxton, niece of Admiral Thornborough.
 Mr. Buckle, druggist, of Ryde, to Mrs. Collier, widow of the late Lieutenant Collier, R.N. of Portsea.
 March 25, at Plymouth, the Rev. T. H. Ley, to Miss Hillyar, sister to Captain Hillyar, R.N.
 March 30, at Kingston, Lieutenant W. Finch, R.N. to Sophia, third daughter of John Haynes, Esq. of M.M.'s dock-yard, Portsmouth.
 Same day, at Portsea, Mr. Byles, purser R.N. to Miss S. Bailey, of Portsea.
 April 1, at Gosport, Captain Jackson, of the ship *Campion*, to Arabella, daughter of Captain Scousby, of Whitby.
 April 18, at Exeter, John North Woolcombe, Esq. of Ashbury, in the county of Devon, to Anne-Eleanor, eldest daughter of the late Rear-admiral Sir Thomas Louis, Bart. of Cadewell, Devon; and, on the same day, the Rev. Henry Woolcombe, to Jane-Frances, second daughter of the above.

OBITUARY.

- Sept. 5, at Madras, Captain Charles Foote, late commander of *La Piedmontaise* frigate, only surviving son of the late J. Foote, Esq. banker, of London, aged 31.
 Sept. 29, also at Madras, Captain Henry Dawson, second son of Pudsey Dawson, Esq. of Liverpool, in the 29th year of his age. Captain Dawson had recently arrived from England, and had succeeded Captain Foote in the command of the *Piedmontaise*; an appointment made in consideration of his gallantry in contributing to her capture by the *St. Fiorenzo*, after the death-wound of Captain Hardinge. Their remains were interred with military honours. Commissioner Puget, Captains Butterfield, Losack, Tucker, Groube, and Lieutenants Löwen and Buchanan, R.N. attended Captain Dawson's funeral.
 About the same time, likewise at Madras, Captain George Sayer, of *H.M.S. Leda*.
 Lately, in the East Indies, Captain William Stokoe, late commander of the *Princess Charlotte*, who, when commander of the *Union* extra-ship, captured *La Venus* French privateer, of superior force.
 At Port Mahon, at the house of the English Consul, General Henry, Mr. Robert Lloyd, midshipman of the *Warspite*, and eldest son of the Rev. T. Lloyd, of Peterley-house, Berks.
 At Greenwich, after a long and painful illness, Mr. Prowse, late master-attendant of H.M.'s dock-yard at Woolwich, and one of the oldest officers in H.M.'s service.
 Christopher Kane, Esq. late purser of *H.M.S. Britannia*.
 January 27, at Kingston, in the Island of Jamaica, John Perkins, Esq. a captain in the R.N. We have no account at what period he entered the service; but about the time of the American war he obtained the

rank of lieutenant, and then commanded the *Punch* schooner. During his command of that vessel, and several others, he annoyed the enemy more than any other officer, by his repeated feats of gallantry, and the immense number of prizes he took. His knowledge of the different ports, &c. in the West Indies was, perhaps, seldom equalled, and never surpassed; and that he exerted this to the great advantage of himself and Jamaica, by the capture of the enemy's privateers and merchantmen, is universally known.—During a long series of gallant actions, in the command of small vessels, it may be supposed that he ran many risks of being captured by the enemy; but his good fortune never forsook him, and was particularly exemplified at Santo Domingo; for during a peace he went to that island, and, whilst on shore at Jeremie, was detained, and cruelly confined, on the pretence that he had supplied arms to the blacks, but, in fact, through malice for his activity against the trade of that island. An idea may be formed of the annoyance he gave, by the circumstance of their condemning him to death, contrary to all law and justice, as soon as they had him in their power. He was most providentially saved, on the very day he was to have been executed, by Captain (now Admiral) T. M. Russel. This circumstance is fully detailed in the *NAVAL CHRONICLE*, Vol. XVII. page 458, in the life of that officer.—He was posted in 1800; and commanded, at the commencement of the present war, the *Tartar* frigate, of 32 guns, on the Jamaica station. In this vessel, whilst cruising off Santo Domingo, with the *Vanguard* and *Bellerophon*, in July 1803, he fell in with the *Duquesne*, a French 74, and two brigs of 16 guns each; and had it not been for the superior sailing of the *Tartar*, and Captain Perkins's bravery, the *Duquesne* would have escaped; he kept her engaged, by raking her, until the *Vanguard* and *Bellerophon* came up, when she instantly struck, as also the two brigs. The *Tartar* was ordered home shortly after; and Captain Perkins quitted the command to remain in the island, as, being afflicted with an asthmatic complaint, a cold climate would not have agreed with his constitution. He continued till about 1806 or 7, and then came home, to solicit employment. Their lordships, we have been informed, offered him a command either in the Channel or Mediterranean, which he declined, for the reason above given, and soon after returned to Jamaica, where he resided until his death.

February 25, on board H.M.S. *Blake*, in the harbour of Port Mahon, Lord Henry Lennox, third son of the Duke of Richmond, a promising youth, in his 15th year. Having gone aloft to assist in furling the sails, while the ship was coming to an anchor, he unfortunately fell into the sea; one of his comrades swam to save him, but he was found lifeless. His remains were interred in Fort St. Philip.

March 15, Robert James Ireland, midshipman of H.M.'s brig *Zenobia*. He had been on shore at Lisbon, and is supposed to have slipped from the wharf, and been drowned, on his return. His remains were found, and interred with the usual honours.

March 23, at Hythe, near Southampton, Captain John Irwin, R.N. late commander of the *Puissant*.

April 16, George Parsons, ship-builder, of Portsmouth, in his 84th year.

April 20, in Cannon-street, Mr. Robert Howden, surgeon R.N. aged 81.

As Captain Carteret, of H.M.S. *Naiad*, was lately going, in his boat (a gig), from Portsmouth to Lymington, it upset off Cowes, and three men were unfortunately drowned. Captain C. was picked up greatly exhausted, and taken to Cowes.



Engraved by P. P. from a Miniature in the Possession of Lady Cotton.



SIR CHARLES

COTTON, BART

General of the White Squadron

BIOGRAPHICAL MEMOIR
OF THE LATE
SIR CHARLES COTTON, BART.,
ADMIRAL OF THE WHITE SQUADRON.

" *Dignum laude virum Musa vetat mori.*"

" The Muse forbids a praise-worthy man to die."

HOR. B. IV. ODE 5.

SIR CHARLES COTTON, Bart. Admiral of the White Squadron, and late Commander-in-Chief of the Channel Fleet, was the third son of Sir John Hynde Cotton, Bart. of Madingly, and Landwade, in Cambridgeshire, by Anne, daughter of Humphrey Parsons, Esq. He was born in the month of June, 1753, and was educated at Westminster School, under the late Doctors Markham and Smith. At an early age, he made considerable progress in learning; and, previously to his leaving Westminster, in the year 1770, he had attained the highest form.

In this gentleman, as in many other distinguished officers, whose services have been recorded in the *NAVAL CHRONICLE*, "the ruling passion," or propensity, displayed itself from boyhood. While at school, that inclination which afterwards induced him to embrace the nautical profession, was strongly apparent. In every frolic and excursion upon the Thames, young Cotton was foremost; and, by that collectedness and courage which, throughout his life, never forsook him, he frequently extricated himself from situations of danger, in which others would have been lost.* This strong bias, however, did not lead him to oppose his father's wishes; in conformity with which, he was entered, as had been originally intended, a member of Lincoln's Inn. A profession so sedentary as that of the law accorded but ill with the activity

* " Say, father Thames! for thou hast seen
Full many a sprightly race,
Disporting on thy margin green,
The paths of pleasure take;
Who foremost now delight to cleave,
With pliant arm, thy glassy wave?" — GRAY

of Mr. Cotton's mind. He consequently embarked in an East Indiaman, in which he made one voyage to India; and, on his return to England; his partiality for the naval service remaining unabated, he was, on the 21th of October, 1772, removed into H. M. S. Deal Castle, Captain Cumming, under the express auspices of the late Earl of Sandwich, a particular friend of his father, and at that time First Lord of the Admiralty.

From the Deal Castle (September 24, 1775) he was removed, as acting lieutenant, into the Niger, Captain Talbot, with whom he proceeded to America, where, on the 29th of April, 1777, he was confirmed a lieutenant, by Admiral Lord Howe,* and appointed to the Vigilant, floating battery, commanded by Captain John Henry. In the Vigilant, he was employed on the rivers Delaware and Chesapeake, in the arduous duty of protecting the landing of troops, and in other services, as occasion required.

On the 27th of October, 1778, Lieutenant Cotton joined the Ardent, then the flag-ship of Admiral Gambier; by whom he was promoted to the rank of commander, in the Grampus, on the 3d of April, 1779. On the 10th of August following, he received his commission, as post captain, for the Boyne; which ship, after a most anxious and perilous passage, he brought to England, where she was paid off, on the 17th of November, 1780.

The progress of Captain Cotton's advancement in his profession, will not fail to strike the reader, as uncommon, and, perhaps, unprecedented. He attained post rank within seven years from the period of his entering the service; and what is still more remarkable—so rapidly did he pass through the lower gradations of rank—his name never appeared in the Admiralty Navy List, till it was inserted amongst the post captains!

From the activity of Captain Cotton's services, his naval patron was extremely anxious that he should be again afloat; consequently, on the 21st of April, 1781, he was appointed to the Alarm, the first copper bottomed frigate in the Navy. In this ship he proceeded to the West Indies, and was variously and successfully employed there, under the orders of Admiral Lord Rodney. † In

* For the Biographical Memoir of Lord Howe, *vide* N. C. Vol. I, page 1 His Lordship's portrait is in Vol. IX. page 396.

† For the Biographical Memoir of Lord Rodney, *vide* N. C. I. 349, *et seq.*; and for his Lordship's portrait, N. C. XXV. 400.

the memorable actions of the 9th and 12th of April, 1782,* the Alarm was one of the repeating frigates; and, for the promptitude with which she rendered assistance to some of the disabled ships of the squadron, her Captain was most particularly, and most favourably noticed, by the Commander in Chief.

At the conclusion of the war, Captain Cotton returned to England, and paid off the Alarm. During the peace which succeeded, he remained unemployed; but no sooner was the rumour of approaching hostilities against France in circulation, in the year 1793, than he made a tender of his services, at the Admiralty.

Captain Cotton's pretensions were not overlooked. On the 1st of March (1793) he was appointed to the Majestic, at Chatham, and attached to the Channel Fleet. In Lord Howe's action, of the 1st of June, 1794,† he had his station second astern of the Royal George; and he was particularly commended by his divisional admiral, Sir Alexander Hood (afterwards Lord Bridport‡) for the close order in which he had kept his ship, and for the support which he had thereby afforded him, during the engagement.

Notwithstanding this commendation, Captain Cotton, as well as his friend Lord Collingwood, and some other very gallant and meritorious officers, was not honoured with the public approbation of the commander-in-chief, nor mentioned in his official letter. This neglect, we have reason to believe, was, at the time, very painfully felt by Captain Cotton; and, to his particular friends, he has noticed it as an instance of great injustice; conscious as he was, that he had performed his duty, to the utmost that his station in the line would admit. Like Lord Collingwood, he had, therefore, determined, in the event of another successful

* The engagement of the 12th of April is illustrated, in a view (by Pocock) of the position of the British and French fleets, at noon, on that day, accompanied by a descriptive account, in the 1st Volume of the Naval Chronicle, page 394. Various interesting particulars, relating to the engagement, will also be found, in Vol. I. p. 390; Vol. II. p. 16; Vol. XV. p. 396; Vol. XXV. pp. 2, 401; and in other parts of the work.

† For particulars of this action, *vide* N. C. I. 90, 24, 277; II. 365, 373; III. 252, 261; IV. 360; XI. 3; XII. 106; XV. 6, 362; XXV. 363.

‡ A Biographical Memoir of Lord Bridport is given in the 1st Volume of the Naval Chronicle, page 255.

action with the enemy, not to accept of any badge of honour, unless he should previously receive the medal, conferred upon other officers, in consequence of Lord Howe's victory.*

In the autumn of 1794, the *Majestic* being required to convey Vice-admiral Caldwell to the Leeward Island station, † Captain Cotton exchanged (October the 1st) into the Vice-admiral's ship, the *Impregnable*, of 74 guns; and, on the 28th of the succeeding month, he was appointed to the *Mars*, one of the largest and finest 74's in the navy.

By his accustomed activity and exertion, he soon got the *Mars* manned, and ready for service, when she was put under the orders of Admiral Cornwallis; and, in the month of June following, she was one of the five ships, composing that officer's squadron, which effected the most masterly retreat, from an immensely superior force of the enemy, that is recorded in the annals of the naval service. ‡—At the time alluded to, Admiral Cornwallis commanded a detached squadron, in the Bay of Biscay. On the 7th of June (1795), “he fell in with and chased three French line-of-battle ships, and six frigates, the enemy being between the English and the land; the wind unfortunately carried them into Belleisle Road, where several large ships were at anchor, before the squadron could come up with them, although they were so near that the *Phaeton* exchanged some shot with the line-of-battle ships. The admiral followed as far as was prudent, and then hauled his wind; in standing off, they fell in with a convoy, under the protection of three frigates, who pushed round the south end of Belleisle; eight of the convoy were taken, but the frigates saved themselves by running in shore among the shoals; the prizes were part of a convoy from Bourdeaux, laden with wine and naval

* The probable motives of Lord Howe's neglect, upon this occasion, are discussed at some length, in our memoir of Lord Collingwood, N. C. XV. 362.

† N. C. XI. 9.

‡ *Vide* Biographical Memoir of Admiral Cornwallis, N. G. VII. 20; and description of Plate LXXXIII. representing the retreat from the French fleet, page 141 of the same Volume. The British squadron consisted of the Royal Sovereign, Mars, Triumph, Brunswick, and Bellerophon, and *Palas* and *Phaeton* frigates.

stores, under the protection of three line-of-battle ships, and eight frigates.*”

“ On the 16th,” in the morning, says Admiral Cornwallis, in his official letter, “ standing in with the land, near the Penmarks, I sent the Phaeton a-head to look out for any of the enemy’s ships upon the coast. I stood after her with the rest of the ships (Mars, Triumph, Brunswick, Bellcrophon, Phaeton, and Pallas). At ten she made a signal for seeing a fleet a-head, and afterwards, that they were of superior force. Upon her bringing-to, I made the signal to haul to the wind upon the starboard tack. At this time I could not see the hulls of the strange sails. Thirty were counted, and some of them had all their sail out upon a wind, being directly to leeward of us. I stood upon the starboard tack with all our sail, keeping the ships collected. Upon enquiring, by signal, the enemy’s force, Captain Stopford answered, thirteen line of battle ships, fourteen frigates, two brigs, and a cutter; in all thirty sail. Near half of them tacked in shore in the afternoon: the wind fell, very much, and came round to the northward, off the land, and of course brought those ships of the enemy (which had tacked) to windward, and the others laid up for us. They were seen in the morning, before it was day-light, upon both quarters of the squadron.

“ At nine in the morning, one of the front line of battle ships began to fire upon the Mars. Their frigates up abreast of us to windward, except one which kept to leeward, and ran upon the larboard quarter of the Mars, then yawed and fired, which was frequently repeated. This was the only frigate that attempted any thing. The line of battle ships came up in succession, and a teasing fire, with intervals, was kept up the whole day. In the evening they made a show of a more serious attack upon the Mars (which had gotten a little to leeward) and obliged me to bear up for her support. This was their last effort, if any thing they did can deserve that appellation. Several shot were fired for two hours after, but they appeared to be drawing off, and before sun-set their whole fleet had tacked and were standing from us.”

The Mars, on this occasion, had twelve men wounded, but none killed, and her masts and sails much cut. “ The Mars and Triumph,” observes the Admiral, “ being the sternmost ships, were of course more exposed to the enemy’s fire, and I cannot too much commend the spirited conduct of Sir Charles Cotton, † and Sir Erasmus Gower, the Captains of those ships.”

From this period, till his promotion to the rank of Rear-admiral, on the 20th of February, 1797, Sir Charles Cotton, though

* N. C. VII. 21.

† Sir John Hynde Cotton died on the 23^d of January, 1795; and, his eldest son, John, having died in 1781, and his second son, Humphry, in 1757, Captain Cotton had succeeded to the title.

occasionally employed on separate service, was attached to Lord Howe's fleet.

After a short relaxation from his professional duties afloat, to arrange some domestic affairs, Sir Charles was directed by the admiralty (March 9, 1799) to hoist his flag in the *Prince*; in which ship he continued to serve, as third flag officer of the Channel fleet, as long as Admiral Lord Bridport retained the chief command. During this period, he was, on several occasions, entrusted with the charge of detached squadrons; of one, in particular, consisting of twelve sail of the line, and a frigate, which sailed from Bantry Bay, on the 1st of June, 1799, in pursuit of an uncertain force of the enemy, that had escaped from Brest. After a most diligent, but unsuccessful endeavour, to ascertain the destination of the French ships, Sir Charles, conformably to his instructions, proceeded off Cadiz, and, ultimately, up the Mediterranean, joining Admiral Earl St. Vincent off Port Mahon. The Earl, who had been occupied two succeeding years in blockading Cadiz, was, at that time, in consequence of his indisposition, on the point of returning to England; * and on his departure, he confided to Sir Charles, the important charge of protecting, with his little squadron, the Island of Minorca, which had been threatened with invasion. Indeed, from the strength of the enemy, at that time at Carthage, very serious apprehensions were entertained, by the commanding officer of the troops, as well as by the inhabitants. The alarm was also increased, by a rumour that the French fleet, eluding the vigilance of Lord Keith, had joined the Spaniards at that port. This rendered it expedient to concentrate the naval force in that quarter; and, accordingly, Lord Keith † appeared off Mahon, and Sir Charles Cotton placed himself, with his squadron, under his Lordship's command. Previously to the arrival of his Lordship, the Rear-admiral had had many difficult and obnoxious services to perform, in the conciliation of differences with the commander of the troops on shore, in the enforcement of the law against the mutineers of the *Impetueux*, and in the arrangement of plans for the speedy supply of the ships with stores, water, and provisions.

* N. C. IV. 41.

† For a Portrait and memoir of Lord Keith, *vide* N. C. X. 1.

The French and Spanish fleets having formed a junction, Lord Keith, with Sir Charles Cotton as second in command, went in pursuit of them; but it was soon discovered, that they had taken their departure from Carthagena, and effected their passage through the Gut of Gibraltar; while baffling winds, and vexatious calms, retarded the English fleet, and detained it some days in Tetuan Bay.* At length it was enabled to follow them to the port of Brest, without once having the prospect of overtaking, or of bringing them to action.

In the winter of 1799, Sir Charles Cotton was again charged with a squadron of six sail of the line, and two frigates, for the purpose of cruising in the Atlantic; but though, with all the persevering anxiety which marked his character, he made several attempts to get down the Channel, he was prevented, by the violence of the season, from carrying his orders into effect. In one of these attempts, a serious accident, owing to the darkness of the night, befel Sir Charles's flag-ship, the Prince, by the Saturn falling on board of her. This unfortunate occurrence became the subject of a Court Martial, by the investigation of which, it fully appeared to have been unavoidable. However, the delay incurred, in repairing the damages of the Prince, had the effect of defeating the object, for the accomplishment of which, the squadron had been destined.

In the spring of the year 1800, Earl St. Vincent succeeded Lord Bridport in the command of the Channel Fleet. Soon afterwards, Sir Charles Cotton became second in command; and, in the absence of the Commander in chief, he, at various times, had the charge of the fleet, off Ushant.—It may here be proper to remark, that, whenever his lordship resumed his station, he invariably expressed the highest approbation of the rear-admiral's conduct, in the management of the fleet, and of the alacrity and spirit with which he enforced his orders. Respecting Sir Charles, the same observation is applicable at the period when Admiral Cornwallis commanded the Channel Fleet; and, at the conclusion of the war, in 1801, that officer, in his circular letter, expressed the high sense

* A View of Tetuan, on the coast of Morocco, is given in the Xth Volume of the NAVAL CHRONICLE, page 142.

which he entertained of his conduct and services in very gratifying terms.

Previously to the latter period, Sir Charles Cotton's flag had frequently been shifted into different ships, while his own was refitting; and it deserves to be mentioned, that, without regarding his personal convenience, Sir Charles was, at all times, prepared for any description of service, by which his country's interest could best be promoted.

The Peace of Amiens rendering his professional exertions no longer necessary, Sir Charles's flag was struck, after an uninterrupted employment of nearly three years. He then retired to the enjoyment of domestic life and agricultural pursuits.

In 1802 (April 29th) Earl St. Vincent being then at the head of the Admiralty, a partial promotion of flag-officers took place;* and Sir Charles Cotton received the rank of Vice-admiral of the Blue squadron; his Lordship, as we have been informed, considering that his long and arduous services particularly entitled him to that advancement.

As soon as the renewal of hostilities was announced, Sir Charles was again at his post; and, on the 10th of June, 1803, hoisted his flag in the San Josef.† In this ship, which was expeditiously equipped, he joined the Commander-in-chief, Admiral the Hon. Wm. Cornwallis, off Ushant; and with him, he encountered the severe gales of that winter.‡ It will be recollected, that, at the period here mentioned, it was deemed essential, by the Admiralty, that the few ships of which the fleet then consisted, should keep the sea, and occasionally appear off Ushant. This truly arduous and fatiguing duty was persevered in, without a murmur, for almost the whole of the years, 1804, 1805, and 1806; and, whatever opinions might be entertained, with respect to its expediency or utility, the meed of public approbation and applause was

* N. C. VII. 450.

† *Ibid.* X. 82, 433.

‡ The difficulties and dangers encountered by the Channel Fleet, off Ushant, from the unusual severity of the weather, in the winter of 1803-4, and during the two following seasons, are noticed in a letter from Lieut. H * * * * *, N. C. XVII. 202; a letter which forms a supplement to our Biographical Memoir of Admiral Cornwallis, Vol. VII. p. 1.

never more unanimously awarded, than it was to the exemplary and unprecedented perseverance of the officers, who had thus to assert the superiority of the British flag. The sentiments of the metropolis; in particular, were frequently expressed, in the public thanks voted in the Common Council of the city.

Sir Charles Cotton's exertions in this service appear to have been particularly trying. Whenever the *San Josef* required refitting, the Vice admiral, with his suite, removed into some other ship; foregoing those temporary relaxations, which were enjoyed even by the common seaman. He was also repeatedly charged with the important trust of the fleet, in the occasional absence of Admirals Cornwallis, Lord Gardner, and Earl St. Vincent; by each of whom he was highly esteemed, for the uniformity of his professional conduct, zeal for the public service, and total disregard of all personal accommodations. It may be added, that it was his maxim, never to solicit any advancement, or distinguished post, for himself; observing, that if his perseverance and forbearance did not merit, and call forth, the attention of his superiors, he was not disposed to employ private or political friendship, to obtain what he conceived to be his right on public grounds. This was Sir Charles Cotton's mode of reasoning; a mode confessedly just, liberal, and dignified.

In December, 1806, Mr. Thomas Grenville, then First Lord of the Admiralty, though personally unknown to Sir Charles, and in no respect connected with him, by private or political interest, made him a spontaneous offer, of the Newfoundland command. This offer Sir Charles accepted; and, resigning his station, as second in command of the Channel Fleet, he was again restored to the society of his family, after an absence of more than three years.

The command of the Newfoundland station, however, notwithstanding its respectability, can never lead to distinguished service. This consideration, it is believed, with the impaired state of his health, and a domestic affliction in which he was at this time involved, induced the Vice-admiral to resign his appointment. His determination was hastened by the general report, that Mr. Grenville was on the point of leaving the Admiralty; and on

this, as on every other occasion, his conduct was directed by the integrity of his principles, and the utter aversion which he entertained from all subtle and chicanery advantages. A more selfish turn of mind would have led him to retain his command, till the resignation thereof might have secured for him an interest in a new First Lord.

Sir Charles did not remain long unnoticed. Lord Mulgrave, who succeeded Mr. Grenville at the Admiralty, offered him a seat at that Board; but he declined the proffered honour, and, from that period, he for some time continued to pass a tranquil life, at his long-deserted home; hospitably entertaining his neighbours, improving his patrimonial inheritance, and rendering more comfortable the residence of his contented and happy tenants. Nor were these the whole of his enjoyments. Bearing a conspicuous part in the magistratical duties of the county, his active and benevolent mind paid an unwearied attention to the moral improvement, as well as to the personal comfort, of the poor. Affluent in his circumstances, universally beloved by an extensive circle of friends, enjoying the first order of domestic comforts, and without a motive to seek for additional fame or fortune, he almost persuaded himself that he should no more be called upon to sacrifice at the shrine of public duty. Yet, amidst this tranquillity and happiness, he would, at times, betray a predilection for his profession, and an apparent wish to resume his station afloat.

Some time afterwards, the command of the Halifax station becoming vacant, Sir Charles Cotton was proposed by Lord Mulgrave, as a person singularly well calculated to conciliate the differences then subsisting between this country and America; but, not feeling himself disposed to engage in such diplomacy, the Vice-admiral waved the honour of the appointment. Lord Mulgrave, however, as it determined that his old friend should remain no longer in retirement, offered him the command off Lisbon, which he accepted, and repaired thither, in the *Minotaur*, in the month of December, 1807.* He arrived on the 15th of January following; and, superseding Sir

* "Whereas, since the orders given to Rear-admiral Sir Sidney Smith, information has been received of the entrance of a Russian squadron, consisting of seven sail of the line and two frigates, into the river Tagus, and

Sidney Smith, in the command, he sailed in the *Hibernia*.

orders have been issued for sailing and landing into port all Russian ships of war and merchantships, and whatever else. In consequence, became necessary, that the officer commanding His Majesty's ships off the Tagus should be furnished with further instructions;— We do hereby require and direct you, if the Portuguese government should recur to its original intention of proceeding to the Brazils, but should represent to you that the Emperor interposes an obstacle to their departure, to demand possession of such of the principal forts upon the Coast, as you may deem necessary for the safe passage of the squadron under your orders; and having obtained it, to proceed to the river, for the purpose of attacking the Russian squadron, and conveying the Portuguese fleet out of the Tagus."— *Vide* extract of an order from the Admiralty to Sir Charles Cotton, dated December 9, 1807, N. C. XXI 234. Following the above, are abstracts of a series of official papers, presented to the House of Commons, relative to the Russian fleet in the Tagus, &c.

"On Sir C. C.'s arrival off Lisbon," says an extract of a letter, which we have seen, from an officer of H. M. S. *Foudroyant*, dated Rio Janeiro, June 2, 1808, "Sir S. S. was obliged to shift his flag out of the *Hibernia*, and as Sir C. C. vacated the *Minotaur*, Sir S. S. chose that ship in preference to taking the captain out of any other; not then knowing what sort of a vessel *Minotaur* was, and Sir C. C. not telling him of her defects— however, he was not long in the dark as to her qualities, for two days after he joined her, a gale of wind came on, and in the early part of the night she lost her main top mast, and great confusion prevailed on board. The gale lasted two days, the ship making a great deal of water, and, on the third day, the fleet being all separated, the *Minotaur* fell in with this ship, and Sir S. S. thought proper to shift his flag into her, to which change Sir C. C. afterwards acquiesced, *Minotaur* really being not fit for service. We were a long while waiting in expectation of being ordered somewhere, without knowing whether reports being contradictory. At length orders from England arrived for us to proceed to Brazil, and for Sir S. S. to choose any ship for his flag except the *Foudroyant*. Sir C. C. recommended to him the *Hercule*, an old French prize fitted out merely for the Copenhagen expedition, and without a poop (which rendered her particularly inconvenient for an Admiral). Sir S. S. accepted her, but requested she might previously be surveyed; which was done, and she was reported absolutely unfit for sea; and much more so to cross the Atlantic ocean; in proof of which a fragment of her timbers, almost in a state of snuff, was exhibited. The arrangement was thus, of course, broken off, and it was then wanted to shove him (Sir S. S.) into *Agamemnon* (a 64) but it would not do, and as there was no other ship in the squadron fit for a flag except *Conqueror*, he applied for her; but, as she was a very desirable ship, and commanded by the Captain of the fleet's brother-in-law, they used every persuasion with him to take another. Added to this, she was then away for water, and it was studiously

This must be regarded as an epoch, in the life of Sir Charles Cotton, in the history of Portugal, and in the naval annals of Britain; and, favoured as we have been, with a variety of important and original documents, we should feel ourselves in the highest degree culpable, were we to gain peremptorily to claim the merit, for the British navy, of the Portuguese emigration,* and (notwithstanding the re-written despatches of Lord Strangford,† and the speech of Mr. Secretary Canning, in Parliament,) to wrest it from the diplomatic department, by which it was usurped;—were we not completely to expunge from the naval service, that portion of the odium, which for some time attached to it, respecting the Convention of Cintra.

The escape and departure of the Queen and Prince Regent of Portugal, with their family and suite, prior to the arrival of Sir Charles Cotton, are circumstances which have already been dilated on in the NAVAL CHRONICLE, and are sufficiently known to the public. Their departure had been prompted, and timely accelerated, by the great exertions of Sir Sidney Smith, and under his influence and auspices. A novel sight and scene of action were thus afforded to the gallant hero of Palestine—a sight unparalleled in the page of history—a sovereign family voluntarily abandoning the conveniences, comforts, and luxuries of royalty; committing themselves to the care and confidence of *an enemy*, to court dan-

asserted that she would not be back for three months; but on the very day that Sir S. S. had made up his mind to go in any ship rather than lose time, to the detriment of the service, Conqueror joined. Then private interest prevailed, and it was determined to break through the Admiralty orders rather than displace the then Captain. The result was, that on the 20th February we parted company in this ship together with Agamemnon, and arrived at Gibraltar on 26th, refitted for our American voyage (having taken in a new foremast and caulked the ship throughout) and sailed from Gibraltar on 13th March."

* Vide RALEIGH'S *Account of Naval Transactions on the Coast of Portugal*, N. C. XXI. 377 to 394; and VASCO DE GAMA'S *Supplement* thereto, page 463 of the same Volume.

† N. C. XVIII. 505.—The affairs of Portugal are treated of in various parts of the NAVAL CHRONICLE, agreeably to the following references—Vol. XVIII. pp. 330, 496, 505; Vol. XIX. pp. 259, 322; Vol. XX. pp. 241, 363; Vol. XXI. pp. 66, 231, 298, 377, 463; Vol. XXII. pp. 34, 71, 153; Vol. XXIII. p. 309; Vol. XXIV. pp. 265, 472; and Vol. XXV. pp. 258, 242, 507.

get unknown, on an element untried; proceeding to a distant clime, to throw themselves into the arms of a rude, unpolished people, in order to avoid French friendship, and its concomitant curses, French cruelty and oppression! Such an act was worthy of the enthusiasm by which it has been followed.

Sir Charles Cotton found, that his able and excellent predecessor had made every necessary arrangement—diplomatic and otherwise—which the circumstances of the time required, and his enlightened, active, and intelligent mind could devise. Indeed, the light in which Sir Sidney Smith's conduct was contemplated at home, will be sufficiently evident, from the subjoined copy of a letter, from Mr. Secretary Pole:—

SIR,

Admiralty-office, 28th December, 1807.

"I lost no time in laying your despatches, brought by Captain Yeo, of H.M.S. *Confiance*, and by the *Trafalgar* letter of marque, before my Lords Commissioners of the Admiralty; and I am commanded by their Lordships to express their high approbation of your judicious and able conduct in the management of the service entrusted to your charge, and in the execution of the various orders you have received from time to time.

"Their Lordships are strongly impressed with the propriety of the whole of your conduct towards the Royal Family of Portugal; the respectful attention which you appear to have shewn to the illustrious house of Braganza, has been in strict conformity to their Lordships' wishes, and they have directed me to express their complete satisfaction at the manner in which you have in this, as well as in every other respect, obeyed their instructions.

"My Lords are pleased to approve of your having supplied the necessary succours to the Portuguese fleet from H.M. ships, and I am commanded to acquaint you, that, under the peculiar circumstances of the case, their Lordships are satisfied of the necessity of your resuming in person the strict blockade of the Tagus, and they approve of your having detached from your squadron four sail of the line under the command of Captain Moore, to escort the Royal Family of Portugal to Rio de Janeiro.

"My Lords concur in the propriety of your directing the officer in the command of the squadron destined for this important service, to hoist a broad pendant after he had passed Madeira, and they approve of the instructions to Captain Moore, and of the selection you have made of that distinguished and judicious officer.

"I have the honour to be, &c.

(Signed) "W. W. POLE."

"Rear-admiral Sir W. Sidney Smith."

Before we proceed with this Memoir, as it immediately relates to Sir Charles Cotton, we beg leave to solicit the reader's attention

to the following official correspondence, which, now, for the first time, meets the public eye.

Minotaur at sea, January 24, 1800.

Having fallen in with the *Confiance* this morning, and finding Captain Yeo charged with a letter on his Majesty's service, addressed to you or to me, and learning from its contents that the *Rocheport* squadron is at sea, I lose no time in forwarding it to you, together with another from Sir John Duckworth, addressed to Vice Admiral Lord Collingwood; which, being put into my hands by Captain Yeo at the same time, I nearly opened under the idea it was similarly addressed. I send it to you in its present state, in order that you may inform yourself of its contents if you think proper; but I have not presumed to proceed farther, considering your vicinity.

"The *Minotaur* having suffered in the gale, and being by no means an efficient ship in any respect, I meant, at any rate, to have requested your permission to shift my flag to the *Rodroyant*; but, under the circumstances of the enemy being at sea, and the Russian fleet supposed to be in readiness and with the intention of coming out, I think the honour of the flag requires that I should immediately do so, in order that I may be able to give you that support on this service, which it is as much my wish as my duty to do. Under the hope that you will please to approve of this step, it is my request further, that you will please to consider this a permanent arrangement, as under the present circumstances, or indeed under any, until the *Minotaur* has been put into repair, and in an efficient state, she is the last ship in this squadron on board which I should chuse to have my flag.

"I have the honour to be, Sir,

"Your most obedient humble servant,

(Signed)

"Vice-admiral Sir Charles Cotton, Bart."

"SIR,

Hibernia, off the coast, 15th Feb. 1800.

"I am to acquaint you, that the Lords Commissioners of the Admiralty have, by Mr. Secretary Pole's letter of the 24th ult. directed me to put any two of the line of battle ships under my orders (with the exception of the *Rodroyant*) and the *Confiance*, under your command, in order to augment the squadron of His Majesty's ships which has been directed to accompany the *Prince Regent*, and of which you are to take upon yourself the chief command; and, in consequence thereof, I purposed to send to the *Elizabeth*, *Plantagenet*, and *Conqueror*, join the squadron, to recommend your hoist-

flag your flag on board his Majesty's ship *Hercule*, with the Commodore and Company, to proceed to Brazil in execution of the service for which, I presume, you have received your orders.

"I further intend, from the very low state of the water in the squadron, to take as much from the *Hercule* as can possibly be spared, aware that you must touch at some place to replenish on your passage to Brazil."

Charles Cotton

to Rear-Admiral Sir W. B. Smith, Bart.

(SECRET)

"Sir, H. M. S. *Foudroyant*, 18th February, 1808.

"In obedience to orders from my Lords Commissioners of the Admiralty, dated the 25th ult. of which I enclose a copy for your information, I am to proceed to Rio Janeiro, as Commander-in-chief of the Squadron stationed on the coast of Brazil, under the authority of their Lordships' Commission, bearing date the 27th of October last, in my possession, taking with me two ships of the line, which I am informed by their Lordships, you have been directed to place under my orders, to the end, that the Squadron, of which I was, and am again appointed commander in chief, may amount to the number of six sail of the line, stated by Mr. Canning, and originally assembled and placed under my command. I have, therefore, to request, you will be pleased to enable me to proceed, and signify (when I may part company with you. I beg leave to state to you, as I shall in the Lords Commissioners of the Admiralty, that I consider the honour of the British flag to require, that it should be enabled to meet that of a French flag Officer in a ship of equal force; and under the circumstance of a French squadron having passed these latitudes to the southward, which may possibly be bound to Brazil, the commanding officer of which was a three-decker. I trust I may not be deemed unreasonable, in expressing my warmest desire, that I may be enabled, sooner or later, to meet him on equal terms; meanwhile, as long as I may be in a two-decked ship, I am quite satisfied with the rate and qualities of the *Foudroyant*, and feel confident from what I have observed of the abilities and conduct of the officers and men, that I shall be able to do my duty in her to the extent of her powers, as a good 80 gun ship. I have, in request, you will be in recollection, in making the arrangement which depends on you for the completion of the squadron under my orders, that Commodore Mordaunt may possibly have withdrawn from Brazil in the *Marquis*, or have sent some other ship, in pursuance of the authorization to that effect, contained in my letter to him of the 5th December; also, that the *Sudley*, at best a very inefficient ship, with a sprung foremast, and many men sent to England as prizes, will be soon on her way home; so that of the three frigates destined in my original order to be under

my command, with these smaller vessels, I shall not have one to cope with the frigates of the enemy; or to keep a proper look out to cover a coast of 33 degrees of latitude, from the river Amazonas to the Southern limit on the neutral ground between Brazil and the Spanish settlements, and farther to keep a look out on any armaments that may be equipped in the latter for the annoyance of our infant trade; for which purpose it will not be advisable to detach the line of battle ships, lest an enemy's force from Europe should suddenly make its appearance in those seas, which is to be expected if it is not already therein. I am satisfied with the *Confiance*, as one of the smaller ships, and under her present Commander, she will, no doubt, act against a frigate to the utmost of her powers, but not to advantage. The *Viper* and *Pitt* will, I trust, now follow their destination.

“ W. S. S.”

“ *The Vice-admiral Sir Charles Cotton,
Bart. Commander-in-chief, &c. H.M.S.
Hibernia.*”

(INCLOSURE referred to in the above.)

“ By the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c. and of all his Majesty's plantations, &c.

“ To Sir William Sidney Smith, Knight—Rear-admiral of the Blue, hereby appointed Commander-in-chief of a Squadron of his Majesty's ships and vessels, to be employed on a particular service.

“ Whereas, we have thought fit to appoint you to be commander-in-chief of a squadron of his Majesty's ships and vessels, to be employed on a particular service; these are to will and require you forthwith to take upon you the charge and command of the said ships and vessels as commander-in-chief accordingly, hereby charging all captains, commanding officers, and companies, belonging to his Majesty's said ships and vessels, to be obedient to you, their Commander-in-chief; and you, likewise, to follow such orders and directions as you shall, from time to time, receive from us, or any other your superior officer, for his Majesty's service. For which this shall be your warrant. Given under our hands, and the seal of the office of Admiralty, the 27th of October, 1807, in the forty eighth year of his Majesty's reign.

(Signed) “ MULGRAVE.

“ R. BICKERTON.

“ WM. JOHNSTONE HOPE.”

“ By Command of their Lordships,

“ W. W. POLE.”

“ SIR,

Hibernia, off the Tagus, 15th Feb. 1808.

“ I have the honour to acknowledge the receipt of your letter, of this day's date, enclosing a copy of your order to proceed to Rio Janeiro, which, the moment the ships join, that were mentioned to you in my letter of this morning, I shall feel as happy in enabling you to put in execution, as I shall

to meet your wishes in any way the arrangement left within my power permits me to do; but the directions respecting *Loudroyant* are positive and pointed, as you may observe, by the two letters herewith transmitted for your perusal.

"The *Elizabeth* and *Conqueror*, commanded by the two senior captains of the squadron, whom I cannot think of dispossessing of their commands, are absolutely essential, and but sufficient, to enable me to cope with the enemy, which you, as well as myself, know to be in the Tagus, and whom there is good reason to suppose, may shortly be on the move from thence. The *Ruby's* crew being, unfortunately, affected by the Small Pox, leaves only the *Agamemnon* to be spared, while the *Hercule* (recently fitted foreign) being next in point of quality to the two senior captains' ships, will, I trust, appear effective to convey your flag to Brazil, and where, I hope, agreeably to your desire, a three decked ship may speedily follow for its reception.

"With respect to the smaller vessels, you will observe, by the enclosure, the extent of my orders, and already know by experience, the great want of such craft, for this station. The *Viper* I always intended for you, if detached, and, although no orders to that effect have been received by me, she shall accompany you. The *Pitt* is most likely at Gibraltar, but about such vessel, I have received no particular directions, nor was she under my orders otherwise than as a transport of the convoy. You will, therefore, in the event of proceeding to Gibraltar, and falling in with her, use your own discretion. "I have the honour to be, Sir,

"Your most obedient humble Servant,

"C. COTTON."

"Rear-admiral Sir William Sidney Smith, Knt.
 &c. &c. &c."

"SIR,

"*Herbertia*, off the Tagus, 20th Feb. 1808.

"The *Conqueror* having yesterday, as you may have perceived, lost an anchor and two cables, and being now far to leeward, the time she may again rejoin the squadron quite uncertain, I cannot think (after the several urgent representations you have made to me, stating the great importance your speedy appearance at Brazil may be of to his Majesty's service and government) of longer detaining you; and as no other ship in the squadron appears so well, or indeed at all, calculated for a foreign voyage as the *Loudroyant*, you have my permission to part company in such ship, taking with you the *Agamemnon*, whose captain is ordered to put himself under your command, and proceed agreeably to the orders you have received from the Lords Commissioners of the Admiralty.

"I have the honour to be, &c."

(Signed)

"C. COTTON."

"To Rear-admiral Sir Sidney Smith, K. S."

"SIR,

"*H.M.S. Fondroyant*, off the Tagus, 20th Feb 1808.

"I have been much gratified by your decision, communicated to me by your letter of this day's date, giving me leave to part company in a ship so

well calculated for foreign service on the *Foudroyant*, which I am persuaded will be more advantageous to the King's service than my going in a ship of less force on a local station, considering the new circumstances known to us here, and the necessity of my speedy arrival after the delay that has taken place since the signature of the first arrangement.

I have the honour to be, Sir,
(Signed) W. SIDNEY SMITH.

To Vice-admiral Sir Charles Cotton, Bart.
Commander-in-chief, &c. &c. H. M. S.
Hibernia

In a private letter from Sir Charles Cotton to Sir Sidney Smith, referring to Sir Sidney's letter of the 24th of January, at given at the commencement of the preceding correspondence, the writer observes, that he does not wonder at Sir Sidney's preferring the *Foudroyant* to the *Minotaur*; but that he had entertained the hope, that Sir Sidney's hoisting his flag in the latter ship, would, in the supposition of its remaining there, have excited some zeal in the officers and crew, to show themselves worthy of such a distinction. The *Minotaur*, Sir Charles observes, "has certainly some good qualities, but she was hurried out of dock, from Chatham, without justice done to her." In this letter, the Vice-admiral assures Sir Sidney, that all arrangements he may wish, shall be made, as far as his authority can go, sanctioned by the Admiralty. He adds, however, that, in the last conversation which he had had with Lord Gambler, his Lordship had positively said, that the *Victory* was Sir Sidney's ship, and was to come out to him with his officers and men, from the *Pompée*.

By the extract of a letter from an officer of the *Foudroyant*, which we have already given in a note, at page 363, it appears, that, after encountering a gale of wind, in which the respective ships of the fleet had been entirely separated, the *Minotaur*, which had sustained considerable damage, fell in with the *Foudroyant*; when Sir Sidney shifted his flag into that ship. With this arrangement Sir Charles Cotton fully acquiesced, observing to Sir Sidney, in a letter of the 5th of February, "I send you the orders for the several officers and men you wish, and agree with you entirely about the *Foudroyant*, and am happy that I have it in my power to accommodate you to your wishes."

The preceptor's orders of the Admiralty, respecting the *Fou-*

droyant, have been seen by the preceding official documents. On this point, Sir Charles Cotton, in a private letter to Sir Sidney Smith, of the 17th of February, says: "As to the Foudroyant, I wish it was in my power to indulge you, for which I have every disposition, that friendship, and the high estimation in which I hold you, can dictate. If left to the original order I had, respecting your flag ship, there could not be a doubt; but the repetition of their Lordships' order is too strong a push to parry." Circumstances, however, occurred, which induced a breach of the Admiralty orders, and Sir Sidney Smith ultimately proceeded to Brazil, "good humouredly shanking his stars for a double escape from drowning, in the rickety Minotaur, or the rotten Hercule."

On his arrival off Lisbon, Sir Charles Cotton, as has already been stated, found that every practicable arrangement had been made by Sir Sidney Smith, his predecessor in the command. The germ of liberty had been abundantly sown in Portugal, from the moment of the Prince Regent's departure; and, in the entire nation, the kindling spirit of resistance to their cruel invaders and oppressors, appeared to be only waiting for an opportunity to burst forth. Notwithstanding this, Sir Charles Cotton had much to encounter. The distress of the Portuguese, threatened by famine, and loaded with enormous contributions, became the subject of serious consideration in England, and occupied much of the Commander-in-chief's attention off Lisbon. The state of the British squadron was also "growing critical as to provisions, and more particularly as to water. The arrival of the long-looked-for Hindostan, on the 22d. of February, brought but a partial relief; for that ship was so full of naval stores that she could only stow provisions for the squadron equal to about one week's allowance. The Defence and Elizabeth had been sent off to Madeira for refreshments; Plantagenet and Conqueror to the Bay of Sagres for water; but they could not be well expected in less than a fortnight; and we had but for three weeks left; consequently, notwithstanding the expense, was sentalled to the utmost, we found ourselves, by the 7th February, getting so near bar-laid drop, that it became matter of serious calculation whether we should not be off, which must have

* Vide the preceding documents, the note at page 363, and RALPH'S Narrative of Naval Transactions on the Coast of Portugal, N. C. XXI. 394.

been the case, had not the Elizabeth joined on the 11th." The correctness of this statement is amply corroborated by various private letters of Sir Charles Cotton's, which we have had an opportunity of perusing.

At the end of March, Sir Charles Cotton had reason to expect, that the Russian squadron, in consequence of a disagreement with the French, would come out. This expectation, combined with other circumstances, induced him, early in the month of April, to make overtures for a conditional surrender. These overtures, however, were unsuccessful; and they produced, from General Junot (afterwards Duc de Abrantes) then commanding the French army in Portugal, a proclamation, prohibiting the entrance of all flags of truce into the Tagus. Many violent phillipics, with bitter invectives against the British navy and the British nation, branding them with perfidy, distimulation, &c. were also fulminated by the French General. These effusions made their appearance in the form of official edicts, and were also carefully sent to the fleet. Shortly afterwards, Sir Charles, though with no better success, issued the following proclamation, having for its object the temporary supply of the country with provisions:—

“ PROCLAMATION,

“ *By Sir Charles Cotton, Baronet, Commander in chief of his Britannic Majesty's Ships and Vessels, blockading the Ports of the Kingdom of Portugal.*

“ From the various accounts that have reached me, through different channels, of the great scarcity of grain and other articles of necessity in the kingdom of Portugal, the calamities occasioned by which, were daily increasing (and the blockade of the ports of Portugal not having been established with any view to afflict or famish the natives of that kingdom, but are the inevitable consequences of a necessary operation of war—Lisbon having now become, in the hands of the enemies of Great Britain, a port of equipment for the invasion of his Britannic Majesty's dominions—the rigid enforcement of a strict blockade whereof, has followed as an indispensable measure of self defence) I was, in consequence thereof, and from the great distress and abject misery, repeatedly set forth to me as endured by the unhappy inhabitants of that kingdom, induced (deeply lamenting their sufferings, and actuated by principles of humanity) to represent the same to his Britannic Majesty's government, and have received in reply to such repre-

* *Vide RALEIGH's Narrative, &c. already repeatedly referred to, N. C. XXI. 392.*

sentations, authority to offer the most liberal terms of maritime capitulation, by which the blockade may be removed and the people entirely relieved from distress. A copy of such terms (influenced by the interest and compassion with which his Britannic Majesty considers the sufferings of an unfortunate people) will be forwarded to those who exercise the powers of government, in Lisbon, providing the usual intercourse established between civilized nations—that the communication of flags of truce, is admitted within the Tagus or elsewhere. On the decision of those that exercise the powers of government in Lisbon, therefore, depends the relief of the suffering inhabitants; it is with them, by acceding to terms the most liberal, at once to throw open the ports of Portugal for the admission of grain, or by rejecting those terms, to increase the rigor of the blockade to its utmost possible extent.

“Dated on board his Britannic Majesty’s Ship, *Hibernia*, off the Tagus, 28 April, 1808.

(Signed)

“C. COTTON.”

Various were the spirited and appropriate Addresses, Proclamations, &c. which were published by Sir Charles Cotton, about this time, to arouse the people, to induce them to take up arms, and to animate them to glory. The general tendency of these documents will be seen by the following specimens:—

“INHABITANTS OF PORTUGAL!!!”

“The time is come to rescue your country. Judge for yourselves whether the title of perfidious belongs to the French or to the English. To the first you owe the pillage of your country—the plunder of your churches—the banishment of your kindred—the corruption of your morals—and the stagnation of your trade. The latter has yielded escort to your Prince— asylum and protection to your desolate relatives—afforded pity and compassion—practised charity and benevolence—and is still ready to foster and cherish, uphold and support, every loyal and manly effort to shake off the shackles of a despotic usurper, whose gigantic strides of unsatiated ambition, and unquenched lust for power, could only be permitted by Providence for a time, and for purposes beyond human comprehension. The termination is arrived! To your Prince was reserved the honour of flying from oppression. The spark of kindling liberty, emanating from so magnanimous a resolve, has diffused itself with such incredible velocity throughout the whole people of the world, that the page of history will scarcely be able to keep pace with the important events to which it may give rise. The fame of Portugal, founded upon the fortitude of its Prince, is for ever established.

“All Spain is in arms against the common tyrant, usurper, and oppressor, the cry of, death or freedom! resounds from one end of the kingdom to the other. The government is in danger, and all true Spaniards are alive to a sense of it. The dishonourable career of corruption has been run—the arts and machinations to divide, have been attempted, and the sanguinary scenes to confirm have been practised, in vain—(arts to which the French ruler owes

his fortune, and other unhappy countries their subjugation). In vain must and will they prove to quell the true Castilian spirit, bursting forth to convince an astonished but admiring world, that a nation's native valour once roused to inflict a potent vengeance, can neither meet nor know an obstacle to its accomplishment. The tyrant of Europe now trembles; his ill-gotten honours totter. Join Portugueses join! and partake the glory of Europe with the oppressed nations of the earth. Soon will those nations, too long seditiously subservient to the tyrannic will of a base-born usurper, emulating your bright display of valour, fortitude, and loyalty, burst their fetters and resume their freedom.

" Dated on board his Britannic Majesty's ship Hibernia, off the Tagus, 10th June, 1808.

(Signed)

C. COTTON."

" INHABITANTS OF LISBON !!!

" Your enemies and oppressors the French, have been driven out of Oporto by the Spaniards. The government instituted by the Prince Regent is re-established, and the Portuguese colours are again flying upon your fort.

" All the assistance his Britannic Majesty's fleet can afford, shall be readily given to you and your generous allies the Spaniards, in the noble attempt to emancipate your capital from the severe oppression it has suffered since the French army marched into it.

" Dated on board his Britannic Majesty's ship Hibernia, off the Tagus, 9th June, 1808.

" C. COTTON."

" BRAVE SPANIARDS !!!

" Your countrymen at Lisbon have been treacherously seized by the French, disarmed, and ignobly sent as prisoners on board the hulks in the Tagus—while from one end of Spain to the other, all true Spaniards are in arms, sworn to die in defence of their beloved country, in support of their lawful Monarch, and in the exercise of every effort for the extirpation of their oppressors.

" A Spanish Army is hourly expected to assist the Portuguese; and this notice is given you, to guard against any treachery that may prevent you from aiding your country in so glorious a cause.

" Dated on board his Britannic Majesty's ship Hibernia, off the Tagus, 9th June, 1808.

" C. COTTON."

At the period to which these Addresses particularly refer, hundreds of individuals, and many large families, were making their escape from Lisbon, by every possible opportunity, and seeking an asylum on board of the British squadron. The population, at the same time, manifested disposition of resistance; the state of

affair in Spain assumed a serious aspect; and Junot, taking alarm, had disarmed the Spanish soldiers in Portugal, and placed them on board of the hulks in the Tagus.—Innumerable applications now reached the British naval commander-in-chief, by deputies from all parts of the kingdom, soliciting succour and assistance. Vessels of war were despatched from the northern to the southern coast; every port was opened; and every facility was given, that the most ardent zeal could dictate, in aid of the loyal energies of the people. These important facts, however, will be best portrayed, by the subjoined public documents, issued by the commander-in-chief, on the several occasions:—

“ COPY OF A REPLY TO GENERAL GALLUZO'S LETTER, DATED BADAJOS,
11TH JUNE, 1808.

“ H. B. M. S. *Hibernia*, off the *Tagus*,
20th June, 1808.

“ SIR,

“ I have the honour to acknowledge the receipt of your Excellency's despatch, dated the 11th instant, by a courier that has faithfully discharged his trust, and this day reached me, after delays not in his power to prevent, although great exertions have been used by him for that purpose.

“ He will lay before your Excellency, a notice addressed by me to the brave Spaniards, detached from those immediately situated at Lisbon, apprizing them of the fate of their gallant countrymen in that city, and warning them against similar treachery; besides which, I beg leave to assure your Excellency, that, fully impressed with the magnitude of the great and glorious struggle Spain is now making to uphold her lawful monarch, and resist the most unparalleled perfidy, and unjust oppression—the liveliest interest is felt by me for your success: and every possible assistance that can be given by the fleet under my command, shall be rendered for the support of a cause so just and honourable; of which I had the honour to apprise the Royal Council at Seville, through the means of a Spanish officer despatched by them to me, and who returned thence for Seville, the 11th instant. I was also enabled to assure them, and beg to repeat such assurance to your Excellency, of the gracious disposition of his Britannic Majesty to assist every effort, made upon virtuous principles, for restoring the independence of the Spanish monarchy, and ultimately the independence of Europe.

“ I avail myself with great pleasure of this opportunity, to assure your Excellency of the high esteem and regard with which

“ I have the honour to be,

(Signed)

“ C. COTTON.”

“ To his Excellency General Galluzo,
President of the Supreme Committee,
Badajoz.”

" COPY OF A REPLY TO THE BISHOP OF OPORTO'S LETTER, DATED
20th JUNE, 1808.

" The undersigned Admiral, commanding his Britannic Majesty's fleet on the coast of Portugal, has the honour to acknowledge the receipt of the Bishop of Oporto's despatch, dated the 20th instant, and loses not a moment to assure his Excellency, and every true and loyal Portuguese, engaged in so just, honourable, and glorious a cause, as the re-establishment of their lawful Prince's government, that all possible assistance within the power of his Britannic Majesty's fleet to afford, shall be rendered in support of the same.

" The undersigned is, at the same time, happily enabled to assure his Excellency, that, by many accounts from all parts of Spain, the most energetic, manly, and loyal efforts have been used, with entire success, to frustrate the perfidious designs against that nation's existence and independence. The same energy will have the same effect in Portugal, and the natives of both kingdoms will then be equally entitled to the admiration and esteem of all Europe.

" Given on board his Britannic Majesty's ship *Hibernia*, off the Tagus, 22d June, 1808.

" C. COTTON,

" Admiral of the Blue, and Commander in-
chief on the Coast of Portugal."

" To his Excellency the Bishop of
Oporto, Governor, &c. *Oporto*."

" COPY OF A REPLY TO A LETTER RECEIVED FROM GONCALLO DE
FERREIRA ALDAZ, DATED 19TH JUNE, 1808.

" *H. B. M. S. Hibernia*, off the Tagus,
22d June, 1808."

" SIR,

" I have the honour to acknowledge the receipt of your despatch, dated the 19th instant, and sincerely congratulate your Excellency upon the spirit of loyalty and patriotism that has re-established the government of your lawful Prince at Viana. I lose not a moment in despatching Captain Pigott, of *H. M. S. Blossom*, to your Excellency, who is also the bearer of instructions to the other captains of British ships stationed on the northern coast of Portugal, to afford you and every loyal Portuguese all the aid and assistance in their power, in which I shall be happy to co-operate with his Britannic Majesty's fleet under my command.

" Captain Pigott will be able to explain to your Excellency the prosperous state of affairs throughout all Spain. That brave nation, roused to enthusiasm, nobly resists their perfidious invaders (the same people that have been your merciless oppressors), and I doubt not, that the native energy of Portugal, now roused into action, in a cause at once so glorious, just, and honourable, as the restoration of their lawful Prince, and

assistance of their vile oppressors, will equally entitle the natives of Portugal, with those of Spain, to the admiration and esteem of all Europe!

"I have the honor to be,

"With the highest consideration and regard,

(Signed) "C. COTTON"

"To his Excellency Gonçallo Ferraralaldaz,
 &c. &c. &c. Viana."

DESPATCH TO THE INHABITANTS OF SINES.

"The undersigned Admiral, commanding his Britannic Majesty's fleet on the coast of Portugal, loses not a moment to acknowledge the receipt of a despatch from the loyal inhabitants of Sines; and to assure them, and every true and loyal Portuguese engaged in so just, glorious, and honourable a cause as the re-establishment of their lawful Prince's government, that all possible assistance, within the power of his Britannic Majesty's fleet to afford, shall be rendered in their support.

"Captain Smith, commanding his Britannic Majesty's ship *Comus*, is charged with the delivery of this despatch, and instructed to proceed to Sines, without a moment's delay, in order to afford prompt and immediate assistance.

"The undersigned British admiral is also enabled to assure the loyal inhabitants of Sines, and of the kingdom of Portugal in general, that the most energetic, manly, and decisive efforts have been used with entire success throughout the whole kingdom of Spain, to frustrate the perfidious designs of the French against that nation's independence, and very existence. The French ships that were in Cadiz, have been bombarded and obliged to surrender to the brave Spaniards. The people are every where risen, and the result will no doubt be glorious.

"The same energy will have the same effect in Portugal, and the native inhabitants of both kingdoms, be then equally entitled to the applause, admiration, and esteem of all Europe.

"Deputations have been received by the undersigned, from most of the northern provinces of Portugal, already armed, sworn to re-establish the government of their lawful Prince, and resist their oppressors at Oporto, Viana, Entre Douro e Minho and part of Beira. 100,000 loyal Portuguese are now risen in arms, and if joined by their gallant countrymen in the south, cannot fail to overcome the handful of Frenchmen now possessing the capital; but to be successful, they must be unanimous, neither intimidated by menace, nor seduced by promises; and bravely and resolutely determine to free themselves from oppression, and restore the government of their lawful Prince.

"In the very last edict issued by the French general, Junot, and dated only the 26th of June, the most sanguinary threats are denounced against the inhabitants of Portugal; their most loyal and populous cities are threatened with destruction, and themselves to be put to the sword by a mere handful of men, at most 10,000, nothing, when compared with the popu-

lation of Portugal ! Let the guilty oppressors tremble ; while the loyal Portuguese, without fear, go on : the justice of their cause will assuredly triumph.

“ The noble enthusiasm pervading all ranks throughout Spain and Portugal, can never be subdued, it is not seduced by flattering promises, or led away by false pretences. A manly resistance, joined to the energetic efforts now used by their brave neighbours and friends the Spaniards, resolutely embarked in the same glorious cause, must succeed ; thousands are still in Portugal, willing to emulate the deeds of their ancestors in the paths of loyalty and glory.

“ It is again repeated to every loyal Portuguese, that all the assistance in the power of his Britannic Majesty’s fleet to afford, shall be rendered in a cause at once so glorious, just, and honourable, as the restoration of their lawful Prince ; in whose name a standard should be reared in the south as well as the north, for the loyal to resort to, and a council should be elected in every populous city and town, after the manner of those established throughout Spain, and in the northern provinces of Portugal, to govern for the present, and mature the means of future organization.

“ Given on board his Britannic Majesty’s ship *Hibernia*, off the mouth of the Tagus, this 1st day of July, 1808.

(Signed)

“ C. COTTON.

“ Admiral of the Blue, and Commander-in-chief of H. B. M. fleet.”

PROCLAMATION,

“ By Sir Charles Cotton, Bart. Admiral of the Blue, and Commander-in-chief of his Britannic Majesty’s Ships and Vessels, on the Coast of Portugal.

“ INHABITANTS OF PORTUGAL !

“ Deputations having reached me from all parts of your kingdom, soliciting aid, succour, and assistance, and stating to me the loyal, brave, and manly determination of the people of Portugal, to establish the government of their lawful Prince, and emancipate their country from French oppression :

“ I send, agreeably to your repeated requests, ships, troops, arms, and ammunition ; and have directed the standard of his Royal Highness the Prince Regent of Portugal to be reared, round which every loyal Portuguese is hereby invited immediately to rally, and to take up arms in so just and glorious a cause.

“ To be successful, Portuguese, you must be unanimous ; and, joined by your brave neighbours and friends the Spaniards, neither be intimidated by menace nor seduced by promises.

“ Seven months experience must have convinced you of the effects of French friendship ; it is now to British faith and assistance, aided by your own energy and efforts, that you will, I trust, be indebted for the restoration of your Prince and the independence of your country.”

“ *Hibernia*, off the Tagus, July 4th, 1808.”

DESPATCH TO THE GOVERNMENT OF FIGUEIRAS.

"The undersigned Admiral, commanding his Britannic Majesty's ships and vessels on the coast of Portugal, loses not a moment in acknowledging the receipt of a despatch from the loyal inhabitants of Figueiras; and, agreeably to the most earnest request contained therein, sends to their aid and assistance, his Britannic Majesty's ship *Alfred*, with troops, arms, and ammunition. Captain Bligh, the commander of that ship, has been instructed to confer with the constituted authority at Figueiras, upon the best means of carrying into effect, at that place, the virtuous, manly, and energetic efforts now generally manifested throughout the kingdoms of Spain and Portugal, for the purpose of restoring the lawful government, and emancipating such countries from French oppression; towards which, every aid in the power of his Britannic Majesty's fleet to afford, may be relied upon.

"Dated on board his Britannic Majesty's ship *Ibernia*, off the Tagus, 4th July, 1808.

(Signed)

"C. COTTON.

"Admiral of the Blue, and Commander-in-chief of his Britannic Majesty's ships and vessels on the coast of Portugal."

"To their Excellencies, forming the constituted Government, established in the Name of his Royal Highness the Prince Regent of Portugal, at Figueiras."

ADDRESS TO THE INHABITANTS OF SINCS.

"The undersigned Admiral, commanding the British fleet off the Tagus, has received, with much pleasure, the thanks of the loyal inhabitants of Sinco, St. Jago, and the surrounding towns and villages; whom he has the happiness to assure, that a British army is now on its way to assist Portugal, in the present glorious struggle for all that is dear to man; for the preservation of their Holy Religion, for the restoration of their lawful Prince—the protection of their wives and children, and the independence, nay, very existence of their country: it need not be told to the true and loyal Portuguese, now roused to action, that these objects are worth every sacrifice of ease, comfort, rest, and even life—the spirit of patriotism will create soldiers; and let it be remembered the oppressors of Portugal are but *men*, and few in number; they cannot stand against a justly indignant and exasperated population.

"Although every assistance Great Britain can yield to her ancient ally, in so virtuous, just, and honourable a cause, will be afforded, yet all must depend upon the energy and efforts of the native inhabitants of Portugal; it is for them to evince the spirit of their fore-fathers, and prove that the youth of Lusitania, once that most flourishing and enterprising of nations, still retain their native valour, and now, roused by oppression, resolutely determine to fight, under favour of God, for their Holy Religion, their parents, wives and children, for the restoration of their Prince, and salva-

tion of their country. Throughout the northern parts of Portugal, the universal cry is, "conquer or die," and the only badge of honour worn, is inscribed, *liberty and vengeance!*"

"The moment the troops arrive from England, which are hourly expected, the number requested, with the arms and an adequate proportion of ammunition, shall be instantly despatched to Sines.

"Dated on board his Britannic Majesty's ship *Hibernia*, off the *Tagus*, 14th July, 1808.

"C. COTTON."

"*H. B. M. S. Hibernia, off the Tagus,*
8th July, 1808.

"MOST EXCELLENT SIR,

"I have the honour to acknowledge the receipt of your letter by Signor Jeronimo Arango Bezo, who has undertaken to convey this my reply to your Excellency, accompanied with every sentiment of my most perfect regard and esteem.

"The arms solicited by your Excellency, are, I learn, arrived at Figueiras, and many thousand stand have already been sent to Coimbra, as well as supplied to the surrounding towns and villages, in order to enable the loyal Portuguese effectually to aid the glorious struggle they have now embarked in.

"The God of justice will, I trust, favour your Excellency's invocation for victory and success, and the Prince Regent of Portugal must ever have occasion to bless the Providence that left in his dominions subjects possessing so much zeal, loyalty, and patriotism, as your Excellency and the supreme Junta at Oporto.

"With heartfelt wishes for your entire success, and every disposition to aid, to the utmost of my power and ability, a cause at once so virtuous, just, and noble,

"I have the honour to be,

"With the highest consideration, esteem, and regard, Sir, yours, &c.

(Signed)

"C. COTTON."

"To his Excellency the Bishop of Oporto,
Governor of Oporto, and President of
the Supreme Council, &c. &c. &c."

"*H. B. M. S. Hibernia, off the Tagus,*
9th August, 1808.

"SIR,

"I have had the honour to receive your Excellency's letter, dated 26th July, signed by yourself, and the respectable junta over which you preside.

"I am happy to inform your Excellency, that a British army consisting of 15,000 men, landed at Figueiras, and are now on their march to Lisbon, to co-operate with the loyal Portuguese, and brave Spaniards in the same glorious cause.

"All the arms and ammunition that could be spared from this fleet, have been sent to Sines in your province, and a gentleman deputed from St. Jago

de Casem was sent to Figueiras for 500 stand of arms, with which I hope he has returned to Sines, where a British Frigate is stationed for the defence of that part of the Kingdom of Portugal.

" I have lately received various reports inducing me to apprehend that your city has suffered much from the enemy; in which suffering I sincerely sympathize: I trust that the glorious exertions of all ranks throughout the Kingdoms of Spain and Portugal, against the common enemy of mankind, will speedily restore those countries to the dominion of their lawful sovereign, and to the blessings of peace and tranquility; toward which every assistance in my power, has been, and shall be afforded.

" With the highest consideration and regard,

" I have the honour to be, Sir, yours, &c.

(Signed) " C. COTTON."

" To his Excellency the Bishop of Evora,
President of the Council and Govern-
ment, &c. &c. &c."

The following proclamation may also, with much propriety, be inserted in this place:—

" PROCLAMATION,

" By the Commander-in-chief of his Britannic Majesty's Land and Sea Forces, employed to assist the Loyal Inhabitants of the Kingdom of Portugal.

" PEOPLE OF PORTUGAL!

" The time is arrived to rescue your country and restore the government of your lawful Prince. His Britannic Majesty, our most Gracious King and Master, has, in compliance with the earnest entreaties and ardent supplications for succour from all parts of Portugal, sent to your aid a British army, directed to co-operate with his fleet already on your coast.

" The English soldiers that land upon your shore, do so with every sentiment of friendship, faith, and honour.

" The glorious struggle in which you are embarked, is for all that is dear to man. For the preservation of your Holy Religion, for the restoration of your lawful Prince, the protection of your wives and children, and the independence, nay, very existence of your kingdom. Objects like these can only be obtained by distinguished examples of fortitude and constancy.

" The contest and noble struggle against the tyranny and usurpation of France, will be jointly maintained by Portugal, Spain, and England; and in contributing to the success of a cause so just and glorious, his Britannic Majesty has no views derogatory to the dignity and independence of Portugal.

(Signed)

" A. WELLESLEY,

" G. COTTON."

" Dated August, 1808."

These documents had always the intended effect: they were received with enthusiasm, immediately translated into the Portuguese language, and dispersed throughout the country. Their effect was like magic; armies assembled in the north and south of the kingdom, with distinguishing badges of loyalty, waiting only for leaders to take vengeance of their invaders. It ought to be remembered, too, that, from these almost self-created armies, sprang the troops which have since, in the words of the gallant hero of Albuera, "proved themselves worthy of contending in the same ranks with Britons."

With respect to the humanity which was manifested by Sir Charles Cotton, to the distressed refugees of all ranks (from two to three hundred of whom were sometimes on board of each ship in the squadron), every tongue was loud in his praise. His ready smile of cordial kindness, and his unceasing attentions to their comforts, rendered the name of the British naval commander venerated throughout the kingdom; and, by those who came immediately under his cognizance, the sincerest gratitude was universally expressed.

Previously to the arrival of a British army, a landing was effected at Figueiras by a party of marines, (as appears by the foregoing documents). This operation was conducted under the direction of Captain Bligh, then commanding the *Alfred*, whose distinguished zeal and ability rendered the post tenable till the army arrived, when he assisted at its debarkation, with great advantages of local knowledge, and acknowledged application.

The arrival of the army, the battles which were fought, the change of commanders, and the convention of Cintra* that followed, are circumstances which have been too often before the public. It should be known, however, that, bad as that convention was; mortifying and degrading as it was to the feelings of Britons; it received considerable and important amendments from Sir Charles Cotton, who thrice returned it to its projectors unexecuted, and whose opinion thereof is forcibly expressed, in the following correspondence with Sir Hew Dalrymple upon the occasion:—

* *Vide* N. C. LX. 239, 241, 244, 245, 363, 367.

" SIR,

" Hibernia, off Cascaes, August 25, 1808.

" The French having evacuated St. Ubes, of which I am informed this morning, and of the Portuguese army expected there every hour, amounting certainly to 4000 or 5000 men, makes me suggest the propriety of detaching one half or more of the troops now at Maceira, under the command of Lieut.-Gen. Sir John Moore, to be landed at St. Ubes, or near it, that, with the assistance of the loyal Portuguese, possession might certainly be taken of the left bank of the Tagus, and effectually prevent the retreat of the French army to Elvas. I suggest this on the presumption that the preliminary articles I read yesterday can never be acceded to, so as to form a definitive treaty so much in favour of the French army, twice beaten, and 30,000 British troops in Portugal. Without great alteration of those articles, I can never accede to such a treaty.

" I have the honour to be, &c.

(Signed) " C. COTTON."

" Lieut.-Gen. Sir Hew Dalrymple, &c."

" SIR,

" Hibernia, off the Tagus, August 27, 1808.

" I enclose for your inspection and approbation, articles that I should conceive might be consented to on the part of the enemy, and would modify them, that I could in some measure be justified in acceding to. I am told, from correspondents in Lisbon, that the French expected nothing less than unconditional surrender, and to return as prisoners of war to France. The Portuguese and some Spaniards are in possession of St. Ubes, where I should have sent the 42d regiment yesterday, had not the wind come round to the southward, and the knowledge I received that the cessation of hostilities was extended to four days from the 26th. The enemy had taken almost all the troops from the different forts along the bay, and sent them over to Palmella, a height between Lisbon and St. Ubes, apprehensive of an attack from the army now at St. Ubes; the weather, looking threatening, has forced me to weigh with the fleet but I shall again return to my anchorage the moment I can with safety, and endeavour at all events to preserve communication with the shore. I am, &c.

(Signed)

" C. COTTON "

" Lieut.-Gen. Sir Hew Dalrymple, &c."

(INCLOSURE in the above)

" Article 12th. The forts of St Julien and the Bugio, as well as those to the right of St. Julien, are to be given up and garrisoned by British troops at the ratification of the present treaty.

" To be added to Article 16th. ' All arrears of contributions, requisitions, or of any claims whatever made by the French government upon the Kingdom of Portugal, or any individual residing therein, which remain unpaid at the signing of the treaty, are considered as cancelled.'

“ Article 17th. Insert after ‘property, moveable and immoveable,’ ‘shipping excepted;’ again, after ‘in either case their property,’ insert ‘with the above exception.’”

“ In addition to the 17th Article, besides the foregoing, the following is to be added :—

“ No property belonging to any Portuguese, or the subjects of any power in alliance with Portugal, at the time of the entry of the French army into that kingdom, that has been confiscated on account of political opinions, or under any other pretext, shall be removed, but restored to the proper owners. It is also to be clearly understood, that the stipulations in favour of persons carrying away their private property, is not to be made the ground work of any commercial speculations.”

“ In addition to the 19th Article, ‘The arms, artillery, baggage, and all other property whatsoever belonging to the Spanish troops in Portugal, to be delivered up to them.’

“ Article 5th of additional Articles, to be struck out altogether.”

“ Additional article.—‘The French ships of war, and all other vessels, to be delivered over with all their stores, sails, and equipments, subject only to such arrangements, respecting such ships of war and merchant vessels as shall be subsequently agreed upon and concluded on the part of his Britannic Majesty, and that of his Royal Highness, the Prince Regent of Portugal.’

“ C. COTTON.”

“ *Lieut. Gen. Sir Hew Dalrymple,
 &c. &c. &c.*”

Extract from the Answer of Sir Hew Dalrymple to Sir Charles Cotton.

“ Upon the whole, the treaty, when made, is subject to your ratification as well as mine; and if its conclusion cannot be justified by the terms of the basis on which it commenced, that may be objected to; but I conceive I think it is now too late to object to any part of the basis itself; which was at first acquiesced in.”

*Extract of a Letter from Admiral Sir Charles Cotton to Sir
 Hew Dalrymple.*

“ *Hibernia, off the Tugus, 28th August, 1805.*

“ My letter to you of the 27th, will have informed you of my knowledge of the further suspension of hostilities, and of my sentiments respecting the treaty about to be entered into with the French Commander-in-chief, for the evacuation of Portugal. Brigadier-Gen. Beresford, also, if enabled to land, will have explained to you my reasons for not acceding to the treaty as it now stands. I have no instructions from Government on the subject, but if there has been any confidential communication to yourself, or any of the general officers lately arrived from England of the wishes of his Majesty's Government to dislodge the enemy from Portugal, by treaty, or by concessions in their favour it may be thought proper to make, I cannot

but conform and sacrifice my opinion to those instructions. Fully expecting a conference at Cascaes, as proposed, I did not enter with Lieut.-Col. Murray so fully into the objections as they occurred to me on the articles of the basis on which the treaty was to be made. The conveyance of the plunder to France, which may be greatly covered by the unqualified allowance to respect all nominal private property, both French and of those natives who chuse to leave their country with them, may have the worst consequences both to us and those loyal Portuguese whom we are come to assist; to us, as the means of adding some millions perhaps to Buonaparte's treasury, at a time when all his former resources from Spain are cut off; and a perpetual source of discord with the Portuguese, for suffering their property to be carried away."

The responsibility thus incurred, of refusing to ratify what had already received the signature of the commanding, and other generals, whose local and particular knowledge of the situation of the opposing armies, and of the state of the country, must be presumed to have been much more accurate than that of the naval Commander-in-chief, was very great. We have been informed, however; upon unquestionable authority, that, when the intelligence of Sir Charles Cotton's refusal to ratify the convention, as first proposed, reached the vicinity of Vimiera, it excited the admiration of the whole army; and it was the known advice, and opinion of the hero, who had then recently commanded that army, that the pending negotiation for a convention, should, in consequence of the Admiral's refusal, be broken off, and hostilities recommenced. What national disappointment, and subsequent discontent, would not such a measure have prevented! The bare act of refusal, however, ought to exonerate the lamented subject of this memoir from all participation of the odium which attached to that instrument, "of some of the articles of which, his Majesty felt himself obliged formally to declare his disapprobation."*

In former times, and under more fortunate circumstances, the responsibility which the Admiral † took upon himself, would have

* *Vide* his Majesty's Speech, at the opening of Parliament, on the 19th of January, 1809; N. C. XXI. 66.

† Sir Charles Cotton had been promoted to the rank of Admiral of the Blue, on the 28th of April, 1808; and he was made Admiral of the White on the 31st of July, 1810.

met unqualified applause. The British army had not attained, at the period immediately referred to, the distinguished glory, and splendid pitch of prowess, which, under its matchless leader, it has since enjoyed. The chief projector and bearer of the convention to the British Admiral, thought, perhaps, that, to inform his countrymen of a bloody battle, was sufficient; and that its particulars and consequences, were points on which no enquiry would be hazarded. Happily, however, this is no longer the case; for Britons can now look forward with as much hope, confidence, and pleasure, to the details of a siege, or to the meeting of hostile armies in the field, as they have long been accustomed to do, to the attack of a maritime fort, or to the conflict of opposing fleets upon the ocean. Under the blessing of heaven, the army, as well as the navy, has, upon every recent occasion, contributed to gratify the most prodigal desires for national fame; and the glorious achievements of both, individually or collectively, separately or conjunctively, will remain imperishable memorials thereof, as long as deeds of heroic valour can charm, and acts of dauntless intrepidity animate, the grateful hearts of Britons!

Of the convention for the surrender of the Russian ships,* much has been said, and much might be added, respecting the relative situation of Great Britain and Russia, at the time of its negotiation. In this place, however, we shall content ourselves with observing, that the conduct of Sir Charles Cotton, upon that subject, was swayed by political circumstances, of which the public were altogether ignorant.

The object of the British naval expedition having been closed, Sir Charles left the Tagus on the 20th of December 1808, and returned to England in the *Hibernia*. Up to the period of his departure, in the arduous duties of a tediously protracted blockade, during times of eventful import, and services of considerable magnitude, he had been aided by the effective exertions of the present Rear-admiral Halsted, † who then served as Captain of the fleet, and whose advice, energy, zeal, public spirit, and patriotism, were eminently conspicuous and exemplary.

* N. C. XX. 245, 246, 364, 367; and XXI. 234 to 242.

† Lawrence William Halsted, Esq. obtained post rank on the 31st of May, 1791; and was promoted to a flag on the 31st of July, 1810.

After another short relaxation from public duty, the government of his country testified its just sense of Sir Charles's able conduct, by confiding to his zeal, diligence, and ability, the important command of the Mediterranean; a command which, though it had been repeatedly solicited by many candidates high in family connections, and powerful in political interest, was conferred upon this officer, unsought for and unasked. To be selected as the successor of the veteran Collingwood, was, also, we doubt not, felt by Sir Charles as an additional honour.*

Pursuant to his appointment, Sir Charles Cotton proceeded to the Mediterranean, in the *Lively* frigate, in the month of March, 1810. On his arrival, he hoisted his flag in the *Sau Josef*, and during the succeeding sixteen months, as appears from existing documents, he conducted the affairs of the fleet with universal satisfaction to the officers under his orders, and with important advantage to his country. To Sir Charles Cotton are we indebted for the salvation of the Spanish fleet, at Carthage. The preservation of the naval stores at that arsenal, was, also, wholly to be ascribed to the judgment exercised by Sir Charles, in supplying the transports requisite for their removal. The prompt and efficacious assistance, however, which he afforded, for the removal of ship timber, of all descriptions, and of considerable value, from Carthage, which, at that time, could not be procured in Europe, will best be estimated by the following very handsome letter from Colonel (now General) Roche, an officer of distinguished talents in the Spanish service—

“ SIR,

“ *Carthage, 13th February, 1811.*

“ I avail myself, with great satisfaction, of the opportunity just afforded me of the *Leviathan's* calling off this port, to acknowledge the receipt of your very obliging letter of the 29th ultimo, by Captain Adams, of the *Invincible*, and to express my most sincere thanks, for the prompt and efficacious manner you have, not only on the present, but all former occasions, forwarded the public service, carrying on at this place. And I beg you, Sir,

* The Right Hon. Admiral Lord Collingwood died on board the *Ville de Paris*, in the Mediterranean, on the 17th of March, 1810. A portrait and biographical memoir of his Lordship will be found in the XVth Volume of the *NAVAL CHRONICLE*, page 350; and, for an account of his Lordship's death, with some addenda to his memoirs, the reader is referred to our XXIIIrd Volume, pp. 350, 379.

to permit me to take the liberty of assuring you, that I have never ceased expressing, not only to his Majesty's ministers, but to every other person with whom I have ever spoke upon the subject, that the entire salvation of all the Spanish squadron and valuable naval stores from this attack, is solely due to your extreme readiness in affording, upon every occasion, the necessary assistance for their removal.

" Nothing could, absolutely, be more lucky or opportune, than the arrival of the *Invincible*, nor could it be possible to select an officer in the service, more likely to effect all our wishes than Captain Adams. The consequence, therefore, of your good judgment will be, the immediate removal of ship-timber, of a description not to be bought, at the present day, in Europe, and the value of which, when laid in, was not less than about 90,000*l*. The masts and oak plank, surpass every idea you can form of them; and I will take care, that an order shall be sent from the Spanish government, (through Mr Wellesley) that the commandant at Mahon shall supply you with any quantity of these stores that you may stand in need of for our fleet.

" Captain Adams will tell you, that every possible exertion is using, to load the transports we have, but I reckon that we shall want, at least, twelve more large ones. I have been obliged to employ about 400 soldiers, to drag the spars and timber out of the ponds where they soak, and to assist in loading the ships. Sebastiani's corps has again retired upon Baza, but we cannot be a moment certain, that he will not return.

" Freyre's force at Murcia, is about 12,000 infantry, and 2000 cavalry. It is said the Duke of Alburquerque is come to command it.

" Nothing can well be more discouraging, than in the prospect of affairs at this part of the world—grain is extremely scarce—if they increase the army here, it cannot be fed, and if they do not increase it, there is no chance of withstanding the enemy.

" I am fully sensible of the soundness of your advice, Sir, about the ultimate advantage, in case of the worst, of proceeding to Mahon with my corps, Alicante, for this reason, is extremely desirable. It would never enter my thoughts, however, to abandon Spain while a hope remained of doing any good, or of being of any use, unless you ever see the occasion of throwing a force into Mahon if ever that moment should occur, or any other, in which you may wish for the assistance of from 3, to 5,000 men, I will, without one moment's hesitation, take the whole responsibility upon myself, and place myself, with confidence and satisfaction, at your disposal.

" The *Leviathan* is about to sail. I have not time to add more, than to assure you, Sir, of the very high respect with which I remain,

" Your most faithful and obliged humble servant,

" R. ROCHE."

" Admiral Sir Charles Cotton, Bart."

Sir Charles Cotton's ready resources, amidst numerous difficulties, in procuring stores and provisions, and his prompt attention to the casualties which are unavoidably attendant on the management of squadrons on foreign stations, were very sensibly felt in the fleet, and most properly estimated at home.

The system of relieving admirals from their stations, at the expiration of three years, which was enforced by the Right Hon. C. Yorke, on his accession to the Admiralty department, subjected Lord Gambier to resign the command of the Channel fleet; and Mr. Yorke, equally confident as his predecessor of the ability, zeal, and perseverance of Sir Charles Cotton, in the service of his country, appointed him to that station; a station that is, at once, the most honourable, and the most important, at the disposal of the Admiralty.

Sir Charles's appointment took place in the month of May, 1811; and, in consequence, he returned to England, in his flagship, the *San Josef*.—Here we may be allowed, incidentally, to mention a circumstance, which, in a very marked manner, displays the liberality of feeling, possessed by the late Admiral Lord Collingwood; reflecting, at the same time, a very high portion of credit on the subject of this memoir.—Sir Charles Cotton's removal from the Mediterranean command was not expected in that fleet; but, after it had become known, that he had received his appointment to the home station, one of his brother officers, in a letter of congratulation on the subject, thus expressed himself:—
 “This sending you to the Channel must be a mark of attention, giving you the post of honour. I may tell you here, what our poor old friend, Lord Collingwood, once told me, upon my asking him, if the Admiralty had not offered him the Channel fleet in his way. He did not directly answer my question; but I shall ever remember his reply, which was, that *he never would command the Channel fleet, when your flag was flying.*”

Continuing his flag in the *San Josef*, Sir Charles Cotton, with as little delay as possible, personally examined the position and arrangement of the ships and vessels under his orders on the coast of France, and within the limits of his authority. On this service he employed some weeks; but, the winter season having arrived, and his personal attendance not being essential, he returned to

Plymouth; a post which he would not quit, from a conviction that it was his duty to be ready to embark, should the enemy evince a disposition to leave their anchorage at Brest, or at L'Orient. To facilitate the equipment of ships, and that he might be accessible to the applications of any of the officers of his fleet, were additional motives for his remaining at Plymouth.

At this time, Sir Charles was in the enjoyment of high health, and of every earthly blessing. He passed the very day which preceded his dissolution, in the bosom of his family, at Stoke House, near Plymouth. He retired to rest between eleven and twelve at night, without the slightest apparent indisposition; but, about half-past one o'clock, on the following morning (Sunday, the 23d of February, 1812), Lady Cotton was awakened by his suddenly quitting the bed. In the moment of alarm, she rang the bell. No human aid, however, could have availed. The attack was of an apoplectic nature. Sir Charles, having placed himself on a chair, by the side of the bed, fell forward almost instantaneously, and expired!

Thus terminated a life of only 58 years; 38 of which, with very short intervals, had been devoted to the service of his country.

Nothing could well furnish a stronger testimony of the sincere and cordial respect which was entertained for the character of the deceased Admiral, than the subjoined affectionate address of condolence, presented to his bereaved widow, from the officers of H. M. S. San Josef.

“San Josef, March 4th, 1812, Spithead.

“The officers of H. M. S. San Josef, deeply lamenting the loss of their very highly esteemed commander and patron, beg leave to offer their most sincere sentiments of condolence to Lady Cotton, on an occasion so truly mournful and afflicting. After a long and uniform experience of every indulgent favor, and the most humane and generous attention to their several comforts, and wishes, they cannot but conceive it a duty peculiarly incumbent on them, at this melancholy crisis, to entreat, that Lady Cotton would condescend to accept this tribute of unfeigned respect, and affectionate regard, for the memory of their late exemplary and honorable Admiral; the faithful friend of his Sovereign, and warm supporter of the first rights and most essential interests of his country.”

To the above we add the following extract, from the funeral

sermon which was preached by the Rev. Mr. Evans, Chaplain of the Admiral's flag-ship:—

“ If upon this occasion, any recent instance of departed excellence and worth should occur to your memory, as I am well persuaded it will do in the circumstance of the sudden decease of our general friend and commander, let us kindly and gratefully cherish in our bosoms a recollection of one, who so well acquitted himself in the high and dignified station allotted to him, and for which his uniform zeal, long experience, and ardour for the welfare of his King and Country, so admirably qualified our lamented Admiral. Let us recollect with what alacrity and exemplary conduct, he performed the social duties of a man, as well as the sacred duties of a Christian, and humbly endeavour, in these important particulars, to be followers of him, as he was of our blessed Lord and Redeemer; of that illustrious model of Christian imitation, in whom every grace that can recommend religion, and every virtue that can adorn humanity, are so blended as to excite our admiration, and engage our love. By thus continuing to think and act, we may humbly hope that the divine favour will support and lead us to the grave, in peace; loved, like our lost, departed friend, whilst we live; lamented, too, like him, when we quit this uncertain state; and crowned with felicity unspeakable, when summoned from the cold embraces of the tomb.”

By express directions from the Admiralty, every military honour was paid to the remains of Sir Charles Cotton, on their removal to the place of interment, at Landwade, in Cambridgeshire. On Friday, the 6th of March, the body was removed, by water. At ten o'clock in the morning, the flag-officers and captains of his Majesty's ships and vessels at Plymouth, assembled at Stoke, in compliance with the orders of Sir R. Calder, Bart. the Port-admiral. A troop of horse artillery, and a guard, consisting of two captains, six subalterns, and 250 men of the Royal Cheshire Militia, commanded by Lieutenant-colonel Buckworth, were previously paraded in front of the Admiral's house. On the body being placed in the hearse, which was drawn by six horses, three rounds were fired by the artillery, and followed by a similar compliment from the infantry. The procession then moved in the following manner to the dock-yard:—

Artillery.

Field Officer's Guard of the Royal Cheshire Militia.

Marine Band.

Chaplains of the Fleet, Two and Two.

Captain Rowley, of the *Pelorus*.

Officers of his Ship, Two and Two.

Admiral's Surgeon.

Physician of the Fleet.

Secretary to the
Commander-in-chief. }{ Secretary to
the late Admiral.Chaplain of the *Salvador del Mundo*.

PALL BEARERS.

PALL BEARERS.

Captain Bedford,

Captain Linzee,

Adm. Sir H. Neale,

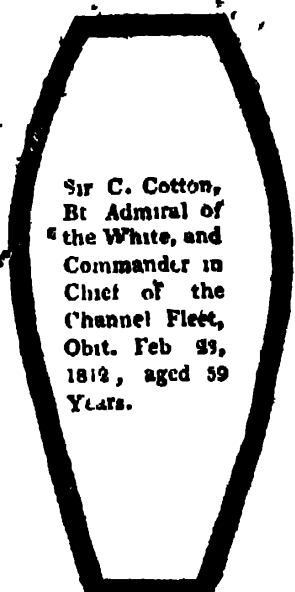
Captain Sir J. Gore,

Adm. Boyles,

Admiral Bulteel,

Admiral Manley.

Admiral Hall.



Sir C. Cotton,
Bt Admiral of
the White, and
Commander in
Chief of the
Channel Fleet,
Obi. Feb 29,
1812, aged 59
Years.

Chief Mourner,

Reverend Alexander Cotton.

Lieutenant-general England.

Admiral Sir Robert Calder

General Officers, according to their Rank.

Post Captains and Field Officers, according to Seniority.

Commanders ditto.

Lieutenants ditto.

Fourteen Gentlemen's Carriages.

During the whole of its progress to the Dock-gates, the melancholy sound of minute guns, from one of the batteries on the lines, broke in upon the death-like silence of the scene, and this added to the solemn music of the band between the pauses of each report, excited all the sympathetic emotions of unaffected sorrow. The demeanor of Captain Rowley was peculiarly affecting, and evinced the deepest grief. Both sides of Fore-street were lined by the militia-regiments of garrison, with their arms reversed and colours severally hung with crape. On the arrival of the procession at the

Dock-yard, it was met by Commissioner Fenshawe, who, preceded by two warders, accompanied it to the water-side, while a signal having been made to the *Pelorus*, she commenced the firing of minute-guns. On reaching the North-stairs, where Sir Edward Buller's barge waited to receive the body, it was placed again on that element, of which it had been so distinguished an ornament, ~~and~~ alive; and then, attended by boats from all the ships in the harbour, (with their proper flags and pendants hoisted half-mast high), it was conveyed to the *Pelorus*, which continued to fire minute-guns until the body was received on board.

The naval part of the procession was, in one respect, more grand than that on shore, as from the moment of embarkation, the *Salvador del Mundo*, and the ships between the Island and Main, in the Sound and Cawsand Bay, fired minute-guns, the echoes of which resounding among the surrounding heights, and spreading their thunder in every direction, rendered the scene indescribably magnificent. When the body had been deposited on board the *Pelorus*, she fired seventeen guns, the compliment due to the rank of the deceased; after which the boats returned to their respective ships, and the flags, pendants, and colours were first struck by signal from the *Salvador*, and then re-hoisted. The ships near which the procession passed had their shrouds manned, the men having their hats off, and the different guards turned out and presented their arms.

The ceremony throughout was marked with perfect order, and reflected great credit on those by whom it was superintended. The behaviour of the spectators was highly honourable to their feelings, and was not unworthy of the eulogium bestowed on it by an officer of high rank: "Every officer and man in the navy should entertain a grateful sense of the regret so generally apparent on this occasion; and no attentions can be too respectful, which have so gallant and amiable a man for their object."

The *Pelorus* sailed very shortly after the termination of the ceremony, and proceeded off South End, opposite Sheerness, where similar honours awaited the landing of the body. In its progress to the place of interment, every mark of respect was shewn by the inhabitants of the respective places through which it passed; and on the 13th of March, it was deposited in a vault, which had been prepared by the Admiral himself, in the ancient church of Landwade, amidst a numerous assemblage of weeping tenantry, neighbours, and grateful dependants. His memory, as it has been observed, by a gentleman who knew him well, will be embalmed in the recollection of many who enjoyed the peculiar felicity of witnessing and forming an intimacy with his many virtues. He was that character which could stand the strictest scrutiny,

and one of the very few, on whom prosperity had no ill effect: it only placed his excellence in a stronger point of view. In the death of Sir Charles Cotton, the county of Cambridge has lost a conscientious, intelligent, and active magistrate; his numerous followers, a benevolent, discerning, and zealous patron; the Navy, a brave, judicious, and deserving officer: and the country, a loyal and disinterested subject. As a man, Sir Charles Cotton was distinguished by the frank simplicity of his manners, and the cheerful amiability of his disposition: as a Christian, he was pious without enthusiasm, charitable without ostentation, and a strenuous advocate for the doctrines of the Established Church. The following characteristic lines have been applied to others, but to none with more accuracy or force, than to the subject of this memoir:—

“ Noble he was, contemning all things mean,
 His truth unquestioned, and his soul serene;
 Shame knew him not, he dreaded no disgrace,
 Truth, temper, love, were written in his face;
 Yet, while the serious thought his soul approved,
 Cheerful he seemed and gentleness he loved;
 To bias domestic he his heart resigned,
 And with the *firmest*, had the *fondest* mind;
 Were others joyful, he look'd smiling on,
 And gave allowance where he needed none,
 Good he refus'd with future ill to buy,
 Nor knew a joy that caus'd reflection's sigh,
 A friend to virtue, his unclouded breast
 No envy stung, no jealousy distress'd;
 If pride was his, 'twas not their vulgar pride,
 Who other's merits, slander or deride,
 But if that spirit in his soul had place,
 It was the jealous pride that shuns disgrace;
 A pride in honest fame by virtue gain'd,
 In a whole life to glorious labours train'd;
 Pride in the power that guards his country's coast,
 And all that Englishmen enjoy and boast,
 Pride, in a life that slander's tongue defied,
 In fact, a noble passion misnamed pride.”——CRABBE

In person, Sir Charles Cotton was tall, and handsome; and his benevolent countenance was a faithful index of his honest and generous heart. He has left a wife in poignant affliction, two daughters, and two sons, to bewail his loss. His eldest son, St.

Vincent, who succeeds him in his title and estates, is only ten years old.

We have yet to add, that those who best knew Sir Charles Cotton, had frequent opportunities of witnessing that his exaltation to rank, and succession to command, only served more effectually to display the moderation of his mind, and the merits of his heart. No ostentatious pomp, misguided zeal, or mistaken severity, marked his career; all was even, easy, uniform, and effectual. His commands were delivered with mildness, and his rebukes were corrected by urbanity: the former were cheerfully, consequently well obeyed; and the latter were always attended to. If fortune denied him opportunities of shining amongst the more illustrious naval heroes and conquerors of his time,—Fame must, in justice to his memory, consign his steady perseverance, constant employment in the service of his country, uniform rectitude and integrity of conduct, and his generally useful, if not brilliant services, to the reverence and esteem of posterity; while there can scarcely be occasion to remark, that every British Admiral cannot attain the envied distinction of a Nelson; nor can every British General hope to gain laurels of equal verdure with those which are now budding to blossom and bind the brow of a Wellington. Heroes like these, great in mind, daring in enterprise, glorious in example, skilful in projecting, and, above all, fortunate in achieving, are, as history informs us, the rare produce of centuries.

HERALDRY.

The Cotton family, is said to be so denominated, from a manor of that name, in Cambridgeshire; whereof was Sir Henry Cotton, Knt. lord of the manor, who lived in the 13th century.

Sir John, created a Baronet on the 14th of July, 1641, was born in September, 1615, and died about 1690. This gentleman was high sheriff of Cambridgeshire, when the rebellion broke out, and he proclaimed the Earl of Essex a traitor, in every market town. He also took up arms for his Sovereign, and was entrusted to carry the plate of the University of Cambridge, to the King at Oxford, which he safely delivered, through many difficulties, being followed by a troop of Cromwell's horse. Obligated, for his loyalty, to quit the country, he resided some years abroad. Sir John married Jane, daughter and sole heiress of Sir Edward Hynde, Knt. by whom he had issue:—John; and Thomas, who died young; Jane; and Catharine, who both died unmarried.

Sir John, his eldest son, was recorder of Cambridge, and one of its re-

representatives in Parliament, during the whole of King William's, and part of Queen Anne's reign. By Elizabeth, his wife, daughter and co-heir of Sir Joseph Sheldon, Knt. alderman of London, he had issue:—John Hynde; another son who died young, Catharine; Jane; Jane (?); Anne; Catharine, (wife of William Sancroft, Esq. nephew and heir to Arch-bishop Sancroft by whom he left two daughters, one of whom, who died in 1700, was the wife of John Wogan, Esq.) Elizabeth, Frances, Dorothy; and Agnes. Sir John died in January, 1712, and was succeeded by his only surviving son,

Sir John Hynde, one of the Lords Commissioners of trade and plantations in the reign of Queen Anne, and treasurer of the chamber to George the II. In several Parliaments during the reign of Queen Anne, and in the first of George the Ist he was member for the town of Cambridge. In the second Parliament of George the Ist he was chosen one of the Knights for that county, and in the two first Parliaments of George the II. he was again chosen for the town of Cambridge, and afterwards for Marlborough, which he represented to the time of his death. As a member of Parliament, this gentleman was distinguished by his talents and integrity. He was a zealous and constant opposer of the administration of Sir Robert Walpole, and, from his eloquence, and indefatigable exertions, he was always regarded as one of the chief supporters of the tory party. He married Lettice, second daughter of Sir Ambrose Crowley, Knt. who died in August, 1718, and left one son, John Hynde, and one daughter, Mary, wife of Jacob Houbton, Esq. (M. P. for Colchester, and afterwards, twice for the county of Hertford) to whom she bore issue, two sons and a daughter. Sir John Hynde married, secondly, Margaret, third daughter of James Craggs, Esq. one of the Commissioners of the Post Office, sister and co-heiress of the Right Hon. James Craggs, one of the principal secretaries of state to George the Ist. and relict of Samuel Tresusis, Esq by whom he had one daughter, Margaret, who died at four years of age. Lady Cottor died in August, 1734; and Sir John died on the 4th of February, 1752, in the 64th year of his age. He was succeeded by his only son,

Sir John Hynde, who, in 1741 was chosen M. P. for St. Germain's in Cornwall, and for Marlborough, on his father's death, in 1752, and again in 1754; and for the county of Cambridge, in 1765, and 1774. He married, July 1, 1745, Anne, second daughter of Humphry Panton, Esq. twice Lord Mayor of London, by his wife Sarah, third daughter of Sir Ambrose Crowley, Knt. By this lady, who died on the 30th of May, 1769, he had eight sons, and three daughters. His first son, John, a most accomplished gentleman, who had travelled during three years upon the continent, lost his life in one of the plantations, at a distance from the house, in Madingley Park, on the 30th of July 1781, by his gun going off half cocked, and lodging the contents in his head. Sir John's second son, Humphry, died in Charles street Berkeley squares, of the scarlet fever, in the spring of 1767. Sir John's third son, Charles, was the subject of the preceding memoir. Sir John's other sons were:—; George, died in 1781; Alexander, twin brother of George; Henry, who died a few hours after his birth, in

1760; and Edward, who was but little more than a month old, when his mother died. Sir John's daughters were; Sarah; Anne, wife of the Rev. Mr. Oldershaw; and Lettice. Sir John Hynde died on the 23d of January, 1795, in the 78th year of his age, and was succeeded by his third, but eldest surviving son,

Sir Charles, who was born in June, 1753. This gentleman, whose public services are recorded in the preceding sheets, married, February 27, 1788, Philadelphia, the eldest daughter of the late Sir Joshua Rowley, Bart. (Admiral of the White Squadron) * of Tendring Hall, Suffolk, (by Sarah, daughter of Bartholomew Burton, Esq.) and grand-daughter of Sir William Rowley, K. B. and Admiral of the fleet.† By this marriage, he has left two daughters, Philadelphia Lætitia, and Maria Susanna; and two sons; St. Vincent, aged 10 years, who succeeds to his title and estates; and Charles.

Arms.—Sable, a cheveron between three griffins' heads, erased, argent.

Crest.—A griffin's head erased, as in the arms.

Motto.—*Fidelitas vincit.*

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITTE VASTO.

EXTRACTS FROM THE REPORT OF THE HUMANE SOCIETY, 1812, RELATIVE
TO CAPTAIN A. DUFF, OF THE ROYAL NAVY.

To J. BEAUMONT, Esq.

SIR,

No. 9, New-Broad Street, London, 20th April, 1811.

RETURNING to this country from the command of one of his Majesty's ships on a foreign station, I learnt that the Humane Society granted an honorary reward to those whose good fortune it had been to rescue a fellow creature from an untimely grave. That good fortune has been mine, in more instances than one; as the enclosed documents will evince. Next to the satisfaction of having been instrumental therein, I should feel that of receiving from such a distinguished body of my countrymen, the medal, as a memento of the event; and when the value of the lives of seamen to the community is considered, I feel that I have some claims on that account, which, with the more powerful one of humanity, I trust will obviate any objection that may present itself on the score of irregularity, sitting so much time to elapse between the events and application,

* A biographical memoir of this officer appears in the XXIVth Volume of the Naval Chronicle, page 89.

† For a portrait and memoir of Sir Wm. Rowley, see N. C. Vol. XXII. 441.

which has chiefly arisen from my having been abroad on the service of my country. It may be deemed necessary for me to detail a few of the leading facts, and I shall confine myself to the case of the Foudroyant, which then bore the flag of the immortal Nelson, as the one where, happily, my individual attempts were successful.

I got hold of the man, already a foot and a half under water, by the hair. He was quite senseless. I kept him up till a boat came to my assistance, and he was restored to life. I found, on inquiring lately, that Mr. Jefferson, the surgeon of the Foudroyant at the time, died some time since, and I, therefore, offer the certificate of the captain, Sir Thomas Hardy, which, I trust, will be sufficient.

I have the honour to be, Sir,

Your most obedient Servant,

ARCHIBALD DUFF.

These are to certify, that Captain Archibald Duff, when a lieutenant on board his Majesty's ship Foudroyant, and then under my command, in the year 1799, when she was lying at anchor in the Bay of Palermo, in the Island of Sicily, did, in a most gallant manner, jump overboard, and save a seaman belonging to the said ship. This happened in the middle watch, and the night was very dark. The unfortunate man would have most certainly been drowned, had it not been for the exertion of this enterprising young officer.

Given under my hand, on board his Majesty's ship Barfleur, in the Tagus, this 5th day of April, 1811.

T. M. HARDY, Captain.

To J. BEAUMONT, Esq.

SIR,

Malta, March 11, 1811.

Having received a letter from Captain Archibald Duff, of the royal navy, wherein he desires me to state the circumstances attending the rescuing a seaman from drowning—

I hereby certify, that on or about the 2d day of September, 1799, a man having fallen overboard from his Majesty's ship Foudroyant, lying in Palermo Bay, after midnight, the said Captain Archibald Duff, then lieutenant, did jump overboard, and, after great exertion, succeeded in saving the above-mentioned seaman, who was brought on board senseless, at which time I was surgeon's first mate. I am, Sir,

Your most obedient humble servant,

LUKE FINN, Surgeon in the Navy.

To J. BEAUMONT, Esq.

SIR,

Birmingham, February 9, 1811.

I beg leave to state to you, for the information of the Humane Society, that Captain Duff, when lieutenant of his Majesty's late ship the Queen Charlotte, at the time she was burnt, was the means of saving the lives of several men, through his humane and feeling exertions; by overruling the

objections of those in the boat against taking any more in ; of which number I was one of the fortunate individuals saved on that melancholy occasion.

I have the honour to be, Sir,

Your most obedient humble servant,

WILLIAM FERGUSSON, Lieutenant of
Marines, Recruiting Service.

(COPY.)

SIR,

Villiers' Street, Strand, 30th May, 1811.

The Committee of the Royal Humane Society held their meeting yesterday evening, when they unanimously confirmed the recommendation of the managers last week, to present you with the Honorary Medal of the Society, for your intrepid and manly exertions in risking your own, to preserve the life of a fellow creature.

As the honorary Medals are always presented at their anniversary, they cannot deviate from their rule by presenting your Medal sooner. But if you should be engaged at that time on service, you may appoint a friend to receive it for you.

I am, Sir, with much respect,

Your obedient humble Servant,

JOHN BEAUMONT

BENGAL CANVAS.

EXTRACT of a letter from Mr. James Walkinson to Messrs. Kemp and Roberts, dated Calcutta, 20th January, 1809 :—

“ I had a fore-top-mast-stay-sail made of canvas bearing your stamp, which I accidentally procured in America, for the ship *Magdalen*, under my command, which was bent and used during the greater part of the passage out from New York, and in some heavy blows ; for durability and firmness of texture, it far exceeds any other we had on board, either of European, or this country manufacture ; nor have I ever met with canvas in Europe or America, that is preferable to it, in my opinion, for beauty and strength.

“ I have taken some more on trial for the passage home, believing it can be depended on in any situation, that it will answer my expectations and your recommendations ; all of which I shall be happy at a future time to acknowledge.

“ You are at liberty to make the proper use of this letter, if, at any time, you should think it necessary—say, by showing or making it public.”

BELL ROCK.*

In Lloyd's Marine List, of the 17th Match, the following notice is given, which has created a considerable degree of anxiety :—“ It is reported that the *Fountain*, of Lynn, bound for Greenland, is lost upon the Bell Rock, and the crew saved.” We are at a loss whether to congratulate the friends

* see N. C. XI. 79.

of the crew of the *Fountain*, or to lament their fate; for, if they suffered shipwreck, it does not appear that they came upon the Bell Rock, or any of the shores of the Frith of Forth. This was ascertained on the 2d instant, by the landing of the boats of the light-house yacht, under the direction of Captain Wilson, who, upon examining the light-keepers, found them wholly ignorant of the circumstances, which could not possibly have been the case, had a vessel been wrecked on the rock; especially if the crew was saved, as stated in Lloyd's List.

At the Bell Rock light-house there are four keepers appointed to do the duty, three of whom, in their turn, keep watch in the light-room, day and night; and, in foggy or snowy weather, two very large bells are kept constantly tolling by machinery.

The light-keepers report, that the spray of the sea rose to the height of 90 feet upon the building in the late gales of wind; and such was the general state of the weather, for several weeks previous to the 2d instant, that the Bell Rock tender could not approach the light-house; so that, till the boats of the light-house yacht landed, a degree of uncertainty prevailed as to the safety of the people in the light-house, the weather being so hazy that the day-signals could not be seen from the shore, which is 12 miles from the rock.

Although large supplies are kept at the light-house, yet if a crew of 30 or 40 seamen found their way to this solitary abode, they might create a famine before they could be got off the rock.—(*Cal. Merc. April 9.*)

STATISTICAL MEMORANDA:

The amount of the funded debt of the United Kingdom, on the 1st of January, 1812, was

	£.	s.	d.
Great Britain	747,429,330	11	3½
Ireland	61,274,250	0	0
Emperor of Germany	7,502,633	6	8
Portugal	895,822	7	9
	£ 817,101,745	5	8½

The unfunded debt of Great Britain, on the 5th of January, 1812, was

Exchequer Bills	41,491,800	0	0
Navy Bills	7,883,890	10	4
Ordnance Debentures	1,078,476	5	4
Loan Debentures			

£ 50,454,166 15 8

That of Ireland was, Exchequer Bills 1,840,787l. 10s. Loan Debentures 2,225l. making 1,843,012l. 10s. The total unfunded debt for the United Kingdom was 52,307,179l. 5s. 8d. Grand total of National Debt—eight-hundred-sixty-nine millions three-hundred-ninety-eight thousand nine-hundred-twenty-four pounds, eleven shillings, four pence, and four farthings.

The total amount of money raised in the year ending January 5, 1812,

was, Permanent Taxes, 35,458,269*l.* 4*s.* 9½*d.* Interest on account of Ireland and Portugal, Surplus Exchequer Fees, Imprest Monies, and Tontine Money, 3,003,476*l.* 19*s.* 5½*d.*; Duties to discharge three millions of Exchequer Bills, 2,827,785*l.* 13*s.* 1½*d.*; War Taxes, 22,303,053*l.* 13*s.* 5¾*d.*; Money paid on account of Loans, 16,638,375*l.* 3*s.* 9*d.*; and on account of Lotteries, 922,166*l.* 8*s.* The total, 81,241,697*l.* 7*s.* 7¼*d.*

The amount of Exchequer Bills, outstanding on the 5th of April, 1812, was 43,406,800*l.* of which those issued since the 1st February, 1812, amount to 9,378,500*l.*

The amount of the land-tax assessed in respect of land, in the year ending March 25, 1811, in the counties of England and Wales, was 1,226,321*l.* 5*s.* 2½*d.* The amount then redeemed was 634,365*l.* 3*s.* 1½*d.* In Middlesex, which pays more than double any other county, the amount assessed was 171,665*l.* 1*s.* 0½*d.* and the amount redeemed, 62,914*l.* 5*s.* 9*d.*

The stamped dollars issued by the Bank of England, from the 10th of February, 1811, to the 13th of April, 1812, inclusively, at five shillings each, amounted to 424,534; and at five shillings and sixpence each, to 21,340; the number of silver tokens for the same period, at three shillings each, to 722,446; and at eighteen pence each, to 3,361,171; the whole making a value of 1,447,469*l.* 4*s.* 6*d.*

The number of re-issuable promissory notes, stamped in England during the year, ending the 10th of October, 1811, was 3,563,783. Of these, 2,702,536 did not exceed a guinea in value, and 1,632 were from 50 to 100 pounds in value. This account does not include stamps consigned to distributors.

The number of stamps for promissory notes re-issuable, not exceeding in value a guinea, that were issued from February 16, 1811, to the 3th of April, 1812, amounted to 3,323,130. Of those exceeding in value 50*l.* and not exceeding 100*l.* the number was 1,396. The total number was 4,455,556.

The number of licences renewed to existing Bankers in the year ending October 10, 1811, for the issue of promissory notes payable on demand, was 696, and to new banks 83. From the 11th October; 1811, to the 20th April, 1812, the number renewed was 735; and from October 11, 1811, to April 20th, 1812, granted to new banks 53. In Scotland, during that period, the whole number was 50. The total was 1,662.

ACTION BETWEEN THE VEDRA AND BRESTERNANG.

The subjoined letter, from Mr. J. Bamber, master of the Vedra, relates the particulars of a very gallant action between that ship and the Brester-nang, French privateer, by which she was captured:—

Brest, December 6, 1811.

“ THIS will inform you of the capture of the Vedra, on the 24th of November, in the latitude of 50° 45' N. and longitude 8° 40' W. as I sounded seventy five fathoms water, by the privateer Brester-nang, commanded by Monsieur Meguetta Gallies, mounting 14 nine-pounders, and 107 men,

after an action of two hours and a half, within hail all the time; which, with the great inferiority of the *Vedra*, was long, as I had only twelve men, two boys, the mate, and myself, making sixteen in number; but they were unanimously determined not to strike while we had either powder or shot left. The first broadside carried away our ensign haulyards, and they cheered us, but we were not long in convincing them of their mistake; we then lashed the union jack on one side the main rigging, and the ensign on the other, with the firm resolution of never hauling them down ourselves, as my brave fellows became desperate. She attempted to board us several times but always failed.

“Unfortunately, the wind began to fail us, and the *Vedra* became unmanageable, from her braces being shot away, her sails, rigging, and hull cut to pieces; my poor fellows falling around me to the number of five, three dangerously wounded and two slightly; when she shot up alongside, poured a broadside and volley of musketry (having during the action fifty men at small arms), and put at least forty men on board at the same time. Nevertheless we had the temerity to let them board us with colours flying, and disputed her to the last moment; they had the honour of hauling our colours down.

“I want words to express how much I feel indebted to each individual of my brave crew.

“It affords me great pleasure, in giving you an account of our reception on board the privateer (under, I must confess, not very favourable circumstances); when you take it into consideration that we were boarded with colours flying, we could not expect much mercy; fortunately no very serious consequences ensued, and under my misfortune, it is a great consolation to me falling into the hands of Capt. Meguetta Gallies, as I experienced the greatest possible attention, and my brave fellows likewise, not only from him, but every officer on board. The surgeon’s particular attention and humanity to my poor wounded men, claim my warmest thanks and acknowledgments.

“I found we had done her considerable damage, hulled her in several places; one shot went through the arm chest, on which the Captain of the privateer was standing; and I am really sorry to say, that the shock so affected his legs and thighs, that he is at present unable to move: it also rendered forty of the small arms useless. The Captain at arms was killed; one man’s foot was shot off; the first lieutenant wounded in two places; and four men slightly wounded, besides great damage to her sails, &c.”

“P. S. It will be necessary to inform you, that early in the action, I received a very severe contusion in the right breast from a musket ball, which stunned me for five minutes. I still thought we should beat her off, and even when she boarded, one man and myself disputed, until the poor fellow received a severe cut on the shoulder, and another on the head; myself one on each cheek, one on the head, and one on the nose, and as you may suppose, a little fatigued and faint with loss of blood, when one of them put a pistol to my head, which would soon have sent me to the other world, but I suppose dame Fortune had not done persecuting me; it

missed fire; he then drew his poniard, which I received in my left arm, and down I dropped; they then captured the Vedra. You may conceive what we had to contend with, from the great shower of shot; on examining the coat I wore, no less than six musket balls had perforated it; and what is most singular, four of them are through the breast. I am happy to say, since writing the above, my poor fellows have had their balls extracted, and are in a fair way of recovery."

DISCOVERY OF A SUBMARINE FOREST.

A late number of the *Journal des Mines*, a work published by authority in France contains an account of a submarine forest, recently discovered upon the coast of Britanny, near Morlaix, by M. de la Fruglaye. This mineralogist was endeavouring to discover the direction of the cornelian, agate, and sardonyx stones, which he found upon the sand, in its neighbourhood, when one day, after a dreadful tempest, he saw the appearance of the shade changed, the fine and level sand having disappeared; and in its place was a black mould ploughed in long furrows. The mould was composed of a heap of decayed vegetable substances, amongst which he distinguished many aquatic plants, and some branches of forest trees; beneath this bed, there were reeds, bulrushes, asparagus, fern, and other meadow plants, of which many were extremely well preserved; in fine, through the whole of this tract were to be seen trunks of trees in every direction, the greater part reduced to the state of thin transparent earth; others still retained a kind of freshness; the yews and oaks preserved their natural colour, and the birches, which were very numerous, preserved their silvery bark. All these remains of ancient vegetation were deposited on a *stratum* of very fine loam, similar to that which usually forms the basis of our meadows. The observations of M. de la Fruglaye, were interrupted by the flowing of the tide. He returned, however, some days after, provided with some instruments, and with horses. The strand had resumed its former aspect; it was a plain of sand; but M. de la Fruglaye dug down to the submarine forest, and drew out, among other things, a beautiful trunk of a yew, which was of a fine red colour, and very soft, but when exposed to the air, lost its colour, and acquired consistency. The researches were continued under the bed of pebbles, which borders the strand, separating it from the granitic hills, which terminate the land. The leaves, plants, and trunks of trees, were here found, but better preserved. M. de la Fruglaye also met with mineral beds, which he considers as the original matrices of the agates and cornelians. Having prosecuted these researches for a space of seven leagues along the strand, he every where found the remains of the ancient buried forest.

AN ADMIRAL NOT TO BE FOUND IN THE NAVY-LIST.

Bede, distinguished, *par excellence*, as the *Venerable Bede*, was not honoured with that appellation during his life. The term was brought in by those who quoted his writings. By the *Ciceroni* of his chamber, chair, &c. in the north, *venerable* was first turned into *admirable*, and *admirable* into

admiral; and according to Grose, his chair, engraved in the Antiquarian Repertory, has been exhibited as *Admiral Bede's chair*

NEW SOUTH WALES SHIPPING.

A New South Wales almanack, for the year 1811, was published at Botany Bay; containing among other matters, lists of the civil and military establishments. By the list of the colonial shipping, it consists of 29 small vessels, of from 14 to 136 tons burthen. No less than 49 vessels of from 58 to 627 tons burthen, from British, American, and other foreign ports, had entered Port Jackson between the 1st of November, 1808, and the 31st December, 1810.

BRITISH SHIPS LOST, SOLD, BROKEN UP, OR TAKEN, BETWEEN THE 1ST JAN. AND 31ST DEC. 1811.

Lost.

ST GEORGE, 98 guns; Defence, 74; Hero, 74; Lively, 38; Amethyst, 36; La Nymphe, 86; Sirius, 36; Magicienne, 32; Pallas, 32; Banterer, 22; Grasshopper, sloop; Curieux, ditto; Flor de la Mar, ditto; Satellite, ditto; Firefly, schooner; Porgey, ditto; Tang, ditto; Thistle, ditto; Conflict, gun-brig; Contest, ditto; Defender, ditto; Firm, ditto; Peltes, ditto.

Sold.

Russel, 74; Vryheid, 74; Decade, 36; Concorde, 32; Janus, 32; Little Belt, 24; Caledon, sloop; Flyvende Fisk, ditto; Guachapin, ditto; Port d'Espagne, ditto; Wasp, ditto; Lucifer, bomb; Meteor, ditto.

Broken up.

London, 98; Juste, 84; Roebuck, 44; Blonde, 38; Didon, 38; Immortalité, 38; Tholen, 36; Andropache, 32; Andromeda, 32; Boston, 32; Dedalus, 32; Juno, 32; St. Gertruyda, 32; Amphitrite, 28; Brilliant, 28; Hind, 28; Barbette, 22; Myrmidon, 22; Sphinx, 20; Bergere, sloop; Camelion, ditto; Childers, ditto; Colombe, ditto; Despatch, ditto; Epervier, ditto; Espiegle, ditto; Fairy, ditto; Morgiana, ditto; Observateur, ditto; Saracen, ditto; Sarpen, ditto; Snap, ditto; St. Chrysotopher, ditto; Sylph, ditto; Torche, ditto; Trompeuse, ditto; Wolf, ditto; Fury, bomb; Sheerness, tender; Bacchus, schooner; Aimwell, gun-brig; Bold, ditto; Indignant, ditto.

Taken.

Africaine, 38; Iphigenia, 36; Alban, cutter; Seaflower, ditto; Turbulent, gun-brig.

PROFESSIONAL LIBERALITY OF SIR CHARLES COTTON.

Lieutenant Joshua Treacy, late 1st. lieutenant of the San Josef, had sailed with Sir Charles Cotton for 13 years. On Sir C. striking his flag, in 1807, Lieutenant Treacy accepted an offer of Sir John B. Warren, of being first of the Swiftsure, his flag-ship, and proceeded in her to Newfoundland. When Sir Charles hoisted his flag in the Hibernia, off Lisbon, Lieutenant Treacy proceeded to join him, but through some delay of conveyance, he

unfortunately was detained for a considerable time, during which, Lieutenant J. Bellamy was acting as first. Lieutenant Treacy joined about a month before Sir Charles struck his flag; on which event the Admiral gave Lieutenant Bellamy (although a perfect stranger to him) his commission as a commander; judging that it would be an act of injustice to preclude him from that promotion, which, by the courtesy of the service, is generally on such occasions, conferred for the performance of the duty, which, Lieutenant Bellamy had most creditably discharged.

CORRESPONDENCE.

MR. EDITOR,

I HAVE often reflected with regret, how few original resemblances, either in canvass or marble, are now remaining, of many of the eminent characters, who shone with so distinguished a lustre, during the early part of the last, and the whole of the two preceding centuries. Their public services, biography, and history, have indeed, been transmitted to us; but, "how formed and fashioned," were those men who performed them? Either no likenesses were ever taken, they have perished in the lapse of time, or, what is nearly the same thing, as to any national utility to be derived therefrom, they are confined to the galleries of the great, and the cabinets of collectors. This is more particularly the case, with respect to naval and military personages, for those who have figured in other departments, have in general, been more fortunate or more considerate. Of statesmen, lawyers, and churchmen, we have abundant memorials; and, while scarcely a picture or a statue remains of the hero who perished for his country, those of the minister who impoverished, the judge who oppressed, and the priest who disgraced it, are as common, as though the personages they represent, had never been desolate. The features of Buckingham, of Jefferies, and Sacheverel, are familiar to every one; but those of Blake and Benbow, who in various ways, were martyrs to their native land, are almost unknown. To me, Sir, this appears highly discreditable, and, consequently, any method tending to obviate it, proportionably beneficial. In this enlightened age, when the means are of such easy attainment, it is painful to observe the universal apathy, upon an affair, to me at least, more than commonly interesting. The portrait of a foreign adventurer, is exposed to the enger gaze of fools, in every print-shop, while that of a warrior is unnoticed and unsought for. The idea I wish to recommend, is extremely simple, and being in no way personally concerned, and of course, not actuated by motives of vanity, I may stand excused for intruding it, fervently hoping, that some one possessed of greater influence, will deserve the gratitude of his fellow subjects, and of posterity, by acting thereupon. I confine myself to the navy alone, and to those in it, who conquered under the banners of the immortal Nelson; but you will perceive, that it might be extended to the other great commanders in both services, and Chelsea would answer equally well with Greenwich,

for the final purpose. I propose, Mr. Editor, the establishment of a *Nelson Club*, to consist solely of the Flag Officers and Captains, who fought in the battles of the Nile, Copenhagen, and Trafalgar. Each member to furnish *his picture* of certain agreed dimensions, and *his bust*, in statuary marble. Upon the last, should be engraven his name, the action or actions in which he was engaged, and the ship or ships he commanded, leaving a blank space, sufficient for a brief record of subsequent or future services, and for the time of his decease, when it should be filled up, by the remaining members. All these to be kept in the Club room, untill the death of the last of the society, when the whole should be deemed national property, and removed to a place set apart for the purpose, in Greenwich Hospital, whose governor should supply the last blank. In addition to this, I would recommend an annual subscription, independent of all necessary expenses, which, together with any legacies which might perhaps be bequeathed, should be funded and suffered to accumulate, untill the last demise; when it should be applied to some naval charity, to be determined by previous agreement, but having still in view, an end consonant to that herewith proposed. I cannot but think, Sir, that such a measure, requires only to be urged by some leading character, to be at once adopted; and, probably, the *modesty* ever attendant upon real merit, may be considered as the sole cause, why something of the kind has not hitherto taken effect. But, however *apparently commendable* this objection *may be*, it vanishes, before the conclusive reasons, which point out why it *should not be*. If the sacrifice of life be but a poor offering to glory, surely a circumstance, which embraces posthumous fame, and promises to be of public advantage, must be considered as paramount to any thing that may be advanced against it. It is, Sir, a melancholy thing to reflect, that several "great and good" men, perished like their mighty master, in his battles; and, that others have since paid the great debt of nature: but, I imagine, there can be little doubt, that, among their friends or relatives, original likenesses might be procured, from which busts might be taken, and, assuredly, it would be a consolation, and a most pleasing one, to those who love their memories, to be in this manner enabled to eternize them. What a treasure would thus be transmitted to future generations! What an incentive to all the latent energies of the soul! What a stimulus to that lofty spirit, which lifts our country so proudly above every other nation on the globe! Among such memorials, some unborn Nelson might light the fire of that godlike ambition, which excites and leads, to deeds of heroism: might trace the progress of his fame from the generous emotions they first inspire; and reflect in the fulness of its accomplishment, that his name will descend with those, whose former actions marshalled out his path, down the stream of immortality.

NAVALS.

MR. EDITOR,

Lloyd's Coffee-house, May 8, 1819.

ABOUT six weeks ago, having some transactions with the American Minister and Consul, I, and others of my acquaintance, frequently met Mr. Faue with these gentlemen, which naturally created suspicion that

some correspondence was carrying on relative to his fire shot, for the destruction of shipping. It is needless for me to enter into a description of those very destructive engines, as there are many gentlemen and captains of the navy, &c. here, who, having witnessed their effects, firmly assert, that a fast sailing schooner would destroy every ship in the British navy, by using the fire shot. We of course communicated the circumstance to Lord Melville and the Lords of the Admiralty, supposing at least Mr. Fane would have been detained, but, to our utter astonishment, we find he left this kingdom for America, on Monday last. I merely give this statement now, that the people of England may know government were apprized of Mr. Fane's destructive productions, and also from their inattention to him, his determination to leave England.

I am, Sir, your very obedient servant,

J. ROBINSON.

MR. EDITOR,

Plymouth, 6th April.

I AM much pleased to find, that you so readily devote a large portion of your useful publication to public purposes, as it is the only means many of your readers have of knowing what is passing in the world; and its columns being a medium of discussion, afford them an opportunity of judging pretty correctly of the local transactions which come before them. To this end, I beg to lay a claim to your well known impartiality, by requesting the insertion of the following observations upon the Catwater bill now before Parliament, as it has already aroused the merchants, and ship owners to the subject; and, inasmuch as it is likely to affect the commercial interest of this town, cannot fail to be considered by the inhabitants deserving their attention.

The object of Lord Boringdon by this bill, is obviously to establish in himself, an exclusive right to lay moorings in Catwater—to appoint an harbour master, with arbitrary powers to compel ships to resort to them, and to exact tolls or dues for their use. The bill, also, will give his Lordship a right to place a hawser across the Lara at the flying bridge. These are the leading features of the bill, which also contains many vexatious clauses, inconsistent with the rights and interests of the shipping concerns of the kingdom. Upon these grounds the bill has been considered as highly objectionable, and was unanimously resolved at a general meeting of the merchants and ship owners of this port, to oppose its further progress. I shall take the liberty, therefore, of offering a few observations upon the bill in question, according to my view of its merits and tendency.

In the first place, I deem this persevering attempt to monopolize the mooring of ships in Catwater, as an alarming precedent, and if it should succeed, as an infringement upon the established rights of the public. This harbour, it is well known, has been free and open time out of mind, to all ships frequenting this port; is a secure anchorage formed by nature, and has been a principal source of the wealth and prosperity of this town.

Secondly, the bill, by giving to Lord Boringdon and his successors an exclusive right to lay down moorings, and to appoint an harbour master, with extraordinary powers, which will controul and supersede the authority of the masters and pilots, having legal charge of ships entering Catwater, subjects the owner to the caprice of (perhaps) ignorant persons, who do not appear to be responsible for their misconduct. Such a power, I conceive, ought not to be vested in any one person, for it is easy to perceive, that it may be exercised to the prejudice, and even ruin of individuals. In certain cases, where public harbours are capable of being rendered more commodious for shipping, the business of improving them has been generally taken up by persons suffering from inconvenience, and who are likely to be the best judges what is proper to be done.—And if tolls are necessary to defray the expenses attending the improvement, trustees are appointed (as in the case of turnpike roads and the public works) to superintend the right application of the money. But in the present instance, this favourite measure of Lord Boringdon, is thrust upon the public in direct opposition to the opinion of the best informed men, and against the wishes of those who are likely to be most immediately affected by it. These considerations ought to have much weight with Lord Boringdon, unless his sole object be the attainment of an exclusive right over Catwater, and the emolument arising therefrom.

Thirdly, as it regards the rope and hawser across the Lara at the ferry : as the case now stands, it has been for some time tolerated, because it seems to be a public convenience, and as due attention has been given to have it slackened down when occasion required, little inconvenience has been felt. It might be well were his Lordship content with this quiet acquiescence; but the moment the right is established by law, the rope will become a public nuisance, as there is no clause in the bill to prevent it from obstructing the navigation to and from the Lara, by compelling the parties occupying the ferry, to cast off or slacken down the rope, for vessels to pass. What sound objection Lord Boringdon has to such a provision in the bill, is perhaps only known to himself; but I conceive, persons who have always exercised the right of water carriage, were it merely confined to the bringing manure and carrying off the produce of the soil, will view the measure with much jealousy, although treated with contempt by a correspondent of the Plymouth Chronicle, A. B. who, last week, has made a very natural digression from a ferry to a stone bridge. The latter, I am ready to admit, would not be attended with the same objections there are to the former, and would afford a better accommodation to passengers; but I sincerely hope, that if such a measure be in contemplation, it will be carried into effect upon more liberal principles than a neighbouring construction of the kind, and not be suffered to be entailed as an heirloom for the descendants of a family.

To the Right Hon. Robert Walpole, First Lord of the Admiralty.

THE appointment of your Lordship to your present situation, has been hailed by the state as the harbinger of every good; as the morning star of their happiness. In the person of your Lordship they recognise the son of a great and good man; who, whatever might have been the sentiments of rival politicians, or barking zealots, was, by the navy, regarded as their father and their friend.

The first and best duty of a great and good man, on entering into office, is the correction of abuses, and the mitigation, or removal, of grievances. That this was the object of your illustrious father, and of Mr. Yorke, is with gratitude acknowledged; but, alas! the short and troubled rule of the former, and the ill health of the latter, prevented the possibility of tearing up the roots of those evils, which, fortunately for your Lordship's character, remains for you to destroy.

In whatever light the navy may be viewed by the Sovereign, the Minister, or the private Gentleman, all acknowledge that their actions have been transcendent; that to them alone, are the independence and respectability of the nation to be attributed: to what cause, then, are the scantiness of their pay, and the paucity of their allowances, to be ascribed?

The navy, my Lord, has been treated like the faithful dog, who receives for reward only the praises and caresses of its master, but whose condition remains unaltered, and his appetite neglected. Praise, my Lord, is an unsalutary commodity, which we receive as a debt. and, while the walls of St. Stephen's chapel resound with our technical idiom and actions, we linger in distress. It is only the renewal of Tantrah's sufferings, we grasp at the apparent good, and are deluded by a shadow. It has been remarked in that House, of which your Lordship was so lately a member, that the difference of pay between the army and navy arose from the former purchasing their commissions, while the latter receive theirs gratuitously. This difference, however, does not exist between the navy and the marines, for the marines receive the same pay as the army. I shall prove to your Lordship, that the expenses of a young man, before he attains the rank of a lieutenant, are nearly equal to those which are incurred by a captain in the army for his rank; an ensign, paying even the regulation price, which is 400*l.* the interest of which, at five per cent, is only 20*l.* receives a net pay of 91*l.* per annum, and is entitled to a half-pay of 45*l.* from the first day of joining his regiment, which, deducting the interest of his money, amounts to a net 28*l.* per annum for his services. But it is well known, my Lord, that commissions may be obtained for much less. The advantages of a lieutenantcy and company are proportionably greater. Should the manner of war be accidental, a young army officer of any part of his cloaths or equipment, he receives an ample compensation, and, in six years, he may attain a majority, enjoying every comfort which affluence and ease can bestow. Let us now turn to the situation of a young man,

of equal respectability and connexions entering into the navy: and in this statement I shall adhere strictly to the truth. The wants of a naval life render the first fitting out highly expensive. Captain Watkins, in his advice to parents, states it at about 50*l.*; but it is now impossible to do it for less than 150*l.*; and this will only purchase bare necessaries. For the space of three years, he receives, as a volunteer of the first class, 9*l.* per annum, and his share of prize money is the one-thirtieth part of a lieutenant of marines, or of an ensign in the army. If at the expiration of that period, he is fortunate enough to get rated as midshipman, (for he must possess uncommon ability, or have been recommended in the merchants' service, to obtain that of master's-mate) his pay, at an average, does not exceed 3*l.* per annum. He must serve six years before he can pass that terrible ordeal, his examination, (for which he must produce most honourable testimonials of his conduct from all his captains; the want of one of which will oblige him to serve a second six years). It is, however, seldom that he can get promoted, until the expiration of seven or eight years; and from a knowledge of two hundred cases, the average service is seven years and a half. Can he, then, for the first three years, appear as a gentleman for less than 70*l.* per annum; or the last year for less than 50*l.*? Yet, my Lord, there are many young men that have not this allowance. The slave that tugs at the oar enjoys a state of comparative luxury. The misery of a young man in this situation is beyond description, and he must either defraud his creditors or the executioner.

Permit me now, my Lord, to draw a comparison between the situation of a Lieutenant in the Navy, and a Captain in the Army or Marines.

ARMY.

	£.	s.	d.
Two years pay as ensign.....	100	0	0
Four years, as lieutenant.....	500	0	0
	<hr/>		
	600	0	0
Interest on 400 <i>l.</i> for two years at 5 per cent.....	41	0	0
	<hr/>		
	651	0	0
Interest on 600 <i>l.</i> for four years at 5 per cent.....	120	0	0
	<hr/>		
Received for services.....	581	0	0
Captain's commission per regulation.....	1200	0	0
	<hr/>		
For Captain's commission.....	669	0	0

NAVY.

	£.	s.	d.
Three years pay as volunteer, first class.....	27	0	0
Four years as midshipman.....	185	0	0
	<hr/>		
For seven years service.....	162	0	0

Fit out.....	150	0	0
Three years at 70 <i>l.</i>	210	0	0
Four years at 50 <i>l.</i>	225	0	0
Money sunk.....	585	0	0
Interest at 10 per cent, seven years.....	435	0	0
	1,020	0	0
Received for service for seven years.....	162	0	0
For Lieutenant's commission.....	858	0	0

The captain in the army pays, principal and interest included, and deducting the amount received for his services as a subaltern, only 609*l.* Allowing him his full interest on his commission, and he can by selling his captain's commission receive his occasional expences. He consequently receives a net pay of 180*l.* per annum, and a half-pay of 90*l.* The lieutenant in the navy sinks 585*l.* for ever, which, at common annuity interest, would give him 58*l.* per annum, and a captain of marines receives 180*l.* per annum without the cost of a farthing.

	£.	s.	d.
Captain's in the army net pay.....	185	10	0
Interest 1800 <i>l.</i> at 5 per cent.....	60	0	0
Received for services.....	125	0	0
	£.	s.	d.
Lieutenant, R. N. net pay.....	108	0	9
585 <i>l.</i> sunk at 10 per cent.....	58	10	0
Receives for service.....	49	10	0
Captain of marines receives for services alone.....	185	10	0

I have before remarked the comfort with which the officer in the army passes his subordinate gradations: the marine officer is equally comfortable. Compare then, for a moment, his situation with that of a lieutenant in the navy. Condemned to exist for six years in a dungeon, into which the light of Heaven scarcely penetrates; and prevented, from the unavoidable localities of his situation, his poverty, the want of stowage, and the custom of service, from taking any live stock, he fares little better than the meanest seaman. Exposed to the taunts of his superior officers, whom he may unintentionally offend, to the infamous punishment of mast-heading, in which many a valuable young man has perished; and, what to the feeling mind is worse than death, corporal punishment. Yes, my Lord, I have seen young men of the highest respectability, allied to the best families flogged, unmercifully flogged, on the bare back, at the public gangway; brought there but too often, not from their own impropriety, but from the malice of a superior, who, fiend like, poisons the mind of his captive, and then works their disgrace. Compared with that of a midshipman, the

situation of a common seaman is luxury itself. The first, reared in the lap of pleasure, nursed with the most tender care, imbibing from his parents every honourable idea, considers disgrace as death, his feelings sharpened by the most noble virtues, honour struggles with poverty, and sorrow, exposed from his duty, in which he is generally unsupported, to the constant scrutiny of his superiors, the possibility of exhibiting his talents, forbidden by the distance at which he is held, he is frequently obliged to descend to flattery and dissimulation, the latter of which may well be entitled the Man of War's vice, for, without it, few have succeeded. Imagine then, my Lord, the midshipman sustaining the dislike of his superiors, and you behold the acme of human misery, for the brain of the victim tempests the day.

The seaman, born in poverty, reared in ignorance, exposed to unremitting labour from his earliest youth, and rude as the storm which howls round his head, enjoys superior advantages. He feels, but it is as a brute, the lash which scourges him, his pay is superior to what he can earn in peace, and far above his real wants, and he receives a share of prize money, on an average, more than equal, and of which he knows not the real use.

Why, then, my Lord, is not the pay of a lieutenant in the navy equal to that of a captain in the maine, whom he commands? (but it is a service of inconsistency) Why should not the passed midshipman be equal to that of a first lieutenant, or the midshipman of three years to that of a second lieutenant? The maine service requires only courage, and has been emphatically termed *the service of fools*. The marine is never on half-pay in war, and has many advantages, which the lieutenant in the navy, who requires not only courage, but ability, is at least entitled to 15 *per cent*, and proportionable half pay.

Let it then, my Lord, be your grateful task to rescue from this distressing situation the unfortunate midshipmen, and restore the commissioned officers to independence, abolish those ridiculous distinctions, and allow midshipmen of three years standing to wear what they are allowed in every service of the world, an epaulette.

An epaulette, my Lord, is the badge of command amongst all civilized nations, and without it an officer resembles the footman of a common prostitute. The want of apparel would be a sufficient distinction. The alarming want of junior officers renders it necessary, for what young man knowing the situation would ever enter it.

Thus, my Lord, was said to be the design of your noble father; and, from you, the service expects much. Follow his footsteps, and the name of Melville will descend in the service, coupled with that of Nelson.

A MARRIAGE OF SIX YEARS.

MR. EDITOR,

THE following in my opinion, will answer the query sign'd "Robertus" in page 311 of the present Volume of the Naval Chronicle. The chest at Greenwich, from whence pensions are granted to WARRANTED and PRIZE officers, as also SEAFARING, hurt or wounded in the service, is not, by the rules which govern the allowances, confined to MIDSHIPMEN

when they become **LIEUTENANTS**:—*Commissioned officers being wholly excluded from receiving pensions from that establishment. Should any Commissioned officer be wounded or hurt, he can only be allowed a pension by the King in Council, and it is paid from the money voted annually by Parliament for the naval service.*

I must, however, remark on some of the language of "Robertus," as it appears to cast an odium on the manner in which these pensions are granted. His words are "*who receive wounds in the execution of their duty as Midshipmen in his Majesty's Navy.*" The clear and regular manner in which these pensions are obtained, I apprehend, is perfectly understood; ~~while~~ the knowledge "Robertus" has of the service, seems so trifling, as scarcely to admit the comparison of a mole-hill to a mountain, or he must have been aware no pensions *are granted* but to persons "**WHO RECEIVE WOUNDS**" (and he should have added **HURTS**) "**IN THE EXECUTION OF THEIR DUTY IN HIS MAJESTY'S NAVY.**" These pensions are granted by the Directors of the chest, at Greenwich, on the production of smart tickets, (by the applicant) signed by the Captain; and all the signing officers, of the ship the person belongs to. For proportioning these pensions a scale was formed at the institution of the chest (which perhaps "Robertus" does not know was originally held at Chatham) directing a difference in the allowance between the loss of the right and left arms, both above and below the elbows—of the right and left legs above and below the knees—between the right and left eyes, and also between double and single ruptures, together with every part of the human frame.

I am, Mr. Editor, yours,

17th May, 1812.

TOM STARBOARD.

MR. EDITOR,

ONE of the most judicious arrangements of the late First Lord of the Admiralty, Mr. Yorque, was that of converting large sloops of war into post ships, and appointing the junior officer of that rank (post) to the command of them, with a small addition of officers and men. It was then also said, that the gun-brigs were to be commanded in future by commanders, instead of lieutenants; and, considering the increased and increasing number of officers in the navy, I cannot but think that this would have been very proper. Supposing there are at present sixty gun-brigs, of 14 guns each, and manned with 45 men, by increasing their establishment to 60 or 70 men, and appointing commanders to them, with two lieutenants, you employ sixty additional commanders, and as many lieutenants (and if you are not to employ as many as possible, I would beg leave to ask the reason of giving them commissions). The expense would be but trivial, and many brave and meritorious officers who have not interest to obtain ships, from the great disproportion between the number of sloops and commanders now on the list, might be rescued from obscurity, and restored to actual service. At present no commander not employed afloat, can hope for promotion; and as many have not interest to obtain ships, they have no prospect of rising in their profession, unless the Admiralty should generously attend to the hardships of their situation. Men have, therefore, on the present sys-

tem, no chance of promotion, or of active service; how galling, how heart-breaking such a situation to these brave men, every feeling heart may conceive.

In a former letter I mentioned the names of some officers,* all of whom had been ten years commanders, and many of them more. I would, therefore, now only again put them in view of the new list of the Admiralty; in the hope that he will take their case and that of others similarly circumstanced, into his consideration. The list of our naval officers is now swelled to an enormous bulk. Of Admirals not a fourth nor a fifth part are employed, of Post Captains, not half; of Commanders, perhaps, more than half; of Lieutenants, I suppose, also more than half; yet, what is to become of so many of the latter, with only their half pay on which to subsist? More should not be promoted than can be employed; yet, in reward for long and gallant services promotion must be given. The question, therefore, is, how to employ them? The navy is great, yet, that of France is increasing with amazing rapidity, and we shall assuredly require all our ships and all our officers and men to oppose its overwhelming numbers.

The expediency of appointing second captains to line of battle ships, has been, already, I believe, seriously agitated at the Admiralty board; and it would appear, has not hitherto been deemed a proper way of calling forth the services of an additional number of our officers, now languishing ashore, heartless, and dispirited. It is no doubt said, this is the practice in the French navy, and shall we follow their example in naval matters, wherein we are so decidedly their superiors? If this be the principal reason for abandoning the idea, I can see nothing humiliating in adopting an useful practice from an inferior, and by appointing commanders to serve in line of battle ships, or at any rate three-deckers, and also an additional lieutenant, you give opportunities to many excellent officers, and at a very trifling expense, to serve their country, which otherwise must, otherwise remain inactive on shore.

A FRIEND TO NAVAL MERIT.

STATE PAPERS.

DECLARATIONS of the Members of HER MAJESTY'S Council, respecting the State of HIS MAJESTY'S Health.

[Ordered by the House of Commons to be printed, 8th January, 1812.]

Windsor, October 5th, 1811.

T, the underwritten, members of the Council appointed to assist Her Majesty in the execution of the trusts committed to Her Majesty, by virtue of the statute passed in the 51st year of His Majesty's reign, intituled, 'An Act to provide for the Administration of the Royal

* Three or four of these have been since posted by the late Board of Admiralty, and Captain Henry Gordon liberated from prison and I believe promoted to post rank.

Authority, and for the care of His Majesty's Royal Person, during the Continuance of His Majesty's Illness, and for the Resumption of the Exercise of the Royal Authority by His Majesty;”—Having duly met together this 5th day of October 1811, at the Queen's Lodge, near to Windsor Castle; and having called before us, and examined upon oath the physicians, and other persons attendant upon His Majesty, and having ascertained the state of his Majesty's health by all such other ways and means as appeared to us to be necessary for that purpose,—Do hereby declare and certify, That the state of His Majesty's health, at the time of this our meeting, is not such as to enable His Majesty to resume the personal exercise of his royal authority.

That His Majesty's bodily health does not appear to us to be essentially altered since the date of our last report.

That His Majesty's mental health appears to us to be materially worse than it was at the time of our last report: Upon the grounds of the protraction of the disorder, the present state of it, the duration of accessions of the disorder, and the peculiar character which the disorder now assumes, His Majesty's recovery is represented as improbable by one of the physicians, and as very improbable by all the other physicians in attendance upon His Majesty.

Adverting, on the other hand, to the state of His Majesty's faculties and powers of mind, his memory and perception, the remaining vigour of his constitution, and bodily health, some of the medical persons in attendance represent that they do not despair, and others that they do not entirely despair of His Majesty's recovery.

(Signed)	C. CANTUAR'	F. EBOR'.
	MONTROSE.	WINCHILSEA.
	AYLESFORD.	ELDON.
	ELLENBOROUGH.	

A true Copy,
CHETWYND

WE, &c. having duly met together on this 4th day of January, 1812, &c. Do hereby declare and certify, That the state of His Majesty's health, at the time of this our meeting, is not such as to enable His Majesty to resume the personal exercise of his royal authority.

That His Majesty's bodily health appears to us to be as good as at any of the periods of our former reports.

That his Majesty's mental health appears to us not to be worse than at the period of our last report.

That all the physicians attending His Majesty agree in stating, that they think His Majesty's complete and final recovery improbable; differing, however, as to the degree of such improbability; some of them expressing themselves as not despairing, others as not entirely despairing; and one of them representing that he cannot help despairing of such recovery.

(Signed)	C. CANTUAR'	E. EBOR'
	MONTROSE.	WINCHILSEA.
	AYLESFORD.	ELDON.
	ELLENBOROUGH.	W. GRANT.

Immediately after the above report had been read in the presence of all the physicians, and one of the members of the Council had left Windsor, the physician alluded to in the last clause of the report, stated in writing to the other members of the Council then remaining at Windsor, "That he had unguardedly made use of an expression, which he was apprehensive might carry its meaning far beyond what he intended to express, and desired to be allowed to correct it; and assured the Council, that whilst the final recovery of His Majesty very improbable, he by no means despaired of it."

The members of the Council to whom the above Statement was made having sworn the physician alluded to, to the truth thereof, afterwards communicated the same to the whole Council, assembled this 5th day of January; who have deemed it right to subjoin this fact to the above declaration.

(Signed)

C. CANTUAR.

E. LEOR.

MONROSE.

WINCHILSEA.

AYLSPORD.

FIDON.

FILLENBOROUGH

W. GRANT.

St. James's square, January 5, 1812.

A true Copy,

JAMES BULLOCK

PLATE CCCLXIII.

THE annexed View of Plymouth Dock, taken from Mount Edgcombe, forms a proper companion to the View of Plymouth, the Citadel, St. Nicholas Island, Mount Edgcombe, Staddon Heights, and the Sound, as they appear from the heights above Muley, in our VIth Volume * The copious historical account of the port of Plymouth, Plymouth Dock, &c. which we gave in illustration of that plate, † renders farther remark in this place unnecessary. It may be proper to add, however, that, in subsequent parts of this Volume, will be found some highly important official documents, relating to the intended Breakwater in Plymouth Sound.

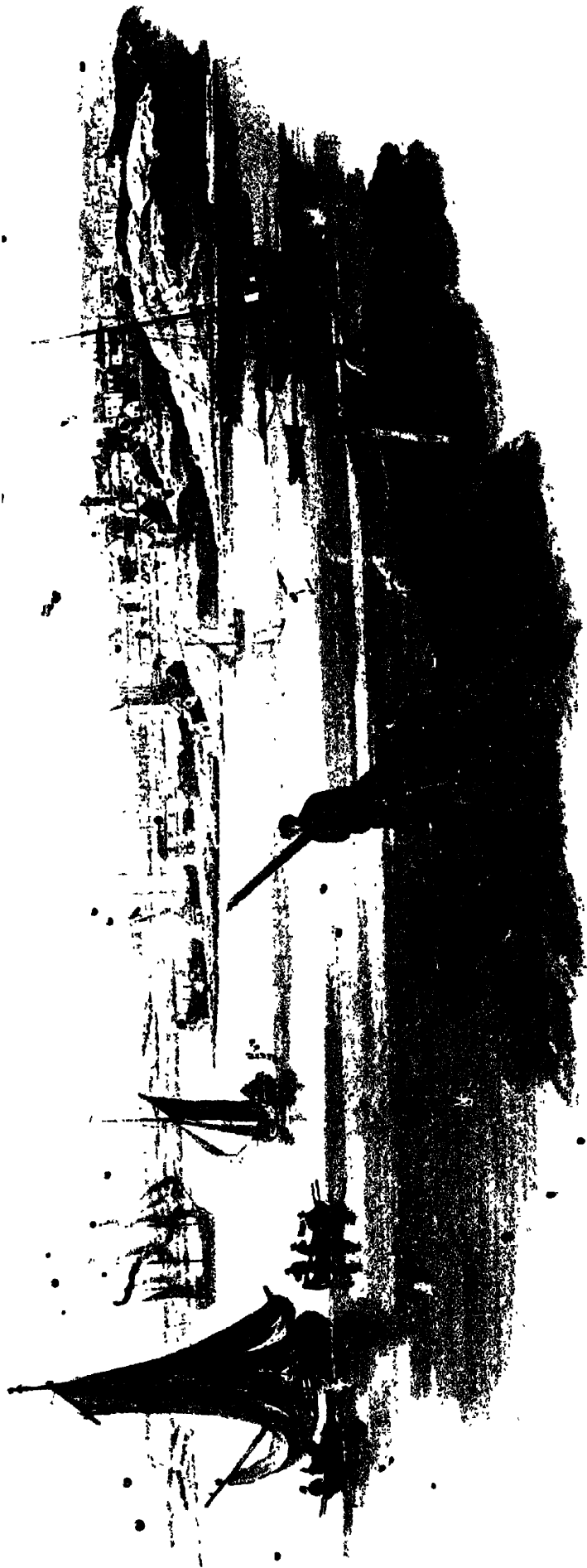
SHIPWRECKS.

THE MANILLA.

THE subjoined letters from Admiral de Winter, to the minister of the Marine and Colonies, comprise the whole of the information which has appeared respecting the loss of H. M. Frigate Manilla.

* Page 35.

† N. C. VI. 33, and VII. 125, 130/235.



“ MONSIEUR,

Texel, Jan. 30, 1812.

I have the honour of reporting to your Excellency, that on the 29th instant at nine in the evening, we, from nine to five, heard reports of cannon, accompanied by rockets.

“ These signals of distress determined the Commanding officer to send immediately fishing boats, and boats belonging to the squadron, to tender assistance: but the violence of the sea upon the bank, occasioned by a strong gale from E. S. E. forced them to return at three in the morning.

“ As day broke, a large three-masted vessel upon the Haak, was perceived, continuing to make signals of distress. All the fishing boats, and boats belonging to the squadron, set out at day-light, and as the weather has become more favourable, it is hoped the crew will be saved. Half an hour after day break, the vessel lost her mast. As the tide is favourable for going out of the road, the succours will no doubt arrive in time.

“ It is supposed this vessel is a frigate, undoubtedly the one which, all this month has appeared, with one or two brigs, off this coast.

“ The departure of the courier prevents me giving more ample details. I shall have the honour of transmitting them to your Excellency as soon as I receive them.”

January 31.

“ The fishing boats, and those belonging to the squadron, which set out at day break of the 29th instant, to the assistance of the vessel shipwrecked upon the Haak, of which I made mention in my dispatch of yesterday, approached her. But at a cable's distance the sea was so strong, and the sands had collected to such a degree, that the boats struck violently upon them, and immediately the row boats became useless; nevertheless the chief pilot, Duybree, risked the sacrificing of his life to save some men, and ventured on the shallows and sunken rocks, whilst the English, having made a raft by tying empty barrels together, let it down. This bold measure placed Duybree in a situation to receive thirty-five men, all sailors, and two pilots. This pilot boat was already half filled with water, and it was with difficulty she withdrew from so critical a situation. One of the enemy's sailors expired in the boat, and two are dangerously wounded.

“ This position hindering them acting on either side, our boats retired. Six boats are anchored within the Haak, to take advantage of the least change in the weather.

“ The brig *Ferrero* was at anchor all day, but returned in the evening. All the boats with crews which are in the Texel are in readiness.

“ On the 31st, in the morning, it blowing from the southward very fresh, the frigate again began to fire, and the fishing boats, &c. have returned to renew their efforts.

“ This vessel proves to be the *Mainilla* frigate, of 42 guns, and 250 men, commanded by Captain Joyen [*Joyée*]; she struck upon the Haak at seven at night upon the 28th January, when the Captain endeavoured to have an anchor carried out, but did not succeed, and lost in attempting it five boats and thirty-six men. From the morning of the 29th the French flag had been hoisted and the English pulled down; during all that day three

enemy's ships were seen from Culands Oog. The 34 prisoners are marched for Amsterdam."

" February 1."

" I have the honour of concluding my report of the shipwreck of the enemy's frigate the *Maull*. The departure of the boats for the frigate on the 30th ult. with which I terminated my report of yesterday, has been attended with the most complete success. They succeeded in saving all the people on board the frigate, amounting to between 170 and 180 men; *

* This statement, 't will be seen, does not correspond with the following list which has been published, of 243 officers and men, saved from the *Manilla*:—

John Joyce, Esq. Captain; J. L. Robins, 1st Lieutenant; J. G. Wigley, 2d Lieutenant; Frederick Lee, 3d Lieutenant; M. J. Gibbons, 1st Lieutenant Royal Marines; John Hales, master; John Patterson, purser; John Tyrrell, gunner; Samuel Lake, boatswain; John Flaman, carpenter; William Donald, surgeon; A. Watt, surgeon's mate; Mr. Henry Randall, midshipman; J. J. Johnson, ditto; Henry Sadler, ditto; Charles Jefferson, ditto; M. G. Blond, ditto; Thomas Johnson McKenzie, ditto; A. C. Robens, ditto; H. A. Willems, ditto; David Harp, ditto; M. T. Paul, pilot; Joseph Spendly, ditto; John Gondet, 2d pilot; J. Michel, sail-maker; John Ward, clerk.

E. Michels, R. Mingay, J. Morinford, J. Parsons, J. Droger, G. Cornelius, J. Fuller, J. Hall, J. Bronwas, J. Peacock, D. Schan, W. Thompson, W. Sigor, J. Hadden, T. Hart, J. Murphy, J. Hanson, J. Mazor, A. Fesher, P. Bonley, G. Hand, F. Rowland, H. Taxobus, J. Clark, W. Chapman, S. Rade, J. Ohffe, R. Thomas, T. Burdine, T. Fisdal, E. Thuson, J. Welsch, J. Evans, W. Joseph, D. Fell, D. Dermison, M. Finerty, J. Craddock, W. Fox, F. Paus, D. Rook, J. Wallin, E. Felham, S. Powers, G. Anton, G. Porter, M. Batty, D. Morgan, J. Jordan, J. Daley, D. M. Carthey, J. Harding, M. Barnes, W. Dickson, D. Wrigg, L. Bingham, J. Marshall, J. Simpson, T. Roney, F. Ignans, J. Jeho, J. Lose, W. Pearson, J. Pettel's, J. Burgess, R. Franklin, C. Hope, I. Murphy, P. Taylor, H. Geo. C. Wargelt, J. Brisgiman, W. Garrett, W. Mead, T. Henry, J. Rag, D. Peason, R. Barniels, G. Peckens, J. Cheswick, J. Wright, W. Bracher, J. Nicholson, B. Robins, W. Sexelbury, T. Hall, J. Handerson, J. Cross, J. Kenderick, W. Smith, M. Harson, J. Crosby, C. Haywood, J. James, S. Taylor, J. Kralsonbourgh, S. May, J. Therwood, D. Saff, H. Harrison, G. Schmitt, W. Lane, J. Asparn, J. Hughes, S. Jones, R. Rogers, E. Jones, R. Daybol, J. Toge, W. Hubert, S. Street, J. Hill, R. Anger, S. Brandon, J. Aston, J. Walters, C. Henry, T. Lee, J. Caton, J. Sixton, J. Poter, R. Anderson, J. Briggs, G. Worval, E. Obron, C. Harris, W. Hamilton, J. Stoddard, G. Achoner, F. Ford, T. Smith, J. Chatway, J. Mallard, J. Bmges, R. Reed, F. Mason, W. Cook, W. Stanford, R. Smith, S. Smith, J. Grissen, W. Hard, J. Hard, P. Price, C. Holt, T. Lord, P. Hearlop, J. Phed, J. Parry, E. Walters, R. Paterson, W. Simon, J. Goddard, J. Price, R. Kirby, T. Collens, J. Holliday, R. Burney, H. Thompson, T. Randel, T. Parnel, I. Vicly, T. Court, W. Hurts, G. Muller, G. Muller, R. Dinthon, R. Crab, J. Lempthin, C. Telson, J. Baltock, J. Harne, W. Bolte, F. Zettel, T. Davids, J. Wills, G. Perryn, J. Zeut, W. Rodue, (since dead), S. Holloway, R. Cheffries, J. Harroers, E. Lanton, W. Hullerman, J. Gowan, H. Watson, J. Brisham, J. Blake, H. Picters, J. Klake, J. Fitch, J. Marton, G. Topping, E. Helu, T. Atkins, J. Swan, T. Torinsos, T. Richards, J. Ledger, W. Hosh, C. Bruce, F. Provet, J. Shepperd, A. Grim, J. Gepson, P.

they are on board the squadron. I shall order them to proceed directly to Amsterdam, and will have the honour of transmittting your Excellency a list of them as early as possible.

“ Three of the five boats belonging to this frigate, which were supposed to have been lost in carrying out an anchor, have arrived upon Texel island with some men. A small part only of the prisoners clothes has been saved, it being with considerable difficulty that the crew were taken off.

“ The frigate has not been burned,* because the water had risen as high as the port holes, and the waves frequently covered her. Nevertheless, as no power whatever can get this vessel off, and as, in all probability, she will to-morrow be entirely destroyed by the sea, there is nothing to regret on this account. The Captain's name was mis-stated by the first prisoners—he is called G. F. Seynour,†

“ I beg to place under the observation of your Excellency the exemplary conduct of the Lieutenant de Vaisseau Verveer (Jacob); he commanded Pilot Duynheer's boat, which executed the bold manœuvre I stated yesterday to your Excellency. All the prisoners overwhelm him with their gratitude, and declare that he attempted an almost impossibility, with the greatest risk of perishing himself, to save 35 men, which he actually accomplished.”

HYDROGRAPHY.

CHINA SEAS.

IN a former volume,‡ is an account of a Shoal, therein stated to be copied from the journal of Captain Askwith, of the ship Elizabeth. An account of the same danger appears in Mr. Horsburgh's last hydrographical work, which, as it differs from the Naval Chronicle report (copied from an East Indian authority), in certain details,§ and is more copious,

Salvan, R. Wilford, H. Water, T. Walps, R. Kerry, A. Edwards, W. Backer, J. Jones, D. Taylor, J. Garlick, J. Pearson, J. Johnson, seamen or Marines.

* The *Moniteur*, under the date of Amsterdam, Feb. 1, contains the following impudent and abominable statement; a statement, which, none but a Frenchman would have penned:

“ All the world knows, that in the moment of danger, English sailors have no other resource than that of flying to liquor, which may be on board. At the instant the vessel was set on fire, the French detachment sent to execute this operation, found in the hold five sailors dead drunk.”

The same article states, that twelve men perished on board the frigate, in consequence of an explosion.

† This, we apprehend, is a mistake. Captain Joyce was appointed to the *Minilla*, about the month of November last (vide N. C. XXVI. 436) and we are not aware of any subsequent change in the command of that ship.

‡ NAVAL CHRONICLE, XXIV. 126.

it is deemed proper to incorporate the same in a department of this publication of growing importance and value.

“ A coral bank in latitude $7^{\circ} 11'$ N. longitude $107^{\circ} 36'$ E. or 54 miles east of *Poulo-Condor* by chronometer, which Captain Askwith got upon in the *Charlotte*, 20th September, 1807, returning from China to Bombay. According to his statement, they passed within six leagues of Condor on the preceding day, and got upon the bank at 10 A.M.; the least water found on it was $\frac{1}{2}$ less 5 fathoms, coral rock, and 40 fathoms close-to.

“ *Steering south under close reefs, blowing a strong gale at W.S.W. at 10 A.M. coral rocks were perceived under the ship; the helm was immediately put a-weather, to the ship, and had $\frac{1}{2}$ less 5 fathoms, with the deep-sea lead when before the wind. In coming to the wind on the other tack there was so little water apparently under the bows, that I expected the ship would have stricken in pitching; when round had 8 fathoms; and from the fore-yard a small spot appearing to the southward with less water. From the poop this coral bank appeared to extend about $2\frac{1}{2}$ miles to the southward, and $1\frac{1}{2}$ mile to the eastward: in standing to N.W. deepened fast to 10 fathoms.*”

“ This is probably the bank seen by Prince of Wales, being in the same latitude; but that ship, by dead reckoning, places it farther eastward. It seems to be situated 7 or 8 leagues northward, and to the same distance westward, of the position assigned by the American ship *Lovely* last to the doubtful bank mentioned in the description of dangers and soundings about *Poulo-Sapata* and the *Katwiks*.”* (*Horsburgh's Sailing Directions*, &c. ii, 219.)

VAN-DIEMEN'S LAND.

PORT DALRYMPLE.

THE Hebe reef is described in the same hydrographic section of the *Naval Chronicle* with the preceding article. Horsburgh, in the useful book above-quoted, to a description of this danger nearly similar, has added directions for sailing into Port Dalrymple; which the possessor of the former account will doubtless be glad to connect therewith.

“ The Hebe's reef, on which the ship of this name was wrecked 15th June, 1808, is the outermost known shoal off the entrance of Port Dalrymple, bearing from the flag-staff on Low point or point Clarence, $W. \frac{1}{2} N.$ (by compass) about 5 miles distant, and probably extends farther to sea. The Hebe got on the shoal at high water, had not less than $2\frac{1}{2}$ fathoms on it, the swell being rather high at the time; but at low water spring-tides the sea upon it appears discoloured. The Hebe's reef bears from the western reef about N. by W. (true bearing) distant about 2 miles; and the outer breakers on the western reef bear W. (by compass)

* *Pōlo, poulo, or poolo*, is the vernacular word for “island” in the Malayau language.—(S.)

from the flag-staff. Captain Kent, of H. M. S. Buffalo, placed 3 beacons on the shoals at the entrance of this port, and has given the following directions for going in.

“ Steering in for port Dalrymple, and being within $1\frac{1}{2}$ mile of Low head or point, and a little to the westward of it, look out for a beacon with sheers on its top, placed on the east part of the easternmost of the western shoals. Bring this beacon on with the centre of the harbour, that is, the opening between the trees as high up as Green island, steering (by compass) S. E. by S. until you are within $\frac{1}{2}$ a mile of the beacon: this will keep you clear of the rocks and shoals to the westward, part of which are dry, and also of the patches of weed which stretch out from Low head. Then look out for a beacon placed on a half-tide rock situated a full cable's length from the inner part of Low head, towards which stand over, observing to give the sheer beacon a good berth, because a patch lies a large cable's-length eastward from the beacon, having only one fathom on it at low water; and there is $2\frac{1}{2}$ fathoms [water] between them. The beacon on the half-tide rock is a cask placed on an iron bar about 14 feet high; and the west part of the rocks may be approached within 30 or 40 yards in any ship. From hence you may run up to Lagoon beach, taking care not to haul too much eastward, as there is a patch of $2\frac{1}{2}$ fathoms more than a cable's-length above the beacon. As Lagoon beach is an exposed place, it is best to run up to Outer cove or above it, before anchoring, for the bottom between Low head and Outer cove is thought to be either a smooth sloping rock or loose stones. The Buffalo drove upon the eastern shoals with two bower anchors a-head, and both these anchors were hoven up the bank from 15 to 2 fathoms: the sheet-anchor laid out with a whole cable, and backed by the stream-anchor with 40 fathoms of cable to it, was also hoven home a little, but ultimately took the ship off. In standing up the harbour when you are a-breast of Lagoon beach keep the low part of Low head a sail's breadth open to the westward of the half-tide rock beacon; which will lead in mid-channel until as high up as the eastern shoals: you can then incline over to the westward (as the harbour here takes a considerable bend that way) till you are as high up as the shoals which lie S. W. of Green island. These half tide shoals are very dangerous, having within a boat's length of them 5, 7 and 9 fathoms: they may however be avoided easily by looking out for a small sandy beach about $\frac{1}{2}$ a mile above Outer cove on the same side, bearing from the N. E. part of Green island S. E. by E. (by compass). Take care to keep some part of this beach open eastward of Green island, for if you shut it in, you are on shore immediately. Having passed those shoals stand over to the N. W. point of Outer cove, which is nearly steep to and from thence into the cove where you can anchor in 9 fathoms sandy bottom, and moor with half a cable each way. In standing for the cove, keep near the N. W. point in order to avoid the Middle shoal; over which the tides set strong; there is a beacon placed on this shoal with a vane on its top. Outer cove is not a very good place for a large ship because it dries a long way from the head: besides, there is little room with eddy tides setting in

every direction, and difficulty may be experienced getting out of it with westerly winds. As these are prevalent, a ship may wait long before a leading wind is got to carry her out of the harbour; she will, therefore, most probably be obliged to kedge, or to back and fill out with the tide. During 24 days stay, Captain Kent never found the velocity of the tide above $2\frac{1}{2}$ or 3 miles an hour in the channel between Green island and Outer cove; but it seems to have been greater when Captain Flinders partly explored this harbour, after he made the discovery of it in the sloop Norfolk. The depths among the patches of weed, which extend from the Low-head towards the western shoals, are generally from 3 to 2 fathoms; above Green island the bottom is all mud. Fire-wood abounds. Fresh water may be got at the back of the beach near Low-head, and there is excellent water in the western arm of this large river, probably with safe anchorages; but no vessel ought to enter either that, or the passage towards the middle stream without examination by boats. The rise of tide is from 6 to 8 feet, springs; high-water on any day about $\frac{1}{2}$ of an hour before the moon passes the meridian, and the ebb runs nearly 7 hours: the tides set irregularly, on, over, and through all the shoals at the entrance of the port. The flag-staff on Low head may be discerned a long way off; from whence the sheer beacon is said to bear S. by W. $\frac{1}{2}$ W. distant one mile, and the two Outer beacons E. N. E. and W. S. W. of each other. This port seems not to be a convenient place for a large ship to enter, on account of the intricate passage between the shoals." (Horsburgh's *directions for sailing to and from the East Indies*, &c. n. 457). S.

NAVAL AND HYDRAULIC ARCHITECTURE.

THE BREAKWATER IN PLYMOUTH SOUND.

BEFORE we introduce this important subject to the attention of our readers, it may be necessary to observe, that during the time Lord Spencer presided at the Admiralty, Mr. Whidbey gave in a Survey of Torbay, wherein he proposed a Breakwater, which would make the Bay into a Harbour. When Lord St. Vincent and his friends came into power the last time, and the present Earl Grey presided at the Board, Lord St. Vincent recommended that Mr. Rennie and Mr. Whidbey should be sent to Plymouth, to ascertain whether a similar Breakwater to the one that had been planned for Torbay, could not be constructed in Plymouth Sound. This produced the Report to the Lords Commissioners of the Admiralty, drawn up by those experienced and skilful men, which stands at the head of the following series of papers, relating to Plymouth Sound, ordered, by the House of Commons, to be printed, February 12 and 19, 1812.

MY LORDS,

London, April 21st. 1806.

In consequence of your directions, we met at Plymouth on the 18th of March, being the day before the change of the moon; and it being the vernal equinox, the highest spring tides of the season were expected to be on the 19th, 20th, and 21st, on which days we were very particular in examining Cawsand Bay, the Sound, Catwater, and the Hamoaze, the set of the sides, their velocity, and, in general, every thing that appeared to us necessary to enable us to comply with your instructions.

There is, probably, no harbour on the south-west coast of England so well situated as Plymouth, for the stationing of fleets that are to oppose the navies of France and Spain. The Bay is extensive, the entrance to the Hamoaze is deep, its capacity is great, and the anchoring-ground, and places for the mooring of ships are excellent; a numerous fleet may find accommodation there: and the magnitude of the dock-yard enhances its importance as a naval station. The Catwater is also an excellent harbour, the water is in parts deep, and the shelter good; but the extent is small, and better suited for merchant vessels than ships of war. Possessing such natural advantages as Plymouth does, it is somewhat remarkable that nothing has hitherto been done to improve the Sound, and render it a proper and secure anchoring place for ships of war, until the wind and tides are suitable either for going into the Hamoaze, or proceeding to sea. Cawsand Bay has in general a sufficient depth of water for large ships; but it is so much exposed to south-easterly and easterly winds, that it is by no means safe for large men of war to ride in at low water, they being apt to strike on the bottom when the swell is great, and to drag their moorings. The Sound, though not so much exposed to easterly winds as Cawsand Bay, is greatly exposed to southerly and south-westerly winds, which occasion a tremendous swell, and as the water is rather shallower, vessels are more liable to strike on the bottom than in Cawsand Bay; and as this bottom is also generally hard, if a vessel strike, the danger is imminent. It is therefore of the greatest importance, that some means should be adopted to shelter either Cawsand Bay or the Sound, whichever may be deemed most eligible, so that a large fleet of ships of war may ride in safety with any wind, and be always ready to proceed to sea. The extensive and enlightened view your Lordships have taken of this important harbour, we trust, will induce his Majesty's ministers to take it up upon such an enlarged plan as its importance deserves; and we have no hesitation in giving it as our opinion, that a work may be formed in the Bay, capable of protecting a fleet of fifty sail of the line at anchor.

The valuable information we received from the Earl of St. Vincent, previous to our journey to Plymouth, tended greatly to shorten our enquiries; and we trust what we are about to propose, will be the means of rendering Plymouth Sound a safe anchoring place for ships of war, from whatever point the winds may blow, or however heavy the swell may be.

A plan was presented to us, for sheltering Cawsand Bay; and several plans for sheltering the Sound. That for Cawsand Bay, was to build a pier from the Pointe Pointe, of 520 fathoms in length, 150 feet broad at

the base, and 60 feet at the top. The sea at this place is from six to seven fathoms deep at low water of spring tides; the expense, therefore, of constructing such a pier would be great, while the shelter it would afford would be little; and in south-easterly and easterly winds, when fleets would be wanted to sail, they could not proceed to sea at all, the wind blowing directly against them; and besides, this pier would, in our opinion, rather tend to increase the swell in the Sound than otherwise, and, in a great measure, render it unfit for the anchorage even of frigates, and be very detrimental to the harbour.

The current of the tide would also be prevented from passing through Cawsand Bay, which we fear would, in time, by the deposition of mud and silt, render the water more shallow, and of course less fit for the anchorage of large ships.

The first plan for sheltering *The Sound*, consisted of a pier, to be built from Staddon Point to the Panther Rock, of 1,320 fathoms in length. The second was to construct a pier, from Andurn Point to the Panther, of 1,460 fathoms in length. And the third was to construct a pier, from the same Point to the Shovel Rocks, of 850 fathoms in length.

If either of these plans were deemed advisable, we should have no hesitation in recommending the second plan; viz. a pier from Andurn Point to the Panther, of 1,460 fathoms in length. This plan, we think, much preferable to that of a pier from Peulee Point, to shelter Cawsand Bay, as it would not only shelter a great extent of water, but would present fewer obstructions to ships in getting under way and proceeding to sea, than the other. Could such a work, therefore, be done with propriety, it would, of all others, be the most desirable; but we have great doubts as to the propriety, for reasons which we shall afterwards state.

From conversing with pilots, and various other intelligent men, whom we met at Plymouth, we have reason to believe that the depth of water in the Sound is on the decrease, by the settlement of mud and silt brought down by the rivers from the interior country; and also by the embankment of the mud lands within, thus diminishing the ancient receptacles of the waters of the tide, which, both in its flux and reflux, occasions a powerful scour in its passage through the Sound.

Now, were a pier to be constructed from Staddon Point, or Andurn Point, to the Shovel or Panther, the direction of the current would be greatly changed. Instead of sweeping the eastern side of the Sound, as it now does, it would pass in a more direct line to the western end of the pier; and as the water in the Sound would become much more smooth, of course, whatever mud or silt may be brought down by it, would be more apt to settle in such water, and when there was no current, than it now is: and, therefore, if it fill up at all in the present state without a pier, it would fill more rapidly with such an one as has been described, and decay of the Sound, to a very considerable extent, might ultimately be the consequence. Thinking, therefore, as we do, notwithstanding the apparent advantages attending such a plan, the risk, in our opinion, would be too great to venture the experiment; and, as we think the object might be fully

attained without any risk at all, we have no hesitation in deciding against it.

There are, properly speaking, three entrances for men of war into Plymouth Sound; viz. one on the west side of the bay, bounded on the west by a long cluster of small rocks, called Scots Ground, on which there is only from three to four fathoms at low water; and on the east, by the Knap and Panther, on which there is about the same depth of water. This passage or channel is about 500 fathoms wide, and the general depth is from five and a half to six fathoms at low water.

The middle channel is bounded by the Knap and Panther on the west, and by the Tinker and Shovel on the east; it is about 300 fathoms wide, and the general depth of water is from six and a half to eight fathoms at low water.

The eastern channel is bounded by the Tinker, St. Carlos Rocks, and Shovel, on the west, and by the Shag Stone and Duke Rock on the east; it is about 300 fathoms wide, and the general depth is from five to six fathoms.

From the above description, it appears that a large part of the middle of Plymouth Sound may be said to be shut up, by the Shovel and St. Carlos Rocks; we mean as a channel for large ships; of course, any works that may be constructed on these rocks will be no obstruction to large ships going into, or coming out of the Sound. A question, however, will arise, whether, if any works were to be extended beyond these rocks, they might not prove injurious? On this subject, we shall state our opinion, and trust we shall be able to prove, satisfactorily to your Lordships, that no injury whatsoever will arise from the extension of works beyond these rocks, nor even from shutting up in part the middle passage to the Sound.

It is a well-known fact, that, whenever a given quantity of water flows through a channel, the depth generally increases (unless the bottom be rock) in proportion as the width is diminished. Now, if a work was to be formed in any part of Plymouth Sound, so much of the waterway or entrance as would be intercepted by that work, would obstruct the current of the tide, and oblige it to pass through a narrower space; this would increase the velocity; and occasion a greater scour, so as to deepen the bottom. If, therefore, a pier or breakwater were to be constructed on the Shovel Rocks, and extended to the westward, so as to shut up, in part, the channel between them and the Panther, and also to shut up, or narrow, the spaces between St. Carlos Rocks and Anduin Point, the tide being then confined to a narrow space, the velocity of the current would be increased, and these channels deepened. We are, therefore, decidedly of opinion, that if a pier or breakwater were to be constructed in Plymouth Sound, having its eastern end about sixty fathoms east of St. Carlos Rocks, and its western end about three hundred fathoms west of the Shovel, forming in the whole a length of eight hundred and fifty fathoms, it would improve, instead of injuring, the entrances to Plymouth Sound, and would, with another pier, which we shall afterwards mention, completely shelter it from all storms, without there being any danger of its lessening the depth of water

in the Sound, or any doubt respecting the practicability of executing the work.

We propose, that 500 fathoms in length of the middle part of the pier or breakwater shall be straight, and that 175 fathoms at each end should be inclined to the straight part, in an angle of about 120° . These inclined ends will not only shelter a greater extent of the Sound, but will, to a certain degree, prevent the Inrun of the sea from agitating the water.

The eastern end, or that which points to Bouvisand Bay, leaves the eastern point of the Sound apparently too much exposed to south-easterly winds; and although we are inclined to think that, even with such an exposure, nothing need be feared, yet, as there is a ready method of preventing any such danger, we are unwilling to leave the matter in doubt, and therefore propose that a pier shall be extended from Andurn Point toward the great breakwater, of about 400 fathoms in length, and having an inclined kant, similar to the head of the great breakwater, and forming an angle of about 120° with it. These two inclined kants or *Hedls* will reflect the waves in such a manner as to prevent them from passing, in any material degree, through the opening between, and will thus shelter the Sound.

It may not be necessary to build this pier quite up to Andurn Point, as the sheltering rocks that lie out from this Point may break the sea sufficiently, without the aid of an artificial work. Such an opening would also have the advantage as above mentioned, of permitting the current to pass through Bouvisand Bay, and of thus preventing the mud from settling there. The propriety of this will, however, be seen during the execution of the work.

Bouvisand Bay, which will be sheltered by the pier above-mentioned, is of considerable extent, and will afford room for mooring a number of small frigates, sloops of war, gun-brigs, and cutters; and as there is a fine stream of water, which runs into the head of it, a place may there be made for watering the fleet.

In respect to the western side of the Sound, we trust, on examination, it will be found that the great breakwater will also shelter it. For, if a line be drawn from Penlee Point by the western head of the breakwater, it will strike nearly on Dunstone Point, and thus cover the greatest part of the Sound; and the Adder Rocks, which extend for nearly 200 fathoms beyond Penlee Point, will break the seas so far as to shelter the rest. We have no hesitation, therefore, in giving it as our opinion, that no sea can be brought in by southerly or south-westerly winds, which will, in any material degree, agitate the water in the Sound. So that the breakwater and pier we propose will enable, at least, fifty sail of the line to ride in safety in Plymouth Sound, in all winds, or in any weather, and with ample room to work out at one or the other channel, as the wind may suit. And as a sufficient passage will be left for the tide to flow into or out of the Sound at the western and eastern ends of the great breakwater, its direction will not be turned from the anchoring ground; and no further deposition of silt or mud will take place there than does in its present state, except indeed immediately without and within the breakwater itself. What ser-

les without, instead of being injurious, will be advantageous to the harbour, as it will assist in breaking the swell of the sea on the breakwater, and thereby lessen that in the Sound, and what settles within cannot be injurious, as the shallow water on the Shoel will prevent large ships from anchoring near it. On the whole, therefore, it appears to us that there can be no possible danger of the Sound becoming more shallow after these works are completed than it now does. So that we feel ourselves authorised to conclude, that there is a certainty of much advantage arising from this plan, with little or no probability of injury.

To enable ships to work out of, or into the Sound with greater certainty, we advise lights to be placed on each end of the breakwater. The best manner of constructing this work will, in our opinion, be by large blocks of stone thrown promiscuously into the sea, in the line of the intended breakwater, leaving them to find their own base. These stones must be large, otherwise, with such a swell as in Plymouth Sound in stormy weather, they would not remain in the place where they are deposited. From observations we have made, stones from about one and a half to two to is each, will be sufficient to answer the purpose.

Where the water is five fathoms deep, we think the base should not be less than seventy yards broad, and the top about ten yards, at the level of ten feet above the low water of an ordinary spring tide. It may, however, on trial, be found necessary to carry it higher; but this will be ascertained during the execution of the work, when the effects of the sea on it will be seen, and it may then be carried to such further height as shall be found necessary. It may be a question, whether this additional height shall be executed with cut or rubble stone, which it will also be time enough to decide when the breakwater is raised above low water. We have, however, in our estimate, supposed this part of the work to be done with cut stone. Having now stated our opinion respecting the best mode of forming a work for the shelter of Plymouth Sound, we will next state what improvements we should recommend to be made in the interior part of the harbour.

The first enquiry that naturally arises, is, whether any alteration should be made, or any work constructed, between Drake's Island and the main land at Mount Edgcombe, in the line of the Bridge, so as to shelter Barn Pool, or otherwise improve the harbour. It has been suggested to us, by gentlemen of great skill and experience, that were this place between Drake's Island and the main land to be shut up, not only vessels would ride in greater safety in Barn Pool, but that the tide, being confined to one channel, between Drake's Island and Mount Stone, a greater depth of water, and a stronger current, would be obtained in that channel, which would facilitate the passage of ships into or out of the Harbour, and render the sea more quiet in front of the dock-yard; for in spring tides, with strong southerly winds, a heavy swell passes over the Bridge, and through Barn Pool, to the front of the dock-yard, which frequently does damage.

Psal Poetry.

EXTRACTS

FROM

MRS. COWLEY'S SIEGE OF ACRE,

A POEM, IN FOUR BOOKS.*

BOOK THE FIRST.

“**A**CRE! how brilliant in the Eastern Clime,
 Through Earth's long hist'ry, still thy Fate's sublimes
 In elder time, when Israel broke the law,
 Thy lofty Carmel's frown struck guilt with awe.
 When Christian light from Heav'n illum'd around,
 The place whercon thou stand'st was Holy Ground.
 E'en in dark^ages thou art seen to shine,
 As rapt Crusaders^a neath thy walls combine:
 Now! thou'rt the chosen from the nations round,
 To Gallic rapine the allotted bound;
 Here shalt thou stop! the sacred Fiat said,
 Th' apostate fail'd, his dreaded legions bled.
 Acre! 'twas thine to bid the victor fear,
 To turn him, in the flush of his career!
 He, who all Asia^a caused to view with awe
 Th' approach of France's revolution war,
 Back through the reeking country, passed in flight,
 He lately marched e'en in triumphant fight;
 Thine, Acre, was the check, the deed was thine,
 Throughout this hemisphere ordain'd to shine;
 The means how small, when scann'd the mighty end,
 Slight numbers back from thee whole legions send;
 But, these were English—they were English tars,
 Kings of the sea, and Gods in Syria's wars.”

“ The Towers of Ptolemais command my muse,
 Where peaceful vallies vainly war refuse.
 Where the hoarse trumpet's blast is heard from far,
 Compelling Syria to defensive war.
 The tigers of the war, blood-flush'd proceed,
 And Syria's conquest boldly is decreed;
 In fury passing o'er the scorching land,
 They wish each ~~is~~ of deadly orient sand,
 The serpents of the desert hiss in vain,
 Nor red simooms with pestilence restrain.”

* For a Review of this Poem, vide N. C. Vol. XXVI. p. 326.

“ But, e'er they came—recording fame ! the day
 Is beam'd for ever with thy brightest ray,
 Brave Sidney Smith the rescued Syrians saw,
 Sent forth by England to resist the war:
 With floating citadels he flank'd the coast,
 And gave it ramparts with his naval host,
 From Heaven they seem'd fraught with courageous fire,
 The Syrians, whom with ardour they inspire,
 Rise into heroes as the Britons tread,
 And in their paths th' inciting laurel spread.

“ A hold th' uncertain anchors scarcely found,
 Within th' unsteady haven's rocky ground ;
 E'en at Mount Carmel's base, whose slope descends
 Where Acre's river with the wide sea blends.
 The foe's presumptuous transports steady move,
 And fearless o'er the Syrian ocean rove,
 With haughty stripes triumphantly unfurl'd
 They flash'd defiance o'er the wat'ry world—
 Important moment ! on the raptur'd glance
 Of watchful Britons swiftly they advance,
 Instant the Tigre weigh'd ; her powerful guns
 Arrest the veering fleet which prudent runs ;
 Seven captur'd vessels, in old Acre's bay,
 Seem'd but a summer eve's light sportive play.”

BOOK THE SECOND.

“ With utmost struggle scarcely now maintain,
 The brave besieged the fortress 'gainst their foe,
 Though courage urged by danger fiercely glows,
 —But ! 'midst the toughest struggle of the fight,
 Sudden, like summer evening streams of light
 When the warm regions of the air unfold
 Electric flakes, and shoot phosphoric gold ;
 The English ships returning towards the Mole,
 Their cheering light'nings flash, their grateful thunders roll .

“ To sav'ring winds they had unfurl'd their sails,
 And chain'd the vagrant genius of the gales ;
 With the first breeze—they thought too slowly ! flew
 The fate of Acre ever in their view ;
 Her spires at length sprang up, her domes arise,
 Her green-roof'd palm-groves press upon the eyes .
 And, as they grandly ride upon the wave,
 They shout, we come ! we come !—again to save !
 The joy of Acre's heard, where Leb'nou towers,
 And Carmel hears it in her lofty bowers ;
 The way of Nazareth receives the sound—
 They come, they come—we're safe ! the echo breathe around.”

To be continued.

Marine Laws.

ADMIRALTY SESSIONS.

A SPECIAL Sessions was holden at the Court-house in the Old Bailey, on Friday 28th Feb. in pursuance of the order of the Board of Admiralty, before Sir Wm. Scott, Mr. Justice Le Blanc, &c.

HIGH TREASON.

James Griffiths, *alias* Hudes, Patrick Corbett, James Dunn, and John Brown, stood indicted for adhering to the King's enemies, having been found on board *Le Cupidon* French privateer, on the high seas, to wit, within seven leagues of St. Andero, they being subjects of Great-Britain, on the 23d March, 1811.

The Jury returned a verdict of Guilty—Death; but recommended Dunn strongly, and the others generally, to mercy.

PIRACY.

William Jemmott, stood capitally indicted, for having piratically stolen 30,000 ounces of silver, in Spanish Dollars, value 8000*l.* the property of Halford and Gome, and 2000 ounces of like silver, the property of Messrs. Pedro and Company, on the high seas, within the jurisdiction of the Admiralty of England, that is to say, within two leagues of St. Jago, in the island of Cuba, on the 1st of August, 1810.

The Attorney-general, in stating the case, observed, that the particular act imputed to the prisoner was only part of one large and infamous system of fraud, by which the property of several persons, to the amount of upwards of 70,000*l.* had been completely squandered.

The facts of the case having been proved,

Mr. Gurney, for the prisoner, contended, in an ingenious argument that the offence imputed to the prisoner, if at all committed by him, had not been committed within the jurisdiction of the Admiralty of England; inasmuch as the vessel, on board which the offence was alleged to have been committed, was within a haven or bay, over which the laws of the adjoining country must have had cognizance.

Mr. Alley followed on the same side.

The Attorney-general, in reply, referred, to the Statute of the 28th Henry VIII. sect. 2. which, he argued, completely gave to the Admiralty jurisdiction over such offences as that imputed to the prisoner. He then cited the case of *Loutham*, tried in 1800, in that Court, for a murder committed in the *Tagus*, off Lisbon, upon which occasion no doubt was entertained of the jurisdiction of the Admiralty of England even extending thither.

Sir W. Scott was clearly of opinion that the court had cognizance over crimes similar to that imputed to the prisoner. Objections had often been made similar to those made by the learned counsel (Mr. Gurney and Mr. Alley), but they had been invariably over-ruled. His idea of the definition of the power of the Admiralty Court was, that it extended to all foreign waters, not within any county in this kingdom.

Mr. Justice Le Blanc coincided in this opinion.

The Jury returned a verdict of Guilty.

Sir William Scott immediately passed sentence of death, in the most awful and impressive manner, observing that it was no more than charity to inform the prisoner, that he had little reason to expect mercy on this side the grave.*

The four first prisoners were then brought up, and also received sentence of Death.

The Grand Jury, in the course of the day, found a true bill of indictment against the Marquis of Sligo, for a misdemeanor on the high seas.

NAVAL HISTORY OF THE PRESENT YEAR, 1812.

(April—May.)

RETROSPECTIVE AND MISCELLANEOUS.

ON the afternoon of Monday, the 11th of May, as the Right Hon. Spencer Perceval was passing through the lobby, or the entrance to the House of Commons, he was shot through the heart by a man of the name of John Bellingham, who had stationed himself there for the horrible purpose. Mr. Perceval almost instantly expired. The assassin was taken into custody, tried at the Old Bailey, on Friday, the 15th, found guilty of the murder, and executed on Monday, the 18th May.—Bellingham, it appeared, had sustained some pecuniary losses, from mercantile concerns, in Russia; and as he could not obtain the redress to which he conceived himself to be entitled, from the British Government, he resolved upon the dreadful crime here recorded. Upon investigation, however, it did not appear that he had the slightest claim upon ministers, beyond what he actually received. On his trial, the plea of insanity was set up by his counsel, but it was over-ruled.

This lamented event has necessarily deranged the concerns of the cabinet. Overtures were made to the Marquis Wellesley, and to Mr. Canning, to come into office; but they declined the proffered honour, in consequence of their differing in opinion from his Majesty's ministers, respecting the claims of the Catholics, and the mode of conducting the war in the Peninsula. An attempt was then made to go on with the old cabinet, newly modified. Mr. Varnharten was appointed Chancellor of the Exchequer; and Lord Liverpool, it was understood, was to be First Lord of the Treasury. On the 21st of May, however, Mr. S. Wortley made a motion in the House of Commons, for an address to the Prince Regent, praying his Royal Highness to adopt measures for the forming of a more vigorous and efficient ministry. The motion having been carried, by 174 against 176, an address was accordingly presented to the Prince Regent, who was pleased to return an answer,

*The sentence of Wm. Jemcott, however, has since been commuted for transportation.

“that he would take it into his serious and immediate consideration.” Negotiations have, in consequence, been going forward ever since; but down to the 28th of May, they had been all unsuccessful, and not even the basis of a new ministry had been formed. The most probable expectation then was, that Lord Moira would be Prime Minister; and that, in farther addition to the Earl of Liverpool and his friends, the Marquis Wellesley, Mr. Canning, and Mr. Huskisson, would come in.

Prior to the decease of Mr. Perceval, it had been announced, in both Houses of Parliament, that, in consequence of the extensive nature of the concern, and of a want of agreement between his Majesty’s ministers, and the Directors of the East India Company, the discussion respecting the renewal of the Company’s charter, would not be brought forward this Session.

On the 9th of March, Mr. Madison, the President of the United States, sent a message to Congress, charging the British government with having employed a secret agent (a Captain Henry) to intrigue with the disaffected, with the view of dissolving the union, of the American States, and, eventually, in concert with a British force, to form the eastern part thereof into a political connexion with Great Britain. Ministers have positively denied the serious part of the charge; and the conduct of Mr. Madison, in giving publicity to the affair, is regarded as an electioneering trick. Henry’s treachery, in disclosing his instructions, &c. is supposed to have been largely paid for out of the American treasury.—An embargo, for 90 days, has since been laid on in all the ports of the United States; to allow time, as it is said, for the *ultimatum* of the American government to be sent to England, and for an answer thereto to be returned.

Buonaparte left Paris, early in May, to join his army in the north. The Emperor Alexander also left his capital, as far back as the 21st of April, to take the chief command of his army.—The British government is said to have refused to grant a subsidy of 100,000*l.* per month, to Sweden, but has offered, to a certain extent, to supply the Swedish troops with clothes, arms, and ammunition.

Letters on Service,

Copied, verbatim, from the LONDON GAZETTE.

ADMIRALTY-OFFICE, APRIL 7, 1812.

VICE-ADMIRAL SIR EDWARD PELLERIN has transmitted to John Wilson Croker, Esq. a letter from Captain West, of his Majesty’s ship the Sultan, giving an account of the boats of that ship having, on the 4th of December last, under the directions of Lieutenants Anderson and Woodcock, boarded and captured, off Bastia, two French national armed vessels, one a sloop of eight guns and thirty-one men, and the other a brig, of six guns, and fifty-three men. In the performance of

this service, which is reported to have been very gallantly executed. The Sultan's boats had only four men wounded, the enemy had 10 killed, and several wounded, among the latter, the commander of the brig.

APRIL 11.

Copy of a Letter from Captain Bickin, of H. M. Sloop Persant, to the Admiral of the Fleet, and transmitted by the latter to John Wilson Croker, Esq.

H. M. Sloop, Persant, Jersey,
March 11 1812

SIR,

I beg leave to inform you, that yesterday the Severin, a schooner, bearing S. W. by S. ten or twelve miles, I chased her, and pursued her to the windward which I soon found to be an enemy, by her endeavouring to work us after three hours chase. I fired several broadsides, she struck, and proved to be the Petit Jean, a French lugger, of sixteen guns, with a complement of sixty men, but had only eight guns in battery. She had men on board, having thrown eight of her guns overboard in a gale of wind, and had eight of her men washed overboard. The same day, I commanded by Monsieur Francois Clemente, belonging to the ship, but it eight days, but had not made any capture.

I have the honour to be, &c.

C. BICKIN, Commander

Admiral of the Fleet, P. O.
of the 11th, 1812

APRIL 14

Admiral Lord Keith has transmitted to John Wilson Croker, Esq. a letter from Captain Sir John Gore of the M. S. Commodore, giving an account of his having on the 11th of last month, captured the ship, the French privateer, of the name of the Miroc, carrying twelve tons of iron, and several other articles, she was bound from St. Malo's to the 10th, and had taken a privateer's ship, which was retaken on the 21st by one of his Majesty's brigs.

APRIL 25

Copy of a Letter from Captain Stewart, of H. M. Sloop Isis, addressed to the Admiral Sir Edward Pellew, and transmitted by the latter to John Wilson Croker, Esq.

H. M. Sloop, Isis, off Ubrice,
Feb 25 1812

SIR,

At 5 o'clock, at ten o'clock, she was bearing S. E. five or six miles, and soon afterwards she was seen to the southward. She was a merchant vessel, she carried 12 guns by her, she perceived her to be an enemy. At a past 12 o'clock she made sail from us, and her course brought her to the try-sail by 1 o'clock. She proved to be the French privateer, of the name of the Miroc, carrying one hundred and six men, and had on board twelve and two hundred, commanded by Monsieur de la France.

She said she was the first of her first prize, is a copper bottomed vessel, copper fastened on the bottom, and forty seven tons in weight. It is a vessel of the name of the Miroc, and has been chased by the British and a brig within the last five days, and captured by the Isis.

The Isis, but was in every respect well calculated to do much mischief to commerce.

I have the honour to be, &c.

W. STEWART, Commander.

Copy of a Letter from Captain Taylor, of H. M. S. the Apollo, addressed to Vice-Admiral Sir Edward Pellew, and transmitted by the Admiral to John Wilson Croker, Esq.

H. M. S. Apollo, off Cape Corse, Feb. 14, 1812.

SIR,

In rounding Cape Corse, at day-break yesterday morning, I fell in with a French frigate-built storeship and a corvette.

After closing from to leeward, the former struck, and proves to be the *Merinos*, commanded by M. Honoré Coardonan, Captain of a frigate, and of the Legion of Honour; is quite new, eight hundred and fifty tons, pierced for thirty-six, but mounting only twenty guns, eight-pounders, with one hundred and twenty-six men, six of whom were killed, and twenty wounded. She was going to Sagona for timber.

I have the satisfaction to state that we have suffered no loss, although exposed to the fire of the batteries on the Cape and Island of Gioeglia, above four hours, nearly becalmed.

Notwithstanding the signals made to the corvette from the Commodore, for her assistance, she made her escape with the help of boats from the shore. She is the *Mohawk*, formerly English, taken in 1799, of one hundred and thirty men, and a few conscripts.

I have reason to be much gratified with the conduct of all the officers and ship's company, particularly with Mr. James Begbie, first lieutenant of the *Apollo*, who has distinguished himself upon several occasions.

I have the honour to be, &c.

B. W. TAYLOR.

APRIL 28.

Vice-Admiral Sir Edward Pellew has transmitted to John Wilson Croker, Esq. a letter from Captain Sir Peter Parker, of H. M. S. the *Menelaus*, giving an account of the boats of that ship, having, under the directions of Lieutenant Rowland Mainwaring, captured, on the 29th of February, near the bay of Frejus, a new French brig of war called the *St. Joseph*, pierced for sixteen guns, but none mounted; on her first voyage from Genoa to Toulon, laden with naval stores. The brig was moored within pistol shot of a battery, (to which she had sawsers fast), and flanked by another, as also by musketry from the shore, notwithstanding which, the service was performed without a man being either killed or wounded on our side. One of the enemy's batteries is stated to have suffered severely from the fire of the launch of *Menelaus*.

Sir Edward Pellew has also transmitted a letter from Captain Manley, of H. M. sloop the *Badger*, giving an account of the destruction of the Countess d'Americau French privateer, of eleven guns, and one hundred and ten men: she upset when in the act of hauling her wind in action with the *Badger*, and only fourteen of her crew, including the commander, could be saved by the sloop's cutter, the gig and jolly-boat having been shot through.

Admiral Lord Keith has transmitted to John Wilson Croker, Esq. a copy of a letter addressed by Captain Burdett, of H. M. S. the *Maidstone*, to Vice-Admiral Sir Edward Pellew, giving an account of the boats of that ship, under the direction of Lieutenant M^cMeekan, having, on the 4th inst. captured off Cape de Gatt the *Martinet*, a French xebec-rigged privateer of two guns, and fifty-one men.

MAY 2.

Vice-Admiral Otway has transmitted to John Wilson Croker, Esq a letter from Captain Parker, of H. M. sloop *Sarpedon*, giving an account of his having, on the 26th of April, captured off Fair Island the Danish schooner privateer *Rap*, armed with four guns, ten swivels, and twenty-five men, out two days from North Bergen without making any capture.

Promotions and Appointments.

Alexander Hood, grandson of Admiral Lord Viscount Hood, and heir to the Right Hon. Lord Bridport, and Captain J. P. Beresford, R. N. have been created knights, as proxies for Sir Samuel Hood and Sir William C. Beresford, at the ensuing installation of the Knights of the Bath.

Admirals and Captains appointed.

Rear admiral William Browne is appointed commander-in-chief at Jersey, Guernsey, &c. *vice* Admiral D'Advergne, Prince of Bouillon.

Rear-admiral T. B. Marten to hoist his flag at the Baltic, *vice* Admiral Durham.

Rear-admiral Durham removes to the Channel station, and hoists his flag on board the *Bulwark*, Captain Worth.

Captains.— J. Porteous, to the *Gannett*; F. P. Epworth, to the *Nymph*; John Simpson, to the *Coquette*; Sir Thomas Stames, to the *Briton*; E. Chatham, to the *Hamadryad*; W. Nowell, to the *Monmouth*; Henry Heathcote, to the *Scipion*; James Johnstone, to the *Lion*; Francis Stauffell, to the *Druid*; C. Thurston, to the *Hesper*; J. E. Douglas, to the *Prince of Wales*; James Drury, to the *Bucephalus*; George McKimley, to the *Bellona*; F. A. Collier, to the *Dragon*; E. Bateman, to the *Revenge*; J. Forrest, to the *Cyane*.

Captain Ravenscroft, R. M. has retired on half-pay, in consequence of the rupture of a blood-vessel.

Lieutenants, &c. appointed.

W. Oldfield, to the *Fawn*; H. Jewry, to the *Jasper*; A. Wells, to the *Nymph*; John Foote, to be flag-lieutenant to Admiral Sir Richard Bickerton, Bart. at Portsmouth; J. Christie, to the *Vengeur*; E. J. Holcombe, to the *Alonzo*; T. Lemayne, to the *Circe*; W. G. Glosler, C. Domett, and A. Pelly to the *Scipion*; J. Morgan (?), to command the *Barbara*; W. Douglas, to the *Abercrombie*; J. C. Crawford, to command the *Wrangler G.B.*; M. Forben, to the *Mermaid*; W. R. Dawkins, to the *Nereus*; W. A. Thompson, to the *Nymph*; R. S. Gamage, to the *Grinder*; J. Tablock, to the *Skylark*; D. St. Clair, to the *Victory*; J. Tidy, to the *Magnificent*; A. Grove, to the *Duncan*; C. Reid, to the *Fantome*; George Buchanan, to the *Cordelia*; W. I. Meggison, to the *Inconstant*; E. Whyte and J. Adamson, to the *Bulwark*; E. O'Shaughnessy, to command the *Richmond G.B.*; H. Pyne, to the *Hague*; J. Hewitt, to the *Asia*; W. Martin, to the *Ardent*; J. Salben, to the *Vengeur*; J. Moffatt and L. Grant, to the *Bulwark*; J. Warren, to the *Cadmus*; A. D. Arbuthnot, to the *Impregnable*; H. Petley, to the *Hamadryad*; James Noyce, to the *San Josef*; E. W. Pitt, to the

Mars; Henry Davis (?), to the Tyrian; Charles Tulloch, to the Britomart; James Prichard, to the Tenedos; A. McMillan, to the Calhope; John Berney, to the Elephant; Hon. C. L. Irby, to the Coquestadore; William Figg, to the Picale schooner; G. Burton, G. Pratt, Robert Smith, George Seward, and John Priest, to the Christian VII.; G. C. Kent and J. Wardell, to the Union; William Ranwell, to the Alonzo; W. Hornsby, to the Rose; Henry King, to the Tigre; John Lindsay (?), to the Coquette; W. Hewitt, to the Salvador del Mundo; W. A. Thomson, to the Leonidas; ——— Le Vesconte, to act as captain, in the Speivier.

Lieutenant J. Hargrave, Charles Farwell, A. Alcock, W. Style, R. H. Rodgers, R. Wauchop's E. Lyons, F. W. Rooke, C. Thurston, and John Price, late flag lieutenant to Sir R. Curtis, promoted to the rank of commanders.

Lieutenant John Whiston, is appointed agent of transports, and sailed with troops to the West Indies.

Lieutenant James Lowry, is appointed agent of transports, to sail with the 13d regiment for Canada.

Messrs. N. Shepherd, A. Gallaway, H. Davis, G. Lulloek, J. C. Gill, G. S. Coates, R. Bridges, J. Stiles, J. Clayton, T. W. Charleton, W. Crickdon, H. P. Spence, W. A. Aniel, C. C. Robinson, J. A. Dawson, T. C. Stenland, R. Montarby, J. Hope, R. Blackwell, J. P. Robinson, J. R. Wattlecke, and T. Shepherd, are promoted to the rank of lieutenants in H. M. navy.

Phasers — J. Brookings, to the Gloucester; J. Starn, to the Grasshopper; A. Reece, to the Trent; H. S. Cook; W. Cox, to the Terrible; J. Hervey Simmonds, to the W. bust.

Mr. Oliver Long, of Plymouth, who inspected the building of the Clarence, is appointed foreman of Deptford Dock-yard.

Masters appointed.

Genl. Parrott, to the Goshawk; P. Martin, to the Aclon; Thomas Jones, to the Gloucester; William Kirby, to the Abu-Lace store-ship; Elizabeth Dowell, to the Osprey; C. W. Taylor, to the Rosamond; G. Walters, to the Nimble; W. Hedson, to the Perce of Wales; Jane Cross, to the Devastation; S. Trounce, to the Prevoyant store-ship; G. Saunders, to the Coquette; Abraham Trahar, to the Duncan; G. Simpson, to the Montagu; J. Nicholson, to the Nemesis; John Lewis, to the Briton; F. Kuckert, to the Alder; D. McLean, to the Trevellos; T. Henderson, to the Surlug Castle; T. Griffiths, to be superintending master, Chatham; C. Simpson, to the Drader; James Burt, to the Mermaid; P. Parker, to the Abercrombie; J. P. Taylor, to the Acton; T. Griffiths (?), to the Junon; John Jenkins, to the Valant; John Jenkins, to the La Hogue; R. Yule, to the Garnet; T. Chillingworth, to the Nymph; John Stanning, to the Leyden; John Boyers, to the Scipion; G. W. Taylor, to the Rosamond; G. Dunn, to the Montagu; J. Pearn, to the Elizabeth; T. Raymond, to the Comet; J. T. Taylor, to the Prometheus; W. Jackson (?), to the Dauntless; John Warner, to the Nereus; James Dillon, to the Belle Poule; William Moore, to the Dryad; Alexander Lovie, to the Scylla; R. Hodges, to the Favourite; G. Matthews, to the Iris; Charles Leach, to the Helena; James Waller, to the Macedonian; N. Squire, to the Defiance; J. Watkins, to the Cadmus; J. Burnes, to the Pigmy; T. Hood, to the Clio.

A List of Midshipmen who have passed for Lieutenants in May.

London.—Constantine R. Moorsom.

Sheerness.—R. H. Stork, J. S. Dixon, W. Creak, J. Kerr, J. Wallace, A. Bagge, A. Drew, J. Marshall, D. Price.

Ports' mouth.—R. M'Kirley, C. Duastan, J. H. Murray, T. Baxter, R. Woolver, A. Lotties, R. Thomas, J. Glanc.

Plymouth.—P. J. Elmhurst, J. Harvey, J. Atkinson, W. Garforth, W. Netherwood, J. Pearse, E. J. Piper, S. Price, J. Holbrook.

Surgeons, &c. appointed.

William Kennedy, to the *Etna* bomb; James Stevenson, to the *Britannart*; William Rae, to the *Levden*; James Lowry, to the *Nymph*; W. B. Carlyle, to the *Maudstone*; William Price, to the *Coquette*; John Rodmell, to the *Scipion*; Thomas Dickson, to the *Swiftsure*; James M'Donnell, to the *Alceste*; John May, to the *Impe-tueux*; Thomas Rodgers, to the *Clysses*.

Dr. Denmark, surgeon of the *Royal William*, is appointed third surgeon of *Haslar Hospital*, *vide M'Arthur*.

Assistant-Surgeons, &c. appointed.

Joseph Barnhill, supernumerary assistant surgeon to the *Cape of Good Hope*; Thomas Tait, supernumerary to the same place; James Wilson, to the *Montagu*; Alexander Salter, to the *Colossus*; William Connor, to the *Stirling Castle*; Alexander Stewart, to the *Chatham*; Horace Button, to the *Vengeur*; J. F. Bandon, to the *Prevoyante*; John Band, to the *Scipion*; David Ripuck, to the *Phæbe*; W. M'Gee, to the *Nymph*; Arthur Kilt, to the *Transit cutter*; Claude Brown, to the *Conquestadore*; James Allan, to be hospital mate at *Mill Prison*; William Coleman, to the *York*; George Pearce, to the *Scipion*; Caleb Emerson, to the *Mediterranean*; Thomas Davis, to the *St. Domingo*; J. Butter, to the *Alexandria*; S. Bowden, to be an hospital mate at *Plymouth Hospital*; Thomas Mein, to the *Sylvia cutter*; P. H. Lang, to the *Royal Sovereign*; John Cocks, to the *Tortoise*; Bernard Gilpin, to the *Ardent*; John M'Donald, D. Fulton, J. S. Base, Alexander Chapman, John Drew, Archibald Hume, James Lindsay, Hugh M'Cann, Allan M'Laren, and Robert Whitclaw, to be supernumerary assistant surgeons, to proceed to the *Mediterranean*; Alexander Fisher, to the *Waspite*; John Monteith, to the *Conquest G.B.*; W. Pringle, to the *Argonaut H.*; J. A. Scott, to the *Minden*; Thomas Dunn, to the *Dapper*; William Martin, to the *Waspite*; R. H. M'Gee, to be a supernumerary to the *Mediterranean*.

BIRTHS.

The lady of Capt. R. Spear, R.N. of a daughter.

At *Titnest-Wood, Sunning-Hill*, the lady of Capt. Sir H. Popham, R.N. of a son; being the eleventh child.

April 19, at *Bursledon*, the lady of Lieut. Robert M'Coy, R.N. of a daughter.

April 26th, at *Plymouth*, the lady of Capt. Broke, R.N. of a son.

May 7, at *Horndean, Hants*, the lady of Capt. Bashford, R.N. of a son.

MARRIAGES.

Lately, Vice Admiral Sir Rich. Strachan, Bart. K.B. to Miss Louisa Eillon.

At Christ church, Cork, David O'Brien Casey, Esq. Lieut. R.N. to Miss Ann O'Brien, daughter of the late Michael O'Brien, of Brownstown, Esq.

Lieut. T. Gardner, R.N. to Miss M. A. Bicknell, R.N.

Lieut. H. Pyne, R.N. to Miss Louisa Lawrence, of College-square, Bristol.

Lieut. George King, R.N. to Miss Rickman, of Deal.

At Plymouth, Lieut. E. T. Gill, R.N. to Miss S. Edwards, of the Grove, Mill-Bay, Plymouth.

April 25, Thos. Gibson, Esq. Ordnance Storekeeper at North Yarmouth, to Miss Ann Figg, sister to Lieut. Figg, of H. M. schooner Pickle.

May 2, at Lanvihangel Penbedw, near Cardigan, David Rowlands, M.D. F.R.S. Surgeon of the Naval Hospital at Halifax, to Esther, eldest daughter of Thomas Hassall, Esq. of Kilrhue, Pembrokeshire.

May 4, at Kingston, Lieut. J. R. Jones, of the Royal Marine Battalion, to Miss Jarvoise, daughter of Mr. T. Jarvoise, of H. M. Victualling Office.

May 11, at Stridge's Hotel, York, by special licence, Peter Smith, M.D. R.N. to Henrietta, youngest daughter of the Hon. Henry Erskine, of Amondell.

May 13, at St. Andrew's, Holborn, the Rev. James Gover Bedford, of Avington, Hants, to Miss Smith, daughter of George Smith, Esq. of His Majesty's Dock-yard, Portsmouth.

May 17, Mr. J. Greentree, of Wellington Place, to Miss Stag, daughter of Lieutenant Stag, R.N. of Trafalgar Place, Fratton, near Portsmouth.

May 18, at Hound Church, Capt. James Aberdour, of H.M. sloop *Haros*, to Miss Mary Allen Bradby, youngest daughter of the late Admiral Bradby, of Hamble Hants.

May 19, at St. George's, Hanover Square, William Beauchamp Proctor, Esq. Captain R.N. and eldest son of Sir F. B. Proctor, Bart. of Langley Park, Norfolk, to Anne, eldest daughter of Thomas Gregory, Esq. and niece and heiress to the late Thomas Brograve Esq. of Springfield Place, Essex.

OBITUARY.

Lately, John Clerk, Esq. of Eldin, author of *Naval Tactics*.

May 22, (1811) at Malacca, Mr. Edward Marshall, second son of Joseph Marshall, Esq. of Edrington, fourth officer of the honourable East India company's ship *William Pitt*.

Sept. 29, at sea, M. J. R. Halbed, aged 22, fourth mate of the Hon. East India company's ship, *Surrey*, and second son of John Halbed, Esq. of Yately, Hants

Dec. 2, in the Naval Hospital, at the Cape of Good Hope, Mr. Fowler Shute, of H. M. S. *Harpy*, brother of Mr. Shute, Surgeon, of Gosport.

Lately, at Java, Capt. Charles Pelly, of H.M.S. Bucephalus, son of Henry Hinde Pelly, Esq. of Upton, Essex, and one of the Elder Brethren of the Trinity-House,—a very zealous and brave Officer. He was very severely wounded in the year 1804, when, in conjunction with the late Capt. Hardinge, he made a very daring attack on a Dutch Corvette, and the pertinacious bravery of her commander gave opportunity for great personal courage; and also at the attack of the enemy's Flotilla at Boulogne under Lord Nelson. He has left a widow and three young children.

On the Leeward Island Station, the Hon. J. Gore, (son of the Countess Dowager Arran) Commander of H.M.S. Scorpion. — Seeing one of the foremast-men fall overboard, he immediately endeavoured to throw himself into the sea to save him; but, unfortunately, he got entangled in some boats' ropes astern, and, though an excellent swimmer, perished in this humane attempt. Capt. Gore had saved two seamen on former occasions, by jumping into the sea for their deliverance.

At Wampoo, in China, Capt. Macintosh, who commanded the Balcarras, (his own ship) recently built at Bombay, in consequence of the bursting of a carronade in giving a signal to the fleet. It is somewhat remarkable that the gun which the Captain directed to be fired, was placed in the waste, while he stood upon the poop, a considerable distance in so large a ship, and that he should be the only person on board who received injury. The splinter of the gun struck the Captain in the head, and produced instant death. The carronade had been purchased as part of the wreck of the Camden Indiaman, which was burnt last year at Bombay, and it is supposed had received in the conflagration, some injury which occasioned the accident. The Balcarras was built after Capt. M.'s own model, who was about to proceed to Europe to offer her to the Company as a pattern for the construction of Indiamen combining all the advantages of the present mode of building, with the super-added advantage of greater security, quicker sailing, superior accommodation, and durability.

At Java, Capt. Savage, of the Borner, and Capt. Astor, of the Margaret transports.

At Tamworth, Staffordshire, Capt. Hue, R.N.

At Portsmouth, in the prime of life, after a short illness, Lieut. Win. Perkins, Commander of his Majesty's schooner Pickle.

At Exmouth, aged 92, Mr. John Minnie, one of the oldest masters of the British navy.

At his father's house in Essex, aged 11 years, the eldest son of Capt. Towke, of H.M.S. Royal William.

At Greenwich, Miss Eleanor Bradshaw, aged 20, daughter of Mr. Frances Bradshaw, Commander of the Malabar.

Mrs. Phillips, relict of the late William Phillips, Esq. of Penalltching, Pembrokehire, eldest sister of Admiral Sir Erasmus Gower, and mother of Captain John Phillips, of the Royal Marines of H.M.S. Plantagenet.

T. Robertson, Esq. Purser of H.M.S. Belleisle.

At Moulsham, Essex, aged 72, Mrs. Bridget Bowater, sister to the General and Admiral of that name.

January 9, 1812, in the bay of Honduras, where he had arrived only a few days, Mr. Edward Colley, surgeon, R.N. and younger brother to Mr. Colley, of Plymouth.

Feb. 15, at Gosport, Mrs. Bowyer, mother of Capt. Bowyer, R.N. after twelve years illness and confinement.

Feb. 16, at Bariff. Mrs. Gordon, only surviving sister of the late Capt. James Bremer, R.N. and Aunt to the present Capt. Bremer of Portsea.

Feb. 24, at Blackheath, aged 64, Mr. James M'Donald, who upwards of twenty years commanded a ship in the Jamaica trade, from London, to the port of Martha Brae.

Same day, Mrs. Miller, wife of Colonel Miller of the Division of the Royal Marine Forces, Portsmouth.

Feb. 25, at a very advanced age, Mrs. Hornby, mother of Capt. Hornby, R.M.F.

Feb. 28, Mr. John Hardy, aged 62,—one of the oldest Pilots at Portsmouth.

March 3, in Prison, at Valenciennes, in France, Mr. Dawson, of Portsea, a master in the Merchant-service, leaving a wife and five children. He was captured 3 years since.

March 7, at Cove, Ireland, Mr. John Hooker, many years chief clerk in his Majesty's Victualling Office, at that port.

March 9, At Wandsworth, Captain Thomas Williamson, late Commander of the ship *Perseverance*, in the Southern Fishery.

March 15, Robt. James Ireland, Midshipman, of H.M. brig *Zenobia*. He had been on shore at Lisbon, and is supposed to have slipped from the wharf, and been drowned, on his return. His remains were found, and interred with the usual honours.

April 19, at her father's house, after a short illness, in child-bed, Mrs. Richardson, aged 20, wife of, Lieut. W. Richardson, R.N. and only daughter of George Field, Esq. of Castle Farm, near Plymouth.

April 25, at Edinburgh, of the scarlet fever after a few days' illness, Mary Anne, only child of the late Capt. Pierce, of the Taunton Castle East Indiaman.

April 28, at Taunton, G. Hart, Esq. Rear Admiral of the blue squadron, Post Capt. 22 November 1790. Rear Admiral 28 April 1803, aged 60.

April 29, at Stoke, after a short illness, Mrs. Pellowe, wife of Capt. Pellowe, R.N.

Same day, at Plymouth, after a lingering illness, in the 28th year of his age, Mr. Benjamin May Ramsey, dispenser of the Royal Naval Hospital at Paington.

May 1, after a painful illness, Mrs. South, wife of Lieut. Smith, R.N. daughter of Mrs. Moran, of Portsea.

May 6, after a short illness of only 48 hours, Capt. Henry Whitby, of his Majesty's ship *Briton*, late of the *Cerberus*; in which ship he increased his reputation as a brave and skillful Officer, particularly by his conduct in Capt. Hoste's gallant action off Lissa, in the Adriatic. He had just commissioned the *Briton*, a new frigate, at Chatham. He was brother of the late Capt. John Whitby, R.N.

May 9, at his father's house, Hauxitree, Essex, Lieut. H. F. Brock, R.N. aged 23.

* * There is no truth in the report upon which the death of Capt. G. Sayer of H. M. Ship *Leda* was announced in the obituary of April.

ADDITIONAL BIOGRAPHICAL MEMOIR
OF
SIR ROBERT CALDER, BART.

ADMIRAL OF THE BLUE SQUADRON.

" Live we a longer or a shorter date,
If wise men praise us, or if block heads hate ?
No—but the greetings of the good impart
Peculiar transports to the feeling heart !
Cheer the dull prospect of this earthly state,
And reconcile us to impious fate ! " — *ANON.*

THE readers of the *NAVAL CHRONICLE* will recollect, that, in our original memoir of Sir Robert Calder's professional life,* we were under the necessity of passing over his earlier services; and of submitting conjectures, where we would more willingly have recorded facts. In that memoir, however, we discharged the important duty, of placing in a clear and distinct point of view, the whole of the circumstances preceding, attending, and following the victory which was obtained over the combined French and Spanish squadrons, on the 22d of July, 1805; when, though on the enemy's coast, in a fog, and near to Ferrol, where sixteen sail of the line were ready to come out, and though the Rochfort squadron was actually on its way to join the already superior force of the enemy; Sir Robert Calder, with only fifteen sail of the line, two frigates, one cutter, and one lugger, beat twenty sail of the line, seven frigates, and two brigs, taking two ships, mounting, respectively, 84, and 74 guns!† To place such an achievement in its *prop*er light, seemed all that was requisite, to remove the obloquy which had been unjustly cast upon the victor; and, to the removal of that obloquy, and the consequent conviction, that the sentence of the court-martial, by which Sir Robert Calder had been pronounced guilty of an error in judgment, was in itself erroneous, are we disposed to attribute that officer's restoration to the *actual* duties of the service.

* N. C. XVII. 89.

† *Ibid.* 110.

To supply the deficiencies alluded to above, in our account of the earlier part of Sir Robert's professional career; to correct some errors into which we were led, from the want of authentic information; and, upon the whole, to furnish some new facts, are the objects of this additional memoir, the materials for which have long been lying on our table. To the public, and to an officer who has passed fifty-five years in the service of his country, we consider this debt to be eminently due.

In retracing the services of Sir Robert Calder, who was born on the 2d of July, 1745, we commence with observing, that he first went to sea, with his cousin, Captain James Sayer* (not Sawyer, as formerly stated), before he had attained his twelfth year. His first services were in America, where Captain Sayer at that time commanded the Nassau, of 70 guns.—The Nassau was attached to Vice-admiral Holbourne's squadron, when that officer reconnoitred the French fleet, in Louisbourg harbour, in the month of August, 1757. Considerable preparations had been made for the reduction of Louisbourg; but, in consequence of the *reconnoissance* alluded to, and of information obtained through other channels, it was resolved, in a council of war, “that, considering the great strength of the enemy, and the advanced season of the year, it was expedient to postpone the attack upon Louisbourg; and that the troops should proceed to the different places where the public service required them.”

On the 24th of September following, the British squadron encountered a dreadful storm, in which the Nassau, with several other ships, was dismasted; and when she afterwards arrived in England, she had nine feet water in her hold.

Mr. Calder, who remained in the Nassau, proceeded in that ship, in the spring of the succeeding year, to the coast of Africa.

* Captain Sayer was made post in the Richmond frigate, on the 22d of March, 1746; and, after a series of services, the most prominent of which are noticed above, he was promoted to the rank of rear-admiral of the blue squadron, on the 18th of October, 1770. On the 31st of March, 1775, he was made rear-admiral of the red; on the 3d of February, 1776, vice of the blue; and, on the 28th of April, 1777, vice of the white; the highest promotion which he obtained, as he died, in England, on the 15th of October following.

It may here be not impertinent to state, that a Mr. Cumming, or Cummings, a quaker, who had made several voyages to Africa, and was well acquainted with the disposition of the natives towards the French, from whom they had experienced repeated insults, suggested to government the probability there was of success, in attacking their settlements on that coast. Agreeably to this suggestion, the following squadron, of which the Nassau was the largest ship, was equipped :—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Nassau	70	Capt. Jas. Sayer.
Harwich	50	— W. Marsh, Commodore.
Rye	20	— D. Decring.
Swan	16	— J. Jobb.
* London, busse	8	— Ar. Millar.
Portsmouth, ditto	8	— Jas. Orrock.

On board of this squadron, which sailed from Plymouth on the 9th of March (1758) were 200 marines, under the command of Major Mason; and a detachment of artillery, commanded by Captain Walker; with ten pieces of cannon, eight mortars, and a considerable quantity of ammunition, stores, &c. After stopping at Teneriffe, for a supply of wind and refreshments, the armament arrived off the bar of the Senegal, on the 23d of April. The Commodore (Marsh) immediately ordered the small vessels over the bar, with the troops, artillery, and stores, which, with 280 seamen from the squadron, were landed, and sent forward to the attack of Fort St. Louis. After a faint resistance, the fort capitulated, on the 30th; and, on the following day, it was delivered up to the English. Ninety-two pieces of cannon, with a quantity of ammunition, stores, and merchandise, were found in the fort; 16 vessels, laden with valuable cargoes, were taken in the river; and the entire loss of the French, by the reduction of this settlement, amounted to 200,000*l*.

The island of Gorée was the next object of the assailants; and thither Commodore Marsh proceeded, on the 17th of May, having previously sent the French garrison to England, and left Major Mason with a sufficient number of men for the protection of Senegal. The squadron anchored before the place on the 24th,

* Lost, in crossing the bar in Senegal river.

and commenced a cannonade, which was continued for some hours; but, finding that he could make no impression on the enemy's works, that the force which he had was by no means equal to the reduction of the settlement, that his ships were much damaged, and that 20 of his men were killed, and 40 wounded, the commodore retired. The Nassau, Swan sloop, and Portsmouth busse, then returned to England with the trade; and Commodore Marsh proceeded to Jamaica, with the remainder of the squadron.*

Gorée now being the only settlement which the French possessed on the coast of Africa, the British government was determined to attempt its reduction; and, for that purpose, the following squadron was equipped, and placed under the command of Captain Keppel, as commodore:—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Terbay	74	{ Hon. A. Keppel, Commodore. Captain Thomas Owen.
Nassau	70	— James Sayer.
Fougueux	64	— Joseph Knight.
Dunkirk	60	— Robert Digby.
Litchfield †	50	— Robert Barton.
Prince Edward	44	— W. Fortescue.
Experiment	20	— J. Carter Allen.
Roman Emperor	20	— W. Newsom.
Saltash	14	— W. Stirling.
Firedrake, bomb	8	— James Orrock.
Furnace, ditto	8	— John Faulkner.

This squadron sailed from Cork on the 11th of November (1758), and (with the exception of the Litchfield) anchored in Gorée,

* Captain Marsh commanded the Terrible, bomb-ketch, in 1742; and, on the 25th of May, 1743, he was made post in the Stirling Castle (or, according to Hardy, in the Elizabeth), one of the ships belonging to the Mediterranean fleet. In the action with the French and Spanish fleets off Toulon, he was captain of the Winchelsea, and acquitted himself with much diligence and address. In 1758, he was appointed commodore on the service above noticed. His ship (the Harwich) was lost on the island of Pines, in the year 1760; but he and his crew were saved. He returned to England soon afterwards, and retired from the service in 1762, with the rank and half-pay of a supernumerary rear-admiral. He died on the 15th of October, 1765.

† Lost, on the 29th of November, on the coast of Barbary. *Ibid* N. C. Vol. XIV. p. 215.

road on the 24th of December following. The attack was made on the 29th, and, on the same day, the fort surrendered.—The official particulars of this achievement, are given in our memoir of Lord Keppel; * to which the following account, describing the arrangement, progress, and result of the attack, † will be found an interesting *addendum*. The insertion is also due to Captain Sayer, and to Sir Robert Calder.

“ The Firedrake bomb was ordered to proceed; covered by the Prince Edward from the fire of the enemy, to anchor abreast of a small lunette battery *en barbette*, a little below the citadel to the northward. The eldest captain, Mr. Sayer in the Nassau, was ordered to head the line of battle on the right, and anchor opposite to St. Peter’s battery, of five guns: the Dunkirk followed to bring up abreast of a battery to the northward of the former, which was not finished, nor an embrasure at that time opened: the Comadore, in the Torbay, followed him, taking, for his part, the west point of a battery, of five guns, and the west corner of St. Francis’s fort, mounting four smaller guns; Capt. Knight in the Fougueux, stationed second on the left, bringing up the rear, (having directions, at the same time, to cover the other bomb on his starboard quarter) had allotted to his share the mortar battery, so called, from two large mortars covered by that battery.

“ The moment the first ship had dropt her anchor from her stern, she was ordered to hoist a pendant at her mizen peak, to acquaint the next ship that she had brought up, which signal was to be repeated by each ship as she should take her station, it being a part of the orders, that not a gun should be fired till each captain had his ship abreast of his post, and moored both ahead and stern. Mr. Keppel concluded these instructions with his good wishes for their success, desiring they would get on board their respective ships as fast as possible, and lead on.

“ The bomb-ketch, and the covering ship, the Prince Edward, proceeded from their appointed station about nine in the morning. The former commenced the assault in about ten minutes after she got under weigh, by throwing a shell, which was returned by a very brisk fire from the different batteries upon the fort. Their retaliation was too successful; for, as it is said, the second shot which the enemy fired, carried away the Prince Edward’s flag staff, and set fire to her arm-chest, which blowing up, killed a marine. This accident causing some confusion, the enemy profited by it; and finding their fire not returned, pointed their guns with so much care and caution, that several of the crew were killed and wounded, as well as considerable damage done to the ship before she was in a condition to take her revenge. Mr. Keppel, who anxiously watched every incident, observing that the Firedrake considerably overcharged her mortars, insomuch that

* N. C. VII. 284.

† *Vide* CHARNOCK’S *Biographia Navalis*, Vol. V. page 315.

the shells flew over the island, and fell considerably beyond it to the southward, a circumstance those on board could not perceive, in consequence of the smoke in which they were enveloped, he sent his boat on board the Furnace ketch, with orders, "that as they saw the error of the other in overcharging the mortars, they would avoid that extreme; and that, as the enemy seemed bent upon sinking the Prince Edward and Firedrake, he desired they would, at the distance they then were, begin their bombardment, and endeavour as much as possible, to draw part of the enemy's attention from their suffering friends." The Furnace, in compliance with this order, bore up close under the Fougcux's stern, and coming to her larboard quarter, began to bombard with some success. Mr. Keppel paid attention in the next instance, to the Prince Edward, and made the signal for the Nassau to bear down to her assistance; but a long time elapsed before the enemy could be so successfully divided as to cause any material diversion, for, owing to a dead calm, that ship was nearly thirty minutes in wearing. The Commodore himself in the Torbay, together with the Fougcux was also considerably retarded, particularly the latter, which ship was much impeded by the Furnace bomb-ketch, which ran athwart his lee bow.

"Mr. Keppel, in the Torbay, brought up abreast of the capital of the west point battery, so that the enemy could not bring a single gun to bear on him from thence; they could only annoy him from two guns, mounted on St. Pierre's bastion, and three on a small lunette on the hill, the attention of both which posts, was very considerably attracted by the other attacking ships. The fire, indeed, from the Torbay was so rapid, and at the same time so steadily supported, that the best provided fortification would scarcely have been able to withstand its fury. It is elsewhere observed, 'the ship was in one continued blaze of fire, and that part of the island itself, opposite to which the Torbay brought up, was darkened in a wonderful, and almost incredible degree by the impenetrable cloud of smoke.' The defenders, terrified at this artificial thunder, unanimously ran from their quarters, but were ordered to return on pain of instant death. The flag, however, was struck by order of the governor, and the fire of the British squadron ceased.

"A lieutenant being ordered on shore, attended by the Commodore's secretary, in order to settle and arrange the terms of capitulation, was surprised on being asked before they quitted the boat, "on what terms the surrender was expected?" The lieutenant, astonished at the question, asked; "if they had not struck their flag, intimating an unconditional submission, resting merely on the clemency of the victor?" He was answered, "No: lowering the flag was intended only as a signal for a parley." Being told the Commodore would not listen to any other terms than a surrender at discretion, the French commandant answered, "I am still prepared to defend, and will continue to do it, if the French troops are not permitted to march out with the honours of war." The officer remonstrated, but in vain, on the folly of the enemy making any further resistance, particularly as all the ships were safely and most judiciously posted in their severally

allotted stations: But this representation being ineffectual, he departed, after having told him, "that a gun fired over the island, by the Commodore, should be the signal for the renewal of hostilities."

"When Mr. Keppel was informed of the Commandant's ridiculous obstinacy, he instantly ordered the signal to be given. It was immediately followed by a discharge of his own broadside, and by a similar salute from every gun that was ready, and bore on the works of the enemy. Before, however, the fire could be repeated, the governor finding the soldiers absolutely refused to stand any longer to their guns, ordered the regimental colours to be dropt over the walls, as a signal of surrendering at discretion. Mr. Keppel immediately sent a party of marines on shore, who taking possession of the fort, hoisted the British colours, and finished the ceremony by three loud huzzas from the battlements of the Citadel and castle of St. Michael. In the preceding attack, upwards of one hundred of the assailants were killed and wounded; but it is positively asserted by Campbell, "that of the French, not a single man was killed;" so that the terror alone of what the British arms were able to effect accomplished this, which may, without much impropriety, be called a premature conquest."

Amongst the wounded, in this attack, it was Mr. Calder's lot to suffer very severely.

In the following year (having joined the Leeward Island squadron) the Nassau assisted at the capture of Guadaloupe, Marigalante, the Saints, &c.*; after which, she returned to England, and was paid off.

Having been in the Nassau nearly four years, Mr. Calder next served for a short time (1760), in the Superb, Captain (afterwards Sir Joshua) Rowley;† and, from the Superb, he again went to the West Indies, and joined Commodore Sir James Douglas,‡ in the Dublin; that officer having succeeded Sir John Moore, as commander-in-chief on the Leeward Island station.

* The capture of these islands, and the whole proceedings of the leeward island squadron, at this period, are detailed at considerable length in our biographical memoir of Sir John Moore, the Commander-in-chief, N. C. III. 438, to 449. For a portrait of Sir John Moore, *vide* N. C. XI. 113.

† N. C. XXIV. 92.

‡ The early services of Sir James Douglas have been so confounded with those of Captain John Douglas, that it is impossible to distinguish them. However, in June, 1755, he commanded the Bedford, of 74 guns; in which, in the month of August following, he proceeded to Gibraltar, with a convoy, and, on his passage thither, he captured three French vessels, laden with merchandise, &c. In 1756, he was one of the members of the court martial holden for the trial of Admiral Byng. In May, 1757, he was

Mr. Calder consequently served in the expedition against the French island of Dominica; the complete reduction of which was effected (June, 1761), with the trivial loss of eight men killed and wounded; and, also (1762) in Rodney's expedition against Martinique.*

In the year 1762, Mr. Calder was promoted to the rank of lieutenant.—Subsequently to the peace of 1763, he served, in different ships, in almost all parts of the coast of America; and, at the commencement of the American war (1777) he was in the *Terrible*, of 74 guns, commanded, at that time, by the late Sir Richard Bickerton† From the *Terrible*, Lieutenant Calder was removed into the *Victory*, of 100 guns; in which ship, then bearing the flag of Admiral Koppel, he was present at the encounter that took place, off Ushant, on the 27th of July, 1778, with the French fleet, under the command of le Comte d'Orvilliers.

appointed to the *Alcide*, one of the ships employed in the succeeding autumn, in the expedition against Rochfort; and he assisted Rear Admiral Broderick, in sounding the coast, from the point near Rochelle, down to fort Fouras. In the following year, he was extremely active, and successful as a cruiser in the Channel; particularly in the capture of a French ship, *armée en flûte*, laden with cannon, shells, and other warlike stores, destined for the use of the forts and ships of war at Hispaniola. In 1759, the *Alcide* sailed in Sir Charles Saunders's expedition against Quebec; and, on the reduction of that place, he returned to England with the despatches, and received the honour of knighthood. Having been appointed to succeed Sir John Moore, in the command of the leeward island station, he sailed from St. Helen's, in the *Dublin*, on the 10th of March, 1760, taking with him the *Bienfaisant* and *Belliqueux*. In protecting the colonial trade, and in capturing several of the enemy's vessels, he was eminently successful. In 1761, in conjunction with Lord Rollo, he reduced Dominica; in 1762, he assisted at the reduction of Martinique, and other French islands, and in the expedition against the Havannah; after which he returned to England, and was promoted (October, 1762) to the rank of Rear-Admiral of the White. At the peace, he returned to the West Indies, as Commander-in-chief. In October, 1770, he was made Vice-Admiral of the Blue, and then of the White; in 1776, he was appointed Commander-in-chief at Portsmouth, a station which he held for three years; on the 3d of February, 1776, he was made Vice-Admiral of the Red; in 1778, Admiral of the Blue; and, in 1782, Admiral of the White. After the expiration of his command at Portsmouth, he lived in peaceable and honourable retirement, and died in Scotland, in the year 1787.

* N. C. T. 368.

† *Ibid.* XIII. 337.

The Victory, on this occasion, had 11 men killed, and 24 wounded; a greater number than any other ship in the fleet, excepting the Formidable, which had 16 killed, and 49 wounded.*

In 1779 (the same year in which he was married†) Mr. Calder was promoted to the rank of commander; and, on the 27th of August, 1780, he was made post captain. He served first in the Buffalo, and then in the Diana, in the Channel fleet. In the latter, he proceeded with Lord Howe (1782) to the relief of Gibraltar;‡ the Diana performing the duty of repeater to his Lordship.§

Captain Calder's next ship was the Thalia, one of the frigates attached to the Channel fleet, in which he remained till the peace of 1783. Some time afterwards, he was appointed to the Barfleur; the ship on board of which Admiral Barrington had his flag, in the Spanish armament of 1790, during the time that he held the command of the Channel fleet, in Torbay.¶ From the Barfleur, he was removed into the Duke, guardship, of 98 guns, at Portsmouth, in which he remained till Admiral Roddam struck his flag, in 1792.¶

On the breaking out of the war, in 1793, Sir Robert Calder, as we formerly stated, was appointed to the Theseus, of 74 guns,

* For the details of this action, the reader is referred to the biographical memoir of the commander-in-chief, Admiral Lord Keppel, N. C. VII. 297, *et seq.*

† N. C. XVII. 95.

‡ *Ibid.* I. 17.

§ The anecdote which, in our former memoir of Sir Robert Calder, we copied from *Public Characters* (N. C. XVII. 95) was partly correct, in substance, though, as we there shewed, erroneous in certain points. The Diana, while commanded by Captain Calder, and acting as a repeater to Lord Howe, was, at one time, very critically placed between the British and combined fleets off the Scilly Islands. She was so completely at the mercy of the enemy, that she might have been sunk; notwithstanding which, Captain Calder's sense of duty prevented him from quitting his situation, till he was directed by signal, from Lord Howe, to do so.

¶ It was previously to this, we believe, that Admiral Barrington hoisted his flag in the Royal George. *Vide* N. C. IV. 196 — The dispute with Spain, which related to Nootka Sound, was, it will be recollected, amicably settled.

¶ Admiral Roddam was appointed to the command, at Portsmouth, on the 20th of April, 1789, and he held it three years. *Vide* N. C. IX. 266.

in the Channel fleet. In the *Theseus* he, afterwards, proceeded to the West Indies; on his return, he was appointed first captain to Sir John Jervis's flag-ship, the *Victory*; he participated in the glories and honours of the memorable 14th of February, 1797;* two years afterwards, he was promoted to the rank of rear-admiral; from 1800 to 1801, his flag was on board the *Prince of Wales*, in the Channel fleet; and, in the month of January, in the latter year, he again went to the West Indies, in the fruitless pursuit of Gantheaume's squadron.

Some time after the commencement, or rather revival, of the present war, having attained the rank of vice-admiral of the blue, Sir Robert again hoisted his flag in the *Prince of Wales*, and was sent to protect the S.W. coast of Ireland. He was next ordered to cruise off Rochfort; and, afterwards, to blockade the harbours of Ferrol and Corunna. The result of that service is well known: he, with an inferior force, beat the combined squadrons of France and Spain; but, expectations of future success, success which Sir Robert himself never contemplated, having been improperly holden forth to the public, much dis-satisfaction was excited; and, to vindicate his character, he applied for a court martial; requesting, also, "that the Court might be empowered to inquire into the whole of his conduct, even prior to his falling in with the enemy, while in their presence, and subsequently thereto." The Court, however, thought it right to confine the inquiry to the 23d of July (the day after the action), and to Sir Robert's subsequent conduct and proceedings, until he finally lost sight of the enemy's ships. 'I cannot but lament,' says the Vice admiral, in his defence, 'that the inquiry is so limited; as it prevents my giving evidence of the circumstances of the action, which I have no doubt I should have proved to have been such as to add to the reputation of the British navy.'† After its investigation of the case, "the Court declared itself to be of opinion, that he had not done his utmost to renew the engagement, and to take or destroy every-ship of the enemy; which neglect was attributed to an error in judgment, and he was adjudged to be severely reprimanded."‡

* N. C. XVII. 99; and IV. 54.

† N. C. XVII. 102-3.

‡ *Ibid.* 109.

As we observed, at the commencement of this additional memoir, to place the circumstances of such a case in their *proper* light, seemed all that was requisite, to remove the obloquy which had been unjustly cast upon the victor; and that duty we faithfully discharged. In this place, however, we cannot refrain from again-adverting to, and censuring the practice, which is too frequently adopted, of mutilating the *letters of officers on service*. It was by a mutilation of this nature, that the public were, in a great measure, misled in their expectations respecting additional success on the part of Sir Robert Calder.*

In our original memoir, we presented extracts from some letters which had been addressed to the Editor of the NAVAL CHRONICLE, “by a veteran officer, of eminent rank and merit in the profession;” one, who, we added, had known Sir Robert Calder, in his professional capacity, for a number of years; and who, from a variety of circumstances, possessed the means of forming a fair estimate of his character. That officer, whose name, from motives of delicacy, though, in fact, we had been authorised to use it, we withheld at the time, was Admiral Roddam.† For the whole of his opinions, we must refer the reader to our XVIIIth Volume; ‡, but we shall here take the liberty of repeating the following brief passage:—

“Had the vice admiral in any instance acted differently from the excellent conduct he pursued, this country would, in all probability, now have groined under the miserable effects of an invading foe, who had 20,000 men at that very time embarked in Holland, ready to make a landing in Great Britain; but from *this* Vice-admiral Sir Robert Calder saved us, and farther, *He, and He alone*, laid the entire foundation of every subsequent victory in this war; no victory off Cadiz, no victory in the West Indies, &c. &c. &c.; no honours or rewards in consequence would have taken place *but for him*; and this is the man Englishmen have been taught and permitted to abuse! And here I may indeed make a scriptural application, for Sir Robert Calder is literally the *Head, the Corner Stone* of all the fabric of victory this country has so greatly and justly boasted of. The excellent Lord Nelson knew, saw, and spoke, and wrote of all this; which does more honour to the correctness of his judg-

* N. C. XVII. 105.

† A portrait and memoir of Admiral Roddam will be found in our IXth Volume, page 253. He died, senior admiral of the fleet, in the spring of 1808. N. C. XIX. 352.

‡ Page 110 to 113.

ment, sentiments, and *memory*, than all the pageantry of his funeral, &c. &c. &c."

We have only to add, that Sir Robert Calder was made vice-admiral of the red, on the 28th of May, 1808; that he was farther promoted to the rank of vice-admiral of the blue, on the 31st of July, 1810; and, that, about the month of June, in the latter year, he succeeded Admiral Young, as commander-in-chief at Plymouth; an appointment which he has ever since continued to hold.

NAVAL ANECDOTES,
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITTE VASTO.

FRENCH PRIVATEERS, IN THE YEAR 1709.

THE following letter was published in a newspaper, called the *Supplement*, in 1709:—

“ DEAR FRIEND,

“ *Martinico.*

“ This will inform you, that I was taken by the common enemy on the 17th of April last, and though I have thereby lost the greatest part of my fortune, I hope I shall not lose your friendship; since fate is so irresistible, who can be against it? We were appointed by our merchant, to wood and water at the island of St. Thomé, after having slaved and purchased much ivory in the bight of Benin, where lay four French privateers who had taken the fortress of that island but eight days before our arrival, and threatened to raze the same, if the inhabitants did not ransom it, which they did for 40,000 crowns, half of which was paid; and they took two of the nobles of the island for the payment of the rest. One of the said privateers gave us chase, and took us on the 17th, and informed us of taking the factory in the river Gambia, by a Martinico brigantine of 12 guns, and 120 men by stratagem, and that they would have attempted our factories on the gold coast, but that they liked not their situations. They took the Mary galley, of London, Captain Thirkle commander; a Dutch ship of 13 guns bound for Angola, and several Portuguese ships of no great value. They gave our men one of the Portuguese ships with 8 days provisions to return to the factories on the coast.

“ After our abode there for about ten days, we sailed for Martinico, where we remained prisoners about ten weeks, and by flag of truce were transported to Antigua. At Martinico, there are two fortresses or harbours, the one is called Fort Royal, the other Fort St. Pierre. To these places belong sixteen privateers, sloops, and about ten privateers, from 14 to 20

guns, according to the best information I could obtain. These sloops go so well manned that one of them took the Happy Entrance, of Liverpool, of 12 guns and 40 men, with four guns; and so discommode our trade to these countries that it is next to an impossibility to go safe without convoy. At this place, the traders, called Gillicranky men, have their rendezvous, and do us more damage by their advices, than by their clandestine trade. An eminent merchant in Cork, as I have been informed from creditable hands is concerned herein. To this place resort all the ships of France, Spain, and the South seas, there being two of inestimable value from the river Plate when we were there, bound for Rochelle, as they told us, and many other merchants, most of considerable force, to the number of 50 odd. This is the most eminent island they have in the West Indies, and, in my opinion, the easiest blocked up though not taken, there being only the two aforesaid harbours belonging to the island, and those to the leeward, where two or three of our ships of war might lie off and on with two or three sloops to ply near the shores, which would intercept all the merchandise, and ruin the privateers of that island, which is their nursery of privateering, and galling of our trade. Certainly it is no more contrary to reason, to send a cow to catch a hare than to send one of our men of war to catch a Martimico sloop, but if enabled by sloops fit for the occasion, there could be no doubt of our success, provided we cruised to the lee of the said island, instead of cruising to the windward, which might be done with no other charge than that of the sloops. The surest way to catch a fox is to dig him out of his hole. This would most assuredly intercept all their trade, prevent their privateering, and more fatally ruin this island, than we did that of Guadalupe. To this place was brought the Adventure man of war of 44 guns, taken by a French merchantman of 36 guns, after a bloody fight. After enquiry into the matter of fact, how a merchantman should take this man of war, I was told, it was a challenge betwixt the Commanders, they both being Clerks, and that this French Clerk was enabled, by the new encouragement the King of France has given his merchants, viz. He supplies every ship of force with so many marines in his own pay, with a commanding officer, under the denomination of fighting captain, to manage the fight in defence of the said ship, in case of an attack; so that hereby they become convoy to themselves, saving the vast expense of fitting men of war for convoys. This, if put in practice in England, would, in my opinion, be as serviceable as the whole Royal Navy, in defence of Merchants' trade. There is one thing more to be observed; that the heroic ladies of France, take upon them to fit out ships upon divers expeditions, at their own proper costs and charges. I could wish the honourable behaviour of these ladies, would imitate these ladies, that their zeal might appear as well as words."

EXTRACTS, FROM THE LOG-BOOK OF H. M. S. NORTHUMBERLAND, ON THE
22D OF MAY, 1812.

Wind from west by north, to west north west.—fresh breezes and clear weather.

At two 5 m. P. M. observed the enemy's squadron, consisting of two frigates and one brig, in the passage between the island of Groa [Grouais] and the main.

At two, 10 m. observed the enemy take in their studding sails.

At two, 12 m. a battery on the south end of the island of Groa opened its fire on us: we hoisted our colours, but did not return any fire.

At two, 24 m. the batteries on the main land opened a heavy fire on us.

At two, 28 m. the headmost frigate made a signal, and hauled her wind on the larboard tack; the remaining frigate and brig followed.

At two, 40 m. the enemy's squadron shortened sail; observed the sternmost ship close with the brig, apparently for the purpose of speaking her.

At two 45 m. the sternmost frigate passed the brig, and closed with the headmost one.

At two, 46 m. tacked ship, working up the passage between the Island of Groa and the Main to close with the enemy's squadron; a heavy fire of shot and shells kept up from the batteries on the Island and Main.

At two, 49 m. the enemy's squadron bore up, and stood towards us under all possible sail.

At three, 16 m. filled, and stood in shore to bring the enemy to action.

At three, 19 m. opened our fire on the enemy, which was briskly returned, and by a battery on Point Pierre, and also by three others on different parts of the main land.

At three, 35 m. drove the two frigates on shore.

At three, 40 m. the brig also grounded on the starboard bow of the French Commodore—hauled off to avoid a rock, which was close under our bows—people employed in repairing the rigging, which was much cut up.

At four, 22 m. tacked ship—worked up to engage the enemy again.

At four, 48 m. observed the enemy's brig cut away her main mast by the board;—wind at this time west-north-west—fresh breezes and clear weather.

At four, 50 m. observed the Growler gun-brig rounding the south end of the island of Groa, under a heavy press of sail.

At five, she began to open her fire on the enemy.

At five, 6 m. made the Growler's signal to prepare to anchor.

At five, 22 m. made the Growler's signal to keep under sail.

At five, 23 m. observed the main-mast of L'Ariane [L'Ariane] go by the board—the whole of the enemy's squadron on their beam ends.

At two, 28 m. let go the best bower anchor in, 6½ fathoms water, with a spring on the cable; Point Pierre, north west, half north, Grande Rocks north half east two cables' lengths; Erran's Rocks east by south, half south; Citadel of Port Louis east, three quarters north.

At five, 34 m. opened our fire a second time on the enemy's squadron, which was not returned by any of the ships, except the headmost frigate, L'Andromache, which fired three or four guns, but under a heavy fire from four batteries on the main land.

At five 55 m. observed L'Andromache on fire in the fore top.

At six, 6 m. fire spreading fast: observed her fore-top-mast fall, and several boats leaving the ship and rowing for the shore.

At six, 44 m. the main and mizen masts of L'Andromache went by the board.

At seven 55 m. she blew up with a very great explosion; Groular continuing to fire on L'Ariadne frigate, and Mameluke brig. At eight, 10 m. came to with the small bower anchor in the passage between the island of Groa and the main land, the enemy throwing shells from a battery on the island of Groa at us, without doing any damage. A seaman belonging to a Portuguese vessel, who had been taken by the enemy's squadron, jumped overboard from L'Andromache before she blew up, and swam off to us. At ten, observed L'Ariadne on fire. At twelve, 50 m. weighed and made sail out of the passage, the enemy's batteries on Groa firing at us at intervals.

At two, 35 m. A. M. Saturday—fine clear weather; all the fore part of L'Ariadne blew up, the after part continuing to burn. The Mameluke on her beam ends, full of water.

LOCUSTS, OR GRASSHOPPERS, AT SEA.

THE following statement is copied from a provincial paper:—

As the ship Georgia, Captain Stokes, from Lisbon to Savannah, on the 21st of November last, in latitude 30 degrees N. longitude, 23 degrees W. about 3 P. M. then distant from the nearest land, the Canary islands, at least two hundred miles, was sailing with a fine breeze from the south-east, about eight knots, a black cloud arose from the south-west, and the ship was all at once becalmed. A light air afterwards sprang up from the north-east, at which time there fell from the cloud an innumerable quantity of large grasshoppers, so as to cover the deck, the tops, and every part of the ship they could light upon. They did not appear in the least exhausted; on the contrary, when an attempt was made to take hold of them, they instantly jumped and endeavoured to avoid being taken. The calm, or a very light air, lasted fully an hour, and during the whole of the time, these insects continued to fall upon the ship and around her; such as were within reach of the vessel, alighted upon her, but immense numbers fell into the sea, and were seen floating in masses by the sides. During the next day, many still remained about the rigging and decks, and were seen in quantities jumping and flying from one place to another. Two bottles filled with some of the grasshoppers, preserved in spirits, were kept for the inspection of the curious; and, for the information of those who may not have an opportunity of seeing them, the following description is given: The insect is of a reddish hue, with red and grey speckled wings, eyes black, two horns, six legs, four long and two short, which last aid them in jumping, two wings on each side; length of the body two inches, and, including the wings, when folded, two inches and seven eighths.

EXTRAORDINARY ENCROACHMENTS OF THE SEA.

ABOUT the year 1798, the Captain of a Dutch Surinam ship, belonging to Amsterdam, saw at Calais, in the possession of a respectable individual, who had been mayor of that place, a chart of the British channel, and a

part of the North sea, delineated on parchment. This chart, which was 850 years old, extended on the east, to Heligoland, on the north to Orfordness; and on the west, to the present site of the Isle of Wight, which then formed a part of the main land of England. The principal head-lands, as they now exist, were correctly laid down. Between Dover and the opposite side of the coast of France, there was a space of three miles only: Calais must, therefore, have been then situated in the interior. Not any entrance was described either into Dunkirk, Flushing, or Beerhaven. The island of Gorée being attached to the main land, of which it formed a part, there was not any passage to Rotterdam. Not any Flemish banks were laid down; the space occupied by them, and intermediately between them and the coast opposite, likewise constituting a portion of the main land. But in the north sea, the depth of water in this chart, corresponded with the present depth. The Uke or Fly Island, as it is now called, was connected with the main land.

Such, and so extraordinary, are the encroachments which the sea appears to have made on this part of the coast; as in the space described, the more prominent and elevated head-lands are on the side of England, it would seem, that, with a reference of three miles only, instead of seven leagues, forming what is called the strait of Dover, the great, if not the entire loss of land must have been on the side of France, the sea continuing to gain, until it was stopped by the cliffs of Calais, and the elevated lands in the vicinity. The head-lands, styled the fore-lands, north and south; then existed as at present. That part of England, therefore, cannot have sustained any material loss in the space of nine centuries since the chart was made. But towards Hampshire, the deperdition of soil must have been considerable, if the Isle of Wight was then really connected with the main land. Reasoning from the other *data* supplied by this ancient chart, it is presumable that the opposite coasts of France, Flanders, and from Dieppe, perhaps, to the farthest extremity of the latter country, must have been greatly deteriorated by these encroachments. Let the age of the chart be considered, and reflection be made at the same time, on the constant ravages the sea is known to have more recently committed in different quarters, the above facts, however extraordinary, will then not appear entirely void of probability. In North America, in the comparatively short space of the war of independence, as it is called, the peninsula of Sandy Hook, became an island. At home, an almost daily loss of ground is sustained in the island of Sheppey, by the falling away of the cliff on the north side. The island of Jersey was once so near to the coast of France, that the small brook separating it from the main land, required nothing more than a plank for the passengers to cross; and it is not long since the house in Jersey, which anciently supplied the plank, still paid a small fine in lieu of that service.

ACTIVE PHILANTHROPY.

Mr. Arthur Brooking, a Midshipman, of H. M. S. Queen, saved the lives of two men, whilst the ship was under weigh, by jumping over board after them, on the 2d May, 1812, in Basque Road.

ORIGIN OF TELEGRAPHIC SIGNALS.

THE following statement, which has been transmitted to us by a correspondent, will, we doubt not, prove interesting to many of our readers:—

Captain Thompson,* of the Royal Navy, better known to the public as post Thomson, who died some years ago in his command on the coast of Guinea, contrived, while a lieutenant, a set of alphabetical signals, which, there is every reason to suppose, furnished the idea of the telegraphic signals now in use. They were literal; that is, they served for the expression of single letters, instead of the words and short sentences expressed by the telegraphic signals. The *y* was, as well as the *j* and *v*, omitted. The five vowels were denoted by simple flags of different colours, and the eighteen consonants by party colour flags diversified in their shape. At that time a double intrigue subsisted in the fashionable world, between the late Duke of Cumberland and Lady Grosvenor on the one hand, and, on the other, between Captain Hervey† and the notorious Miss Chudleigh, afterwards Duchess of Kingston. In the conduct of this joint intrigue, the alphabetical signals were eminently useful, as they enabled each of the gallants to further the views of the other, on all occasions which might present themselves, for carrying on the amorous correspondence.

That the telegraphic signals now employed in the navy, originated in this way, may be inferred from this circumstance, that Sir Home Popham,‡ to whom the service is directly indebted for them, was a midshipman under Capt. Thompson, when the latter acted as commodore on the coast of Guinea station; as was also the late Capt. Eaton, who preserved a copy of the above literal signals until his death. Sir Roger Curtis,§ who has, with much ingenuity, contrived a plan of nautical correspondence, similar to that introduced by Sir Home Popham, but who has not been equally successful in its adoption, likewise served under Captain Thompson.

Thus did the literal signals, which among other uses, had the singular application described above, apparently lead to the telegraphic signals, the utility of which is now so generally acknowledged. The latter were, at the glorious battle of Trafalgar, the medium by which the memorable sentence “England expects every man to do his duty,” the conception of the greatest hero our naval annals record, was re-echoed throughout the fleet, already prepared to “conquer or to die.”

* For a portrait and biographical memoir of this distinguished officer, *vide* Naval Chronicle, Vol. VI. page 437, and Vol. VII. page 94. A portrait and memoir of his nephew, Captain Sir T. B. Thompson, the present Commander of the Navy, will be found in the XIVth Volume, page 1, *et* seq.

† This gentleman, who afterwards became Earl of Bristol, and was the elder brother of the late Earl, the celebrated virtuoso and collector, commanded a ship of the fleet in which the Duke of Cumberland was embarked. A strong intimacy subsisted both between them and the ladies.

‡ Sir Home Popham's portrait and memoir are given in the XVIth Volume of the Naval Chronicle, pages 265 and 253.

§ A portrait and memoir of Sir Roger Curtis, appear in our VIth Volume, page 261.

VALUE OF THE BRITISH SEA PER ACRE.

BRITAIN has long been considered as mistress of the seas, but hitherto, no one has thought of valuing that part of her domains. An acre of land fetches its worth, whether by private or public sale, and, in some places, the rents of fisheries, &c. are extremely valuable. But these are usually within the precincts of the land. A curious calculation has lately appeared, of the value of the British sea per acre: and when it is considered, that much more profit might be drawn from the ocean around our coasts than we procure at present, we presume that this estimate is not unworthy attention. The circumference of Britain is about 1836 miles; allowing a tract of fifteen miles over from the coast round about for the fishery, which is by much within the fringes, there will then be nearly twenty millions of square acres of sea, which, at the rate of 1/10% per acre, would amount to thirty millions per annum: the Irish coast may be calculated in proportion.

NAUTICAL OMENS.

THE Atlas, a three decker, was launched in 1782. When they came to ship her bowsprit, the figure stood so high, that it was necessary to cut away part of the globe upon his shoulders, and that part happened to be America. Sailors remarked this as ominous at the time, and the event has not weakened their belief in omens.

An omen of heavier import was noticed when the new standard was first hoisted on board the Royal William at Spithead, after the union with Ireland. A gale of wind blew it from the mast head, and the flag was lost. It was said, that when her sheet anchor was weighed after the gale, the flag was found twined round its flykes. This was a pious fraud: they who invented it, endeavoured to counteract superstition in others, which they were conscious of in themselves.

These omens, which are not generally known, deserve to be recorded; the first, because it has been fulfilled, the second, because it will not be. The winds may do their will with the standard of Great Britain, but it is safe from the power of man.

EFFECTS OF THE WIND ON THE BAROMETER.

CAPTAIN FLINDERS, whose captivity in the Isle of France so long disgraced civilized society, recorded in the Philosophical Transactions for 1806, part 2d, some interesting observations on the connection between the variations of the barometer, and the prevailing winds on the south and east coast of Australia. From the result of his observations on the south east, it appears, generally, that a change from the northern, to any point in the southern half of the compass, caused the mercury to rise, and a contrary change to fall; that the mercury stood considerably higher, when the wind was from the south side of the east and west, than in similar weather, it did when the wind came from the north side. That the winds from the north and north-west cause the mercury to descend and stand lower upon the south and

east coasts, and in the open sea and south west of the Gulph of Carpentaria, but make it rise upon the outer part of the north coast with the same, or even worse weather. That the N. E. wind causes the mercury to fall considerably below the mean standard upon the south, and to rise considerably above it on the east and north coasts. That, the S. E. wind, which upon the south and east coast caused the mercury to rise higher than any other; had not the same effect on the north and west coasts; and that the S. W. wind which made the quicksilver stand high upon the south and west coasts, depressed it below the mean standard upon the east coast, and upon the north, made it fall lower than any other with the same weather.

There is one point in which a series of regular observations on the movements of the barometer in this part of the world (where it would be regarded as a daring piece of scepticism to question for a moment the effect of the moon on tides) would prove interesting. Whether this sol-lunar influence as it is sometimes called, operates at each of the four changes of the moon, or only at the springs, it would be curious to ascertain whether any correspondent influence on the atmosphere was observable or not.

One curious fact has already been observed by De Balfour, that the barometer at Calcutta, experiences a regular diurnal fluctuation corresponding with the diurnal motion of the earth; that is, that from ten at night to six in the morning, the mercury had a tendency to fall; from six to ten in the morning to rise; from ten to six in the evening to fall, and from six to ten in the evening to rise.

CORRESPONDENCE.

To the Right Hon. Lord Viscount Melville, First Lord of the Admiralty, &c.

MY LORD,

YOUR appointment to the important station of First Lord of the Admiralty, has given universal satisfaction to the whole of that great branch of the public service, which is now committed to your guidance. The navy has not forgotten the exertions of your noble father in its behalf; all that he did do, and all that, had he been able, he would have done; for the last, not less than the first, for the intention equally with the performance, he has its gratitude; and until that generous feeling shall cease to pervade the breast of the British officer, and it never can cease, while he is deserving that proud appellation, the memory of almost the only man who has at any time interested himself in his welfare, will be endeared by every sentiment of grateful recollection. In the full assurance that you inherit the same friendly opinions, I shall venture to trespass a few moments upon your attention, for the purpose of soliciting your interference in favour of a class of men, who, while suffering every thing for their country, are really, in the scale of comfort, scarcely upon a parallel with the meanest subject that country contains—I mean, my Lord, the Officers of his Majesty's Navy.—It is needless for me to observe, that their pay is

utterly inadequate to the rank they hold, and, that it is less now, comparatively speaking, than it has ever been, at any period, since the flag of England ruled the waters which encircle her coasts.—It is less than when, during the reign of the eighth Henry, the unfolding energies of maritime strength were called into action by the warlike family of Norfolk, and directed to their proper sphere of authority and empire: it is less than, when, animated by the lofty genius of Elizabeth, and valiantly led by Howard and Drake, her little squadron, vanquished the then powerful Spaniard, and dealt upon her shores the destruction intended for her own! it is less than, when the powers of the Protector, Cromwell, were wielded by the immortal Blake, and Spain and Holland, and the States of Italy and Barbary were humbled at his feet! it is less than, when, after the revolution which confirmed and consolidated our freedom, the haughty despot of France, while the Continent trembled at his nod, was taught by the illustrious Russell, that the ocean was the dominion of the rival kingdom! it is less than, when, under the august House of Brunswick, the same useful lesson was repeated to his successor, by the splendid triumphs of Hawke and Boscawen! it is less than, when, under the present venerable monarch, the standard of England, fortunate only upon land, at the fortress of Gibraltar, was led to glory and victory upon its own element by the gallant Rodney! and, finally, my Lord, it is even less, than when, in the late, and early part of the present war, the heroic Nelson, the “mightiest amongst the mighty,” descended in thunder, upon the enemies of his native land, from the mouths of the Nile to the confines of the Baltic!—A slight comparison of the progressive, and latterly, most rapid advance, in the prices of every article of life, with the tardy, and hardly discernible increase of the naval pay, would at once convince you of this fact, were the circumstance in any way questionable; but, it is so palpably self-evident, that I should deem it an insult, any further to comment upon it. To point out the insufficiency of the compensation at present attached to the services of the officers of the navy, and to endeavour to obtain, through the medium of your Lordship, a removal or palliation of the hardships under which they consequently labour, are the motives which have prompted and excited this address. I wish, my Lord, the persons affected had an abler advocate, but I cannot wish them a more impartial judge. In order to place the matter more immediately before you, I shall, as shortly as possible, take a view of the several ranks in the service, in their successive gradations; and, I believe, I shall have no difficulty in proving, that in each, and in every one of them, the pay is no way commensurate with the importance, or the respectability, of the situation. The first post, my Lord, is, as is well known, that of midshipman, and certainly, the wretched pittance afforded to the young adventurer, is such, that he never can be supposed to support with it the character of a gentleman: the thing is impossible, and, where there is no other resource, which ought not to be expected in any, and is really possessed but by a few, there cannot well be conceived a state of less comfort, and greater privation; the eager hopes and buoyant spirits incidental to early age, can alone make it tolerable;

much, very much, my Lord, is wanting to render it agreeable. The next stage, after a service necessarily of six years, and often of double that period, is that of lieutenant; and as this is the highest point, which the far greater part ever attain, so it is, perhaps, of all others, the most entitled to relief and commiseration. As a gentleman, he must at all times appear, and, however unable to bear it, must live; the unavoidable charges of the table require more than half his income, and what might pass *unknown*, and on that account *unfelt*, in the cockpit, cannot be admitted in the wardroom. The *man* is wounded by the shafts which fall hurtless upon the *boy*; and what the careless gaiety of youth never considers, makes a deep impression upon *riper* years: the mind is oppressed equally by the idea of *being thought* to be poor, and by the consciousness of *being so*; and life is consumed, and often shortened, in a vain effort to support, what cannot be supported, and in seeing, *not to feel*, what is most *poignantly felt*. The third step is that of commander; and surely, my Lord, when you reflect, that he, with nearly the expenses of a post captain, has much less to defray them, that he is deemed company for every table, and cannot keep his own; and that very many, who obtain this rank, languish for want of employment, and cannot obtain a higher, you must conceive, that, in a pecuniary light at least, it is no very enviable station. Little better, considered in the same view, is that of post captain: it is, indeed, highly and justly *respected*, but it is the *respect of command* alone; and, it has not unfrequently happened, that he, who coerces so many, is himself under subjection to the tradesman who furnishes the articles of his establishment, and even the necessary habiliments of his person! The last rank is that of admiral, and this, my Lord, which so very few can ever reach, and generally speaking, when they do reach, can for so short a time enjoy, one would expect would be so far rewarded by a grateful country, that the growing infirmities of age would be alleviated; the possibility of disease, and its attendant charges, anticipated; and the evening of life rendered easy and agreeable, by an adequate provision.—Far otherwise, my lord.—The pay of an admiral is insufficient for any of these purposes. When his flag is down, he must descend infinitely below his level in society; and the man who may have headed and directed the squadrons of his country, can barely afford himself, in an obscure retreat, the indispensable luxury of a single servant, to perform the menial offices of his household!—True, my Lord, this should not be. The venerable warrior, when his energies are wasted, should not be consigned, in the period of his decline, to the accumulated miseries of indigence, neglect, and obscurity. In this brief detail, I have confined myself to the superior classes of officers, without touching upon those subordinate, who are perhaps rather better paid, and in some measure, also, unconnected with my subject, though, assuredly, well meriting the particular consideration of your Lordship.—I have also avoided entering upon the class of non-combatants. One of them owes its present increased comforts, to the benevolent intention of your noble father, and the good effect, in introducing men of talent into the navy, is already apparent—another is in some degree a post of

profit—though doubtless not more than equal to the trouble, the risk, and even the possible loss, attending it—the third, by a late regulation, stands a *solitary exception* to the general rule.—I shall now, my Lord, make a few observations relative to prize-money, the only method (for freightage is too limited and inconsiderable to be noticed) by which officers of the navy have a chance of improving their condition. Upon this point, it cannot, my Lord, escape you, that a very great reduction has been made, from that of the two first classes, without any compensation whatever. The propriety of it is not attempted to be questioned, but as it was a thing which had for a very long space been enjoyed, it is humbly conceived, that where so much was taken away, something should have been given; and that an extension of benefits to the seamen (an extension, too, my Lord, neither asked nor thanked for), should not have been accompanied with so great a diminution of the hard-earned profits of their commanders. Besides, my Lord, even in other times, prize-money was but a contingency, a mere affair of chance, which could happen but to a small number, and never reached, or only in an ineffectual manner, a very large proportion. In these times, my Lord, it is now scarcely worth consideration; for, exclusive of the circumstance before mentioned, which attaches to admirals and captains only, there is another of greater moment which attaches to all—a circumstance, my Lord, of infinite advantage to the country, and highly honourable to the navy, though it cannot be dissembled, in no trifling degree, detrimental to its interests, and thus affording a strong argument in favour of the measure I endeavour to advocate. I allude, my Lord, to that commanding superiority of the British fleets, which has left them *nothing to conquer or to capture*—has swept their inveterate enemy from the ocean—destroyed or paralyzed all his mighty efforts, and humbled the pride of the tyrant of the universe! To this, my Lord, we owe the security of our commerce—the safety of our colonies—the integrity of our coasts—the preservation of our property, and the unmolested enjoyment of all the endearing ties of social and domestic life.—What, my Lord, is the ultimate reward of those to whose valorous exertions all these blessings are attributable, and by whom alone they can be maintained?—Can it be found in the possession of affluence, of independence, or of competence?—No, my Lord, a very different fate awaits the greater part!—Even those who have the good fortune to attain the summit of their profession, must shrink from a comparison of their relative comforts, with those of the least wealthy, and often least respectable, of their neighbours. Cramped in all their means, unable to sustain their proper rank, the pity, perhaps questionless, not the envy of those around them, they are compelled to seek, in retirement and seclusion, a refuge from the evils of a narrow fortune, and a wounded, and sometimes, a broken spirit!—Yet, even this, my Lord, is happiness, compared with what must inevitably be the condition of a retired lieutenant!—It is true, he has not to support the appearance expected from the two first classes, but, there is *one character*, which he is imperiously called to support—*The character of a gentleman*, and I know of no higher. To imagine that this can be done, with the paltry allow-

ance afforded to him, is insulting to common sense. Perhaps, my Lord, the powers of fancy cannot depict a more wretched being, than he who is reduced to struggle, without hope, against the current of adversity! to shelter himself from impertinent curiosity in the hovel or the garret! to eat his scanty meal, with indecent haste, fearful of discovery or intrusion! to shiver, over a few miserable embers, in the cold and cheerless solitude of the winter nights! to wear the semblance of tranquility over the reality of distress! and to lie down, with the conviction, that the succeeding morning will bring either a renewal, or an accession, of affliction!—My Lord, this description may appear highly coloured, but be assured, under existing circumstances, it is but too true a representation, of what does, or must happen, to a very large proportion of the officers of the navy. In this melancholy picture, I have not considered the possibility of the incumbrance (for, alas! such it must be deemed) of an aged parent! an orphan sister! and, dearer still, a beloved wife, and helpless family!—Yet all these things may, and I am well informed, very frequently do, occur. What, then, my Lord, must be the anguish of a man so situated? I can easily conceive, but I am destitute of language to describe it; the grave alone can give relief to his sufferings, and his last moments must be embittered by the recollection, that those, an anxiety for whom caused or accelerated his end, will be left friendless and unprovided, to the mercy of an unfeeling world!—A cold heart, my Lord, may object, that a person so placed in life, should never marry; but, not to mention that such an idea is at variance with the noblest and most generous passion of the human mind, the person capable of conceiving it, may safely be consigned to infamy and contempt. What I have said, my Lord, applies with the same force, both to the full and the half-pay; and I might enumerate many more circumstances, which entitle the navy to the attention of the country, as the losses by accident, by fire, and shipwreck, with various other expenses, as heavy as they are unavoidable, and for which there is no compensation; but, what I have already stated, however feebly, will, I hope, be sufficient for my purpose. Your Lordship may, perhaps, indeed, imagine, that much of the misery I have depicted is ideal, because it may never have been observed by you, or those in your confidence: but, my Lord, you must consider, that, while scenes of woe are excluded from the mansions, they also very rarely fall under the observation of the great, and I must entreat you not to form an opinion, from the countenances of those who are admitted to your levee, or even the more distinguished throng, who are honoured with an invitation to your table. Many a serene and smiling aspect, has the canker in the bosom; and, surely, my Lord, the manly fortitude, which is superior to misfortune, is an argument, not for the continuation, but for the removal of it. We admire the courage which faces the tempest, but where is the heart that would desire it to fall a sacrifice?—I have now, my Lord, presumed much upon your goodness, and I can only renew my wish, that in such a cause, it had been engaged by an abler pen. But, I feel convinced, that the persons interested, will find in you, a willing friend, and powerful mediator.—The name of Melville is

justly dear to them, and I trust, that the idea of the son, will be blended with that of the father, be embalmed by the respectful attachment of the naval officers of the *present*, and transmitted with gratitude, to those of a *future* age.

JUSTICIUS.

MR. EDITOR,

THE premature decay of our wooden bulwarks has been frequently considered, but it has been more with a view to complaint, than to the demonstration of remedies. The latter object I consider to have been not unsuccessfully consulted in a pamphlet very recently published by Richard Pering, Esq. clerk of the cheque in his Majesty's yard at Plymouth Dock. After very properly recommending that the shipwright should be regularly cultivated in naval mechanics, before he is permitted to undertake the performance of any duties in the dock-yard, the author proceeds to attribute the premature decay of our ships (the general duration of which he limits to eight years, unless they undergo a thorough repair) to the use of unfit materials, and improper methods of building, fastening, and caulking. To prolong this duration, he then proposes that all our ships should be framed, planked, and caulked, under cover, and remain so to season; that they should be fastened with copper, instead of tree-nails or iron; that screws should be employed to heave up the bolts, instead of clenches; that foreign timber should be entirely expelled from our dock-yards, except fir, and oak from some parts of America, the latter of which he considers nearly equal in goodness to our own; that the caulking iron should be the last thing applied to a ship before she is launched; that the several docks in a yard, except those which admit vessels with their masts in, should be covered or housed over, as well as the ships on the stocks; and that no ship should ever have any repairs given to her, the expences of which may exceed one-third of her original cost! By carrying his plans into execution, the author conceives that our men of war would not only last three times as long as they now do, but that they would be better able to combat the dangers to which they are exposed; that forty millions of money, besides interest, would be saved to the nation every twenty-four years; that the consumption of timber would be diminished, as far as its use extends to ship-building, two-thirds; that thousands of lives would be preserved; and that the dry-rot and formation of fungus, which now prevail in our navy, to such an alarming degree, would be annihilated. "These," to use the words of the author, "are objects of no trivial importance to a kingdom that possesses the empire of the seas, and if they can be effected," which he pledges himself to prove, whenever called on, "most assuredly have imperious and irresistible claims on the immediate attention of Government." In another part he remarks, "But the writer must repeat, that he has nothing to fear from misconstruction; he has not launched out into a boundless sea of speculative opinions, to bewilder himself and readers in a maze of plans, without use or without explanation; but every thing he has said is founded on the terra firma of facts,

incontrovertible facts, ascertained during a long course of daily, he may almost say, hourly observation of every particular." So far as I am competent to speak on naval affairs, I think I may venture to express an opinion, that the premises of the writer are correct, and his arguments conclusive. The circumstance of Mr. Perring's having been in his Majesty's service nearly thirty years, adds great weight to every thing he alleges, as during this long period, he must, necessarily, have acquired considerable experience: at all events, whether his plans are fraught with those benefits which he imagines them to be, or not, they well merit consideration: consideration may give birth to discussion, and discussion may, eventually, lead to something useful. I am, &c.

A FRIEND TO THE NAVY,

MR. EDITOR,

AMONGST the services which your CHRONICLE renders to our profession, may certainly be considered the easy means which many of us now possess, of occasionally communicating such detached facts, relative to naval history, as have occurred in the course of our experience, and are likely to sink into oblivion. With this idea, I endeavoured, the other evening, to recollect the following circumstances relative to Lord Howe, which have not yet been recorded by you.

During the year 1782, when his Lordship was cruising off the entrance of the English Channel (the exact mouth I cannot remember), with 22 sail of the line, for the protection of a large convoy, which was at that time expected from the West Indies, they fell with the combined French and Spanish fleets, consisting of upwards of 50 sail of the line, besides many smaller vessels. After performing several evolutions in sight of the enemy, who were to windward, the British line was formed on the larboard tack, and they then stood under an easy sail to the northward, until they had made Scilly light-house. The wind then inclining to the southward, and it beginning to rain, the admiral was of opinion, that this rain would occasion the wind shifting to the N.W.; and that this change, were he to the northward of Scilly, would enable him to weather the enemy's fleet. But it was now evening; and there was only just as much light as could enable our fleet to discern the admiral's signals: which, I well remember, were immediately made, and were significant of his lordship's intention of going with the fleet, between Scilly and the Land's End, in the night. And as he hoped, by the time he should get through, that the wind would chop round to N.W. he would, by that change, and from that situation, be enabled to weather the enemy, and attack their rear, which was chiefly composed of Spanish ships, which sailed heavy.

The confidence which his lordship had of Mr. Hunter's* piloting judgment, who was then lieutenant in the flag-ship, induced him to send for,

* The present Vice-admiral Hunter.

and to consult with him, together with Mr. Moseley, the master, an highly experienced old seaman, respecting the passage, and the courses to be steered through it for avoiding the dangers it contained. Such was the confidence which those two officers had in their own knowledge, that they did not hesitate a moment, but informed the admiral, that they saw no difficulty in taking the fleet through, situated as they were at the close of day (about two leagues south of St. Agnes Light); that they would continue upon deck during the night, and would direct those changes in the course, which might appear to them to be necessary, for avoiding dangers during the run through.

The signal having been made, that the Victory (flag ship) would lead, and that each ship was to carry a light in her stern lanthorn, as a guide to the ship next astern of her, and to follow the Victory in succession, the fleet was carried through that passage in a dark and hazy night, and the whole of our ships, were, at daylight, to the northward of the Isles of Scilly. But the wind having continued in the S. W. quarter, disappointed the admiral. The fleet, therefore, stood on towards the S. W. coast of Ireland; and the admiral, knowing that the expected convoy were directed to make that land in their way home, he left some cruisers there to apprise them of the vicinity of the enemy's fleet. His lordship then returned to his cruising ground off the Channel; but, on his arrival there, no enemy was to be seen. They had left the situation they had formerly been discovered in. And, so far had his lordship's plan, of going between Scilly and the Main during the night, answered the end of protecting this valuable convoy, that the French, being at that time in expectation of a convoy of their own from Martinique and their other islands, and missing our fleet in so sudden a manner, became puzzled by this scheme of his lordship: for they had no idea that a fleet of such heavy ships would attempt that passage in the night. They were of opinion that he had contrived to slip to the southward of them during the night; and that his object was to intercept their convoy. They, therefore, stood to the southward, to afford protection to their expected convoy; and accordingly left the Channel open for ours, which entered it very soon afterwards. Some of the sternmost ships of our convoy, actually saw from the mast-head, the scattered part of the enemy's rear.

TIM. WEATHERSIDE.

STATE PAPERS.

At the Court of Carlton House, the 21st of April, 1812,
PRESENT,

His Royal Highness the Prince Regent in Council.

WHIEREAS the Government of France has, by an Official Report, communicated by its Minister for Foreign Affairs to the conservative Senate on the 10th of March last, removed all doubts as to the perse-

verance of that Government in the assertion of principles, and in the maintenance of a system, not more hostile to the maritime rights and commercial interests of the British Empire, than inconsistent with the rights and independence of Neutral Nations, and has, thereby, plainly developed the inordinate pretensions which that system, as promulgated in the Decrees of Berlin and Milan, was from the first designed to enforce :

And whereas, his Majesty has invariably professed his readiness to revoke the Orders in Council adopted thereupon, as soon as the said Decrees of the enemy should be formally and unconditionally repealed, and the commerce of Neutral Nations restored to its accustomed course :

His Royal Highness the Prince Regent, (anxious to give the most decisive proof of his Royal Highness's disposition to perform the engagements of his Majesty's Government) is pleased, in the name and on the behalf of his Majesty, and by and with the advice of his Majesty's Privy Council, to order and declare, and it is hereby ordered and declared, That if, at any time hereafter, the Berlin and Milan Decrees shall, by some authentic act of the French Government, publicly promulgated, be absolutely and unconditionally repealed, then, and from thenceforth, the Order in Council of the seventh day of January, one thousand eight hundred and seven, and the Order in Council of the twenty-sixth day of April, one thousand eight hundred and nine, shall, without any farther order, be and the same are hereby declared from thenceforth to be wholly and absolutely revoked : And further, that the full benefit of this order shall be extended to any ship or cargo captured subsequent to such authentic act of repeal of the French Decrees, although antecedent to such repeal such ship or vessel shall have commenced and shall be in the prosecution of a voyage, which, under the said Orders in Council, or one of them, would have subjected her to capture and condemnation ; and the claimant of any ship or cargo which shall be captured or brought to adjudication, on account of any alleged breach of either of the said Orders in Council, at any time subsequent to such authentic act of repeal by the French Government, shall, without any farther Order or Declaration on the part of his Majesty's Government on this subject, be at liberty to give in evidence in the High Court of Admiralty, or any Court of Vice Admiralty before which such ship or cargo shall be brought for adjudication, that such repeal by the French Government had been, by such authentic act promulgated prior to such capture ; and, upon proof thereof, the voyage shall be deemed and taken to have been as lawful as if the said Orders in Council had never been made : Saving, nevertheless, to the captors such protection and indemnity as they may be equitably entitled to in the judgment of the said Court, by reason of their ignorance, or uncertainty as to the repeal of the French Decrees, or of the recognition of such repeal by his Majesty's Government at the time of such capture.

His Royal Highness, however, deems it proper to declare, that, should the repeal of the French Decrees, thus anticipated and provided for, prove afterwards to have been illusory on the part of the enemy ; and should the

restrictions thereof be still practically enforced, or revived by the enemy; —Great Britain will be compelled, however reluctantly, after reasonable notice, to have recourse to such measures of retaliation as may then appear to be just and necessary.

And the Right Honourable the Lords Commissioners of his Majesty's Treasury, His Majesty's Principal Secretaries of State, the Lords Commissioners of the Admiralty, and the Judge of the High Court of Admiralty, and the Judges of the Courts of Vice-Admiralty, are to take the necessary measures herein as to them shall respectively appertain.

CHETWYND.

DECLARATION.

THE Government of France having, by an Official Report, communicated by its Minister for Foreign Affairs to the conservative Senate on the 10th day of March last, removed all doubts as to the perseverance of that Government in the assertion of principles, and in the maintenance of a system, not more hostile to the maritime rights and commercial interests of the British Empire, than inconsistent with the rights and independence of Neutral Nations; and having, thereby, plainly developed the inordinate pretensions which that system, as promulgated in the Decrees of Berlin and Milan, was from the first designed to enforce; his Royal Highness the Prince Regent, acting in the name, and on the behalf of his Majesty, deems it proper, upon this formal and authentic republication of the principles of those Decrees, thus publicly to declare his Royal Highness's determination still firmly to resist the introduction and establishment of this arbitrary Code, which the Government of France openly avows its purpose to impose by force upon the world, as the Law of Nations.

From the time that the progressive injustice and violence of the French Government made it impossible for his Majesty any longer to restrain the exercise of the rights of war within their ordinary limits, without submitting to consequences not less ruinous to the Commerce of his Dominions, than derogatory to the Rights of his Crown, his Majesty has endeavoured by a restricted and moderate use of those rights of retaliation, which the Berlin and Milan Decrees necessarily called into action, to reconcile Neutral States to those measures; which the conduct of the enemy had rendered unavoidable: and which his Majesty has at all times professed his readiness to revoke, so soon as the Decrees of the enemy, which gave occasion to them, should be formally and unconditionally repealed, and the Commerce of Neutral Nations restored to its accustomed course.

At a subsequent period of the war, his Majesty availing himself of the then situation of Europe, without abandoning the principle and object of the Orders in Council of November, 1807, was induced so to limit their operation, as materially to alleviate the restrictions thereby imposed upon Neutral Commerce. The Order in Council of April, 1809, was substituted in the room of those of November, 1807, and the retaliatory system of Great Britain acted no longer on every country in which the aggressive measures of the enemy were in force, but was confined in its operation to France

and to the countries upon which the French yoke was most strictly imposed; and which had become virtually, a part of the dominions of France.

The United States of America remained, nevertheless, dissatisfied; and their dissatisfaction has been greatly increased by an artifice too successfully employed on the part of the enemy, who has pretended that the Decrees of Berlin and Milan were repealed, although the Decree affecting such repeal has never been promulgated; although the notification of such pretended repeal distinctly described it to be dependant on conditions, in which the enemy knew Great Britain could never acquiesce, and although abundant evidence has since appeared of their subsequent execution.

But the enemy has at length laid aside all dissimulation; he now publicly and solemnly declares, not only that those Decrees still continue in force, but that they shall be rigidly executed until Great Britain shall comply with additional conditions, equally extravagant; and he further announces the penalties of those Decrees to be in full force against all nations which shall suffer their flag to be, as it is termed in this new code, "denationalized."

In addition to the disavowal of the Blockade of May, 1806, and of the principles on which that blockade was established, and in addition to the repeal of the British Orders in Council—he demands an admission of the principles, that the goods of an enemy, carried under a neutral flag, shall be treated as neutral;—that neutral property under the flag of an enemy shall be treated as hostile;—that arms and warlike stores alone (to the exclusion of ship-timber and other articles of naval equipment) shall be regarded as contraband of war;—and that no ports shall be considered as lawfully blockaded, except such as are invested and besieged, in the presumption of their being taken, [*en presumption d'être pris*], and into which a merchant ship cannot enter without danger.

By these and other demands, the enemy in fact requires, that Great Britain and all civilized nations, shall renounce, at his arbitrary pleasure, the ordinary and indisputable rights of maritime war: that Great Britain, in particular, shall forego the advantages of her naval superiority, and allow the commercial property as well as the produce and manufactures of France, and her confederates, to pass the ocean in security, while the subjects of Great Britain are to be in effect proscribed from all commercial intercourse with other nations; and the produce and manufactures of these realms are to be excluded from every country in the world to which the arms or the influence of the enemy can extend.

Such are the demands to which the British Government is summoned—to the abandonment of its most ancient, essential, and undoubted maritime rights. Such is the code by which France hopes, under the cover of a neutral flag, to render her commerce unassailable by sea; whilst she proceeds to invade or to incorporate with her own dominions all States that hesitate to sacrifice their national interests at her command, and in abdication of their just rights to adopt a code, by which they are required to exclude, under the mask of municipal regulation, whatever is British, from their dominions.

The pretext, for these extravagant demands, is, that some of these principles were adopted by voluntary compact, in the treaty of Utrecht; as if a

treaty once existing between two particular countries, founded on special and reciprocal considerations, binding only on the counteracting parties, and which, in the last treaty of peace between the same Powers, had not been revived, were to be regarded as declaratory of the public Law of Nations.

It is needless for his Royal Highness to demonstrate the injustice of such pretensions. He might otherwise appeal to the practice of France herself, in this and in former wars, and to her own established codes of maritime law: it is sufficient, that these new demands of the enemy form a wide departure from those conditions, on which the alleged repeal of the French Decrees was accepted by America, and upon which alone, erroneously assuming that repeal to be complete, America has claimed a revocation of the British Orders in Council.

If his Royal Highness, upon a review of all these circumstances, feels persuaded, that, on as this formal declaration, by the Government of France, of its unabated adherence to the principles and provisions of the Berlin and Milan Decrees, shall be made known in America, the Government of the United States, actuated not less by a sense of justice to Great Britain, than by what is due to its own dignity, will be disposed to recall those measures of hostile exclusion, which under a misconception of the real views and conduct of the French Government, America has exclusively applied to the commerce and ships of war of Great Britain.

To accelerate a result so advantageous to the true interests of both countries, and so conducive to the re-establishment of perfect friendship between them; and to give a decisive proof of his Royal Highness's disposition to perform the engagements of his Majesty's Government, by revoking the Orders in Council, whenever the French Decrees shall be actually and unconditionally repealed; his Royal Highness the Prince Regent has been thence pleased, in the name and on the behalf of his Majesty, and by and with the advice of his Majesty's Privy Council, to order and declare—

That if at any time hereafter, the Berlin and Milan Decrees shall, by some authentic act of the French Government, publicly promulgated, be absolutely and unconditionally repealed, then, and from thenceforth the Order in Council of the 7th day of January, 1807, and the Order in Council of the 26th day of April, 1809, shall without any farther order be, and the same are hereby declared from thenceforth to be, wholly and absolutely revoked: and farther, that the full benefit of this Order shall be extended to any ship or cargo captured subsequent to such authentic act of repeal of the French Decrees, although, antecedent to such repeal, such ship or vessel shall have commenced, and shall be in the prosecution of a voyage, which, under the said Orders in Council, or one of them, would have subjected her to capture and condemnation; and the claimant of any ship or cargo which shall be captured or brought to adjudication on account of any alleged breach of either of the said Orders in Council at any time subsequent to such authentic act of repeal by the French Government, shall, without any farther order or declaration on the part of his Majesty's Government on this subject, be at liberty to give in evidence in the High Court of Admiralty, or

any court of Vice-Admiralty, before which such ship or cargo, shall be brought for adjudication, that such repeal by the French Government had been by such authentic act promulgated prior to such capture; and, upon proof thereof, the voyage shall be deemed and taken to have been as lawful as if the said Orders in Council had never been made; saving, nevertheless, to the captors such protection and indemnity as they may be equitably entitled to, in the judgment of the said Court, by reason of their ignorance or uncertainty as to the repeal of the French Decrees, or of the recognition of such repeal by his Majesty's Government, at the time of such capture.

His Royal Highness, however, deems it proper to declare, that, should the repeal of the French Decrees, thus anticipated and provided for, prove afterwards to have been illusory on the part of the enemy; and should the restrictions thereof, be still practically enforced, or revived by the enemy, Great Britain will be compelled, however reluctantly, after reasonable notice, to have recourse to such measures of retaliation as may then appear to be just and necessary.

Westminster, April 21, 1812.

DECLARATION OF THE REPEAL OF THE BERLIN AND MILAN DECREES.

Palace of St. Cloud, April 23, 1811.

NAPOLEON, Emperor of the French, King of Italy, Protector of the Confederation of the Rhine, Mediator of the Swiss Confederation.

ON the Report of our Minister for Foreign Affairs, in consequence of the Act of the 2d of March, 1810, by which the Congress of the United States have enacted exemptions from the provisions of the Non-Intercourse Act, which prohibit the entrance into the American ports of the ships and goods of Great Britain, of its Colonies, and dependencies;

Considering that the said Law is an act of resistance to the arbitrary pretensions consecrated by the British Orders in Council, and a formal refusal to adhere to a system derogatory to the independence of neutral powers, and of their flag;

We have decreed, and decree as follows:—

The Decrees of Berlin and Milan are definitively, and from the date of the 1st of November last, considered as never having taken place (*non avenue*) with regard to American vessels.

(Signed)

NAPOLEON

By order of the Emperor,
The Minister and Secretary for Foreign Affairs.

(Signed)

The Count DARU.

* * In a conversation which took place in the House of Commons, on the 22d of May, between Mr. Brougham and Lord Castlereagh, respecting the above declaration, Lord Castlereagh treated it as one of those diploma-

tic documents, which so often disgraced the French Government. It bore, he said, internal evidence of having been drawn up as an answer to the Declaration of the Prince Regent, of April 21, 1812; and the date which had been given to it proved nothing but the fraud of the transaction, which, in every view, would disgrace the government of any civilized country.

PLATE CCCLXIV.

CASTEL DEL OVO (or Uovo) of which the Plate presents a View, and Castel del Nuovo, command the anchorage in the Bay of Naples.* During the summer of 1799, when Lord Nelson commanded in the Bay, and on the coast of Naples, the principal rebels, in the kingdom of the Two Sicilies, took refuge in those Castles, and, aided by the French, for a time defended themselves. They, at length, surrendered (June 23) by capitulation, to Captain Foote, of H. M. S. Seahorse; and, in conformity with the terms of the capitulation, to the signing of which Cardinal Busca, the confidential agent of his Sicilian Majesty, had been a principal party, the persons and property of the rebels were to be spared, and they were to be conveyed to Toulon. On the following day, while flags of truce were yet flying on board of the Seahorse, and on the Castles of Ovo and Nuovo, Lord Nelson arrived in the Bay; and, under the impression, that no terms, but those of unconditional submission, ought to be agreed to with rebels, he annulled the treaty, on the faith of which the surrender had taken place. The consequence of this was, that many of the rebels, instead of the persons being holden sacred, were subjected to great severities.

This circumstance has been so repeatedly, and so extensively discussed in the NAVAL CHRONICLE,† that we shall not here enlarge upon it; but, that the reader may be more completely in possession of both sides of the question, we transcribe the following passage from *CRAWFORD and M'ARTHUR'S Life of Lord Nelson*, Vol. II. page 180.

“ Lord Nelson, it appears, could not, in his own opinion, have acted otherwise than he did, without compromising the honour of that Sovereign, whose authority and orders his Lordship had received such explicit Directions from his government, to consider as a principal object during his services in the Mediterranean. Every thing, however, that the disappointed spirit of republicanism and French sophistry could invent, was sedulously employed, to throw the whole odium of what had passed on the British admiral; and, by a strange perversion of patriotism, Helen Maria Williams, voluntarily came forward to give these sentiments an English

* For a Chart of the Bay of Naples, accompanied by a descriptive account, side page 324 of the present Volume.

† In our Review of CAPTAIN FOOTE'S *Vindication*, &c. N. C. Vol. XVIII. p. 321, Vol. XIX. p. 130; and Vol. XXIII. p. 312.



Portrait of a man

From this ingenious writer, the Neapolitan traitors received the following apostrophe: 'Honoured shades! illustrious martyrs of liberty! born to all the distinctions of rank, invested with those privileges which wealth confers on its possessors, equipped with that knowledge which, in the hands of the wise, is the most durable foundation of power; ye wished to raise a degraded nation to the dignity of equal freedom.—You have made this glorious effort, not for yourselves, but for them., The attempt was sublime, it bore the stamp of divinity. Ye have perished under the stroke of perjury and despotism.—Lord Nelson, in a marginal note to this passage, writes, 'The British has, in my opinion, completely proved, that the persons she has named deserved death from the monarchy: they failed, and got hanged for their pains.'—The spirit of democracy, however, which was for a time restrained by the exertions of Lord Nelson and his officers, too much succeeded in producing that first impression on the public, which it is so difficult, even for truth, afterwards to efface. No less a mind than that of our late Senator, Mr. Fox, was affected by it, as appears from a passage in the eloquent speech, which he delivered, during the ensuing year, on the Address thanking His Majesty for refusing to mediate: 'It is said, that a party of the republican inhabitants at Naples, took shelter in the fortress of *Castello del Ovo*, they were besieged by a detachment from the Royal Army, to which they refused to surrender; but demanded that a British officer should be brought forward, and to him they capitulated. They made terms with him under the sanction of the British name. It was agreed that their persons and property should be safe, and that they should be conveyed to Britain. They were accordingly put on board a vessel; but, before they sailed, their property was confiscated, numbers of them, were taken out, thrown into dungeons, and some, of them, I understand, notwithstanding the British guarantee, absolutely executed.'

"The observations, from so great a statesman as Mr. Fox, astonished and hurt Lord Nelson; and in the first moments of the irritability which they occasioned, he sent the following letter to Mr. Davison:—My dear Sir: Mr. Fox having, in the House of Commons, made a violent accusation against somebody, for what he calls a breach of a Treaty with Rebels, which had been entered into with a British officer; and having used language unbecoming either the wisdom of a senator, or the politeness of a gentleman, or an Englishman, who ought ever to suppose, that his Majesty's officers would always act with honour and integrity in all their transactions; and as the whole affairs of the Kingdom of Naples were, at the time alluded to, absolutely placed in my hands, it is I who am called upon to explain my conduct: I, therefore, send you my observations on the injurious imputation entered into by the Cardinal; and on his refusal to send in a joint Declaration to the French and Rebels, I sent in my note; on which the rebels came out of the castle as they ought, and as Europe all thought who are true to their King and Country will be hanged, or otherwise disposed of, as their Sovereign thought proper. The terms granted by Captain Foote, of the *Seahorse* at Castellamare, were all strictly complied

with; the rebels having surrendered before my arrival. There has been nothing promised by a British officer, which his Sicilian Majesty has not cotemplated with, even when in disobedience to his orders to the Cardinal. Shew these papers to Mr. Rose, or some others; and, if thought right, you will put them in the public papers.'

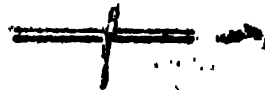
"Respecting the term *armistice*, which his Lordship used in this letter, and apparently, from the hurry and agitation in which he wrote, for Treaty, it may be observed, that both the copies of it which have been printed, by Captain Foote, and by Helen Maria Williams, are entitled, *Projet de Capitulation pour le Fort-Neuf et le Fort de l'Ouef*. Lord Nelson has written on that in M. Williams' letters, *Never executed, and therefore no Capitulation*: by which he probably meant, never executed as a Treaty; since, before the *Projet* had been entirely acted upon, he had interposed his authority, for reasons already mentioned, and having sent in other terms to the prisoners, they had, of their own accord, on those terms, surrendered without any conditions whatever.

"Whatever difference of opinion may remain in the minds of many persons respecting this defensive measure, it is certain that the admiral himself was entirely satisfied with the necessity and justice of his conduct. It is assuredly a subject of great delicacy and difficulty. It may, however, be observed, that Nelson possessed some old-fashioned ideas, which it would be well for society if they more generally prevailed. He had an utter horror for republicans, and more particularly for those whom the hatred of French corruption had raised. He considered rebellion against the lawful sovereign of any country, with the sacred legislator, 'as the Sin of Witchcraft.' The person of Majesty, whatever defects or infirmities it might individually possess, was always by him regarded as sacred. The principle on which he invariably acted, throughout the subsequent punishment of these traitors, both during his continuance at Naples, and on his return to Palermo, was a determination not to interfere with the regular established course of the Neapolitan laws; and this principle of conduct was certainly worthy of Lord Nelson's public character as a British Admiral, purposely sent to support the government and laws of the Kingdom of Naples, which a variety of causes had disorganized.

"It must, however, be acknowledged, that many of our own officers in the Mediterranean, considered the admiral's conduct as too decided, and even impolitic. Amongst whom was Lord Keith, who had succeeded Earl St. Vincent in the Mediterranean.

"To such persons as still retain sentiments similar to those great officers, it may be observed, that if Lord Nelson, according to their ideas, in this instance acted at variance with his long established character for humanity, and his great professional reputation, it certainly did not arise from any dishonourable principle, or want of feeling; and was an error, even if admitted as such, not of professional integrity, but of political judgment: in which, as well as in various other instances of his life, he resembled the renowned Blake; of whom Dr. Johnson in consequence said, 'We must then admit, amidst our eulogies and applauses, that the

great, the wise, and the valiant Blake, was once betrayed to an inconsiderate and desperate enterprise, by the resistless ardour of his own spirit."



HYDROGRAPHY.

FRANCE.

THE Morbihan is a gulf full of small islands, uninhabited, and surrounded by villages: it gives name to the 50th department of France, which has been, by the revolutionary sub-division of that monarchy, detached from the maritime province which formerly bore the name of Bretagne. It is divided into 9 districts, and 70 cantons, extending over an area of 328 square leagues, with a population of 280 thousand individuals and upwards, of whom near 50 thousand are able to bear arms. The chief place of this department is Vannes (called in latin *Dunorigum Vene'i*), an antient populous and trading city, in latitude $47^{\circ} 39' 20''$ N. longitude $2^{\circ} 15' 4''$ W. from Greenwich. It is about a league from the main sea, with which it communicates by the channel of Morbihan; distant from Paris 108 leagues W. by S., from Port Louis 11, E., from Nantes 24 W. Port Louis is a strong place at the mouth of the river Blavet, and its citadel commands the entrance to Port Lorient, from whence it is distant something less than 2 leagues. Port Louis is in latitude $47^{\circ} 42' 47''$ N. longitude $3^{\circ} 20' 59''$ W. Lorient, which is situated at the bottom of the bay of Port Louis, is a place of considerable importance; being the fourth naval arsenal of antient France, and the principal seat of its former oriental trade and navigation, distant from Paris 125 leagues W. in latitude $47^{\circ} 45' 11''$ N. longitude $3^{\circ} 21' 2''$ W. The approach to this port from sea is covered by the Isle of Crovais or Groay, which lies before it at the distance of 2 leagues, somewhat resembling the situation of the Isle of Wight relative to Portsmouth. Crovais is in latitude $47^{\circ} 38' 1''$ N. longitude $3^{\circ} 26' 8''$ W. Quiberon is a village 7 leagues S.E. from Port Louis: it stands on a peninsula 2 leagues long, by about $\frac{1}{4}$ broad, on the west side of an extensive bay, celebrated in the annals of English warfare, and to which it gives name: the point which turns a little S.E.-ward is about 7 leagues N. from Belle-Isle, and has several islets a small distance in front of it. Belle-Isle (*Caloncsas*) is a rocky island on the south coast of the Morbihan, about 6 leagues long, and 2 broad; with a good citadel named Palais (Palatiuin), in latitude $47^{\circ} 17' 7''$ N. longitude $3^{\circ} 4' 42''$ W. Hedic or Hoedic is a small island not far from the former, in latitude $47^{\circ} 20' 46''$ N. longitude $3^{\circ} 51' 16''$ W. Houat (*Horatu*) is another islet in the same vicinity, being about 4 leagues from Belle-Isle, and 11 or 12 miles in circumference. The "English Pilot" (London, 1723), gives the following more detailed description of this portion of the coast of France:—

“Athwart the Penmark rocks and Glenan isles the land may be discovered when in 55 and 60 fathom soundings. From the Glenans to Grouay is 7 leagues E.S.E. The east end of the island named P. de Croix goes steep down, and has three windmills near it; the west end goes down sloping and flat: so that by these marks the island is easily known. There is good anchoring under the east end in 6 or 7 fathoms; there you may lie safe from a S.W. wind: there is also a good road for a wind from W.S.W. to N.W. under the north-east point of the island: but in sailing to seaward of it take care of the foul ledge of rocks that run off from the south-east end. Port-Louis lies N.N.E. about $1\frac{1}{2}$ league from the east end of Grouay. On the west point of the haven stands Larnor; and from the east point, or P. de Gaure, runs a ledge of rocks called the Traverse; also on the east side of the entry within it, lie two rocks always under water; and on the west side another with a hole, bare at half ebb. To avoid all these, you may run in along the west land, observing these marks:—When without the haven, you may see the little island Michel in the midst of it; and an abbey or the like on the main-land to the eastward of this island: bring that abbey right on the east point within the traverse, and run by it. When in, it is sufficiently broad, and you may anchor before the island Michel, where there is 3 or 4 fathoms depth at low-water. About $2\frac{1}{2}$ leagues S.S.E. from Grouay lies the Birvidaux, a dangerous rock which covers and uncovers, with several others near it, always under water. When P. Lay (which is to the west-ward of Port-Louis) is right over P. de Croix, or Grouay, with the northernmost windmill on Quiberon E. by N. then you are thwart of this rock. From P. Penmark to Belle-isle is E.S.E. southerly, 16 or 17 leagues: the latter is from Grouay S.S.E. about 5 leagues, and may be thus known: when it bears N.N.E. the west end appears as if divided into three parts; at the westernmost thereof, is a great rock, which is covered at high water: at the west end is a steep point, that lies out saddle-wise, with some houses thereabouts. When out at sea in 55 fathom soundings, Belle-isle may be seen from the deck, but from aloft in 60 fathoms. To ride under the north-west end of Belle-isle, care must be taken to give the point of the island a good berth, because of several sunken rocks, which lie above a mile off; but when within the island, you may run into Sauzou road, or sailing within two cables-length off the land till you come before Palais, where you may anchor before P. St. Julien, in 12, 10, 9, 8, or 6 fathoms; here you are land-locked for a S. S.W. and N.W. wind, but in case it blows more northerly, you will be obliged to shift and run for the east end, into Port de Lomaria, or else into Port d'André, where you may anchor in 6, 7, 10, or 12 fathoms. Belle-isle lies N.W. and S.E. you have every where good riding; and according as the wind blows you may shift from one road to another. Between Belle-isle and the main-land, but farther to the eastward, lie the small isles Hovat and Hedic; and within them the entrance of Morbihan, the rivers Vilaine, of Roche-Bernard, and Loire, or of Nantes. Hedic lies E. by N. about 2 leagues from the east end of Belle-isle: about $\frac{1}{2}$ league S.E. from Hedic lie the rocks called the Cardinals,

always above water: there are several others hereabouts, some dry at low water, others always covered. Hovat lies N.E. almost 2 leagues from P. de Lomaria, at the east end of Belle-isle. There is good riding on the north side. About 3 leagues from Belle-isle to the northward lies Quiberon, a peninsular point of the main-land between Port-Louis and Morbihan, projecting southward. At high water it may be considered almost as an island. At the south-east end there lie several rocks, for about a league to sea-ward. In coming from the west to Morbihan, &c. you may run through between Quiberon and Hovat, keeping the Quiberon rocks on the larboard side within 2 or 3 cables' length, so as to leave on the starboard side all those rocks which belong to Hovat, giving them a greater berth, and from hence to Morbihan is N.E. easterly $2\frac{1}{2}$ leagues. Or else you may sail between Belle-isle and the isles of Hovat and Hedic, so running to the eastward of the Cardinals; for the channel lies S.E. by E. is above a league wide, and very clean: give a good berth to the south point of Hedic, then you may run along by the Cardinals night or day, in 8, 9, or 10 fathoms, all clean sandy ground; and this is the safest and best channel, if within Belle-isle, for between Hedic, Hovat, and Quiberon, there lie so many shoals and sunken rocks, that although there is in some places water enough between them, yet it is so narrow, and there is so much danger of being deceived by the setting of the tide, that it is not safe to sail through unless well acquainted. If bound to Morbihan, go away N.W. and N.N.W. and you will have 8 or 9 fathoms depth in the fair way: then keep a little more northerly right with P. Navalo, which lies to the westward of St. Gildas, for there runs a ledge of rocks about half a league to sea, west from thence, which must have a good berth; then run in close by P. Navalo, on the eastern shore: but in this channel be sure to reckon well your tide, for it runs in and out of the river of Vannes so strong, that though it may blow a storm, you can hardly sail in with an ebb, so also does it contrary-wise on the flood, therefore the best time is slack-water. At the meeting of both rivers, viz. that from Vannes, and that from Auray, there lie several rocks, some above, though most under water, which, if bound into Auray, you must leave on the starboard side; but in going to Vannes leave on the larboard side; and when so far in as to bring Lomaria mill S.W. there you may anchor in the midst of the havens with 9 or 10 fathoms water; then will Auray lie N.N.W. All this west shore is so deep, soft, and oozy, that although you should sail against it you would scarce receive any damage. The course from Hedic to the entrance of the river Vilaine is E.N.E. about 6 leagues. Between P. Penvis, on the north, and P. Pirto on the south side of the entrance to this river, about 2 leagues off its mouth, lies a small island called Dumet. In coming from the river Loire to the Vilaine, run to sea-ward of Dumet, in order to avoid a sand-bank called Four* (or Oven), on the north end whereof are four rocks, sometimes bare at low water: those lie a little more than a league to the westward of P. Croisic, which is the northern

point of the Loire. Here is a great inlet, like a haven, called Le-Crohic, which lies in latitude $47^{\circ} 17' 43''$ N. longitude $2^{\circ} 30' 15''$ W. from Greenwich; but which is not comprised in the plate (ccclxiv.) to which, as well as to certain of the gazette letters, and other articles in this volume, the present memoir is intended to serve by way of illustration. On the greater part of this coast of the Morbihan, and the islands hereabouts, a S.W. and N.E. moon makes high-water; but within the headlands and bays, &c. a point later must be allowed, according as the indraught be more or less deep in the land. The flood setting right in from the ocean, and the ebb athwart from the shore sea-wards, so the course of no manner of streams is to be perceived, unless it be a little through or about some points of islands where the natural direction of the tide is interrupted by eddies and uncertain whirlings to leeward of the said islands, which ought to be carefully allowed for."

NAVAL AND HYDRAULIC ARCHITECTURE.

THE BREAKWATER IN PLYMOUTH SOUND.

(Continued from page 427.)

THERE is no doubt, that, were the space between Drake's Island and Mount Edgecomb to be shut up, Barn Pool would be completely sheltered as well as the front of the dock-yard, and vessels would ride at either place with perfect safety. And as the tide would be confined to the channel between Drake's Island and Mount Stone, the current would be stronger. But although its tendency would be to deepen this channel, yet, as we believe the whole bottom and sides to be hard rock, we doubt whether the water would produce much effect in scouring it down; it would rise, however, somewhat higher, and a greater depth would, in this way, be obtained: the strength of the current would also be considerably increased, as the area of this channel is about one fourth less than that between Blockhouse Point and Wilderness-point. But were even the velocity to be increased one fourth, it would little exceed three miles per hour; for we found on trial, the 21st of March last at half ebb, that the water between the last mentioned points, assisted by a considerable land flood, only moved at the rate of two and a half miles per hour.

The increased current would be of considerable advantage to vessels going into or out of the Harboze, were the channel straight; but as it would be very crooked, the case would prove otherwise: and although the advantages stated above, would be obtained by the shutting up of the bridge, other evils would result, in our opinion, of far greater magnitude.

When the tide sets into the Harboze, it is the strongest about three-quarters flood; at this time, a strong tide passes over the bridge, as well as through the channel between Mount Stone and Drake's Island: the

meeting of these above Barn Pool in an oblique direction, occasions a change of their direction, and the combined currents move on between Wilderness Point and Blockhouse Point, towards Mutton Cove; and from thence sweep along the front of the dock-yard into the Hamoaze. Whereas, were no tide to be allowed to pass across the bridge, the current would make directly into Barn Pool, and from thence it would be reflected across to the old gun wharf point, and from thence again into Mill Bay. Thus vessels going into the Hamoaze would be in constant danger, first, in running against Wilderness Point, and secondly, in crossing from thence, against the Gun-Wharf Point. And it is probable, also, that a large mud-bank would be formed in part of the dock-yard. Inconveniencies similar to the above, would likewise be experienced in coming out of the Hamoaze. Moreover, the opening to the Hamoaze being less, a smaller quantity of water would flow into and through it, which would be extremely injurious to the harbour. For these reasons, therefore, we are of opinion, that whatever is done at the bridge, should be done with the greatest caution. Perhaps a pier may be built part of the way from Mount Edgcombe to Drake's Island; but if this were to be done, a part of the bridge should also be removed. In our opinion, however, it would be much better that nothing be done here, until the effects of the above break-water have been ascertained; and it does not appear to us, that any other work within the great break-water would materially improve the harbour, for the purposes of his Majesty's fleets.

We have stated, in a former part of this report, that, from the information of pilots and others, the sound, by the deposition of mud or silt brought down by the land-freshes into the Hamoaze and Catwater, has become more shallow than it was half a century ago, and that it still seems to be on the decay. On this we may observe, that all bays into which rivers are discharged, become in time more shallow by the deposition of silt brought down by them from the interior country. But Plymouth Sound is as unlikely as any place we know to receive material injury in any reasonable time from such alluvious matter; for as the Tamar, with the other contributing streams that flow into the Hamoaze, hold their general course through a hard soil, and have a large space to deposit their mud on before they enter the sound, we apprehend that when it gets there, very little is left to deposit. The same may be said of the rivers that empty themselves into the Catwater, at least as it was so before any mud lands were embanked; but it may now soon be otherwise.

The proof of the above opinion respecting the small deposition that takes place in the sound, appeared pretty evident on examining the water in it on the 19th, 20th, and 21st of March last, when there were considerable land floods; and yet the water was little impregnated with alluvious matter. And as it does not appear that any journal of soundings has been kept of either the Sound or Cawsand Bay, we confess we have no doubts, at least respecting the extent of the deposition which is asserted to have taken place. To ascertain the fact in future, regular soundings should be taken, and a journal of them kept; and if it shall be found that the decrease of depth is

rapid, and, indeed, if there shall be found in any place too little water for the moorings of ships of the line, it may be deepened where the bottom is soft, by machines worked by the power of steam.

But although we are not inclined to believe that the Sound has lost so much of its depth as has been stated to us, we think it probable that some depth may have been lost, and that, unless more care be taken in future to preserve the harbour than has hitherto been done, great injury may ultimately arise.

We may state, as a general principle, that tide harbours are deep in proportion to the quantity of water that flows into or ebbs out of them at every tide, in conjunction with the fresh water that comes from the interior of the country: and of the contrary, their depth decreases in proportion as the tidewater is diminished, and the fresh water is less. Many striking instances of this are to be found in Great Britain. The Thames, the Medway, the Witham, Welland, Ouze, Rother, and others, afford ample proof. And we believe that Portsmouth harbour has been greatly injured within these few years, by having a part of its backwater taken away, by encroachments on the mud lands, and by the mud or silt deposited by the rivers from the interior country.

We, therefore, advise, that no embankments or encroachments be in future allowed to be made either on the mud lands or creeks of the Hamoaze, or on the Catwater or creeks belonging thereto, so as to diminish the ancient receptacles into which the tide used to flow; and that no ships be allowed to throw their ballast within the tideway. At Plymouth Dock-yard considerable injury has been occasioned by throwing the rubbish and stones and rubbish from the dock-yard into the tideway near the Gun Wharf. The current acting on this rubbish, grinds part of it into sand, which, with the mud brought down from above, is deposited at the entrance of the upper dry dock, and in part at the entrance of that contiguous. The first is obliged to be frequently cleansed before ships can be docked and the other also, sometimes, though less frequently.

From the Gun Wharf to the powder magazines, encroachments have been made on the mud shore of the Hamoaze, and ground has been taken in to a considerable extent. This may be the case also in other places; and indeed we know of some, which we have not represented. But bad as these encroachments are, they are small, when the extent of the Hamoaze is considered, in proportion to those that have been made and are now making in Catwater. About twenty-eight acres have within these few years been embanked at the head of the Lary, about one hundred and six on the west side by the road now making to Plymouth, and about one hundred and seventy-eight are now taking in on the east side of Chelson's Bay. Six acres were many years since embanked at Pamfret Lake, on which a tide mill is now worked; this, however, does less injury. The total quantity of space over which the tide flows, contained within a line drawn from Mount Batten to Queen Anne's battery, is 851 acres, of which 312 have already been, or are now embanking; being more than a third of the whole of Catwater; and if these are suffered, more will still be taken in. More Lake, about 51

acres, is dry at low water, and this may easily be embanked. Sutton Pool at the mouth of Catwater, covering about seventy acres, we have been informed, is likely to be in part embanked. The injury that may thus ultimately arise to the harbour of Catwater; and even to the Sound itself, we dare not venture to calculate; but we do most strongly and earnestly recommend that an immediate stop be put to all encroachments on the mud lands of the Hamouze, Catwater, &c. that so evident a cause of the deterioration of this excellent harbour may no longer continue to operate its destruction.*

* Our ancestors well knew the necessity of preventing encroachments on the mud lands overflowed by the tide in our harbours, as well as the propriety of preventing nuisances from being committed thereon, as appears by examining their acts of parliament, and other public records.

An act was passed in the 23d year of the reign of Henry VIII. for the preservation and maintenance of the havens and the ports of Plymouth, Dartmouth, Tinnmouth, Fal-mouth, and Fowen, in the counties of Devon and Cornwall; wherein, severe penalties were inflicted on the workers of tinworks, called streamworks, within the said counties, if they allow any of the sand, gravel, &c. washed from their tinworks, to run into any of the above havens. And at a great court of our Sovereign Lord, the King, in his Duchy of Cornwall, holden at Crockerentorre, in the county of Devon, before Philip Champernon, Knight, on the 28th of October, in the 24th year of the reign of King Henry the Eighth, the jurates in the Stannary courts of Chaggeforde, Aysburton, Plympton, and Tavistack, with the assent and consent of all the tinners of the aforesaid county of Devon, did enact, affirm and ordain, that, where out of time it hath been used within all the Stannary of Devon, that every person working within any streamworks, should keep their gravel, rubble, and sand, under the sword of grass, and by force of the water to convey it to the great river, because it should hurt no man's pasture, nor quit any tenant; and now it is supposed, by certain inhabitants of the haven towns of Dartmouth and Plymouth, within the said county, that the said rubble, gravel, and sands, descendeth by reason of the great floods to the said haven towns, whereby, in continuance, it should greatly hurt and quit the said havens: which God forbid; Wherefore, be it enacted and ordained, by authority of this court, that every person or persons that hereafter shall work in any streamworks, or cause any streamwork to be wrought, that they, and every of them, convey and carry or cause to be conveyed and carried, the gravel, rubble, and sands, into old hatches, tipples, or any places, or other convenient places from the said great rivers, so that the said gravel, rubble, and sands, be not conveyed to the said havens of Dartmouth and Plymouth, or any of them hereafter shall be decayed or hurted, upon pain of such fine or fines as hereafter shall be, by the Lord Warden or his Deputy, assessed or set upon any person or persons, for every default, so offending contrary to the provisions of this statute, to the use of our Sovereign Lord the King, &c. if any such default be found by verdict of twelve men, at the lawday of any of the four stannary courts.

Another act of parliament was passed for the like purpose, in the 27th year of King Henry VIII. The like was enacted respecting the rivers Dart and Tinn. An act was also passed in the sixteenth year of the reign of Queen Elizabeth, for the preservation of havens, in the county of Devon, decayed by rubble falling from tin works; wherein it is enacted, That for the better preservation, and

To determine from what quarter materials for the execution of the great Breakwater and pier might best be obtained, we examined all round the Sound, Cawsand Bay and the Rinn Head, to ascertain where stone could

maintenance of the havens and ports of *Plymouth, Dartmouth, Tainmouth, Falmouth* and *Fowey*, there have been, heretofore, two sundry statutes and acts in the high court of Parliament, holden at *Westminster*, whereof the one in the twenty third year, and the other in the twenty-seventh year of the reign of the late King, of most famous memory, King Henry the eighth, were ordained and made: in which said statutes, it hath been by great policy ordained and devised, that no person or persons from and after the end of the said parliament, should labour or work in any manner of tinworks, called streamworks, within the aforesaid counties of *Devon* or *Cornwall*, nigh to any of the fresh waters or rivers, or other low places there descending, or having course to the aforesaid havens and ports or any of them, or should labour dig or wash any tin, in any of the said tin works, called streamworks, unless the digger, owner, or worker, did make sufficient hatches or tyes in the end of their buddles and cords, and therein put or lay or cause to be put and laid all their said stones, gravel, or rubble, digged about the searching, finding, and washing of the said tin, there to be wholly and surely kept by the said hatches and tyes, out and from the aforesaid fresh rivers, upon certain pains mentioned in the said several statutes, as further in the said statutes more at large is contained: Which said statutes for that they (not being put into due execution) have not brought such redress of the annoyance of the said ports and havens as there was meant, and hath been looked for; and to the end that the said several statutes, and the mischiefs therein declared may the better hereafter be reformed, it is now enacted, over and besides the penalties and provisions already ordained in the said two statutes, that if upon any bill, plaint or information, made or exhibited in any of the courts of stannary in the aforesaid county of *Devon*, against any person or persons for any offence done contrary to the provisions of the aforesaid statutes, or either of them, and that the person or persons so offending be thereof duly convicted, either by the verdict of twelve men, or by his or their own confession, that the party or parties so convicted for the first offence shall forfeit and incur the penalty of forty marks, to be levied of his goods and chattels by a *fiat facias*, as other forfeitures and penalties are accustomed to be levied, the one half of all which penalties and forfeitures to be to our Sovereign Lady, the Queen's Majesty, her heirs and successors having no Prince, and when God shall send us a Prince, then to the Lord Prince, and the other half to the party that will sue for the same, by bill, plaint, or information, in which suit no protection, essoyne or wager at law to be allowed for the defendant; and if the party so offending do oftentimes offend, and be thereof convicted as aforesaid, that then he is to lose all such interest, estate, and term, as he

shall send us a Prince, then to the Lord Prince, and the other moiety to him shall sue for the same in any of
 or information, in which suit, no protection, essoyne, or wager of law to be allowed for the defendant; and if the party or parties so offending (and thereof convicted as aforesaid) be not able to pay and satisfy the penalty of forty marks aforesaid, that then the said party or parties shall be committed to the prison of

be had of the best quality and at the cheapest rate; but we found the rock so full of fissures, that we were led to doubt, whether blocks could be got large enough for the purpose, at a moderate expense, from any of these places. Should these doubts, upon a further examination, prove to be well founded, abundance of rock may be had from the Catwater and head of the Sound, in blocks large enough for the purpose. On a rough calculation, it appears that upwards of twenty millions of tons, in blocks fit for the work, might be had from Catwater alone; and a great addition, if found necessary, might be got from the head of the Sound. This is so much beyond what will be wanted, that no fears need be entertained respecting an abundant supply of stone for the works.

The time the proposed works will require for execution, will depend in some measure on the places where stone can be had. If good quarries shall be found on the opposite sides of the Bay, in the direction of the proposed Breakwater and pier, and proper shelter for small vessels is made adjoining the quarries, a great number may be employed to take the stones from these places, and deposit them in the line of the works. When the

Tidford, there to have the imprisonment of one whole year, without bail or main, &c.

And be it further enacted, That if the Steward of the said Stannary court for the time being do not at each law-day to be holden within the said Stannary, give this ordinance and statute in charge to the jury of the same court, that then the Steward shall for his negligence incur the penalty of five pounds for each time so offending, to be levied by *fiat facias*, to the use of our Sovereign Lady, the Queen's Majesty, her heirs and successors, having no Prince, and when God shall send us a Prince then to the Lord Prince.

And for the better preservation of the havens aforesaid, be it further enacted, That it shall be lawful for any person or persons from henceford washing in any hatchworks or streamworks, to convey and carry their rubble, gravel, and sand, of any such works into any hatches, eye pits, or moory places or grounds, which have been of ancient time wrought, or any other convenient places, as well within the limits and bounds of the said tinworks as elsewhere, so that it be not prejudicial to the working of any work already pitched and not thoroughly worked into the shell, and that it shall not be lawful for any person or persons hereafter, to dig or work for tin in any streamwork within the score feet of the main or great fresh rivers, commonly called by the names of *Tyne, Ure, Plym, Teaz, Walkerham, or Tamar*, running or descending to any of the havens aforesaid, nor shall work any hatchwork, within four and-twenty feet of any of the rivers aforesaid, and that all and every person or persons working in the said hatchwork, shall make and provide such strength of piles and stages, as that the force of any of the aforesaid rivers, at the flood or overflowing of any of them, do not carry away abundance of gravel, rubble, or sand to the nuisance or hurt of any of the havens aforesaid, upon pain of five pounds or penalty, as shall be assessed for the said offence, by the Lord Warden or his under Warden in that behalf, if it be found by verdict of twelve men at a law-day. Provided always, that no person or persons shall incur the danger or penalty of any statute made at this present great court of Parliament, before the publication of the effects of the same at any of the four stannary courts of this county of Devonshire.

winds blow from easterly points, the vessels may be employed in conveying stones from the quarries on the east side of the Bay, and when it blows from the west may be employed in conveying stone from the western side of the Bay. By these means the work will be done in the shortest time. But as we have stated before, our apprehensions that stones cannot be had of sufficient dimensions on either side of the Bay to suit the purpose, and that probably resort must be had to the Catwater and head of the Sound, more time will in that case be wanted for these works. It is true that the facility with which vessels can pass to and from Catwater, and the convenience with which they can obtain their loading, are greatly in favour of this situation; the distance indeed is a material object; and as the vessels have, as it were, only one point to depart from, they will meet with frequent interruptions by contrary winds. But still the facility with which large blocks of stone can be obtained here; the advantage of being able to dispose of the rubble stone for the supply of the lime trade, which will not only be of essential service to the country, but will greatly reduce the price of large blocks; the convenience that will be afforded to the workmen by having lodgings, &c. so near, are all in its favour. And, therefore, although the time may be somewhat prolonged by getting stones from the Catwater and Sound, we apprehend that the work will be executed at less expense than at any place we have seen on either side of the Sound.

It is not an easy matter to calculate correctly what quantity of stone will be wanted for this great work, not only because the sea may form a more extensive base than we have supposed, but because the bottom being very uneven and no correct section of it having been obtained, owing to the swell that was in the Sound while we were making our observations. We have, therefore, made considerable allowance, and trust that our calculations will be sufficient. Thus, supposing the great Breakwater to be 850 fathoms in length, ten yards broad at the top at ten feet above low water of spring tides, and having a slope on the south or sea side of three horizontal to one perpendicular, and on the Sound or land side, one and a half horizontal to one perpendicular, there will be required about two millions of tons of stone. If one hundred sail of vessels of 50 tons each, were to be employed at the port, and each vessel to carry one hundred tons per week, they would carry in all, ten thousand tons per week; or say, 300,000 per annum. At this rate the Breakwater would be raised to ten feet above low water in four years. But as much time would be lost in preparation to begin the work, and during its execution, many unforeseen accidents would probably arise, we think it would require about six years.

If the pier from Ardara point is built from the shelving rocks without the point, and not carried close to it, there will be required, for the work, about 360,000 tons of stone. Thirty vessels could be conveniently employed at this pier, and would probably complete it in about three years: but we will allow the same time for this as for the great Breakwater. The great Breakwater should be begun on the shore, and extended on both sides; by this plan, the extent to which it should be carried will be ascertained without difficulty, as its effects on the Sound will appear

as it proceeds. And that it may be carried on properly, the whole of the straight part of the Breakwater should be buoied out at the beginning of the work; by these means, the range of the vessels that are to deposit the stone, may be extended over the whole length of this straight part, without interrupting the operations of each other. As to the pier of cut stone, proposed to be built on the top of the Breakwater, it would not be advisable to build it until the rubble stone has time to settle and consolidate. But the Sound will be tolerably sheltered even without it, and, therefore, expedition in that part of the work, is not of such material consequence. Annexed, is an estimate of this great work, for the accuracy of which we do not pledge ourselves, although we have taken all the care in our power that it should be so; but in such an exposed situation as this is, many unforeseen expenses may arise, which no human foresight can calculate. We hope, however, the estimate will be found adequate.

JOHN RENNIE.
JOHN WILDBEY.

The Lords Commissioners of the Admiralty.

ESTIMATE of the probable Expense of a BREAKWATER and PIER, for sheltering of PLYMOUTH SOUND and BOUVISAND BAY.

To 2,000,000 of tons of limestone, in blocks, of from one and a half, to two tons weight, in the Breakwater, 7s 6d per ton.....	£ 750,000
To 360,000 tons, in the pier proposed to be built from Anduin Point, 7s.....	126,000
Contingencies, say, at £ 20 per cent. on the whole.....	175,200
	£ 1,051,200

ESTIMATE of the probable Expense of a Cut-stone PIER and two LIGHT-HOUSES, to be built on the Top of the great Breakwater.

To 42,000 cubic yards of masonry, in the out and inside walls of the pier, 27s.....	£ 44,700
To 62,000 cubic yards of rubble filling, between the out and inside walls of the pier, 2s.....	124,000
To paving the top of the pier with large blocks of stone, 8,500 square yards.....	22,950
To two light houses, with reflectors and Argand lamps.....	5,000
Contingencies, £. 30 per cent.	28,650
	£ 119,900

Plymouth, 23d August, 1846.

As in your instructions to Mr. Rennie, I have been desired with him, among other subjects, to consider the scheme proposed for giving security

to ships at their moorings in Plymouth Sound, I have, after perusing his report on this subject, examined with him the several propositions therein mentioned; and I generally agree with him, and the gentleman who assisted him, that the proposed Breakwater, extending eastward and westward from the Shovel Rocks, will have the most beneficial effects; that it may be done for a sum not exceeding the estimate subjoined to his report; and that the gradual prosecution of it will gradually demonstrate its utility, and shew how far it may be necessary to extend it. I am also of opinion, that it will have no sensible tendency to decrease the soundings in the Bay; for though there can be no doubt that the sea, in all parts of the globe, must be diminishing in depth by the deposition of earthy matter continually washing from the land, yet as this is distributed by the continued agitation of the sea, and by the currents, to all parts of the ocean, its effects locally, in the memory of any living man, can hardly be perceptible, unless increased by some local obstruction; and so far from considering such a Breakwater as having any tendency to increase the deposit (except within a short distance from the base of it) I am rather of opinion, that it will have the contrary tendency. I am rather inclined to think, that the proposed height of the rubble Breakwater, viz. 10 feet above the low water of spring tides, is less than it should be; for though it may be something less expensive to raise it above water by a regular built pier, than by a great mass of rubble work, I think it will be more liable to derangement; for the re-action of a wave, after striking a surface more nearly perpendicularly, will have a violent tendency, in descending, to remove loose stone on the inclined surface of the rubble pier. The expense of raising the rubble pier to the level of high water will not be in proportion to the increased height; for I think the base proposed by Mr. Rennie sufficient to admit of an increase of its height.

I am also of opinion, that if the external parts of the rubble pier be formed with large blocks, that the body of the pier, especially towards the base of it, may be done with smaller stone, which will be more easily got and conveyed, as I am of opinion, that the agitation of the surface of the sea does not produce as great an agitation at the bottom; but this may be easily ascertained by proper experiments. In the obtaining of materials, I join in opinion with Mr. Rennie, that in Catwater will be generally the most convenient. But as in fine weather it may be obtained in many other places (especially if it should appear that smaller stone may be used) it struck me at the time, that it might be worth the consideration of the Board of Ordnance, whether the rock might not be so taken away from the base of the walls of the garrison at Plymouth, as to make it more defensible.

The increase of the depth of the two entrances into the Sound, by some acceleration of the current, is obvious where the bottom is not of rock: and it is for this reason, that I am inclined to think that the Breakwater will also have a tendency to increase the general depth in the Sound; for from the general surface of the bottom of the Sound to the bottom of the two entrances, will be more or less an inclined plane, and every particle of mat-

rer put into motion by the agitation of the winds, will, in turning over before it rests, rather incline to rest on a lower than in a high part of the bottom, *however small may be the inclination.* I think that experience will show the pier or Breakwater from Andurn Point will also be advisable, but this cannot properly be determined on until the other shall be done. I am of opinion, that the reasons given for not shutting up the passage between Drake's Island and Mount Edgcombe, are satisfactory and conclusive.

WILLIAM JESSOP.

To the Lords Commissioners of the Admiralty.

[To be continued.]

Naval Poetry.

EXTRACTS

FROM

MRS. COWLEY'S SIEGE OF ACRE,

A POEM, IN FOUR BOOKS.

(Concluded from page 429.)

BOOK THE THIRD.

“**A**S from the lethargy of calm repose,
The Tigre's Captain animated rose,
No waking thought fix'd terror in his mind;
On Him who rules the sea his thought reclin'd.
The deck received him, where his gallant crew,
With sturdy spirits, met the Hero's view
—He knew to touch their heart's remotest string,
And to high deeds their every wish to bring,
The Ralights, Drake's, of centuries past scem'd there
Flash'd in his eye, made England's navy dare;
Marines and Seamen shout transporting cries,
As to the shed for pitch their souls arise—
Which gain'd, he stopp'd, and wgv'd them to their bonts,
And Britain's genius o'er the billows floats.

“ On shore they boldly leap, with loud huzzas,
The shore resounds with Acre's rapturous praise;
The English leader quickly heads his band,
To snatch, though sailor, laurels on the land.
With practis'd skill a valorous troop he chose,
O'er whose high fervours self-possession rose,
Whose courage firm assumes a placid air,
And seems most tranquil when the most they dare.”

" Though awed, the assaulters struggle up the breach,
 But, all who come within a sailor's reach,
 Feel the strong purchase of his ready pike
 Within the breast or through the helmet strike;
 Nor do the Syrians' weighty missiles fail,
 With which the rising warriors they assail,
 Who reel, and tumbling down the slope, impel
 The next advancing on the last who fell."

" Smoothly majestic, full upon the sight
 Of those maintaining on the walls the fight,
 Mount Corur De Lion boldly rose, the hill
 Its name, in a past, continues still.
 There Buonaparte was station'd, on the breach
 Stood Sidney Smith—O! whose the mental reach
 Could shew how slow'd the thoughts in either
 As glance met glance athwart the martial place,
 The form of either pressing on the view
 As each the other's stern attention drew!
 Thus stood two men, in courage, zeal, the same,
 But! each as anxious of a different fame,
 As the two Seraphs, heading each their Host,
 To Milton vision'd on the heavenly Coast,

" The honest, generous, courage of his hands,
 Directing from the Tower brave Sidney stands.
 Afoof from friends, who range in crescent form,
 Stands Buonaparte, the Regent of the storm,
 On Richard's Mount—But not as Richard stood,
 To Heaven pouring tributary blood,
 To serve the Holy Faith, whose glories sun,
 First rising here, o'er all the earth had run;
 No! but to insult it in its native bed,
 Where still its rays, in gleams obtuse, are shed.
 His actions, vehemence, and wrath declare,
 Your toil, he cries, nor life, ye Frenchmen, spare,
 Speed to the camp, he awaits engines sold
 Towards the wall, & portals to unfold.
 — The British Chief upon the Tower remains
 His lofty mind to utmost effort strains,
 His eye excursive all the field embraces,
 His word the sceptre of the bleeding waste,
 Where'er it pointed, there the battle burst,
 New strength it gave, reviving courage nurs'd.

" On Sidney's safety here's west the possibility,
 The time-blanch'd Ghuzar to the breach accosts,

Anxious from terror on his arm he hung
 And round the Warrior obstinately clung.
 Forbear, he cried, from further risk abstain,
 Retire and greet our transports from the main,
 At you alone now whole battalions aim,
 To Achmet listen and to Syrja's claim!
 Soon as their eyes these generous contests reach
 A rush of eager Turks secured the beach.
 The Veteran guides now to the busy bay
 Where crowded vessels fill the watery way.
 O'er the full tide along the curving shore
 The boats of Hassan spread; the eager oar
 Its silver flashes up the shelving sands,
 And fresh'ning wind each swelling sail expands.
 Heroic valour beaming in his face
 Sidney advances, and with martial grace
 Receiv'd the soldiers as they sprang to land,
 And hail'd, and welcom'd, each advancing band;
 His eye inspires them, as the shores they reach
 And hail him Guardian Genius of the Beach.
 His figure new; but long rever'd his name
 Beholding him the Turks catch martial flame,
 The voice that hail'd them animated too,
 The hand that touch'd them emulation threw
 From its own nerve to every torpid heart,
 They greet th' inspiring power his welcomes thus impart."

"As thick'ning shades the eager eyes confound
 By dubious vision, grow mistakes around;
 The difference of garb unskill'd to trace
 As much of variance deep'ning glooms efface,
 The turban'd warriors friends mistake for foes
 And aim, at those they'd worship, deadly blows
 Where Sidney's sabre falls, they think they know
 The Gallic General's quick descending blow—
 His our dread enemy himself, they cry,
 Rush through the shades and at the Briton fly.
 All speech were useless, he's compell'd to force
 The madd'ning Islams to retrace their course;
 Through courage cool, his aim was always just,
 He beat them off, yet spared a deadly thrust."

BOOK THE FOURTH.

"Thus, these saw'd troops, with all their vaunted skill,
 'Gainst British Tars on shore! were Frenchmen still—

Ah!—why not English discipline always plann'd
 For either warlike, that of sea or land;
 The dress, uniformed uniform, must show
 On land or sea their met their country's foe,
 Their ruin high water mark on every strand
 O'erleapt when justice summons to the land.
 —(So will the projects, shown midst ocean's roar,
 Desert the Hero pu desent on shore!)

“The British Chief departs now from the plain,
 His fleet, mid Acie's shouts, sails o'er the main,
 To view the glowing sails all still attend
 As by the sun illum'd, they descend,
 Incessant his eyes track him from the shore—
 Acie's all grief when seen the mast no more!
 Still, still, they search his course with straining eyes,
 And shout their grateful praise aross the skies.
 —With a sad regret his footsteps oft they trace,
 In the joy on their deliverer's head,
 Point out where first he mov'd, where first he stood
 The greet'd messenger of every good,
 Speak to their children of his air, his voice,
 And shew the home distinguish'd by his choice.”

PLATE CCCLXV.

AN account of the department of Morbihan is given under the hydro-
 graphical head, at page 475 of the present Volume—The annexed
 chart will be found very serviceably to illustrate the destruction of the
 French squadron, by H. M. S. Northumberland (the Growler gun-brig in
 company), on the 22d and 23d of May last, as related at length in Cap-
 tain Hotham's *letter on service*, in a subsequent sheet. The track of the
 Northumberland, and that of the enemy, are distinctly marked*—The
 dangerous situation of H. M. S. Conquistador, Lord Win. Stuart, on the
 3d of March last, as described at page 503, will also be seen, by an
 inspection of the chart.

* Extracts from the log-book of H. M. S. Northumberland, on the 22d of May,
 will be found at page 133.

Martial Law.

COURT MARTIAL.

AT page 247 of the present Volume, is a brief sketch of the proceedings of the Court Martial, which was holden on board H.M.S. Nisus, in Batavia Road, on the 30th of August, 1811, for the trial of Captain Henry Heathcote, of H.M.S. Lion, for a breach of the 27th article of war, disobedience of orders, &c. The following official letters, and papers, relating to the Court Martial, with Captain Heathcote's defence subjoined (from a MS. copy which we have been favoured with, since Captain Heathcote's arrival in England), will be found to contain the full particulars of the case.—

SIR, *H.M.S. Illustrious, Batavia Road, 24th August, 1811.*

I AM under the painful necessity of requesting that you will be pleased to order a court martial to be held, to try H. Heathcote, Esq. captain of H.M.S. Lion, for a positive breach of the 27th article of war, and for disobedience of orders, given by the late Vice-admiral Drury, commander-in-chief, and subsequently confirmed by me; also for neglecting his duty, in not attending to the request of the Bombay Government, to afford convoy to the China ships.

To Rear-admiral Sturford.

(Signed) W. R. BROUGHTON,
Commodore.

SIR, *Illustrious, Batavia Road, 27th August, 1811.*

I have to acknowledge the receipt of your letter of the 22d instant, acquainting me with your having received my orders, to put yourself under my command: also the late Vice-admiral Drury's order of the 22d February; and of your having received from Commissioner Dundas, the secret transposition of the numerical flags. I have to acquaint you, that on the arrival of the Lion at Bombay, and subsequently the Hussar, you ought to have immediately informed me, *via* Madras, by post, of the circumstance; together with a copy of such orders that may have come in the Hussar: agreeably to the late commander-in-chief's standing order of the 26th March, 1811 of the originals: whereas, you have never thought proper to acquaint me with your return from the Gulf of Persia, or any account of your proceedings. I have further to inform you, that in consequence of your quitting your station without orders, or giving me any satisfactory reasons for so doing, and refusing to give convoy to the China ships, at the request of the Bombay government, I am under the painful necessity of doing my duty, by requesting the Hon. Rear-admiral Sturford will please to order a court martial, to try you for the above irregular and improper proceedings.

To Captain Heathcote.

(Signed) W. R. BROUGHTON,
Commodore.

SIR,

H. M. S. Scipion, Batavia Roads, 28th August, 1811.

I have to acquaint you, that Commodore Broughton has applied for a court martial, to try you, upon the charges contained in the letter herewith enclosed. And I have further to acquaint you, that it is my intention to comply with the commodore's request, by ordering the court martial to assemble to-morrow, should you be ready with your answers by that time.

To Captain Heathcote. (Signed) R. STOPFORD, Rear-admiral.

(Extract 1.)

Admiralty-Office, January 19th, 1811.

As it appears from intelligence received at this office, the several frigates have escaped from the ports of France, supposed to be bound to the Indian Seas; and as my Lords Commissioners of the Admiralty observe, the enemy's ships in those seas are in the practice of cruising in small squadrons of two or three frigates, with smaller vessels: I have it in command from their Lordships, to signify their directions to you, to dispose of the ships and vessels under your orders, in such small squadrons, as, from the intelligence you may receive of those of the enemy, shall appear to you to be necessary, not to meet the latter with an inferior force.

To Vice-admiral Drury. (Signed) JOHN BARROW.

(Extract 2.)

Of a Letter from ———, to Mr. Culling Smith, 3d January, 1811.

Dix huit frégates ont eu l'ordre de partir pour Batavia et deux sont parties, chargées de troupes &c. dans la nuit, du 28 ou 29 Decembre, J'en ai donné avis, mais l'on n'en fait aucun cas.

(Extract 3.)

Admiralty-Office, January 16th, 1811.

I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for your information, the accompanying extract of a letter, addressed to Mr. Culling Smith, containing intelligence of an intended augmentation of the enemy's force at Batavia.

To Vice-admiral Drury. (Signed) J. W. CROKER.

DEFENCE.

MR. PRESIDENT, AND GENTLEMEN OF THE COURT,

The commodore having, in the course of this prosecution, taken much pains to prove, that it is customary on the Indian station for the commanders of his Majesty's ships, to give convoy to the ships of the Hon. India Company, when applied to by any of the governments in India; and that orders to that effect have been issued by the commander-in-chief: as I was not aware of being attacked on that point, when I prepared my Defence against the charges alleged in his letter to Rear-admiral Stopford, requesting a court martial might be held on me; I will, with the Court's permission, answer this part of the prosecution first, in order to obviate an arrangement of my plea.

The President replied, "That the Court would be ready to hear my Defence, in any manner which I thought it advisable to adopt."

Continuation.—In answer to the commodore's endeavours before mentioned, I never saw any general order of the commander-in-chief in India, to the effect the prosecutor speaks of; but I have, more than once, had fleets of the Hon. Company's under my convoy: and I certainly am not ignorant, that it is my duty to protect the commerce of my country, when not incompatible with the execution of more important services: but I hope to prove, in the vindication I shall offer to the Court, that in the instance wherein I am charged with neglect for not doing so, such more important demand for the services of the ships under my orders, did exist; and rendered my acquiescence in the request of the Bombay Government, incompatible with the interests of the country at large; and, consequently, with my duty, as an officer of his Majesty's navy.

Gentlemen.—In entering generally on my Defence, I have little to do but to lay before this Honourable Court, the orders I was under, at the time I resolved on coming hither in H.M.S. Lion, under my command, to assist in the reduction of this island; my motives for doing so, in dereliction of those orders; and such papers and evidence as I have in proof thereof. By the Vice-admiral Drury's order of the 22d February last, it will appear I was directed by that officer—"To take charge of the western coast, and ports of India, from Cape Comorin to the bottom of the Persian Gulf; acting according to circumstances, for the preservation of trade, and the general good of H. M. service." This order so far seems to authorize my using that discretionary power which I consider as inseparable from the good of the service, among all ranks of officers; and to admit of my deviating from it, on any casual exigency of a public nature, which I might have good reason to believe, could not have entered into the calculations of the Vice-admiral. And even the second part thereof, though it positively prohibits my coming round to the eastward of Ceylon, almost in the same manner, admits there may be circumstances that authorize my doing so. It plainly infers, that even the most positive orders should be deviated from, on the occurrence of the country's demanding more important duties than these orders enjoin, provided the necessities of those duties could not have been foreseen by the officer who issued directions to remain in the execution of others: for it cannot be urged against me, that this clause of the Vice-admiral's order, alludes to the possibility of the ship being dismasted, or otherwise disabled at sea; as it directs me, "in the event of my going to the eastward of Ceylon, to repair to Bombay to refresh and rest:" which in such case might be impossible. Proceeding on this mode of defence, it

is not only more nominal than real during the continuance of the S. W. monsoon; as the monsoon itself, denies access to any port on the Malabar coast, but Bombay; which is too strongly fortified and garrisoned, to stand the attack of a force that the support of one 64-gun ship could be likely to

effect the repulsion of: I hope, however, I know the service I have the honour of holding so high a rank in, better, than to assume that ground as a sole authority for deviating from orders—No! Though those orders were such as to be considered by all the inhabitants of Bombay itself as so perfectly unnecessary, that the mention of them extorted a smile not very grateful to my feelings, even from those of the most serious dispositions; I still consider them as the orders of my commander-in-chief, and should never have presumed to disobey them, except where I thought it would be absolute negligence in me, not to do so. I will, therefore, first inform the Court, that under the circumstances of its being impossible for me to receive the commodore's orders respecting any despatches that might arrive from home, under three months, from the time of my forwarding them to him, by any means within my knowledge; and considering the very awful crisis of the war, and that the most urgent orders of the Lords Commissioners of the Admiralty might be left unexecuted (to the great detriment of the service) by my ignorance of them; I deemed it my duty to open all which the Hussar brought, that I might issue the necessary instructions to all whom they might concern, and act in conformity thereto myself, should circumstances require it. In the course of this inspection, I met with the directions of the Lords Commissioners of the Admiralty to the commander-in-chief, relative to the attack on Java.* I have them not now by me (I gave them to Rear Admiral Stopford, with the rest of the despatches), or I would lay them before the Court, to shew how earnestly their Lordships expressed their conviction of the great importance of this conquest to the country at large, and particularly to the interests of the Hon India Company; whose trade, they stated, would, unless the kingdom maintained a very large, and consequently expensive establishment in India, be in a fair way of annihilation, by the enemy's retaining possession of this island; and thereby commanding the Eastern Straits; which their Lordships justly observe, are the keys of the China Sea; from whence the Hon. Company derive their most lucrative resources. I think, however, the fact must be obvious to this Hon. Court; and I doubt not, but they will give due credit to my statement of it. Now to the proof, that my coming here appeared essential to the interests of H. M. service: the extract, No 2, from the aforesaid despatches, will clearly demonstrate, that from 3 to 4,000 French troops, might reasonably be expected to be on their passage to Java, for the purpose of defeating us in our attack on it; and I think it will not be doubted, that those which should escape the vigilance of the British navy, might with equal reason be expected to arrive before

* The order I saw was a duplicate, and its arrival so long subsequent to that of the original, that I looked on its being sent to India as a mere form of office; its date is August 31st, 1810: it reached me at Bombay, in June, 1811, and the original had reached the commander-in-chief in India, when I was at Bombay, previous to going up the Persian Gulf, in January; and the expedition was then on foot, and was to have sailed from India early in March; in which case, having the fair monsoon with them, they would have taken the place before it was reinforced, and before the arrival of the duplicate order thereon. H. H.

the commodore: several of the enemy's ships, with troops on board, did so, notwithstanding the remarkable good passage the commodore, by adopting a route which he himself acquainted me was new, had the good fortune to perform. I confess I am ignorant of the number of troops they landed; but the Hon. Court, who have been here longer than me, are, I presume, better informed on that subject: and this much, every one at Batavia, who has viewed the late field of action, knows, that nothing but a courage and zeal, superior beyond all physical belief over that of the enemy, on the part of those who on our side have been engaged in this arduous contest, could, notwithstanding the very small proportion of the French frigates, said in Extract 2, to be under orders, for the purpose of throwing in succours here, that did actually arrive, have gained us the victories, with which his Majesty's arms have been crowned. The commodore may think differently: but, I think, all information sent by the Lords Commissioners of the Admiralty to a commander-in-chief, of intended augmentations of the enemy's force, if unaccompanied (as it appears by Extract 3, Extract 2 is) by any opinion of their Lordships thereon, should be received as a guide for such commander-in-chief's guidance. In the present case, I felt particularly called on to bear that responsibility that ever attaches to a disobedience of orders, in consequence of Extract 1, which (considering the great extent of Java, and the numerous and diametrically opposite points thereof, at which an enemy might land, and profit by the uncommonly fine military roads, that are said to exist to an extent, that would enable troops to march with considerable celerity across the island, in almost any direction), produced a conviction in my mind, that their Lordships could not be aware of Java not being already in our possession*; for if they were, they would not, (convinced as they must be, and as, indeed, they declare themselves to be, of the necessity of preventing the enemy throwing in succours), have directed the admiral "to divide his fleet into squadrons, not inferior to those of the enemy;" (whom their Lordships state, sail two or three frigates, and some small vessels, together) at a time when so many posts must be occupied, and yet the main body of the fleet concentrated at the chief point of attack. I think I have plainly proved the propriety, by the apparent necessity of my coming here in H. M. S. Lion; and have consequently acquitted myself of any blame, for leaving my station, and disobeying the orders of the late Vice-admiral Drury; but I am accused of "neglect of duty," in not attending to the request of the Government of Bonhay, to afford convoy to the China ships: I beg leave to refer the Hon. Court to certain correspondences before them, for a confutation of this charge also. In the Bombay Government's letter to Lord Minto (paragraph 3), they admit, that "I have on all occasions shewn a disposition to meet their views;" other proof whereof I have the honour to submit to the Court, in my letter, No. 4, packet A. and G, D, of E. They also, in the part of that paragraph immediately preceding this admission, infer their belief, that I did not oppose

* See note at preceding page.

MARINE LAW.

their arguments, for any other reason, than that they were not convinced. Will any one then believe, with these documents before them, that I had an intention of neglecting my duty, in refusing to comply with the requisitions of the Bombay Government. But farther than the establishment of the fact, that my intentions were good, let me endeavour to shew, that my decision was right: the Bombay Government state, in the same paragraph of their letter to Lord Minto, that they had reason, from their correspondence, Packet C. Nos. 1, 2, 3, with the late Vice-admiral Drury (which Commodore B. must, as his temporary successor, have seen), to expect, that the necessary provision for convoy would have been made by him, as (they add) the subject of that provision appears to be thoroughly understood, and finally arranged, between the commander-in-chief and themselves." And here I must remark the peculiar taciturnity towards me, on the part of the commodore, who, notwithstanding the duty which was about completely to destroy the utility of any correspondence between us, relative to orders that might arrive from the Admiralty, previous to his return to India, never communicated to me the least spark of intelligence relative to the disposition of his fleet, or his wishes respecting them; a circumstance which I could only construe into his considering his own arrangements for the ordinary duties of the station, as paramount to any necessity for my interference therein. It was for that reason, I, in my letter, No. 1, Packet D. to the Bombay Government, so strongly resisted doing so. I must, therefore, beg leave to impress on the minds of the Court (by reference to that letter), how perfectly (under that conviction) I evinced my cautiousness, not to disobey orders, when it might be inimical to the interests of the service, or be thought, by my commander-in-chief, wantonly to interfere in his duties. I do not think that in this instance, which the commodore terms neglect, I had any right to interfere; and, I trust, it will appear to the Court, that, under the particular circumstances I have adverted to, the provision in question was his duty; and, that, that any neglect thereof, must attach to himself only. The Bombay Government itself admits, in their letter, No. 1, Packet B, "The probable arrival at Java, of an increased and very extensive naval force:" and although, in their same letter, and in No. 2, paragraph 3, of the same Packet, they assert, "That there was reason to believe, the intelligence respecting the 18 French frigates, mentioned in Extract 2, from the Admiralty despatches to the commander-in-chief, was (then) already substantially within his knowledge; and that even previous to the departure of the Minden from Madras" (a supposition which I have fully shown in my letters 1, 2, Packet D, to be in opposition to all reason and experience), they, in the third paragraph of their letter to Lord Minto, plainly infer, that they will not have reached his lordship (and, therefore, certainly not the commodore, who was with him on an expedition, unto the Lion should join him. The Bombay Government, also admit, in their No. 2, Packet B, "that the Admiralty must ever have in primary view, and be most pleased with, whatever is likely to prove most con-
greatest extent of general benefit:" Now, I cannot conceive a

measure, subjecting the present expedition to the possibility of failure, could (considering it was set on foot principally with a view to the Company's interests) fall of being most destructive thereto: nor, therefore, how the allotting a ship to the duty of convoying a China fleet, for which I had every reason to believe provision was already made, when inimical to the increase, by every possible means, of the commodore's force, which appeared (not to myself only, but to others, of undoubted good judgment) essentially necessary to his success, could, in any degree, be conducive to the public good; and this being granted me, the Bombay Government themselves bear witness, in their last quoted paragraph, how *rightly* I have acted. The commodore, in his letter, informing me of his having requested I might be tried by a court martial, mentions, that I should have acquainted him of my arrival in *H.M.S. Lion*, at Bombay, on my return from the Persian Gulf; and also of the arrival of the *Hussar*, &c. "via Madras; by post; agreeably to the late commander-in-chief's order of the 26th March, 1810." I maintain, that I have most strictly promoted every intention of that order, which does *not* direct despatches to be forwarded to him, *via Madras*, nor to Madras in particular; but (generally) that they be forwarded to him *express*; *i. e.* wherever he may be.

I trust, Gentlemen, I have fully acquitted myself of all the charges preferred against me, except that of not having given the commodore satisfactory reasons for quitting my station. There is before the Court, the order of the Lords Commissioners of the Admiralty to the late Vice-admiral Drury, "To send me, in the *Lion*, immediately to the Isle of France, with directions to put myself under the command of Rear-admiral the *Lion*, R. Stopford." On perusing that order, the Court will, I am persuaded, agree with me, that it is so positive, and so strongly and restrictively worded, that the same reason which made it my duty to open the despatches, also required me to obey that order; and, therefore, superadded the obligations imposed on me by the order of the late commander-in-chief. My reasons for disobeying that order, also, I have given to the Rear-admiral, and to the Lords Commissioners of the Admiralty, to whom alone I hold myself accountable for so doing, on general rules of service: for though I do not mean to dispute the authority of Commodore B. merely as my superior officer, to demand of me whatever information he may

* The charge of disobedience of the late Vice-admiral's order of March 26, 1810, may be considered as included in the general charge of disobeying his orders, &c. and the "not giving the commodore satisfactory reasons," &c. might possibly have been intended to be included in the charge of breaking the 27th article of war; although the commodore's charge of *neglect of duty*, being more specifically set forth, in respect to the refusal of convoy to the China ships, seemed to infer the contrary: however, wishing rather to court, than shun the investigation of my conduct, I was determined to answer every assertion of the commodore's, whether absolutely called on to do so, or not; and therefore treated this as part of the charge, though, in reality, it rather bore the appearance of private accusation.

H. H.

think proper to demand, relative to my professional conduct, I deny (on the principle of his responsibility for the employment of the ship, I command, being no more) his having any right to expect, unless thus demanded, that I should make him any reports on my proceedings, that have taken place subsequently to my having ceased to be under his orders. There is also before the Court, my letter to Commodore B. respecting the receipt of those orders, I had received from him; and that of the Admiralty, before mentioned; and that I had, in consequence of the latter, transferred the account of my conduct, subsequently to the receipt thereof, to Rear-admiral the Hon. R. Stopford, which, I trust, the Court will think the regular mode of proceeding.

Gentlemen of the Court.—I have nothing further to offer in defence of my conduct, against all charges preferred by the commodore; but, I hope I have rescued my name from those imputations which, were they true, would irrevocably tarnish it. Imputations! which, but for the private assurance of the commodore to the contrary, I must regard, as the most unprovoked, illegal, and ungrateful attack, ever made by one officer on the character of another! But, I must, in justice to my feelings on the occasion, beg leave to assure the Court, that could I have added to the commendations of the commodore, all the wealths of India, by subjecting myself to the criticism of the world, or the reproach of my own conscience, could my conduct have been interpreted, even by malignity itself, to have been influenced by any private consideration; and I had been caught scuffling under the shelter of an order, when a deviation from it, so evidently tended to the public good; I should have felt, that the praise, thus undeserved, was, indeed, "a satire in disguise;" and, like the cankerworm, that, lurking in the fairest bud of nature, preys on and destroys it, compunction, though veiled by affluence from the eye of the world, would have consumed my heart, whilst it was regarded by others as the act of happiness! But, by the directly opposite course I have pursued, I trust I have secured this bliss which is alone substantial; though Mammon never smile on me, be the approbation of the virtuous my portion. Then shall my heart still be the mansion of that peace, which no man can give, "which passeth not away." It cannot be supposed I am indifferent to the opinion of this Hon. Court. My professional character is, undoubtedly, dear to me; but I do assure the Members of this Court, that the honour of the service is more so; in the same proportion as the welfare, and even the safety of our country, more materially depend on it.

Gentlemen.—Though the dignity of them all, in some measure, depends on the sentence you are about to pass, I will not trespass any longer on your time, than by assuring you, how satisfied I feel, that neither will suffer injustice at this "Bar of Honour."

H. HEATHCOTE

I wished to call on my officers, to prove, that I had frequently (both in public and private conversations) so expressed myself, as to impress them with a conviction, of my having been actuated, in coming to land, merely

by letters in which they, the Court, unanimously, and expressly, declaring, they wanted no further proof on that head; and declined giving them the trouble of hearing my officers' evidence.

H. H.

At a court martial assembled and held on board H.M.S. Nisus, in Batavia Roads, on Friday, 30th August, 1811.

Present,

Captain Philip Beaver, of H.M.S. Nisus, and third officer in command of his Majesty's ships and vessels, in Batavia Roads, President.

Captains.

Christopher Cole,
Henry Folken Edgell,
James Hillyar,

Samuel Warren,
Hon. George Elliot,
James Johnstone.

The Court, in pursuance of an order from the Hon. Robert Stopford, Rear-admiral of the Red, &c. dated the 30th instant, and addressed to the President, proceeded to inquire into the conduct of Captain Henry Heathcote, of H.M.S. Lion, for a positive breach of the 27th article of war, and for disobedience of orders given by the late Vice-admiral Drury, and subsequently confirmed by Commodore Broughton; also for neglecting his duty, in not attending to the request of the Government of Bombay, to afford convoy to the China ships, and to try him for the same accordingly. And the Court having heard the evidence produced on the part of the Prosecution, as well as what the Prisoner had to urge in his Defence; and having very maturely and deliberately weighed and considered the whole and every part thereof, are of opinion, that the first and second charges are proved; but that, in consideration of the motives that led to a deviation from the orders the Prisoner had received, as stated in his Defence, and which appear to have arisen from a zeal for the good of H. M. service, they deem them of such a nature, as to justify his conduct in the present instance. With respect to the third charge, the Court are of opinion, that it is not proved, and do, therefore, adjudge him to be acquitted thereof, and he is hereby acquitted accordingly.

[Here follow the Signatures.]

John Brenson, Consulting Judge Advocate.

In addition to the above, we have to mention a private letter which we have seen, from Charles Forbes, Esq. of Bombay, executor to the late Governor Duncan, addressed to Captain Heathcote, subsequently to his trial. In that letter, the writer expresses his confidence, that, had Governor Duncan been living, he would have fully participated in those feelings of surprise, at Captain Heathcote's being brought to trial, and of gratification by the result, which had been experienced by Captain Heathcote's friends; and that it would have been matter of concern to him, that any thing which he had written on the subject of the China convoy, should

have been applied to a purpose so foreign from what had been intended by him. Mr. Forbes also expresses his conviction, that whatever Mr. Duncan had written upon the occasion, had been for the purpose of shewing, that he had exerted himself to the utmost, to obtain convoy for the Company's ships, and by no means with the view of attaching blame to Captain Heathcote. In proof of the very sincere respect and esteem which Mr. Duncan entertained for Captain Heathcote, he quotes the following passage from that gentleman's private memorandum book (which had fallen into his possession as executor), on the occasion of Captain Heathcote's calling to take leave of him, on his departure for Java, in June, 1811:—"Captain Heathcote called upon me this morning, to take leave. He is an excellent man; the best of his profession, I have ever met with, Wainwright excepted."

PLATE CCCLXVI.

BEING THE FRONTISPIECE TO THIS VOLUME.

EARL HOWE, in a boat cloak, decorated with his gold medal, chain, and garter, leaning on his telescope, stands as the guardian of Britain and her trophies.

Britain sits above, on a rostrated Pedestal, in which the modern prows are above the ancient.

History, on one knee, writes the relief of Gibraltar, and defeat of the French Fleet, the Earl's two great Naval Exploits.

Victory throwing'd (Aptera) leans on her shoulder, and lays the Laurel Crown on Britain's Cap.

The British Lion lies by Lord Howe. The two modern prows have the figure of the Queen on them. In the ship named the Queen, the Earl achieved the two great exploits above mentioned.

NAVAL HISTORY OF THE PRESENT YEAR, 1812.

(May—June.)

RETROSPECTIVE AND MISCELLANEOUS.

VERY extraordinary difficulties arose in the formation of a new Cabinet. Subsequently to the Address of the House of Commons, praying his Royal Highness the Prince Regent to adopt such measures as might tend to the establishment of an efficient ministry, the Marquis Wellesley received a Commission for that purpose. His efforts, however, were unsuccessful. The Liverpool party refused to act with him; and, with the Greys and the Grenvilles, a sufficiently explicit understanding could not be obtained. Lord Moira next received the Royal Authority to form a new

* Gibraltar relieved, October 11, 1782.

Cabinet; but he also failed, in consequence of some difficulties arising, respecting the wished-for removal of the officers of the Household, on the part of the opposition. Lord Liverpool was then, from necessity, as it would appear, appointed First Lord of the Treasury, and Mr. Vanittart Chancellor of the Exchequer. Lord Sidmouth succeeds Mr. Ryder, as Secretary of State for the Home Department; and Earl Bathurst, the Earl of Liverpool, as Secretary for the War and Colonial Department. These are the only changes of note. Lord Melville retains his seat at the head of the Admiralty Board.

The dissolution of the Perceval administration, however, has already led to some great and important changes in our domestic policy. The Orders in Council have been given up, as far as they relate to America. America, it appears, is to be coaxed into conciliatory measures, and France is to be coaxed, through America. So much for vigour and perseverance! Yet America, it should be observed, maintains the most bitter animosity against this country; and at the present moment, after passing a most sanguinary decree, relative to the impressment of seamen, it is doubtful whether she may not actually have declared war against us.

The situation of the Catholics is also to be investigated. Mr. Canning's motion, on the 22d of June, that their case should be taken into consideration, early in the ensuing session of Parliament, was agreed to, on a division, by 285 against 106. The Ministers of the Crown, though refusing to consider it as a cabinet question, all yielded their assent to the proposition, with the greatest facility imaginable.

Naparte and the Emperor Francis, passed some time together, at Dresden, the latter end of May. Napoleon has since proceeded towards the Russian frontier; with a defeat, as it is said, that he would be at St. Petersburg early in July, to point out to the Emperor Alexander the real confines of his empire.

On the morning of Monday, June the 8th, a fire broke out in three places at once, in the rope-house at Plymouth dock-yard. It raged furiously for several hours, and did considerable mischief. A most rigid investigation has ever since been taking place, as the fire is generally supposed to have been the act of an incendiary.

Instructions have been given by the American Consul general, in London, to all masters of ships under the Republicani flag, to accelerate the departure of their vessels. Mr. Foster has also written to our Consul-general at New York, to prepare himself to quit the United States, as he may receive only the shortest notice. The President and another frigate have sailed from New York, and it is understood with directions to commit acts of aggression against the British flag, not only in the American waters, but, under circumstances explained, beyond that limit.

The law having been put in execution against several of the men found in arms against their country, at the Isle of France, those onboard the Royal William, at Spithead, from among whom the worst cases were selected, have been pardoned, and released from confinement, previously receiving an impressive admonition from Sir Richard Bickerton.

Letters on Subjects,

Copied, verbatim, from the London Gazette.

ADMIRALTY OFFICE, MAY 9, 1812.

Copy of a Letter from Vice Admiral Sir Edward Pellew, Bart, Commander-in-Chief of His Majesty's Ships and Vessels in the Mediterranean, to John Wilson Croker, Esq. dated on board the Caledonia, at Port Mahon, the 20th March, 1812.

SIR,

HAVING, by my last report of the state of the enemy's ships, apprized their Lordships that the Rivoli of seventy four guns, recently launched at Venice, was in readiness to put to sea; I have now great satisfaction in announcing her capture by H. M. S. Victorious, after a severe contest of five hours on the 21st ultimo, and I have the honour to enclose a letter from Captain Talbot, detailing the particulars of this very gallant affair.

The great disparity of force sufficiently bespeaks the merits of the captains, the Rivoli having eight hundred and sixty-two men at the commencement of the action, while the crew of the Victorious was reduced to one hundred and six, of whom sixty were in the sick list.

The loss has been very severe on both sides, upwards of four hundred having been killed and wounded on the part of the enemy, and forty-two men killed and ninety-nine wounded on the part of the Victorious.

Their Lordships will observe, that the Weazle had a share in this brilliant action, engaging a French brig of war until she blew up alongside; the conduct of Captain Andrew and his men has been extremely creditable.

I congratulate their Lordships on this achievement, and from the zeal and vigilance which I have the satisfaction to perceive throughout the fleet under my command, I trust it may be the prelude to other important successes.

I have the honour to be, &c. EDWARD PELLEW.

John W. Croker, Esq. Secretary to the Admiralty.

H. M. S. Victorious, Port Saint George, 21st March, 1812.

SIR,

On the 16th ultimo I arrived off the Port of Venice; the weather was very foggy at that time, and continued so till the 21st, which prevented my reconnoitring the port.

At half past two o'clock P. M. on that day, a brig was seen E. N. E. and at three o'clock, a large ship with two more brigs and two frigates in the same direction; all sail was made in chase; at four o'clock I made the Weazle's signal to prepare for action; at this time I was convinced that the ship seen was one of the enemy's line of battle ships proceeding from Venice to the Port of Pola, in Istria.

The enemy were sailing in a line of battle, with the two gun boats, and on the right a head, the other two brigs in a line a stern.

At half past two o'clock A. M. I perceived that one of the enemy's brigs dropped a stern, and that the line of battle ship had shortened sail to allow her to close again.

I hailed the Weazle, and ordered Captain Andrew to engage her to assist the Victorious, and if possible to bring the brig a-stern of the Commodore to action, in hopes it would induce him to shorten sail, which had the desired effect.

At a quarter past four o'clock, His Majesty's brig Weazle commenced the action with the two brigs. At half-past four we commenced action at the distance of half pistol shot, with the line of battle ship, neither ship having fired a single shot until that time.

At five, we perceived a brig to blow up; at day-light I perceived the Weazle in chase of the brigs, the gun-boats not in sight. I recalled her as she did not appear to close with the chase. We were, at this time, in seven fathoms water off the Point of Grao, and I was fearful we might want assistance from her, in case either of the ships had got on shore on the bank.

Captain Andrew, on being recalled, placed his brig, very judiciously, on the bow of the line of battle ship, within pistol-shot, and in that situation he gave her three broadsides.

The enemy, for nearly the last two hours, had been rendered perfectly unmanageable, and had kept up a very slow fire, and that chiefly from two guns on the quarter deck, her mizen mast fell over her side about a quarter before nine o'clock. At nine they hailed us and said they had struck; I sent on board, Mr. Peake, the first Lieutenant, to take possession of her.

I found the squadron we had engaged consisted of two gun boats, the Mancluke brig of ten guns, and Jena and Mercure of eighteen guns each, with the Rivoli of seventy-four guns, bearing the broad pendant of Commodore Barré, the Commander-in-chief of the enemy's forces in the Adriatic.

From the length of the action, and the smoothness of the water, the loss of men and the damages on both sides, I am sorry to say, have been very great indeed, neither ship having been above half musket shot distance from each other during the whole of the action, which only ceased at intervals, when the ships were hid from each other by the fog and smoke, and were not even able to see the flashes of each other's guns.

I feel great satisfaction in saying, that the conduct of Commodore Barré during the whole of the action, convinced me I had to deal with a most gallant and brave man, and, in the manoeuvring his ship, a most experienced and skilful officer. He did not surrender his ship till nearly two hours after she was rendered unmanageable, and had four hundred killed or wounded; his captain and most of his officers either killed or wounded.

By the returns you will perceive, Sir, that our loss too, has been very severe.

I have to regret, as well as the service, the loss of two very fine young men, Lieutenants Thomas H. Griffiths and Robert S. Ashbridge, of the Royal Marines, who were mortally wounded early in the action, with many other brave and good men, both seamen and marines.

The conduct of the officers has been throughout highly meritorious, both during the action, and also in securing the masts of the ship, in the very bad weather we met before we gained the port of Lissa.

Having received a contusion from a splinter early in the action, for some days afterwards I have been deprived nearly of my eyesight; all which time, the exertions by Mr. Peake, my senior lieutenant, prevented my inability from being of any detriment to his Majesty's service.

The Rivoli, in crossing the Gulph of Fiume, lost her fore and main-masts; but by the exertions of Lieutenants Whyte and Collin, who had charge of her, she was brought safe into the port of Lissa under jerry masts.

I feel particularly indebted to Captain Andrew, of the Weazle, for his exertions during the action, and also for the assistance he gave to the Rivoli afterwards.

I have sent enclosed a copy of his letter, reporting to me his conduct, and that of his officers and crew, during the night of the action. The par-

ticularly mentions his senior lieutenant, whom he strongly recommends to the notice of the Commander-in-chief.

The numbers of wounded, and the severity of the wounds has caused Mr. Baird, the Surgeon, and Mr. O'Meara, the only assistant on board, very great fatigue. The conduct of Mr. William H. Gibbons and Mr. John J. Kueling, Master's mates, deserves notice. The conduct of Captain Stevens, of the Royal Marquis, I cannot avoid mentioning, and that of Mr. Crawford the matter, was perfectly to my satisfaction.

During the whole of this severe action, not a single explosion took place on board, or a man hurt, either through carelessness or accident; both the officers and men, for their steady and cool conduct, deserve every credit.

I have sent herewith, the returns, as far as I have been able to procure, of the killed and wounded on board the Rivoli.

I landed a great number of the wounded prisoners in Istria, having sent a flag of truce to the town of PIANO, to request the Commandant of that port would send off boats to receive them, which, accordingly, he did. I have sent the remainder of them from this port by a schooner to Spalatro in Dalmatia.

When we commenced the action, the Victorious had only five hundred and six persons actually on board, sixty of which were in the sick list, but most of the sick were able to assist in the action. The Rivoli had on board eight hundred and sixty two persons at the commencement of the action.

I have the honour to be, &c.

JOHN TALBOT,
Captain of H. M. S. Victorious,
and Senior Officer in the Upper part of the Adriatic.

To Charles Rowley, Esq. Captain of
H. M. S. Eagle, and Senior Officer
in the Adriatic.

H. M. Sloop Weazle, 22d day of Feb. 1812, Cape
Subvone, S. E. by E. distance 12 or 14 miles.

SIR,

In pursuance of your directions this morning at half past two, ordering me to go ahead and bring the enemy's brigs to action, I have the honour to inform you, that at a quarter past four A. M. I came up with two French brigs, one within half pistol shot, which we immediately engaged, and, after an action of forty minutes, she blew up without doing us any damage. I am sorry we saved only three men from her, and those much bruised and wounded. She proves to have been the French brig *Le Mercure*, of eight teen twenty-four pounders carronades commanded by a Lieutenant de Vaisseau. During the greater part of this time, the other brig engaged us on our bow, but seeing the fate of her companion, and from the darkness of the morning, and our rigging being much cut she made her escape. At day-light we observed this brig and another, the first about three miles ahead. At six o'clock made all sail in chase; answered the signal of recall; bore up. At eight o'clock came across the Rivoli's bows, within musket shot, and gave her a broadside, wore and tacked as necessary to continue making her; at nine she fired a gun to leeward, when we ceased firing.

The whole of the aforementioned service, I am extremely happy to say, was performed without the loss of a man on my part, from the steady, determined, and cool behaviour of every officer and man on board, and I most earnestly request you will be pleased to recommend to the Commander-in-chief, Mr. George Elliot, my first Lieutenant, and every other officer and man on board his Majesty's sloop which I have the honour to command.

I have the honour to be, &c.

JOHN W. ANDREW, Commander.

To John Talbot, Esq. Captain of
H. M. S. Victorious.

Copy of a Letter from Rear-Admiral Foley, Commander-in-Chief in the Downs, to John Wilson Croker, Secy. of State, dated the 5th instant.

Referring to my letter of the 5th instant, giving an account of the loss of his Majesty's sloop *Apelles*, and *Sylar*, I feel great satisfaction in transmitting to you for the information of their Lordships, the account of the recapture of the former by Captain Cunningham of the *Hermes*, who succeeded in cutting out of the sloop whilst in possession of the enemy, from under a battery in the eastward of Boulogne, and under the fire, as well of that battery, as the field pieces on shore.

I beg leave only to add, that Captain Cunningham has always shewn himself a brave, zealous, and active officer, and I trust that his conduct on this occasion will testify the same to their Lordships.

I have the honour to be, &c.

THOS. FOLEY, Rear-Admiral.

H. M. Ship *Hermes*, at Sea,
May 2, 1812.

I have great satisfaction in detailing the circumstances attending the recapture of his Majesty's sloop *Apelles*.

By a telegraphic communication, from the *Castilian* on the afternoon of the 3d at Dungeness, I learned that his Majesty's sloop *Sylar*, and *Apelles* were on shore to the westward of Boulogne, and as the fate of the *Apelles* was, in particular, extremely uncertain, I weighed, with the *Rinaldo* in company, steering towards the French coast, in the hope of rendering her some assistance. At break of day we observed the *Rinaldo* in chase of the *Apelles*, which had been got afloat about five miles to the eastward of Boulogne, and under jury sails, the enemy navigating her along shore. About four A. M. we both came up, and drove her on shore with a few broadsides, under a battery about three miles to the eastward of Etaples. As the tide was falling, I discontinued the attack, in consequence of the advantage the enemy would have in planting his field pieces and small arm men close to her at low water mark.

The *Castilian* and *Pharos* joined before the tide served, to recommence our operations, and with this addition to our force, at about half past two P. M. I renewed the attack, leading in close under the battery, with the wind N. E. by E. the other sloop following, and as they came up giving their broadsides, which the enemy's troops, embarked in the *Apelles*, were soon driven out. The boats of the squadron, as had been previously arranged, were then immediately sent in under the command of my first Lieutenant Saunders, who most gallantly boarded her, and though, for a considerable time exposed to a raking fire of shot and shells from the battery, and a volley of field pieces, she was got afloat, and brought put in safety about four miles to the eastward of Etaples. In the meantime, the sloop used their utmost endeavours to cover the boats, and prevent, as much as possible, further annoyance from the enemy.

I feel greatly indebted to Captains Braithwaite, Wells, and Sir W. Parker, their officers and men, particularly those employed in the boats. I have thought it an acknowledgment of the merits of my own officers and crew, particularly of my First Lieutenant, Thomas Saunders, and the volunteers acting under him in the boats, who bravely underwent the service, when the desperate situation of the enemy led me to expect a much more sanguinary contest.

The loss of the sloop, it has been impossible for me to determine, but I am happy to state that the service has been performed without either a wound on our part, or any other disadvantage of the attack, the *Apelles*

was full of troops, and the defence from the shore obstinately maintained. I trust the circumstances will not only bespeak our extremely good fortune, but prove upon strictly examination, that the plan of attack was well laid and judiciously executed by the officers and men under my orders.

The boats were the only ones who had time to escape, three four being left on board, calling themselves part of the King of Rome's body guard, and bearing the insignia of their corps. We found the Apelles much cut up from our fire, and she, afterwards, sustained great damage from the enemy. She has seven guns and most of her stores and provisions remaining on board. The Skylark was completely destroyed, lying some distance to the eastward, still smoking. I have great satisfaction in stating, that the crews of both vessels escaped in their boats, with the exception of Captain Hoffman of the Apelles, and sixteen of his people.

I have the honour to be, Sir,
A. GUNNINGHAM, Captain.

Thomas Foley, Esq. Rear-admiral
of the Red, Downs.

MAY 12, 1812.

Inclosure to the letter from Captain Talbot, inserted in the Gazette of the 9th instant.

A List of officers, petty Officers, Seamen and Marines killed and wounded on board his Majesty's Ship Victorious, John Talbot, Esq. Captain, in action with the Rivoli, commanded by Commodore Barre, on the 22d day of February, 1812.

KILLED.

James Campbell, quarter-master; Lawrence Ferrell, captain of the fore-castle; Robert Templeton, captain of the after-guard; Thomas Sherry, ditto; Peter Tigney, quarter-gunner; Lawrence Mann, able seaman; Hugh Lloyd, ditto; Robert Stammets, ditto; Jacob Taylor, ditto; John Tait, ditto; James Tobin, ditto; Thomas Clithroe, ditto; Anthony Lait, ditto; Henry Taylor, ditto; Louis J. Segó, ditto; Jeremiah Whitehouse, ditto; Phillip Crosby, ditto; Daniel Brien, (1) ordinary seaman; John Sanderson, ditto; Samuel Chapman, ditto; George Shepter, ditto; James Daley, ditto; Edward Jones, (?), landsman; Michael Lyons, ditto; James Fitzgerald, ditto.

Royal Marines.—Thomas H. Griffiths, second lieutenant; George Ghionio, private; Jacob P. Mould, ditto; George P. ditto; William Kimber, ditto; Thomas Green, ditto; Thomas Keighan, ditto.

WOUNDED.

John Talbot, Esq. Captain, slightly; William H. Gifford, master's mate, slightly; George Henry Ayton, ditto, ditto; Henry Bolton, midshipman, ditto; Joseph Ray, ditto, ditto; William Clod, quarter-master, ditto; John Marshall, quarter-master, ditto; Edward Jackson, ditto; John Wind, ditto; Robert Crayford, coxswain, slightly; Alexander Deisel, quarter-master's mate; David Ehniss (alias James Granger), ditto; James Furner, captain of the fore-castle; John Eaglington, captain of the foretop; Edward Watson, ditto, slightly; Alexander James Campbell, captain of the after-guard, ditto; Owen Maurice, captain of the ditto, ditto; Thomas Morrison, yeoman of the sheets, died same day; John Davison, (1) landsman; Colin McIntire, sailmaker's mate, slightly; Neil Johnson, quarter-gunner; James Lindsday, ditto; John Nelson, (1) ditto; Alex. Bertie, carpenter's crew, died same day; James Meade, ditto, slightly; Francis Rich, ditto; Thomas Harding, cook's mate; William Evans, able seaman, died same day; Philip Batchelor, ditto, died three days after; James Gibson, ditto; David

Herbert, ditto; Jacobus Scrips, ditto; John Caythorne, ditto; Andrew J. Cowett, ditto; Benjamin Keeton, ditto; Robert Marshall, ditto; Edward Williams, ditto; James M'Coronick, ditto; Philip Thomas, ditto; William Eville, ditto; James Garria, ditto; Thomas Paddy, ditto; Thomas M'Even, ditto; William Armstrong, ditto; George M'Leary, ditto; Philip Donellan, ditto; John Head, ditto; David Wilson, ditto; John Shaw, ditto; James Maynard, ditto; Edward Swift, ditto, slightly; John Cornish, ditto; Joseph Percival, ditto; William Parker, ditto; William Wiles, (1), ditto; Richard Mansink, ditto; Thomas Hynden, ditto; Bartholomew Kelly, ditto; John Errill, ditto; James Wright, ditto; John Savage, ditto; William Murphy, ordinary seaman, died same day; Thomas Jones, ditto; John Murray, ditto, died two days after; Thomas Smith, ditto; Murphy M'Neale, ditto; William Finn, ditto; William Lewis, ditto; James Langley, ditto; Thomas Curtis, ditto; John Shirley, ditto; Richard Briggs, (2), ditto; George Anton, ditto; James Clarke, (2), ditto; John O'Neal, (1), ditto; Richard Bennet, ditto, slightly; John Clapp, ditto; Joseph Rider, ditto; Jeremiah Callahan, ordinary seaman, slightly; Frederick Gordon, ditto; Daniel Markham, ditto; Peter Fitzpatrick, ditto; John Welch, ditto; John Prout, ditto; Thomas Eyles, ditto; Alex. Corner, ditto; James Duggan, landman, died same day; Richard Cherry, ditto; James Long, ditto, slightly; Thomas Lindsay, ditto; Samuel White, ditto; Richard Moxley, ditto.

Royal Marines.—Robert S. Ashbridge, Second Lieutenant, died same day; William New, sergeant; Thomas Whitaker, private, since dead; John Bridgeman, ditto; Joseph Hammersly, ditto; John Barrin, ditto; Richard Randle, ditto; William Fish, ditto; John James, ditto; Walter Arthur, ditto; William Cutler, ditto; Jan Sozwerticht, ditto; Jean Moteidsch, ditto; George Poole, ditto; Christopher Jennings, ditto, slightly; William Woodfield, ditto; Samuel Broughton, ditto.

Total—57 killed; 10 wounded and since dead; 99 wounded.

JOHN TALBOT, Captain.

DAVID HAIRD, Surgeon.

Vice-admiral Sir Edward Pellew has transmitted to John Wilson Croker, Esq. a letter from Captain Buck, of H. M. S. Franchise, giving an account of his having, on the 24th of February, driven on shore and burnt, in the bay of Cagliari, L'Aventurier French privateer, pierced for fourteen guns, but only three mounted, and manned with eighty men; out twenty-six days from Marseilles, without making any capture.

Rear-admiral Boscawen has transmitted to John Wilson Croker, Esq. a letter from Lieutenant Morris, commanding the Pioneer schooner, reporting the capture, on the 17th instant, by that vessel, and the Decoy cutter, of the formidable French lugger privateer, of twenty-nine men; six hours out of Boulogne without making any capture. Her commander was killed, and nine men severely wounded, before she struck.

1812, FEBRUARY 30.

Copy of a Letter from Admiral Lord Keith, Commander-in-chief of his Majesty's Ships and Vessels, in the Channel Soundings, to John Wilson Croker, Esq. dated on board the Conqueror, in Caspary Bay, the 24th instant.

In my letter of the 19th instant I acquainted you, for the information of the Lords Commissioners of the Admiralty, with the disposition which I had

made for intercepting a French squadron, reported to be on its way from the West Indies to some port in the bay, and I have now the satisfaction to acquaint you, that this arrangement has been attended with complete success, as your Lordship will observe, by the enclosed copy of a letter which I have received from Rear-admiral Sir Harry Neale, transmitting one from Captain Hotham, of H. M. S. Northumberland.

When the gallantry of the *Northumberland* with such a force, under numerous sailing masters, and the intricacy of the navigation amidst dangerous rocks, in the very entrance of the enemy's harbours, are taken into consideration, the performance of so important a service, while it reflects the highest honour upon the courage, skill, and extraordinary management of all concerned, it is fresh lustre to the naval walls of the country.

The selection of Captain Hotham for the station of L'Orient, does great credit to the judgment of Rear-admiral Sir Harry Neale, for no officer but one who possessed great local knowledge, could, under such difficult circumstances, have ventured to undertake the service that Captain Hotham has so bravely and so effectually performed.

I have the honour to be, &c.

J. W. Croker, Esq.

KITH.

MY LORD,

Boyne, off Ushant, May 25, 1812.

Agreeably to your Lordship's directions, to send a ship of the line off L'Orient, to intercept two of the enemy's frigates and a brig that were supposed to be on their return to some port in the bay, I selected Captain Hotham, of H. M. S. Northumberland, for that service, as an officer whose local knowledge of the coast, ability, and zeal, well qualified him for the service he has so ably and gallantly performed.

I herewith enclose, for your Lordship's information, Captain Hotham's letter to me, detailing the particulars of his having destroyed the enemy's two frigates and brig on the 22d instant, when literally in the mouth of the port of L'Orient, under a heavy fire from the numerous batteries upon that part of the coast, and during a warm contest with the frigates and brig, which were of the largest class.

In transmitting these particulars to your Lordship, I cannot resist adding my testimony to the ability and zeal with which Captain Hotham has, upon all occasions, distinguished himself in the discharge of his professional duties; but, in the present instance, from the force of the enemy's ships, supported by the batteries upon the shore, and the judgment displayed in the able conducting of the ship, they are eminently conspicuous, and will, no doubt, meet the applause and consideration he has so highly merited. I must refer your Lordship to Captain Hotham's letter, as the strongest testimony I can offer of the good conduct and gallantry of all the officers, seamen, and marines upon this occasion, and of the assistance he received from Lieutenant Weeks, of the *Crowler* gun-boat, after the enemy's frigates and brig had grounded.

I have the honour to be, &c.

H. NEALE, Rear-admiral.

The Right Hon. Admiral Lord

Kith, K. B. &c.

L'Orient lies in latitude 45° 11' N and longitude 9° 51' W. from

Northumberland, on the 23d instant, at a quarter 8 o'clock, N. W. light

I have the honour to inform you the effect of the enemy's fire on the 23d instant, to proceed on the 24th for the purpose of intercepting two French frigates and a brig, which had been discovered by their total destruction at the entrance of the port, by his Majesty's ship, under my command, (the Growler gun-boat being in company) under circumstances I beg leave to relate to you.

On Friday the 23d instant, at a quarter 8 o'clock, at the N. W. point of the Isle Gros, [Grouais] bearing from the Northumberland north by compass ten miles distant, and the wind very light from W. by N. they were discovered in the N. W. crowding all possible sail before it for flight. My first endeavour was to cut them off to windward of the island, and a signal was made to the Growler (seven miles off in the S. W.) to chase, but finding I could not effect it, the Northumberland was pushed by every exertion round the S. E. end of Gros, and by heaving to the wind as close as I could to leeward of it; I had the satisfaction of forcing to windward of the harbour's mouth, before the enemy's ships reached it. Their commander, seeing himself thus cut off, made a signal to his consort and hauled to the wind on the larboard tack to windward of Point Tasset, and they appeared to speak each other. I continued heaving to windward between Gros and the Continent, to close with them, exposed to the batteries on both sides, when I stood within their reach, which was unavoidable. The wind had by this time freshened considerably, and was about W. N. W.; at 49 minutes after two P. M. the enemy (in force as above described) bore up in close line a-head, and under every sail that could be set, favoured by the fresh wind, made a bold and determined attempt to run between me and the shore, under cover of the numerous batteries with which it is lined in that part. I placed the Northumberland to meet them as close as I could to the Point de Pierre Laye, with her head to the shore, and the main-top-sail shivering, and made dispositions for laying one of them alongside; but they hauled so very close round the point, following the direction of the coast to the eastward, of it, that, in my ignorance of the depth of water so near the shore, I did not think it practicable, consistent with the safety of his Majesty's ship (drawing near twenty-five feet) to prosecute that plan. I therefore bore up and steered parallel to them at the distance of about two cables' length, and opened the broadside on them, which was returned by a very animated and well-directed fire of round shot, and other descriptions of shot, supported by three batteries for the space of twenty-one minutes, and was very destructive to our sails and rigging. My object, during that time, was to prevent their hauling outside the dry rock, named Le Greul, but in steering so minutely close to it to leave them no room to pass between me and it, and at the same time to avoid rapping on it myself, the utmost difficulty and anxiety was produced by the cloud of smoke which drifted a-head of the ship, and totally obscured it. However, by the care and attention of Mr. Hugh Stewart, the Master, the ship was carried within the distance of her own length on the south west side, in quarter less seven fathoms, and the enemy were, in consequence, obliged, as their only alternative attempt passing within it, where there was not water enough, and they all grounded, under every sail, on the rocks between it and the shore.

The sails and rigging of the Northumberland were so much damaged, that I was obliged to leave the enemy to the effects of the falling tide, it being only one quarter 8 o'clock, while I repaired the rigging and shifted the fore-top-sail, which was rendered entirely useless; working to windward during that time under what sail I could set, to prevent falling to leeward; in which interval, at five o'clock, the Growler joined, and fired on the enemy occasionally. At 9 minutes after five, I anchored the Northumberland in six and a half fathoms water,

* Grouais, erroneously written Gros, is an island on the west coast of France, in latitude 47° 38' 4" N. longitude 3° 26' 8" W. from Greenwich.

Point de Pierre Lave bearing N. W. half N. the citadel of Port Louis E. three quarters N. and the rock named Le Graul N. half E. two cables' length distant, with her broadside bearing on the enemy's two frigates and brig, at point blank range, all of them having fallen over on their sides next the shore as the tide left them, and exposed their copper to us, and the mainmast of one frigate and the brig were gone, and from 34 minutes after five till 49 minutes past six (which was near the time of low water), a deliberate and careful fire was kept up on them, at which time, believing I had fully effected the object of my endeavours, the crews having quitted their vessels, all their bottoms being pierced by very many of our shot, so low down as to ensure their filling on the rising tide, and the leading frigate being completely in flames, communicated to the hull from a fire which broke out in her foretop, I got under sail. Three batteries fired at the ship during the whole time she was at anchor, and although the position was so far well chosen that she was out of the range of two of them, the other (to which the enemy's vessels were nearest) reached her, and did as much execution in the hull, as all the fire she had been exposed to before.

I directed the Commander of the Growler to stand in and fire, to prevent the enemy from returning to their vessels after it had ceased.

At five minutes before eight, the frigate on fire blew up with an awful explosion, leaving no remains of her visible. At the close of day I anchored for the night, out of reach of the batteries on both sides, Point Laeef bearing N. N. W. W. S. E. point of Groa S. S. W. half W. the enemy's vessels N. by E. At ten, the other frigate appeared to be on fire also (some smoke having been seen on board her from the time the firing ceased), and at half past eleven, the flames burst forth from her ports and every part with unextinguishable fury, which unlooked for event leaving me nothing more to attempt in the morning, the brig being quite on her beam ends, and very much damaged by our shot in every part of her bottom, even very near her keel, I weighed anchor at midnight, with a very light air from the northward, with the Growler in company, profiting by the brightness of the moon to get to sea; but it was so near calm that I made very little progress, and therefore saw the frigate burning from head to stern all night, and explode at thirty-five minutes after two in the morning of yesterday, leaving a portion of her after-part still burning, till it was entirely consumed, and in the course of the day I had the satisfaction to see, from off the N. W. point of Groa, a third fire and explosion in the same spot, which could have been no other than the brig.

During the time of firing on the enemy's vessels, a seaman, who states himself to be a native of Portugal, captured in the ship *Haribon* of Lisbon, by the frigate, on the 22d of February, swam from one of them to the *Northumberland*, by whom I am informed their names were *L'Ariane* and *L'Androuache*, of forty-four guns and four hundred and fifty men each, and the *Mapeluke* brig of eighteen guns and one hundred and fifty men; that they sailed from the *Luz* at the mouth of January, had been cruising in various parts of the Atlantic, and had destroyed thirty-six vessels of different nations, (Americans, Spaniards, Portuguese, and English), taking the most valuable parts of their cargoes on board the frigates (and they appeared very deep for ships so long at sea), and one vessel they sent as a cartel to England, with about five hundred prisoners.

I am happy to have now the gratifying duty to discharge, of bearing testimony to the creditable conduct of every officer and man I had the honour to command on the occasion above related, whose zealous exertions in supporting the honour of his Majesty's naval power, and in humbling that of the enemy, were conspicuously displayed, without regard to the peculiar intricacy of the situation, or the risks and difficulties which appeared to interpose; and I hope the circumstances of his station may permit me to make, and merit report of the services of the senior lieutenant, John Bank, without prejudice to, or neglect of, the other magnificent and deserving officers, who were all equally inspired with intrepidity, and

* Port Louis is situated in latitude $47^{\circ} 42' 47''$ N, longitude $56^{\circ} 20' 15''$ W, from Greenwich.

possessed with confidence and coolness, which rendered that qualification the more valuable. But as the safety of his Majesty's ship, and the success of the operations which resulted, in a navigation so narrow and difficult, with almost every description of danger to avoid, is attributable, next to Providence, to the ability with which she was steered and conducted, under the direction of Mr. Stewart (the master), and the pilot, I should be wanting in my duty, if I were to omit to represent to you, that nothing could exceed the firmness, good judgment, and skill of those officers. Their experience on the coast was extremely beneficial to the service, and Mr. Stewart's counsels were of the greatest assistance to me.

Lieutenant J. Weeks, commanding the *Growler* gun-brig, made every effort that vessel was capable of to render assistance; and shewed a perfect readiness to execute the few directions I had occasion to give him.

I should rejoice, Sir, if I were able to close this narrative without adding a report of loss and injury sustained; but neither you, nor any other authority to whom you may communicate it, will expect that a ship should have been so long at different periods under the fire of the enemy's various batteries and vessels, without some loss; and I am thankful it is not greater than is expressed in the report I have the honour to enclose, with a statement of the damages the ship has sustained, which is little in the hull, but more in the masts, yards, and rigging; and I am glad to say, the officer wounded (namely, Lieutenant William Fletcher) will soon be restored.

A line-of-battle ship, with sails bent, and top-gallant-yards across, lay in the harbour of L'Orient, spectator of the operations of the day at the entrance of the bay; but the wind did not serve till night for her coming to the support of her friends; every assistance, however, was afforded them of boats, men, &c. from the port; directed, as I apprehend, by the admiral in person.

I have the honour to be, &c.

H. HOTHAM, Captain.

Rear-admiral Sir Harry Neale, Bart. &c.

A List of Killed and Wounded on board H. M. S. Northumberland, on the 22d day of May, 1812.

Killed.—4 seamen, and 1 private marine.

Wounded.—1 officer, 3 petty officers, 9 seamen, and 5 private marines; of whom 4 are dangerously, 10 severely, and 11 slightly.

Names of Men Killed.

John Howe, able seaman; William Synn, ditto; Thomas Hudson, ordinary seaman; Patrick Flinn, landman; Andrew Ansevan, royal marine.

H. HOTHAM.

