



MEMOIRS
OF THE
PROFESSIONAL LIFE
Of the Right Honourable
HORATIO LORD VISCOUNT
NELSON,
VICE-ADMIRAL OF THE WHITE,

Knight of the Order of the Bath, Duke of Bronte in Sicily, Grand Cross
of the Orders of Ferdinand and of Merit, and Knight of the
Imperial Order of the Crescent.

COMPREHENDING
Authentic and circumstantial Details of his
GLORIOUS ACHIEVEMENTS
UNDER THE
British Flag,

And a Sketch of his Parliamentary Conduct and Private Character.

WITH
BIOGRAPHICAL PARTICULARS OF
CONTEMPORARY NAVAL OFFICERS.

BY
JOSHUA WHITE, Esq.

“ My son though alone is brave : Oscar is like a beam of the sky ! Come
ye dim ghosis of my fathers, and behold my deeds in war : I may fall,
but I will be renowned ! Where the danger threatens I rejoice in the
storm : ”
OSSIAN.

SECOND EDITION.
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TO THE
RIGHT HONORABLE
CHARLES LORD BARHAM,
ADMIRAL OF THE RED,
FIRST LORD COMMISSIONER OF THE ADMIRALTY OF
GREAT BRITAIN ;
UNDER WHOSE AUSPICES THE GLORIOUS VICTORY OFF
TRAFALGAR WAS ACCOMPLISHED,

THIS WORK,

IS DEDICATED, WITH THE GREATEST RESPECT,

BY

HIS OBEDIENT SERVANT,

THE AUTHOR.

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ADVERTISEMENT

TO THE
SECOND EDITION.

WITH the most grateful sense of the approbation of his labors, demonstrated by the uncommonly rapid sale of a large impression of this work, the author takes the liberty of directing the attention of the public to the improvements which will be found in this *second Edition*. Stimulated by their patronage to increased exertions, he has not only been careful to interweave into it all the authenticated facts which have transpired since its *first* publication, and to add much valuable and interesting matter in the form of notes, but has also enriched it with many new biographical particulars of distinguished naval officers whose history is connected with that of the lamented hero, Lord Nelson. 82

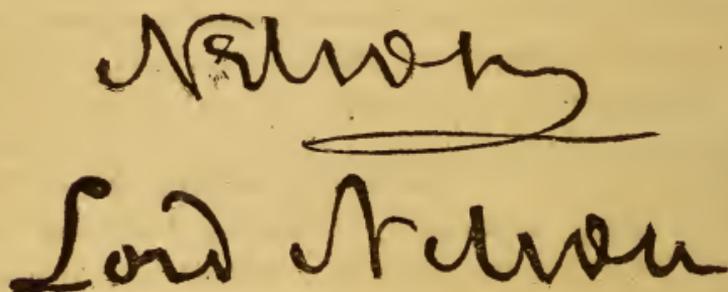
With such additional recommendations he submits to a *But* publish this *improved edition* of his work, claiming their indulgence for such imperfections as the recent date of some events of which it treats may have rendered unavoidable. Anxious to do justice to a subject so dear to the bosom of every Englishman, the author has spared no labor nor industry in the collection of information. As many individuals may, undoubtedly, be in possession of facts which have not come to his knowledge, he ventures to solicit the communication of any circumstances that may tend still farther to illustrate the history or character of that powerful, yet humble instrument in the hands of Providence for chastising the enemies of his country, who is the chief subject of the following Memoirs.

Any favors of this nature, addressed to the Publisher, will be thankfully received, and respectfully attended to.

FAC SIMILE

OF THE HAND-WRITING OF THE LATE LORD NELSON.

As every relic, however trifling, of a man so extraordinary as Lord Nelson, cannot fail to prove interesting, we lay before our readers a fac simile of his hand-writing, taken from original letters.



Nelson
Lord Nelson

The image shows a facsimile of Lord Nelson's handwriting. The word "Nelson" is written in a cursive script with a long, sweeping underline. Below it, the words "Lord Nelson" are written in a similar cursive style.



PREFACE.

IT is a truth universally acknowledged, that nothing more strongly tends to cherish those virtues which honour human nature, than the memoirs of characters who have been particularly distinguished by them. Independent of the interest which they never fail to excite, they scatter in generous minds seeds of emulation, which spring up, and in time produce noble fruit.

The following pages contain a faithful record of the deeds of one, who, as a hero and a man, holds forth a glorious example of the sublime elevation to which the human mind is permitted to aspire. The foundation of this envied distinction to which he attained must be sought in those stern principles of virtue, in

those profound sentiments of piety, which he imbibed from his venerable parent. With the former, as his compass, and the latter, as his sheet-anchor, he embarked early in the voyage of life---a voyage of unparalleled brilliancy and success.

With unwearied assiduity he applied himself to the study of all the minutiae of the profession in which he had engaged. By study he acquired skill, and by practice he obtained experience, while he perfected himself at the same time in the virtues of constancy, patience, and perseverance, which he found in the sequel such ample occasion to exercise.

By long obedience he became qualified to command. Never did he neglect to avail himself of an opportunity of acquiring honourable distinction; but it was only in the middle of the last war that he burst upon the world as a luminary of the first magnitude. At the battle of *ABOUKIR* he rose like a sun in the east; and, like the sun too after a summer's day of glory, he set in the west at the battle of *TRAFALGAR*, leaving the ocean in a blaze as he went down, and in darkness when he had descended. In ages to come, when the stranger who visits our island shall enquire for the monument of *NELSON*, the answer will be: "Behold his country which he saved."

Nor was Britain alone indebted to his talents and to his prowess; foreign nations vied with each other in expressing their gratitude to him, and never did individual receive so many testimonies of thankful acknowledgment. While he chastised the enemies of

his country, his exertions were intariably employed in repressing the spirit of anarchy and rapacity, which they so industriously disseminated; and he may undoubtedly be considered as an instrument chosen by that God to whom he never failed to ascribe all the glory of his successes, to blast the projects, and to check the wild career of a monster, who has been too long the common disturber of human repose.

Such was NELSON, the pride of his country, and an ornament to human nature; whose exploits and whose virtues must be to every Briton a subject of lively interest and proud exultation. These I have endeavoured to delineate in the following pages. No pains have been spared to render the performance as complete as possible; and I trust I shall not be found to exaggerate, if I assert, that it will afford new interest in repeated perusal, and may, at any future period, be consulted with advantage, as matter of useful reference. To render it still more worthy of public patronage, biographical notices of many distinguished contemporary naval officers, mentioned in these Memoirs, have been subjoined, and will, it is hoped, be looked upon as an interesting accompaniment.

To the seaman this work will, it is presumed, prove more particularly acceptable, as nothing has been neglected that could make its utility to him as extensive as possible. All the practical information, connected with the professional career of the idol of the British navy, has been carefully introduced, and

plans of the three glorious engagements, by which he established his claim to immortality, are represented in the like number of engravings.

How far I have fulfilled the object I proposed to myself, it is now for the public to decide; conscious that my best endeavours have been cheerfully exerted for their gratification, I submit the work to their judgment, hoping that it may be the means of stimulating others to emulate his virtues and his achievements; to live as he lived, and, when their duty calls them, to die as he died!

J. W.

** In the *Official Letter* from Lord Nelson to Evan Nepean, Esq. relative to his first attack on Boulogne, p. 238. the name of *Captain Eyers*, of the Royal Artillery, who was unfortunately wounded in that gallant enterprize, is spelt *Freyers*; which we take the present opportunity to correct.

Directions for placing the Plates.

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INTRODUCTORY LINES.

BY W. CAREY, ESQ.

OH, lov'd and cherish'd as thy country's boast
 Thy voice a triumph, and thy name a host !
 O gallant chief in battle long renown'd,
 In death by Victory and glory crown'd !
 While we thy fall with fruitless grief deplore,
 Our pride, our brave defender now no more !
 Our prostrate foes, tho' broken by defeat,
 Look up, forgetful of their vanquish'd state,
 Throw off their fears, their future conquests see,
 And deem our fleets and armies lost in thee !

“ Presumptuous hope !” Britannia proudly cries,
 Indignant lightnings flashing from her eyes :
 “ What though my hero, late your country's dread,
 “ My mighty hero slumbers with the dead ;
 “ Tho' he my conq'ring navies now no more
 “ Shall lead to triumph on your frightened shore,
 “ No more shall launch my thunders on the flood
 “ And dye the ocean with your streaming blood :
 “ Yet think not long to 'scape the vengeance due,
 “ A thousand chiefs his gallant course pursue,
 “ A thousand heroes equal honors claim
 “ And emulate his dangers and his fame ;
 “ With pious tears upon his shade they call
 “ And swear to perish or avenge his fall.

“ Fly then in time, from sure destruction fly,
 “ And safely vaunting in your harbors lie.
 “ Should all your armaments renew'd again
 “ With thrice-told numbers dare attempt the main,
 “ Should they my people to the conflict brave,
 “ No flight shall skreen them and no force shall save
 “ My fearless sons your number will despise,
 “ And every Briton will a NELSON rise.
 “ His martial spirit in their van shall sweep,
 “ And sun-bright glory lead them o'er the deep ;
 “ Pale fear shall freeze your trembling crews too late,
 “ In vain your efforts to avert your fate,
 “ On ships and men consuming fires shall fall,
 “ And one tremendous ruin bury all.
 “ But oh ! what honors, what immortal fame,
 “ Shall Europe consecrate to NELSON's name.

- " Fir'd with the glorious theme, thro' ev'ry clime
 " Shall radiant Genius wing her flight sublime.
 " The Muse divine in sweet majestic lays
 " His shining deeds amid the stars shall raise,
 " While safe on earth from ev'ry wasting rage,
 " His virtues flourish in th' historic page.
 " With lofty emulation in his praise
 " The plastic arts a monument shall raise ;
 " The statue warm with life, the breathing bust,
 " The trophied urn, shall grace his sacred dust ;
 " The magic pencil shall recal to life
 " My hero's form amid the bloody strife ;
 " High in the front the god-like chief shall glow,
 " And scatter lightnings on the raging foe.
 " In mournful change the artist shall display
 " The dear-bought glories of his final day ;
 " With many a chief, in heavy woe around,
 " And many a tear fast streaming o'er his wound.

 " How sweetly sleeps the hero in his grave,
 " In death lamented by the wise and brave !
 " When the frail canvas, faithless to its trust,
 " Shall lose his form and mingle with the dust,
 " When the time-moulder'd stone no more can tell
 " How brave he fought, he conquer'd, and he fell :
 " More bright through years his mem'ry shall survive,
 " And in the bosom of the nations live.
 " The aged matron and the tender maid
 " With grateful tears shall bless his mighty shade,
 " Sires yet unborn, his glories shall proclaim,
 " And babes be taught to lisp his honor'd name*."

* Among the various effusions of poetic genius, which the late important event has excited, this piece, it is presumed, lays more than ordinary claim to the attention of the reader.

THE
PROFESSIONAL LIFE
OF THE LATE
LORD VISCOUNT NELSON.

CHAP. I.

FROM HIS BIRTH, 1758, TO THE YEAR 1790.

Juvenile years of Lord Nelson.—He enters into the naval service.—Voyage to the West Indies.—His skill in pilotage.—Accompanies Captain Lutwidge in the voyage of discovery towards the North Pole.—Anecdote of his intrepidity.—Goes to the East Indies.—Appointed acting Lieutenant of the Worcester.—Receives his commission as Lieutenant of the Lowestoffe.—Proceeds to Jamaica.—Removed to the Bristol.—Appointed to the command of the Badger brig.—Obtains post-rank.—Assists at the reduction of Fort Juan.—Returns to England on account of ill health.—Sails with a convoy for Newfoundland.—Proceeds to the West Indies.—Visits France.—Appointed to the command of the Leeward Island station.—His conduct with regard to the Americans.—His marriage.—Returns to England.—His retirement at Burnham.

SINCE the foundation of England's maritime greatness, never has any name blazed forth with such glory in her annals as the immortal name of Nelson, and never, perhaps, has any nation produced an individual more justly entitled to renown. Whether we consider his ardent and dis-

interested patriotism, his undaunted intrepidity, his promptitude both in decision and execution, his patient perseverance, his extraordinary modesty, unaffected piety and unparalleled achievements, or the qualities of his heart, generous, tender, affectionate, and benevolent, we are at a loss for terms sufficiently strong to express our admiration of a character so truly dignified and distinguished. When we farther reflect that his great soul had to struggle against complicated evils to which nature or chance had subjected him, that though clogged with a body oppressed, emaciated, exhausted with sickness, suffering and fatigue, his mind soared above all the inconveniencies of mortality, and seemed animated with new energies, in proportion as his dangers and his difficulties increased, we shall almost be tempted to look upon him as something more than human. Educated in the school of hardy enterprize, no perils could appal, no disappointments could discourage him in the prosecution of his purposes. Influenced by no motive, save the welfare of his country, and the desire of glory, he rose by regular gradations, as his sphere of action became more enlarged, from achievement to achievement, the last invariably eclipsing the former, till he at length filled the whole earth with his fame, and raised the influence and the reputation of Britain to a height before unprecedented.

But, alas! the idol of his country is no more! He has closed his career of glory by a work which will place his name so high on the tablet of immortality, that succeeding patriots can only gaze with enthusiasm, scarcely hoping to reach the envied elevation; while a nation's tears, to the latest period of time, will drop upon the page of history that records the fall of the hero. "Wept, lov'd, and honor'd," he fell in the arms of Victory, who was twining fresh laurels round the brows of her favorite son, bequeathing to his country his glory, and to the world the brilliant example of his transcendent virtues. To trace a faithful picture of his actions and exploits in his progress towards the attainment of that glory, and to exhibit an accurate delineation of those virtues, is the object of the following pages.

Horatio was the fourth son of the venerable Edmund Nelson, rector of Burnham Thorpe, in the county of Norfolk, by Miss Catherine Suckling, daughter of the Rev. Dr. Suckling, prebendary of Westminster. His father's family had been long resident at Hilborough, in the same county, of which living the Nelsons have, for a considerable period, been the patrons. His mother was the grand-daughter of the late Sir Charles Turner, of Warham, who married the sister of Sir Robert Walpole, and was of course related to the noble families of Walpole, Chol-

mondeley, and Townshend. Her ancestors have been seated at Woodton, in Norfolk, nearly three centuries.

The parsonage-house of the rectory of Burnham, is rendered illustrious as the birth-place of Horatio Nelson. He came into the world on the 29th of September, 1758. The first rudiments of education were instilled into his aspiring mind at the High School of Norwich, whence he was afterwards removed to North Walsham. At this early period of life he imbibed from his father and his preceptors such principles of religion, honor, and morality; as were indelibly impressed on his mind, and laid the foundation of that spirit of unaffected piety, which has so eminently distinguished him, in all the perilous and trying situations to which he was afterwards subjected.

In the tender years of infancy, he, doubtless, exhibited to the eye of his observant parent many traits indicative of the daring hardihood which formed such a conspicuous feature of his character. Of these few are on record; the following anecdote has, however, been preserved: Being on a visit when quite a child, at his grand-mother's at Hilborough, he, one day, went out a bird's-nesting, with a companion of about his own age. The hour of dinner arrived, but Horatio never made his appearance. The old lady became alarmed, and dispatched messengers different

ways in quest of him. The young ramblers were, at length, discovered under a hedge, counting over the spoils of the day. His grand-mother began to scold him for being absent without permission, and concluded with saying, "I wonder fear did not drive you home."---"Madam, (replied Horatio, innocently,) I never saw fear."

Our young hero was not allowed sufficient time to receive a finished education; but what he wanted in learning was, in the sequel, amply compensated by natural good sense and talents, aided by early experience and deep reflection. In 1770, being then twelve years of age, he was taken from the school, at North Walsham, by his uncle, Captain Maurice Suckling, * who received him on board his own ship, the *Raisable*, of 64 guns. An altercation, relative to the Falkland Islands, just then portended hostilities with Spain; but the misunderstanding being soon adjusted, the Rai-

* Captain Suckling commanded the *Dreadnought*, in the West Indies, in the month of October, 1757, when, in company with Captain Forrest, of the *Augusta*, and Captain Langdon, of the *Edinburgh*, they attacked, near Cape François, seven French ships, three of which were of the line. In this encounter the *Dreadnought* had 39 men killed and wounded. In April, 1775, Captain Suckling succeeded Sir Hugh Palliser as Comptroller of the Navy, and, in 1778, was elected Member of Parliament for Portsmouth. He died in the month of July, the same year.

sonnable was paid off. With such an excellent guide as his uncle, he would undoubtedly have made a rapid progress in the path of honour ; but as circumstances prevented him from enjoying the benefit of his instructions, Captain Suckling placed him on board a West-India ship, under the care of Mr. John Rathbone, who had served under him in the Dreadnought. After having made one voyage, he was received by his uncle, in July 1772, on board the Triumph, then lying at Chatham.

By his voyage to the West Indies Horatio had gained a considerable practical knowledge of seamanship, but Captain Suckling discovered with great concern that he had conceived a strong aversion to the Royal Navy. His firmness, added to his thorough knowledge of the human heart, enabled him to employ the means of combating with success this unreasonable antipathy of his inexperienced nephew ; and though it required much time and trouble to reconcile him to the duty of a king's ship, and to subdue his prejudices, yet they at length yielded to the influence of good example, and to the principles which his worthy father had early instilled into his mind. The ambition of becoming a thorough-bred seaman, which the young Horatio in an eminent degree possessed, was the instrument by which Captain Suckling attempted and effected this revolution.

He held out as a reward to the aspiring mariner, that if he attended with diligence to his duty, he should be permitted to go in the cutter and decked long-boat, attached to the ship of the commanding officer at Chatham. This operated on the mind of his nephew as he wished, and the consequence was, that young Nelson became an excellent pilot for vessels of that class which sailed from Chatham to the Tower of London, or down the Swin Channel to the North Foreland. Each subsequent trial of navigating difficult passages inspired him with a sense of his own ability, and created that confidence in himself which is the essential characteristic of a fearless and undaunted mind.

Early in the year 1773, two vessels were fitted out by government for a voyage of discovery towards the north pole. Its object was to ascertain how far it was possible to sail in that direction, to decide for ever the long-agitated question concerning the practicability of a north-east passage into the Pacific Ocean, and to make such astronomical observations as might prove of service to navigation. The *Race-horse* and *Carcase* bomb-ketches were fitted out expressly for this expedition; the command of the former was given to Captain Phipps, (afterwards Lord Mulgrave) and the latter to Captain (now admiral Lutwidge.)—A voyage in which so much was to be seen and

learned, excited the ardent curiosity and enterprising genius of young Nelson, and filled him with an irresistible desire to make one of the party. The dangers they were likely to encounter only served to stimulate his ambition; and though instruction had been issued, that no boys should be received on board, yet he was so earnest in his solicitations to be appointed coxswain to Captain Lutwidge, that this officer, struck with the undaunted resolution he manifested to be employed in such an arduous undertaking, received him in that capacity, and thus laid the foundation of a friendship which continued without abatement through every subsequent period of life. *

The ships sailed on the 2nd of June, and during the voyage our youthful coxswain conducted himself in such a manner as to obtain the particular notice of Captain Phipps, who formed a high opinion of his character. Abundant occasions presented themselves for the young navigator to

* One other exception of the same kind was made in the person of Philip D'Auvergne, now duke of Bouillon and rear-admiral of the red, who, though under the prescribed age, was permitted to accompany the expedition. The engravings which illustrate the account of the voyage, published by Captain Phipps, were all taken from original sketches made on the spot by Mr. D'Auvergne, who was also charged with the Meteorological Registers.

display those eminent qualities of intrepidity and perseverance with which he was gifted. On the 31st of July the two vessels were in a most perilous situation off the Seven Islands, a cluster situated to the north of Spitzbergen, in latitude 80 deg. 14 minutes. Here they suddenly found themselves fast amidst immense fields of ice, and our youthful mariner might justly have applied to himself and his companions, the beautiful apostrophe of the Poet of the Seasons :—

———— Miserable they !

Who here entangled in the gathering ice,
 Take their last look of the descending sun ;
 While full of death and fierce with ten-fold frost,
 The long, long night, incumbent o'er their heads
 Falls horrible. Such was the Briton's fate, *
 As with first prow, (what have not Britons dar'd !)
 He for the passage sought, attempted since
 So much in vain, and seeming to be shut
 By jealous nature with eternal bars.

In this dilemma the ship's companies endeavored to cut a passage to the westward by sawing through pieces of ice, some of which were twelve feet thick, but with so little success, that their utmost efforts, for a whole day, could not move the vessels more than two hundred yards. In this dreadful state they remained nearly five days,

* Sir Hugh Willoughby, sent by Queen Elizabeth to discover a N. E. passage.

during which Horatio, whose mind glowed with increased energy at the sight of danger, obtained, after repeated solicitations, the command of a four-oared cutter, with twelve men, for the purpose of exploring channels and beraking the ice. On the 13th of August, a brisk wind springing up at N. N. E. effected their deliverance from this precarious situation, and Captain Phipps, finding it impracticable to penetrate farther northward, returned to the harbor of Smeerenberg, on the coast of Spitzbergen, a region of which it may be with justice asserted, that

Here Winter holds his unrejoicing court;
And through his airy hall the loud misrule
Of driving tempests is for ever heard :
Here the grim tyrant meditates his wrath ;
Here arms his winds with all-subduing frosts,
Moulds his fierce hail, and treasures up his snows !

The cool intrepidity possessed by our young mariner, even amid scenes so dreadful and foreboding, is evinced by the following anecdote.— During one of the nights, which in those high latitudes are generally clear, young Nelson, notwithstanding the extreme bitterness of the cold, was missing from the ship. Immediate search was made after him, but in vain, and every one gave him up for lost. As the rays of the rising sun illumed the horizon, he was, however, discovered by his astonished messmates, at a consi-

derable distance on the ice, armed with a single musket, in anxious pursuit of a prodigious bear. The lock being injured, the piece would not go off, and he had pursued the shaggy animal in the hope of tiring him, and being at length able to effect his purpose with the butt-end. Being reprimanded on his return, by Captain Lutwidge, for quitting the ship without permission, and asked, in a severe tone, what motive could induce him to attempt such a rash undertaking; the young hero, with great simplicity replied: "I wished, Sir, to get the skin for my father!" We are at a loss which to admire most, the matchless courage of the youth, or his ardent desire to afford pleasure to his worthy parent.

Captain Phipps having reached, in the prosecution of his voyage, the latitude of 81 degrees, 36 minutes, north latitude, and between that and the latitude of 79 degrees, traversed 17 degrees and a half of longitude, returned to England, where the ships were paid off in the month of October, 1773. Mr. Nelson now longed to explore the torrid as he had already done the frigid zone, and accordingly exerted his interest to obtain an appointment in one of the ships of the squadron then equipping for the East-Indies. Nothing less than such a distant voyage was capable of satisfying the ardor of his mind, and his thirst of nautical knowledge. He obtained a birth in the Sea-

horse, of 20 guns, under the gallant Captain Farmer.* In this ship he was stationed to watch in the fore-top, and was afterwards placed on the quarter-deck. During the period of his ser-

* This brave officer, in 1779, commanded the Quebec, of 32 guns, in which ship, on the 6th of October, he engaged, off Ushant, the French frigate, *La Surveillante*, of 40 guns. The action began at ten in the morning, and continued with the greatest obstinacy for three hours and a half. Both vessels were totally dismasted, and on board of each other. Unfortunately the Quebec, by firing through her sails which were lying over the side, took fire, and the ship was soon in flames, which, in spite of every effort, it was found impossible to extinguish. Captain Farmer was severely wounded, and though frequently solicited to leave his ship, he remained fixed in his resolution of sharing the fate of his bold companions. The Quebec continued to burn with unremitting fury till six in the evening, when she blew up with her colors flying; her brave commander, with most of his officers and crew, perished. The *Rambler* cutter was at the same time engaged at some distance with a French cutter, in company with *La Surveillante*. The Frenchman at length set all his sails, and bore away, and the *Rambler's* rigging and sails were so much damaged, that it would have been in vain to pursue. At this moment her commander, Lieutenant George, discovered that the Quebec was on fire, but being to leeward, with little wind, and a great swell, he was unable to render any other assistance than by sending his boat, which brought off two midshipmen and fourteen seamen; and thirteen more of the crew were providentially rescued from destruction by a Russian vessel that chanced to pass the wreck.

vice in the Sea-horse, he visited almost every part of the Indian seas between Bengal and Bussorah; but his continued ill-health at length induced Sir Edward Hughes, who always treated him with the utmost kindness, to send him to England in the Dolphin. That ship was paid off at Woolwich, in September, 1776, and on the 26th of the same month Sir James Douglas, then commanding at Portsmouth, gave him an order to act as lieutenant of the Worcester, of 64 guns, Captain Mark Robinson,* who was under sailing

* Captain Robinson was a gentleman of the most distinguished merit in his profession. He was born in 1722, and at the age of fourteen entered into the naval service of his country. He was actively engaged in most of the combats under the command of Sir Peter Warren and Lord Hawke. As commander of the Falcon, his conduct and bravery were highly conspicuous at the reduction of Guadaloupe, where his ship sunk under him. He was afterwards appointed to the command of the Towey, on the coast of America, where he had the satisfaction of saving Charlestown from the effect of an alarming conflagration, a service for which the merchants of South Carolina expressed their gratitude by a public vote of thanks, dated January 14th, 1771, and a valuable piece of plate. He was then promoted to the Worcester, and in Admiral Keppel's action, in 1778, he led the rear-division of the fleet. Being transferred to the Shrewsbury, he led the British fleet five times into action in that ship. In the last of these engagements, off the Chesapeake, on the 5th September, 1781, under Admiral Graves the Shrewsbury suffered more severely than any other ship

orders for Gibraltar, with a convoy. In the same kind of service he was engaged till April the following year, and during the greatest part of that interval in uncommonly boisterous weather. A strict attention to his professional duties, added to seven years practice, had rendered Mr. Nelson such a complete seaman, that though he had not attained his nineteenth year, yet Captain Robinson placed the greatest confidence in his skill and prudence, and was frequently heard to say, that he felt as easy at night when it was Nelson's watch, as when the oldest officer on board had charge of the ship. Thus we have in this illustrious character a striking example, that to learn to command it is first necessary to obey, and that in order to obtain distinction in any profession, something more than a superficial knowledge is absolutely requisite.

Having passed his examination for the rank of lieutenant, on the 8th of April, 1777, Mr. Nelson, the following day, received a commission as second of the *Lowestoffe*, of 32 guns, Captain William Locker,* with whom he proceeded to

in the fleet. On this occasion Captain Robinson himself, received a severe wound in the hip, and lost a leg. After this misfortune he was put on the list of superannuated rear-admirals, and died at his house in Bath, the 23d of November, 1799.

* In 1792, on the prospect of a war with Spain, Captain

Jamaica. A circumstance soon afterwards occurred in which he gave a striking indication of that intrepid spirit which no danger could ever subdue or appal. In a strong gale of wind and a heavy sea, the *Lowestoffe* came up with an American letter of marque, which struck to the British frigate. Captain Locker ordered the first lieutenant to board her; but this, owing to the tremendous sea, he was unable to accomplish. "Have I then no officer who can board the prize?" exclaimed Captain Locker on his return. The master immediately ran to the gangway, with the intention of jumping into the boat, when he was suddenly stopped by Lieutenant Nelson, with these words: "It is my turn now; if I come back, it will be yours." It is unnecessary to add, that his attempt was crowned with success.

Finding that his station in the *Lowestoffe* was not sufficiently active for his restless mind, he solicited an appointment to the command of a schooner, tender to the frigate. In this small vessel he eagerly embraced every opportunity of rendering himself a complete pilot for all the in-

Locker was raised to the rank of commodore, and hoisted his broad pendant on board the *Sandwich*, of 90 guns, as commander in chief at the Nore. On the 15th of February, 1793, he was appointed lieutenant-governor of Greenwich Hospital, where he died on the 26th of December, 1800.

tricate passages among the islands called Keys, situate to the northward of St. Domingo.

In 1772, soon after the arrival of Sir Peter Parker on the Jamaica station, he appointed Lieutenant Nelson third of the Bristol, his flagship. He soon became by rotation the first, and it was in this vessel that he concluded his services as a lieutenant. On the 8th of December the same year he was appointed commander of the Badger brig, and received orders to protect the Mosquito shore and the Bay of Honduras against the depredations of American privateers. Of this duty he acquitted himself so much to the satisfaction of the settlers, that they unanimously voted him their thanks, and expressed deep regret on his quitting that station. While he commanded the Badger, he was lying at Montego Bay, Jamaica, where he was joined by his majesty's ship Glasgow, which soon after her arrival accidentally took fire; and it was owing principally to the unceasing exertions and presence of mind of Captain Nelson, that the vessel and her whole crew were rescued from imminent destruction.

Captain Nelson was made post on the 11th of June, 1779. He had been nine years in the service, and had made himself not only an able officer but likewise a most skilful pilot, which from the first had been the object of his constant am-

bition. Endowed by nature with uncommon quickness of perception, and a ready fund of resource, he was far from suffering talents of such value to be bestowed in vain.

The first ship to which Captain Nelson was appointed, after his promotion, was the *Hinchinbrooke*. It was soon after this event that the arrival of Count D'Estaing at St. Domingo, with a numerous fleet and army, led to the expectation of an immediate attack on Jamaica. At this critical conjuncture, the command of the batteries at Port Royal, which, being the key to the naval force of Kingston, and to the seat of government at Spanish Town, was considered the most important post in Jamaica, was entrusted to Captain Nelson.

In January, 1780, an expedition having been planned for the reduction of Fort Juan, on the river St. John, in the gulph of Mexico, the command of the naval department was given to Captain Nelson, while Major Polson superintended the military. In this arduous service he displayed his usual zeal and energy; quitting his ship, he directed the transporting of the troops one hundred miles up a river, which none but Spaniards had ever navigated since the time of the buccaneers. Major Polson bore ample testimony of the exertions and intrepidity of his gallant colleague, who, after storming one of the

enemy's out-posts, situated on an island in the river, constructed batteries, and fought the Spaniards with their own guns. To his conduct and excellent dispositions the subsequent reduction of Fort Juan was principally to be ascribed.

The excessive fatigue necessarily attendant on an expedition of such a nature, and in such a climate, greatly impaired the health of Captain Nelson, who was soon afterwards appointed to the *Janus*, of 44 guns, on the Jamaica station, and took his passage in the *Victor* sloop to join his ship. Notwithstanding the medical assistance he received, and the kind attention of Sir Peter Parker, his health continued rapidly declining, so that he was under the necessity of returning to England in the *Lion*, commanded by the Honorable William Cornwallis; and it was not till after a residence of eleven weeks at Bath, that he recovered the use of his limbs.

Of a disposition too active to remain long unemployed, no sooner was Captain Nelson's health in some measure re-established, than he accepted the command of the *Albemarle*, in August, 1781, and his delicate constitution had to undergo another severe trial, from his being stationed, during the whole of the ensuing winter, in the North Seas. In April, the year following, he sailed with a convoy, under the command of Cap-

tain Pringle, for Newfoundland and Quebec. During a cruize off Boston, he was chased by three ships of the line and the Iris frigate. As they were all better sailers than the Albemarle, and were gaining upon him very fast, he had no other chance of escape, than, trusting to Providence and his own experience in pilotage, to run his ship among the shoals of St. George's Bank. The line of battle ships, alarmed for their own safety, quitted the pursuit, but the frigate still persevered in the chase, and had approached within little more than gun-shot, when Captain Nelson ordered the main-top-sail of his little frigate to be laid to the mast, that he might be prepared for battle, on which the enemy, declining the engagement, immediately tacked, and stood to rejoin her consorts.

In October, 1782, Captain Nelson sailed from Quebec with a convoy for New York, where he joined the fleet under the command of Sir Samuel (now Lord) Hood. With that officer he proceeded to the West Indies, where he continued actively employed until the conclusion of the peace. Captain Nelson was soon afterwards ordered to England, and on his way attended his Royal Highness, Prince William Henry, on his visit to the Havannah. On his arrival at Portsmouth, the Albemarle was paid off, and in the autumn of 1783, Captain Nelson visited France

for the benefit of his health. In that country he remained till the spring of the following year, when he was appointed to the command of the *Boreas*, of 28 guns, and ordered to the West-Indies.

On the Leeward-Island station a new scene was now opened to the officers of the British navy. The Americans, who, as colonists, enjoyed almost the whole of the trade from America to the West-India islands, forgot, on the conclusion of peace, that they were then to be considered as having no more privileges in this commerce than foreigners. Their claims were, however, favored by all the West Indians to whose interest they tended, and particularly by the governors and custom-house officers, who asserted, that, by the Navigation Act, the Americans had a right to trade. Captain Nelson, with that penetration and solidity of judgment, which he manifested on every occasion, considered the subject in a very different point of view, and determined that nothing should dismay him while enforcing the maritime-laws of his country. He, accordingly, intimated with firmness to the governors and officers of the customs, as well as to the Americans, what he imagined to be his duty, and a few days afterwards seized several American vessels, found in the act of carrying on a trade which he looked upon as illicit. This proceeding drew

upon him the hatred of all parties, who persecuted him with such inveteracy, that he could not venture with safety to leave his ship. Consciousness of the rectitude of his conduct supported his great mind under these trying circumstances, and he had likewise the satisfaction to find, that, on an investigation of his proceedings, they were approved by government.

Towards the close of 1786, Captain Nelson was joined on his station by Prince William Henry, in the Pegasus frigate. His conduct, as commanding-officer, gained him the esteem of his royal highness, and their friendship increased with advancing years. In March, 1787, Captain Nelson married Mrs. Frances Herbert Nesbit, widow of Dr. Nesbit, of the island of Nevis, daughter of William Herbert, Esq. senior judge, and niece to Mr. Herbert, president of that island. Prince William Henry gave away the bride. In the month of June following, Captain Nelson sailed for England, and on the 30th of November the Boreas frigate was paid off at Sheerness.

Our hero now retired to enjoy the comforts of domestic happiness, at the parsonage-house of Burnham, which his father gave up to him as a place of residence; and here he passed the interval of peace in rural occupations and in solitude. From the age of twelve years he had been incessantly

santly engaged in a continued succession of events arising out of his professional duties, in a complication of perils and emergencies. He now, for the first time, had leisure to strengthen by reflection the experience he had obtained, to combine the various ideas which a quick yet sound observation had collected, and to improve and increase that knowledge of himself and of mankind, which is so essential to those who are called upon by their country to command with firmness, and to obey without a murmur.

CHAP. II.

FROM 1790 TO 1797.

Captain Nelson is appointed to the *Agamemnon*—His courage and ability—Conducts the operations of the seamen against Bastia and Calvi—Loses the sight of his right eye at the siege of the latter—Takes a French convoy at Allassio—Appointed to the rank of commodore—Hoists his flag on board *La Minerve*—Takes the Spanish frigate, *La Sabina*--Falls in, on his return from Porto Ferrajo, with the whole Spanish fleet---Rejoins the Admiral---Engagement off Cape St. Vincent---Remarks on that action written by himself---Account of the victory---He receives the order of the Bath---Extracts from letters written soon after the victory--Hoists his flag as a rear-admiral--Bombardment of Cadiz---He is sent to attack Teneriffe---Loses his right-arm---Is obliged to return to England in consequence of that misfortune.

CAPTAIN NELSON continued to enjoy the sweets of rural retirement till the dispute, relative to Nootka Sound, in 1790, threatened an approaching rupture with Spain. Glowing with patriotic ardor, he left his retreat to offer his services ; but his endeavors to obtain a command were ineffectual. Two more years passed away

in peace, but at length, the 30th of January, 1793, again called forth this distinguished character, destined to appear like a brilliant constellation in the political horizon. He was appointed to the *Agamemnon*, of 64 guns, in a manner the most grateful to his feelings, hurt by the inefficacy of his former applications, and was soon ordered to proceed to the Mediterranean, under the command of the gallant veteran Lord Hood.

The greatest part of the crew of the *Agamemnon* was composed of men raised in the neighborhood of Burnham Thorpe; and such was the general opinion of his conduct and abilities as an officer, that gentlemen were solicitous to place their sons under his command; and it must be admitted, that if they wished them to obtain an insight into the profession, founded upon practice and example, they could not have selected a fitter master.

The unbounded confidence reposed by Lord Hood in Captain Nelson, while he commanded the *Agamemnon*, sufficiently manifests the high opinion he entertained of his courage and ability to execute the arduous services with which he was entrusted. Scarcely a gazette appeared but it contained an account of some service performed, some gallantry displayed, or some enterprize undertaken by the brave captain and crew of the *Agamemnon*. If a ship was to be cut out of a har-

bor, or a battery to be dismounted, Horatio Nelson was invariably foremost on the occasion, placing himself in the hottest of the battle, and exposing his person to the same risks as the meanest seaman. Such voluntary contempt of danger is, perhaps, not always prudent or justifiable in a commander, but it is certainly generous and often successful. Men will exert themselves more and with greater alacrity, when they find that nothing more is required on the one hand than is submitted to on the other, and great advantages will counterbalance great hazard. Accordingly, before he quitted his old ship, it was justly observed, that he had not only fairly worn her out, but had also exhausted himself and his ship's company. These habits of active service seemed to have had the effect of bracing his originally delicate constitution, and enabling him to support such excessive fatigue.

On the 21st of October, 1793, part of his crew being absent at Toulon, and in prizes, and having only 345 men at quarters, Captain Nelson fell in with four French frigates and a corvette, which he instantly attacked. A brisk firing continued for nearly four hours, when the enemy hauled their wind and made off. The masts and rigging of the *Agamemnon* were so disabled as to prevent the captain from hazarding a pursuit.

The success and the activity of the *Agamem-*

non while under the command of Captain Nelson, may, perhaps, be imputed to a very simple cause,—that of the national spirit of an English crew being awakened into full action, and directed towards a proper end, by the skill and courage of their commander. But the biographer whose part it is not to remain satisfied with general causes, cannot but imagine that he perceives another: The greatest part of the ship's company, as already observed, were more peculiarly the countrymen of their commander. A moment's reflection on the human character, will be sufficient to convince us of the force of this principle. The natural courage of the men is inflamed to greater exertions by their attachment to their commander and to each other. The body become animated with a spirit of emulation peculiar to themselves; they consider themselves as forming a separate community, as did the crew of the *Agamemnon*, who thus felt a pride in raising their appellation of "men of Norfolk" to reputation and distinction. In time of danger, when great exertions and consequently great motives are required, might not this principle be applied with considerable effect?---The greater the affinity between the officer and his men, and between the men and each other, in the same proportion will their attachment, their sympathy, and their efforts in the common cause be aug-

mented. The affections of private and domestic life are thus pressed into public service; men fight not only for their country, but for their commander, for themselves, and what is, perhaps, yet stronger than all, for the honor of their peculiar body and the distinction of their native district.

In the operations against Bastia and Calvi, in the island of Corsica, in 1794, Lord Hood bore ample testimony to the skill and unremitting exertions of Captain Nelson. During the memorable siege of the former, he commanded a brigade of seamen on shore, at the batteries, having the Captains Hunt, Sericold, * and Bullen, under his orders; and on this occasion he gave distinguished proofs of zeal and intrepidity. In his public dispatch, relating the capture of this fortress, Lord Hood thus expresses himself:---

* Captain Sericold commanded the Proselyte gun-boat, and greatly distinguished himself in these attacks on shore. At the siege of Calvi, he was killed by a grape-shot, while getting the last gun into its place on one of the batteries.—

“The king,” says Lord Hood, in his official dispatch, “had not a more meritorious young captain in his navy. He commanded the floating-battery which was burnt by a red-hot shot, before Bastia, and afterwards served with infinite reputation at the batteries on shore. Independent of my regard and esteem for him, I feel his loss to be a public one.”

“ Captain Nelson, of his Majesty’s ship *Agamemnon*, who had the command and direction of the seamen, in landing the guns, mortars, and stores, and Captain Hunt, who commanded at the batteries, very ably assisted by Captain Bullen and Captain Sericold, and the Lieutenants Gore, Hotham, Stiles, Andrews, and Brisbane, have an ample claim to my gratitude, as the seamen, under their management, worked the guns with great judgment and alacrity; never was a higher spirit or greater perseverance exhibited; and I am happy to say, that no other contention was at any time known, than who should be most forward and indefatigable in promoting his Majesty’s service: for though the difficulties they had to struggle with were many and various, the perfect harmony and good-humor that universally prevailed throughout the siege, overcame them all.”

The uncertainty of a seaman’s life cannot be better described than in the language of Captain Nelson, who, in a letter he transmitted on this occasion to Mr. Evan Davies, of Swansea, informing him of the death of his son, thus expressed himself:—“From the nature of our profession we hold life by a more precarious tenure than many others, but when we fall we trust it is to benefit our country. So fell your son, by a cannon ball, under my immediate command at the siege of Bas-

tia. I had taken him on shore with me, from his abilities and attention to his duty."

Calvi was the next point of attack. At the siege of that place, in the months of July and August, 1794, Captain Nelson likewise distinguished himself in a brilliant manner, when commanding an advanced battery of seamen on shore. It was on this occasion that he had the misfortune to lose the sight of his right eye, in consequence of a shot from one of the enemy's batteries striking against that which he commanded, and driving some particles of sand with prodigious force against his face. For his important services in the reduction of Corsica, Captain Nelson, in common with the rest of the officers and seamen, received the thanks of both houses of parliament.

In the month of October, 1794, Lord Hood left the Mediterranean, and the command devolved on Admiral, now Lord Hotham, who honored Captain Nelson with the same confidence as his predecessor. He distinguished himself in the actions with the French fleet on the 13th and 14th of March, 1795, when the *Ca-ira*, of 80 guns, and the *Censeur*, of 74, fell prizes to British prowess, and on the 13th of July, when the *Alcide*, of 74 guns, was taken and blew up.

During the chase on the former occasion, one of the French line of battle ships having lost her

top-masts, this circumstance afforded Captain Freemantle, of the *Inconstant* frigate, who was then far advanced in the chase, an opportunity of exhibiting a proof of British enterprize, by attacking, raking, and harassing her, till the arrival of the *Agamemnon*. He was then most ably seconded by Captain Nelson, who did her so much damage that she was unable to recover herself. By this time, however, the two British captains were at such a distance from their own fleet that they were obliged to quit their antagonist, as several of the enemy's ships were advancing to her assistance.

Captain Nelson was soon afterwards directed by Admiral Hotham to co-operate with the Austrian General, De Vins, at Vado Bay, in the territory of Genoa. Having there received information that a convoy of arms and ammunition had arrived at Alassio, a place in the possession of the French army, he proceeded to that place on the 26th of August, accompanied by the vessels under his command, and in less than an hour cut out nine ships, besides two which were destroyed. This service was effected without the loss of a man either killed or wounded; and had not the town been defended by 2000 soldiers, horse and foot, he would have rendered his success more complete by landing and destroying the magazines of ammunition and provisions. "His

officer-like conduct," says Admiral Hotham in his public dispatch, "upon this, and, indeed, upon every occasion where his services are called forth, reflects upon him the highest credit."

During the whole time Admiral Hotham retained the command, our hero was employed in the most arduous services, the blockade of Leghorn, the taking of Porto Ferrajo, and lastly, the evacuation of Bastia. Having convoyed the troops in safety from that place to Porto Ferrajo, he joined Admiral Sir John Jervis, who had superseded Admiral Hotham in the Mediterranean, in the Bay of St. Fiorenzo. In April, 1796, the commander in chief, in consequence of his approbation of Captain Nelson's conduct, directed him to wear a broad pendant as commodore; in the following month he was removed from his favorite ship the *Agamemnon*, to the *Captain* of 74 guns, and, in August, a captain was appointed under him.

On the 25th of April, 1796, having received intelligence that a convoy, laden with stores for the French army, had anchored at Loano, the commodore immediately proceeded off that place. On his approach, he was considerably disappointed to observe only four vessels lying under the batteries, which opened upon the ships as they advanced into the bay. Their fire was returned by

the commodore and the ships under his command, and their boats were dispatched to board and bring off the vessels. This service was performed with equal gallantry and success, notwithstanding the heavy fire kept up from the shore very near to which the vessels were lying.

Being in the Gulph of Genoa, on the 31st of May, the commodore gave chase to six vessels which hoisted French colors, and anchored close under a battery, in the bay of Oneglia. The commodore directed Captain Cockburn, of the *Meleager*, to lead in, which he did in a most officer-like manner, and the same afternoon the *Agamemnon* and *Meleager* anchored in less than four fathoms water. After a short resistance from the battery and vessels, the boats of the English squadron took possession of them under a smart fire of musketry. The enemy, after they had surrendered, cut their cables and ran their vessels on shore, but they were afterwards got off.*

* The following were the vessels taken on this occasion :

A ship of 8 guns, and 20 brass patteraroes, laden with corn and rice.

A ketch laden with muskets, and cases of ammunition.

A galley laden with wine.

A ditto with corn.

La Genie, ketch, 3 eighteen-pounders, 2 swivels, 60 men.

La Humero D'Ougel, gun-boat, 1 eighteen-pounder, 4 swivels, 30 men.

Having afterwards proceeded with the commander-in-chief to Gibraltar, Commodore Nelson, in the month of December, 1796, hoisted his broad pendant on board *La Minerve* frigate, of 32 guns, Captain George Cockburn, and was sent with that ship and *La Blanche* of the same force, commanded by Captain Preston, to Porto Ferrajo, to bring away the naval stores left at that place, of which the fleet at Gibraltar was much in want. On his passage thither, on the night of the 19th of December, he fell in with two Spanish frigates: he immediately attacked the ship which carried the poop-light, and directed the *Blanche* to bear down and engage the other. At forty minutes past ten at night the commodore brought the enemy to close action, which continued without intermission until half past one. Notwithstanding the superior force of the Spanish vessel, the fire of the English was maintained with such effect, that *La Sabina*, of 40 guns, twenty-eight of which were eighteen-pounders, struck to *La Minerve*. *La Sabina* was commanded by Don Jacobo Stuart,

Transports—*La Bonne Mere*, 250 tons, laden with brass 21-pounders, thirteen-inch mortars, and gun-carriages.

La Vierge de Consolation, 120 tons ditto.

Le Jean Baptiste, 100 tons, laden with provisions.

Name unknown, 100 tons, with Austrian prisoners.

St. Anne de Paix, 70 tons, laden with entrenching tools.

who had 164 men killed and wounded during the action, in which he lost his mizen-mast. On board *La Minerve* seven men were killed and thirty-four wounded; all her masts were shot through, and the rigging much damaged.

Scarcely was this victory obtained and the prize taken in tow, when a frigate was seen advancing, at four in the morning, of the 20th, and, by her signals, was discovered to be Spanish. At half past four she came to action with *La Minerve*, who cast off the prize, which, under the command of Lieutenant Culverhouse, was directed to stand to the southward. After a trial of strength of more than an hour, the enemy hauled off "or I am confident," says the commodore, "she would have shared the fate of her companion." At this time three other ships were seen standing for *La Minerve*, and at the dawn of day the commodore had the mortification to perceive that they were two Spanish ships of the line and two frigates, and that the *Blanche* was far to windward. Notwithstanding all the exertions of the officers and men belonging to *La Minerve* to repair the damages that ship had sustained, all their labors would probably have been ineffectual for her preservation, had they not been assisted by a diversion of the lieutenant placed in the prize. A frigate repeatedly fired into her without effect, and at length the Spanish admiral

quitted the pursuit of the commodore, for that of *La Sabina*, which steered a different course, evidently with the intention of attracting the notice of the enemy; nor did she surrender till after the loss of her remaining masts. In the mean time *La Blanche* had silenced her antagonist, but owing to the same unfortunate coincidence of circumstances, had been prevented from taking possession of her prize.

The letter in which the commodore acquaints Sir John Jervis with the particulars of this action, affords a noble and generous instance of that modest spirit which ever pervaded the mind of this great man. He assumes no merit to himself, but transfers the whole to Captain Cockburn, his officers, and crew. "You are so thoroughly acquainted," says he, "with the merits of Captain Cockburn, that it is needless for me to express them: but the discipline of *La Minerve* does the highest credit to her captain and lieutenants, and I wish fully to express the sense I have of their judgment and gallantry. Lieutenant Culverhouse, the first lieutenant, is an old officer of distinguished merit; Lieutenants Hardy, Gage, and Noble deserve every praise which gallantry and zeal justly entitle them to: as does every other officer and man in the ship."

On the 29th of January the commodore sailed

in La Minerve from Porto Ferrajo, on her return to Gibraltar, having on board Sir Gilbert Elliott, (now Lord Minto,) late viceroy of Corsica, Lieutenant-Colonel Drinkwater, and others of his suite. Having reconnoitered the principal ports of the enemy in the Mediterranean, the commodore arrived at Gibraltar, where his impatience to rejoin Sir John Jervis permitted him to remain only one day. Proceeding thence to the westward, on the 11th of February, he was chased by two Spanish line of battle ships, and at the mouth of the Streights fell in with their whole fleet, which had come out of Carthagen. The commodore fortunately escaped, and on the 13th of February he joined the admiral off Cape St. Vincent. He immediately communicated the intelligence relative to the force and state of the enemy, and shifted his pendant on board his former ship the Captain. He had scarcely removed from La Minerve, when the signal was thrown out for the British fleet to prepare for action, and the ships were directed to keep close order during the night.

As the gazette account conveys a very imperfect idea of the exploits of the heroic commodore on the glorious 14th of February, the reader shall first be presented with the invaluable remarks of the gallant Nelson himself on the events of that day, which are farther illustrated by the

interesting account of the engagement by Lieutenant-colonel Drinkwater, who had an opportunity of observing the manœuvres of both fleets on board the *Lively*, repeating frigate, commanded by Viscount Garlies.

“ *A few Remarks, relative to myself in the Captain, in which Ship my Pendant was flying on the most glorious Valentine’s Day, 1797.* ”

“ At one, P. M. the Captain having passed the sternmost of the enemy’s ships, which formed their van and part of their centre, consisting of seventeen sail of the line; they on the larboard, we on the starboard tack; the admiral made the signal to tack in succession, but perceiving all the Spanish ships to bear up before the wind, evidently with an intention of forming their line, going large, joining their separated divisions; at that time engaged with some of our centre ships, or flying from us; to prevent either of their schemes from taking effect, I ordered the ship to be wore, and passing between the *Diadem* and the *Excellent*, at a quarter past one o’clock, was engaged with the headmost, and, of course, leewardmost of the Spanish division. The ships which I knew were the *Santissima Trinadada*, 136; *San Josef*, 112; *Salvador del Mundo*, 112; *San Nicholas*, 80; another first-rate, and a 74, names unknown.

“I was immediately joined and most nobly supported by the Culloden, Captain Troubridge; the Spanish fleet not wishing, I suppose, to have a decisive battle, hauled to the wind on the larboard tack, which brought the ships above-mentioned to be the leewardmost and stern-most ships in their fleet. For near an hour, I believe, (but do not pretend to be correct as to time) did the Culloden and Captain support this apparently, but not really, unequal contest; when the Blenheim passing between us and the enemy, gave us a respite, and sickened the Dons.

“At this time the Salvador del Mundo and San Isidro dropped astern, and were fired into, in a masterly style, by the Excellent, Captain Collingwood, who compelled the San Isidro to hoist English colours; and I thought the large ship, Salvador del Mundo had also struck: but Captain Collingwood, disdaining the parade of taking possession of a vanquished enemy, most gallantly pushed up, with every sail set, to save his old friend and messmate, who was to appear in a critical state; the Blenheim being a-head; the Culloden crippled and astern. The Excellent ranged up within two feet of the San Nicholas, giving a most tremendous fire. The San Nicholas luffing up, the San Josef fell on board her; and the Excellent passing on for the Sant. Trinidad, the Captain resumed her station abreast of them,

and close alongside; at this time the Captain having lost her fore-top mast, not a sail, shroud, nor rope left: her wheel away, and incapable of farther service in the line, or in the chase, I directed Captain Miller to put the helm a-starboard, and calling for the boarders, ordered them to board.

“ The soldiers of the 69th, with an alacrity which will ever do them credit, and Lieutenant Pearson, of the same regiment, were almost the foremost in this service: the first man who jumped into the mizen chains was Captain Berry, late my first lieutenant, (Captain Miller was in the very act of going also, but I ordered him to remain): he was supported from our sprit-sail yard, which hooked in the mizen rigging. A soldier of the 69th regiment having broken the upper quarter-gallery window, I jumped in myself, and was followed by others as fast as possible. I found the cabin doors fastened, and some Spanish officers fired their pistols; but having broken open the doors, the soldiers fired; and the Spanish Brigadier (commodore with a distinguishing pendant) fell, as retreating to the quarter-deck. I pushed immediately onwards for the quarter-deck, where I found Captain Berry in possession of the poop; and the Spanish ensign hauling down. I passed with my people, and Lieutenant Pearson, on the larboard gangway, to the fore-castle, where I met two or three Spanish officers, prisoners to my

seamen : they delivered me their swords. A fire of pistols or muskets opening from the admiral's stern-gallery of the San Josef, I directed the soldiers to fire into her stern ; and calling to Captain Miller, ordered him to send more men into the San Nicholas ; and directed my people to board the first-rate, which was done in an instant, Captain Berry assisting me into the main-chains. At this moment a Spanish officer looked over the quarter-deck rail, and said they had surrendered. From this most welcome intelligence it was not long before I was on the quarter-deck, where the Spanish captain, with a bow, presented me his sword, and said the admiral was dying of his wounds. I asked him, on his honor, if the ship was surrendered ; he declared she was : on which I gave him my hand, and desired him to call on his officers and ship's company, and tell them of it ; which he did :—and on the quarter-deck of a Spanish first-rate, extravagant as the story may seem, did I receive the swords of vanquished Spaniards : which, as I received, I gave to William Fearney, one of my bargemen, who put them, with the greatest *sang froid*, under his arm. I was surrounded by Capt. Berry, Lieut. Pearson,* of the 69th regiment, John Sykes, John Thom-

* Lieutenant, afterwards Captain Pearson, died in the year 1801, aged 27 years, as he was returning home from Honduras.

son, Francis Cooke, all old Agamemnon,* and several other brave men, seamen, and soldiers. Thus fell these ships!

N. B. In boarding the San Nicholas, I believe we lost about seven killed and ten wounded, and about twenty Spaniards lost their lives by a foolish resistance. None were lost, I believe, in boarding the San Josef.

Signed { HORATIO NELSON.
 { RALPH WILLET MILLER.
 { E. BERRY.

What the commodore's modesty prevented him from relating more fully, shall now be supplied from the circumstantial narrative of Lieutenant-Colonel Drinkwater, by which it will appear how much of the honour of this glorious action is to

* The commodore had learned duly to appreciate the valour of the crew of the Agamemnon, in the variety of service in which she was engaged in the Mediterranean, while under his command. When that ship came into dock to be refitted, in October, 1796, she had not a mast, yard, sail, or any part of her rigging, but what was so cut to pieces with shot, that it was obliged to be repaired. Her hull had long been kept together by cables served round.

It was in this vessel, that when he once put into Cadiz to water, previous to the commencement of hostilities with Spain, he exclaimed, on beholding the Spanish fleet:—"These ships are certainly the finest in the world! Thank God, the Spaniards cannot build men!"

be ascribed to the skill and conduct of the daring Nelson.

When Sir John Jervis, on the fourteenth of February, had accomplished his bold intention of breaking the enemy's line, the Spanish admiral, who had been separated to windward with his main body, consisting of eighteen ships of the line, from nine ships that were cut off to leeward, appeared to make a movement, as if with a view to join the latter. This design was completely frustrated by the timely opposition of Commodore Nelson, whose station, in the rear of the British line, afforded him an opportunity of observing this manœuvre: his ship, the *Captain*, had no sooner passed the rear of the enemy's ships, that were to windward, than he ordered her to wear, and stood on the other tack towards the enemy.

In executing this bold and decisive manœuvre, the commodore reached the sixth ship from the enemy's rear, which bore the Spanish admiral's flag, the *Santissima Trinidad*, of 136 guns, a ship of four decks, reported to be the largest in the world. Notwithstanding the inequality of force, the commodore immediately engaged this colossal opponent; and for a considerable time had to contend, not only with her, but with her seconds a-head and a-stern, each of three decks. While he maintained this unequal combat, which

was viewed with admiration, mixed with anxiety, his friends were flying to his support: the enemy's attention was soon directed to the Culloden, Captain Troubridge, and, in a short time after, to the Blenheim, of 90 guns, Captain Frederick, who opportunely came to his assistance.

The intrepid conduct of the commodore staggered the Spanish admiral, who already appeared to waver in pursuing his intention of joining the ships cut off by the British fleet; when the Culloden's timely arrival, and Captain Troubridge's spirited support of the commodore, together with the approach of the Blenheim, followed by Rear-Admiral Parker, with the Prince George, Orion, Irresistible and Diadem, not far distant, determined the Spanish admiral to change his design altogether, and to throw out the signal for the ships of the main body to haul their wind, and to make sail on the larboard tack.

Not a moment was lost in improving the advantage now apparent in favour of the British squadron: as the ships of Rear-Admiral Parker's division approached the enemy's ships in support of the Captain (Commodore Nelson's ship) and her gallant seconds, the Blenheim and Culloden, the cannonade became more animated and impressive. In this manner did Commodore Nelson engage a Spanish three-decker, until he had nearly expended all the ammunition in his ship,

which had suffered the loss of her fore-top mast, and received such considerable damage in her sails and rigging, that she was almost rendered *hors du combat*. At this critical period the Spanish three-decker, having lost her mizen-mast, fell on board a Spanish two-decker, of 84 guns, that was her second: this latter ship, consequently, now became the commodore's opponent, and a most vigorous fire was kept up for some time by both ships, within pistol-shot.

It was now that the commodore's ship lost many men, and that the damages already sustained, through the long and arduous conflict which she had maintained, appeared to render a continuance of the contest in the usual way precarious, or perhaps impossible. At this critical moment, the commodore from a sudden impulse, instantly resolved on a bold and decisive measure; and determined, whatever might be the event, to attempt his opponent sword in hand:—the boarders were summoned, and orders given to lay his ship on board the enemy.

Fortune favours the brave; nor, on this occasion, was she unmindful of her favourite. Ralph Willett Miller, the commodore's captain, so judiciously directed the course of his ship, that he laid her a-board the star-board quarter of the Spanish eighty-four:—her sprit-sail yard passing over the enemy's poop, and hooking in her mizen

shrouds; when the word to board being given, the officers and seamen destined for this perilous duty, headed by Lieutenant (now Sir Edward) Berry, together with the detachment of the 69th regiment, commanded by Lieutenant Pearson, then doing duty as marines, on board the Captain, passed with rapidity on board the enemy's ship; and, in a short time, the San Nicholas was in the possession of her intrepid assailants. The commodore's ardour would not permit him to remain an inactive spectator of this scene. He was aware the attempt was hazardous, and he thought his presence might animate his brave companions, and contribute to the success of this bold enterprize: he, therefore, as if by magic impulse, accompanied the party in this attack, passing from the fore-chains of his own ship into the enemy's quarter-gallery, and thence through the cabin to the quarter-deck, where he arrived in time to receive the sword of the dying commander, who had been mortally wounded by the boarders. He had not been long employed in taking the necessary measures to secure this hard-earned conquest, when he found himself engaged in a more arduous task. The stern of the three-decker, his former opponent, was placed directly amidship of the weather-beam of the prize San Nicholas, and from her poop and galleries the enemy sorely annoyed, with musquetry, the

British who had boarded the San Nicholas. The commodore was not long in resolving on the conduct to be adopted on this momentous occasion; the two alternatives that presented themselves to his unshaken mind, were to quit the prize, or instantly board the three-decker. Confident in the bravery of his seamen, he determined on the latter. Directing, therefore, an additional number of men to be sent from the Captain on board the San Nicholas, the undaunted commodore, whom no danger ever appalled, headed himself the assailants in this new attack, exclaiming: — “ WESTMINSTER ABBEY, OR GLORIOUS VICTORY !”

Success in a few minutes, and with little loss, crowned the enterprize. Such, indeed, was the panic occasioned by his preceding conduct, that the British no sooner appeared on the quarter-deck of their new opponent, than the commandant advanced, and asking for the British commanding-officer, dropped on one knee, and presented his sword; apologizing, at the same time, for the Spanish admiral's not appearing, as he was dangerously wounded. For a moment commodore Nelson could scarcely persuade himself of the reality of this second instance of good fortune: he, therefore, ordered the Spanish commandant, who had the rank of a brigadier, to assemble the officers on the quarter-deck, and to

direct means to be taken instantly for communicating to the crew the surrender of the ship. All the officers immediately appeared; and the commodore had the surrender of the San Josef duly confirmed, by each of them delivering his sword.

The coxswain of the commodore's barge had attended close by his side throughout this perilous attempt. To him the commodore gave in charge the swords of the Spanish officers as he received them; and the undaunted tar, as they were delivered to him, tucked these honourable trophies under his arm with all the coolness imaginable. It was at this moment also, that a British sailor, who had long fought under the commodore, came up in the fulness of his heart, and excusing the liberty he was taking, asked to shake him by the hand, to congratulate him upon seeing him safe on the quarter-deck of a Spanish three-decker.

This new conquest had scarcely submitted, and the commodore returned on board the San Nicholas, when the latter ship was discovered to be on fire in two places. At the first moment appearances were alarming; but the presence of mind and resources of the commodore and his officers, in this emergency, soon got the fire under.

A signal was immediately made by the Captain for boats to assist in disentangling her from the

two prizes ; and as she was incapable of farther service until refitted, the commodore again hoisted his pendant for the moment, on board *La Minerve* frigate ; and in the evening shifted it to the *Irresistible*, Captain Martin ; but as soon as the Captain was refitted, he re-hoisted his pendant on board the latter ship.

For such distinguished gallantry on the 14th of February, he received the insignia of the Bath, and a gold medal from his Sovereign, and was also presented with the freedom of the city of London.

The following extracts from letters written soon after the period of this victory, to a friend in England, shew, in a striking manner, that temper of mind which he ever displayed in his actions. The first is dated “ *Irresistible*, off Lagos Bay, March 16th.” In this he says : “ I am here looking for the Viceroy of Mexico, with three sail of the line, and I hope to meet him. Two first-rates and a seventy-four are with him, but the larger the ships the better the mark. The Spanish fleet is in Cadiz ; the officers hooted and pelted by the mobility. Their first report was, the action happening on a foggy day, when the fog cleared up they only saw fifteen sail of the line, therefore concluded, at least, five of ours were sunk in the action. My usual good fortune attended me, which I know will give you and my other friends

satisfaction." In the second, dated " Captain, off Cadiz, April 10," he thus expresses himself: " Many thanks for your most kind congratulations on our success; but I hope the good people of England will have something else to talk about—more recent victories; for if our ships are but carried close by the officers, I will answer for a British fleet being always successful. The Spaniards threaten us they will come out and take their revenge; the sooner the better; but I will not believe it till I see it; and if they do, what will the mines of Mexico and Peru signify compared with the honor I doubt not we shall gain by fighting an angry Don; they will have 30 sail of the line, we 20, or 22, but I fear we shall have a peace before they are ready to come out."

In the month of April, Sir Horatio Nelson hoisted his flag as rear-admiral of the blue, and soon afterwards shifted it from the Captain to the Theseus, and was appointed to the command of the inner squadron engaged in the blockade of Cadiz. In this duty his personal courage was, if possible, more conspicuous than in any of his former services. On the 3d of July he made an attack on the gun-boats and armed launches of the Spaniards, which had come out, pursued them to the walls of Cadiz with considerable damage, and the loss of two gun-boats and one launch, that were taken.

On this occasion, Sir Horatio being in his barge with only its usual complement of ten men and the coxswain, accompanied by Captain Freemantle, the commander of the Spanish gun-boats, Don Miguel Tyrason, in a barge rowed by twenty-six oars, and carrying thirty men including officers, made a most desperate attempt to overpower the British hero and his brave companions. The contest was long and doubtful; they fought hand to hand with their swords; twice was the admiral's life saved by his faithful coxswain, John Sykes, who parried several blows aimed at him, and mortally wounded his assailants. At length, eighteen of the Spaniards being killed, the commandant and all the rest wounded, the rear-admiral, with his gallant crew, succeeded in carrying the enemy's barge. With that generosity which is ever inseparable from true valor, he pays a handsome tribute of praise to the gallantry of Don Miguel Tyrason, "whose resistance," he says, in his letter to the commander-in-chief, "was such as to do honor to a brave officer."

Sir John Jervis, in his report of this affair to the Admiralty, dated the 5th of July, says: "The rear-admiral, who is always present in the most arduous enterprises, with the assistance of some other barges, boarded and carried two of the enemy's gun-boats, and a large launch belonging to

one of their ships of war, with the commandant of the flotilla. Rear-Admiral Nelson's actions speak for themselves; any praise of mine would fall very far short of his merit."

On the night of the 5th, Sir Horatio ordered a second bombardment of Cadiz, which produced considerable effect upon the town, and among the shipping. On the night of the 8th he meditated another operation under his own immediate direction, but the wind blew so strong down the bay, that it was found impossible to bring up the bomb-vessels to the point of attack in time.

The Earl of St. Vincent, from a variety of intelligence he had received, was led to believe that the town of Santa Cruz in the island of Teneriffe was an assailable object. On the 15th of July, he therefore directed Rear-Admiral Nelson to make an attack on that place. On the 25th, at half-past five in the evening, the squadron came to an anchor a few miles to the northward of Santa Cruz; and the rear-admiral finding it impossible for the ships to approach sufficiently near the town to cannonade it with any effect, ordered a body of one thousand seamen and marines to be immediately landed, under the direction of Captains Troubridge, Hood, Thomson, Freemantle, Bowen, Miller, and Waller, who handsomely volunteered their services. At eleven o'clock the men were all in the boats, and rowed

towards the shore in six divisions. Captains Freemantle and Bowen accompanied the rear-admiral to regulate the attack. At half-past one in the morning, the boats had approached the Mole-head within half gun-shot undiscovered, when the alarm-bells suddenly rang, and a tremendous fire was opened from one end of the town to the other. The Fox cutter, with about 180 men on board, received a shot under water on her approaching the town, and instantly sunk: Lieutenant Gibson, her commander, and 96 men perished. The same melancholy fate befel the boat in which were Captain Bowen and his first lieutenant, who were saved. The night being extremely dark, the boats were unable to keep together; the rear-admiral, with Captains Thomson and Freemantle, and four or five boats, landed at the Mole, which they stormed and carried, although defended by four or five hundred men, and six 24-pounders, which they spiked. Capt. Bowen was killed while engaged in this business.*

* "Among the killed," says the rear-admiral, in his dispatch to Earl St. Vincent, "it is with the deepest sorrow I have to place the name of Captain Richard Bowen, of his Majesty's ship, *Terpsichore*, than whom a more able, enterprizing, and gallant officer, does not grace his Majesty's naval service."

How deservedly this praise was bestowed on Captain Bowen will appear when it is recollected how nobly he had

Such a heavy fire of musketry and grape-shot was kept up from the citadel and the houses at the Mole-head, that it was impossible to advance, and

distinguished himself in the *Terpsichore* of 32 guns, and 215 men, in the preceding year. Being on a cruize off Carthagena, at day-light in the morning of the 13th of October, 1796, he discovered a frigate to windward, apparently in chase of him, and, at the same moment, a small Spanish vessel which he conceived to be a tender passed him, steering for Carthagena. Captain Bowen's situation was not the most desirable for engaging a ship which seemed much superior in size, his crew being considerably reduced by having left thirty men at the hospital, and having a still greater number on board either dangerously ill, or in a convalescent state. In addition to this disadvantage, he was not far distant from an enemy's port, so that, in the event of a victory, he could scarcely flatter himself with being able to carry off his prize. Relying however, on the tried valor of his remaining crew, with whom he had experienced a variety of service for two years and a half, he resolved, at all hazards, to risk an action rather than suffer a king's ship to be disgraced, or the character of a British seaman tarnished by an attempt to fly from an enemy not much superior, excepting in bulk. He, therefore, continued to stand on without any alteration of his course. At half past nine, A. M. the enemy came within hail, and hauled up on the *Terpsichore's* weather-beam. As Captain Bowen conceived the enemy only wanted to place himself, and point his guns with greater advantage, he ordered a gun to be fired to try his intentions. This was instantly answered with a whole broadside. The *Terpsichore* returned the attack with such

the whole party was, almost to a man, either killed or wounded. The rear-admiral himself lost his right arm by a cannon-shot, and Captains Thomson and Freemantle were slightly wounded. In the mean time Captains Troubridge, Hood, Miller, and Waller, landed with many of the boats a little to the southward of the citadel, passing through a violent surf, which stove the boats,

an unremitting fire, that the greatest part of the Spaniards were soon driven from their guns. The captain, a high-spirited officer, rallied the few men on whom he could prevail to stand by him, and maintained the contest for nearly an hour and a half, when the *Terpsichore* drew up along side, with all her guns charged and pointed. Captain Bowen now hailed her commander, entreating him to save himself and the remainder of his people, and not persevere any longer in a fruitless resistance. It was not without considerable difficulty that he prevailed on his gallant enemy to avoid certain destruction by striking his colours, though almost all his crew had run from their quarters, and the ship was nearly a wreck. She proved to be the *Mahonesa*, of 34 guns, besides cohorns and swivels, commanded by Thomas Agalda. In this action, in which the enemy had 30 men killed, and as many wounded, Capt. Bowen lost none of his brave crew, and had only 4 wounded.

In December, the same year, Capt. Bowen, after an obstinate engagement of above an hour, took the French frigate, *La Vestale*, of 36 guns, and 300 men; but being able to spare no more than one officer, and eight seamen, to take care of the prize, the crew again made themselves masters of the ship, and escaped into Cadiz.

and wetted all the amunition. Notwithstanding these difficulties, they pushed over the line wall and took possession of the town. Their force consisted of 80 marines, as many pike-men, and 180 small-armed seamen. Having formed in the great square of the town, Captain Troubridge determined to storm the citadel, but on his approach, he found it too strong to render such an attempt practicable.

At day-light, finding that it would be impossible to make any farther impression on the town, Captain Troubridge sent a message to the governor, informing him, that if he should be permitted to embark his men without molestation, the squadron before the town would not injure it. The governor returned for answer, that he thought, in their situation, the English ought to surrender themselves prisoners of war. Captain Troubridge, with the true spirit of a British seaman, replied, that, unless the terms he had offered were accepted, in five minutes he would set the town on fire, and attack the Spaniards at the point of the bayonet. This produced compliance on the part of the governor, Don Juan Antonio Gutierrez, who, with a generosity truly worthy of admiration, furnished the retreating invaders with a ratio of biscuit and wine, and at the same time intimated to the rear-admiral, that he was at liberty to send on shore, and purchase

whatever refreshments the squadron stood in need of, as long as they remained off the island.

On this disastrous night, in which two hundred and forty-six gallant officers, seamen, and marines were killed, drowned, and wounded, the life of Sir Horatio Nelson was providentially saved by Lieutenant Nisbet, the son of his wife, by her former marriage. The admiral received his wound soon after his detachment had landed.— The shock struck him to the ground, and the party pressing on with the usual ardour of British seamen, he was left for some minutes by himself. Lieutenant Nisbet missing him, turned back, and after some search in the dark, found his brave father-in-law extended on the ground, with his arm * shattered, and apparently lifeless. He instantly bound his neck-handkerchief round the admiral's arm, and raising him upon his back, carried him to the beach. With the assistance of some sailors he carried him into one of the boats, and put off to the *Theseus*, under a tremendous, though ill-directed, fire from the enemy's battery. The same night, at ten o'clock, his arm was amputated on board the *Theseus*;

* The sword which the commodore used on this occasion, was bequeathed to him by Admiral Walpole on his death-bed; stating, as a reason for the bequest, that it was the sword he carried when he lost his arm in vanquishing the enemies of his country.

and such was the command he possessed over himself, amid pain and bodily affliction, that he immediately began his official letter, which he finished by eleven. The following day he likewise wrote to Lady Nelson, and after relating the circumstances that had so recently occurred, he concluded: "I know it will add much to your pleasure, in finding that your son Josiah, under God's providence, was instrumental in saving my life."*

Although this enterprize was unsuccessful, yet his Majesty's arms acquired 'by the attempt a great degree of lustre; and, as the rear-admiral

* Though there is every reason to believe, that the above is a correct statement of this affair, yet a positive contradiction of it has appeared. According to the other account, the circumstances attending the admiral's misfortune were as follow: Soon after landing, as the party were advancing, the admiral was struck by the shot, which carried away his arm at the elbow. He instantly turned to Captain Thompson, who, with Mr. John Ebetson, midshipman, Andrew Webb, and James Ryan, seamen, all of the *Leander*, were close behind him, and exclaimed: "The Dons have me at last!" Captain Thompson and the above-mentioned party assisted in binding up his arm, and the seamen accompanied him to the beach, where they placed him in a boat, and took him on board the *Theseus*. It is likewise said, that he afterwards allowed Andrew Webb, now (1805) a serjeant in the 15th foot, an annuity of five pounds, for his services on this occasion.

himself expresses it, in his letter to the Earl of St. Vincent, more daring intrepidity was never shewn, than by the captains, officers, and men, he had the honor to command.

The painful operation of amputating his arm having been performed on board, at night, in consequence of some mistake in taking up the arteries, Sir Horatio was afterwards afflicted with excruciating pains, and was obliged to quit, for a time, the theatre of his achievements and his glory, and to repair to England for advice.

CHAP. III.

FROM 1797 TO 1798.

Sir Horatio Nelson's Memorial of Services—Receives a pension from his Majesty---Hoists his flag on board the Vanguard, and joins the fleet under Earl St. Vincent---Is detached into the Mediterranean with three ships---Is joined by a reinforcement of ten sail---Pursues the French fleet---Proceeds to Egypt---Returns to Sicily---Steers a second time for Alexandria---Attacks the French fleet in the bay of Aboukir---Particulars of the engagement---The admiral is wounded---His letter announcing the victory---Line of battle of the French and English fleets---The admiral's letter to the governor of Bombay---He is presented by Captain Hallowell with a coffin, made from the main-mast of L'Orient--His arrival at Naples.

THIS misfortune having imposed on the gallant rear-admiral a temporary suspension of his labors, he reluctantly repaired to England. On his first appearance at court, he was received in the most gracious and tender manner by his sovereign, who expressed his sorrow at the loss which he had sustained, and the impaired state of his health, which might deprive his country of his

future services. "You have lost your right arm," observed the king. "But not my right hand," replied Sir Horatio, "as I have the honor of presenting Captain Berry to you; and besides, may it please your Majesty, I can never think *that* a loss which the performance of my duty has occasioned, and so long as I have a foot to stand on, I will combat for my king and country!"

As a small compensation for a whole life of danger, hardship, enterprize, and service, he received, towards the conclusion of the year 1797, a pension of one thousand pounds per annum.— Previous to the issuing of this grant, a positive custom required, that he should distinctly state his services in a memorial to his Majesty; and one more brilliant never met the eye of the sovereign of a brave nation. The following is a copy of it.—

"To the King's most excellent Majesty, the Memorial of Sir Horatio Nelson, K. B. and a Rear-Admiral in your Majesty's Fleet.

"HUMBLY SHEWETH,

"THAT during the present war your memorialist has been in four actions with the fleets of the enemy; viz. on the 13th and 14th of March, 1795, on the 13th of July, 1795, and on the 14th of February, 1797; in three actions with frigates; in six engagements against batteries; in ten actions, in boats, employed in cutting out of harbors, in destroying vessels, and in taking three towns. Your memorialist has also served on shore four months, and com-

manded the batteries at the sieges of Bastia and Calvi: that, during the war, he has assisted at the capture of seven sail of the line, six frigates, four corvettes, and eleven privateers of different sizes; and taken and destroyed near fifty merchant vessels; and your memorialist has actually been engaged against the enemy upwards of *one hundred and twenty* times. In which service your memorialist has lost his right eye and right arm, and been severely wounded and bruised in his body; all of which services and wounds your memorialist most humbly submits to your Majesty's most gracious consideration.

(Signed) "HORATIO NELSON."

"October, 1797."

It was the 13th of December, before the surgeon who attended him, pronounced him fit for service; * and on the 19th, as the ship intended to carry his flag was not ready, the Vanguard was commissioned for that purpose. On the 1st of April, 1798, Sir Horatio sailed with a convoy

* The spirit of piety which ever pervaded the mind of this great man, was evidently conspicuous in every circumstance of his life. After his recovery on this occasion, the following thanksgiving was read, by his desire, at St. George's, Hanover Square:

"An officer desires to return thanks to Almighty God for his recovery from a severe wound, and also for the many mercies bestowed upon him.

"Dec. 8, 1797, for next Sunday."

The original of this paper, which was delivered by Lord Nelson himself to Mr. Greville of St. George's, is at present in the possession of his son, the Rev. Mr. Greville of Great Maddox Street.

from Spithead; but, at the back of the isle of Wight, the wind coming to the westward, he was obliged to return to St. Helen's. On the 9th he again sailed with the convoy for Lisbon, and on the 29th joined Earl St. Vincent before Cadiz.

To fight and to conquer had hitherto been familiar to Sir Horatio Nelson; but he had always acted under the immediate direction of a superior officer; he was now about to enter a career, that called for the exercise of those energies and qualities which raise the true hero above the level of the mass of mankind, and constitute the character of a great commander. These, it will be seen, he not only fully possessed, but admirably exerted.

The French, it was well known, were at this time fitting out a most formidable armament at Toulon, the destination of which was kept a profound secret. No sooner had Sir Horatio joined the Earl of St. Vincent, than his lordship detached him to watch the motions of the enemy. He accordingly sailed on the 30th of April, the day after his arrival, with the Orion and Alexander, of 74 guns each, the Emerald and Terpsichore frigates, and La Bonne Citoyenne sloop of war.

On the 9th of May the squadron sailed from Gibraltar, and nothing material occurred till the 22d, at two o'clock in the morning, when a violent squall of wind overtook the ships in the

gulph of Lyons, and carried away the top-masts and fore-mast of the rear-admiral's ship the Vanguard. At the moment of this accident the squadron was not many leagues distant from the French fleet, under Buonaparte, which had, that very day, set sail from Toulon. The frigates having parted company, the three line of battle ships bore up for Sardinia, the Alexander taking the Vanguard in tow, and on the 24th they reached, with great difficulty, the road of St. Pierre. The rear-admiral was not only unable to obtain the assistance he had expected from the governor of that place, as a neutral port, but the latter had even received orders from the French not to admit any British ship into the harbor. He could not, however, prevent the squadron from anchoring in the road; and the resources which British seamen always find within themselves, soon supplied every deficiency. By the active exertions of Captain Berry and the assistance of Captains Ball and Saumarez, the Vanguard was equipped with a jury fore-mast and top-mast, and on the fourth day after their arrival the squadron again put to sea.

Eager to execute the orders he had received, the rear-admiral lost no time in sailing to some friendly port where he might have got his disabled ship refitted, nor did he express the smallest intention of shifting his flag, which the peculiar cir-

cumstances of the Vanguard might have seemed to render desirable ; but immediately steered for the appointed rendezvous. There he arrived on the 4th of June, and the following day was joined by La Mutine, Captain Hardy, who brought the acceptable intelligence that Captain Troubridge had been detached from the fleet with ten sail of the line, and a fifty-gun ship, to reinforce the rear-admiral. This intelligence diffused universal joy throughout the little squadron, and Sir Horatio observed with exultation to Captain Berry, that he should then be a match for any hostile fleet in the Mediterranean, which it would be his only desire to encounter.

On the 6th the squadron was spread, anxiously looking out for the expected reinforcement, which was now the sole object of the rear admiral's attention and anxiety. He had received certain intelligence of the departure of the French from Toulon, and so entirely was his mind engrossed with the desire of joining the promised reinforcement in order to pursue the enemy, that though he was informed, by a vessel he spoke with, that several sail then in sight were Spanish ships richly laden, he refused to deviate from his course. Prize-money was not his object ; all selfish considerations were absorbed in his great mind by his solicitude for the honor and the interest of his country. On the 8th, at noon, ten sail were dis-

covered from the mast-head; they were soon found to be British ships of war, and at sun-set the junction so ardently desired by the admiral was effected.

Sir Horatio had received no instructions what course he was now to steer, nor had he any certain intelligence relative to the destination of the hostile armament. He was therefore left entirely to his own judgment, and knowing that the enemy had sailed with a north-west wind, he was naturally led to conclude that they were bound up the Mediterranean. He immediately dispatched *La Mutine* to *Civita Vecchia*, and along the Roman coast, to obtain intelligence, while he himself steered with the fleet for *Corsica*, which island they reached on the 12th of June. Unable to learn any thing there, the admiral on the following day continued his course to the Roman coast, where he was rejoined by *La Mutine*. Captain Hardy had been equally unsuccessful, and the admiral now resolved to steer towards *Naples*, in the hope of gaining some satisfactory information.

On the 16th the fleet came in sight of *Mount Vesuvius*, and Captain Troubridge was dispatched in *La Mutine* to obtain what intelligence he could from Sir William Hamilton. He returned, with a report only, that the French had sailed towards *Malta*. Lamenting that even a day had been lost

by visiting Naples, the admiral pushed by the shortest cut through the Faro di Messina, which the fleet passed on the 20th. The joy with which the arrival of Sir Horatio was hailed by the Sicilians gave sincere satisfaction to every one on board the squadron. Here the admiral received information from the British consul that Malta had actually surrendered to the French, and he instantly formed a plan for attacking their fleet in the harbour of Goza, where it was reported to be then at anchor.

The squadron immediately bore away for Malta with a press of sail, but at day-light on the 22d of June, La Mutine spoke with a Genoese brig from that island, which gave intelligence that the French had sailed on the 18th, with a fresh gale at north-west. The admiral was not long in determining what course to take; the signal to bear up, and to steer to the south-east with all possible sail was instantly made. He now concluded that Egypt was the object of the enemy's destination, and to Egypt he accordingly proceeded. On the way the fleet spoke with only three vessels, two of which had come from Alexandria, and the other from the Archipelago, without having seen any thing of the French. On the 29th of June the Pharos of Alexandria was discovered, and nearing the land with a press of sail, the admiral perceived, to his great surprize and disappoint-

ment, that there was not a single French ship in either of the harbors. The governor of Alexandria was as much astonished at the sight of the British squadron, as he was at the information that a French fleet was probably on its passage for that place.

Disappointed, but not discouraged, the admiral now deeply and anxiously deliberated what could possibly have been the course of the French fleet, or their ultimate destination. His restless and active mind would not permit him to remain a moment in the same place; he, therefore, shaped his course northward, for the coast of Caramanea, to reach as quickly as possible some place where information might be obtained, and likewise to take in a supply of water, of which the ships began to run short. On the 4th of July the fleet made the coast of Caramanea; and, steering along the south side of the island of Candia, under a press of sail both night and day, with a contrary wind, on the 18th came again in sight of the island of Sicily. The admiral resolved to enter the port of Syracuse, a harbor with which not a person in the fleet was acquainted. Every ship, however, got safely in, through the skill and judgment of the officers, and immediately began to take in water with all possible expedition. By the promptitude and uncommon exertions of every individual in the

fleet, this necessary service was completed in five days. While at Syracuse the admiral received vague accounts that the enemy had not been seen either in the Archipelago or the Adriatic, and he was likewise assured that they had not gone down the Mediterranean. This confirmed him in his former opinion that Egypt was the object of their destination. Though the pursuit was still uncertain, yet neither former disappointment nor the hardships and fatigues already endured, could deter him from steering to the quarter where there was a chance of finding the enemy.*

* It appears, at first sight, not a little extraordinary that the French fleet should have been missed by the gallant admiral both on his first passage to Egypt and his return to Syracuse; but this circumstance is very clearly accounted for in the following manner: The French steered for Candia, and consequently made an angular passage to Alexandria; the English fleet, on the contrary, steered directly for that place. The smallness of the latter made it necessary to sail in close order, and therefore the space which it covered was very limited. Besides, the admiral had no frigates that he could have detached upon the look-out, and the constant haze of the atmosphere in that climate, still farther diminished the chance of descrying the enemy. The distance between Candia and the coast of Barbary being about 35 leagues, affords sufficient space for two large fleets to pass without mutual observation, especially under the circumstances already stated. From the circumstance of the British fleet steering up to the north-

On the 25th of July the squadron left Syracuse. Sir Horatio had still received no positive information concerning the enemy, but it occurred to him that some authentic intelligence might be obtained in the Morea. He steered for that coast, and, on the 28th, being off the gulph of Coron, Captain Troubridge was dispatched to that place in the Culloden. In less than three hours he returned with an account from the governor of Coron, that the enemy had been seen about four weeks before, proceeding in a south-east direction from Candia. Upon this information the admiral resolved once more to visit Alexandria, and accordingly steered for that place.

At noon, on the 1st of August, the squadron came in sight of the harbour of Alexandria, which was soon discovered to be full of vessels, and the French flag was perceived flying on board of some of the ships. Every bosom swelled with joy at the sight of the enemy, and none received from it more heart-felt satisfaction than the admiral himself.

On the valour and conduct of every captain in the squadron, Sir Horatio justly placed the firmest reliance. During the whole of his cruize, it

ward on its return, while that of the enemy took a southern course, it is obvious that their chance of meeting was still less than before.

had been his practice, whenever circumstances would permit, to assemble the captains on board the Vanguard, and there fully to explain to them his own ideas of the different and best modes of attack, together with such plans as he purposed to execute on falling in with the enemy, whatever might be their situation, by night or by day. There was no possible position in which they could be found, that he had not taken into his calculation, and for the most advantageous attack of which he had not digested and arranged the best possible disposition of his force. Each of the captains of his squadron was, therefore, thoroughly acquainted with the masterly ideas of their admiral, on the subject of naval tactics; and, upon surveying the situation of the enemy, these officers could ascertain with precision what were the ideas and intentions of their commander, without the aid of any farther instructions. By these means signals were rendered almost unnecessary, much time was saved, and the almost undivided attention of every captain could be paid to the conduct of his particular ship, a circumstance of almost incalculable advantage to the general service.

The destination of the French armament was involved in doubt and uncertainty. The admiral, however, was forcibly struck by the consideration, that as it was commanded by the man

whom the French had dignified with the title of the Conqueror of Italy, and as it had on board a very large body of troops, it was destined for some attempt which the land force might execute without the aid of the fleet. It therefore became a material consideration with him, in case he had fallen in with the hostile armament at sea, to prevent the transports from making their escape, and reaching in safety the place of rendezvous. He therefore formed a plan, so to arrange his force, as to engage the whole attention of the enemy's ships of war, and at the same time to destroy as many as possible of the convoy. Conformably to this plan, he had resolved to divide his force into three squadrons, in the following manner:

| | | |
|------------|--------------|------------|
| VANGUARD, | ORION, | CULLODEN, |
| MINOTAUR, | GOLIATH, | THESEUS, |
| LEANDER, | MAJESTIC, | ALEXANDER, |
| AUDACIOUS, | BELLEROPHON. | SWIFTSURE. |
| DEFENCE, | | |
| ZEALOUS. | | |

Of these squadrons, two were to attack the ships of war, while the third was to pursue the transports, and to sink and destroy as many of them as it could. How well this plan was arranged for annoying the enemy, must be obvious to every capacity, and no doubt can be entertained, that, had circumstances occasioned it to be put into execution, the success would have been as complete and as signal as that which

awaited his projected mode of attack at anchor. How deservedly the hero was entitled to all the glory he acquired by his success, must be apparent, when it is known that accident had no share in the victory ; but that all his plans were matured two months before an opportunity presented of executing any of them, and that they were already familiar to the understanding of every captain in his fleet.

The Pharos of Alexandria was discovered by the fleet at noon, on the first of August. The preceding evening the Alexander and Swiftsure had been detached a-head, to reconnoitre the ports of Alexandria, while the rest of the squadron remained in the offing. The enemy's fleet was first discovered by the Zealous, Captain Hood, who communicated, by signal, the number of their ships, sixteen, lying at anchor, in line of battle, in a bay, which was afterwards found to be that of Aboukir. The admiral instantly hauled his wind, a movement that was observed and immediately followed by the whole squadron, and at the same time he recalled the Alexander and Swiftsure.

At a quarter past three P. M. the admiral made the signal to prepare for battle, and at four, he directed the ships of his squadron to prepare to anchor with springs on their cables, and signified his intention to engage the van and centre of

the enemy. His idea in this disposition of his force was, first to secure the victory, and then to make the most of it, according to circumstances. The squadron stood in for the enemy's fleet, in close line of battle ; and as all the officers were totally unacquainted with the bay, each ship kept sounding as she advanced.

Notwithstanding this precaution, Captain Troubridge, in his eager desire to gain a forward station in the contest, unfortunately ran aground on a reef of hidden rocks, that extends a considerable distance from the island, forming the north-west point of the bay of Aboukir. This unfortunate circumstance was severely felt at the moment by the admiral, and all the officers of the squadron ; but nothing could equal the anxiety and the anguish of mind experienced by the captain himself, during so many eventful hours. But one consolation presented itself to him in the midst of the distresses of his situation, a feeble one it is true, that his ship served as a beacon to several others advancing close in his rear, and which might otherwise have experienced a similar misfortune.

Never was more heroism displayed than in the prompt decision of the British admiral. When his squadron was well collected round him, he determined, without loss of time, to attack the foe, formidable as was their appearance ; supe-

rior in number, weight of metal, and size ; night coming on, and in an unknown navigation. His honor, his character, and his life were staked on the decision of the enterprize, for it was well known, that conquest or death was his determined object.

His resolution was instantly formed, and his intentions made known to the fleet, by the signal for the headmost ship to bear down and engage, as she reached the van of the enemy ; the next ship to pass by and engage the second ship of the line, and so on. With alacrity was this signal obeyed : the sure presage of victory gladdened the heart of every Briton, and a general ardour pervaded all ranks. The commanders, with that courage which distinguishes men inured to danger, saw the hazard of the contest and prepared to meet it. Their ships were trained to every exercise of arms ; all means of preservation from fire, leaks, and other casualties, were arranged in order ; a bower cable was got out of the after part of each ship, and bent forward, that she might anchor by the stern ; the dreadful engines of destruction were ready primed and doubly loaded ; the men at their quarters awaiting, in silent expectation, the orders of their superiors : the officers looking respectfully towards their captains, and awaiting with firmness the awful moment. The enemy's line presented a most for-

midable appearance: it was anchored in a compact order, close in with the shore, describing an obtuse angle in its form, flanked with gun-boats, mortar-vessels, and four large frigates, and with a battery of guns and mortars on an island, near which it was necessary to pass. This situation gave the enemy the most decided advantage, as they had nothing to attend to but their artillery, their superior skill in the use of which has so often secured them splendid victories on shore. In short, each ship being at anchor, became a fixed battery.

This position of the French presented the most formidable obstacles: but these the admiral viewed with the eye of a seaman determined on attack. It instantly struck his comprehensive and penetrating mind, that where there was room for an enemy's ship to swing, there must be room for one of his to anchor. No farther signals than those already made were necessary, the admiral's designs being fully known to the whole squadron.

The Goliath, Captain Foley, had the honour to lead inside. The water was smooth, and a pleasant breeze soon brought him within reach of the guns of the enemy. About a quarter past six he received the first fire from the van ships, as well as from the batteries and gun-boats, with which their van was strengthened. In two mi-

minutes he returned the fire, then doubled their line, and anchored alongside of the second ship in the van. Captain Hood, in the *Zealous*, followed close, and took his station on the bows of the *Guerrier* with great judgment. In twelve minutes the *Guerrier* was totally dismasted, and in ten minutes more the *Goliath* had likewise shot away the masts of her opponent, the *Conquerant*.

The third ship that doubled the van of the French line was the *Orion*, commanded by Sir James Saumarez. A frigate, *La Serieuse*, fired upon him as he passed, and Sir James ordered a few guns to be pointed at her. A broadside was, however, discharged, and the frigate instantly sunk. He then proceeded and took his station on the larboard bow of the *Franklin*, and the quarter of the *Peuple Souverain*, receiving and returning the fire of both. The *Audacious*, Captain Gould, next followed, and dropped anchor on the bows of the *Conquerant*, where he commenced a spirited and galling fire. Captain Miller, in the *Theseus*, was the last that anchored between the French line and the shore. Passing between the *Guerrier* and the *Zealous*, he could not resist the opportunity which offered, as he brushed the Frenchman's sides, of pouring in an effective broadside: he then took his station on the larboard side of the *Spartiate*.

The Vanguard, distinguished by the flag of Admiral Nelson,* now entered the battle. Aware of the impossibility of the rear of the enemy, which was to leeward, coming to the assistance of the van, he determined to redouble his efforts to conquer one part before he attacked the rest. In pursuance of that resolution, he himself set the example to the rest of his fleet, and anchored on the other side of the enemy's line, who, in consequence, were completely between two fires. So firmly resolved was Sir Horatio to conquer or to perish in the attempt, that he led into action with six ensigns or flags, red, white, and blue, flying in different parts of the rigging, and could not even bear to reflect on the possibility of the colors being carried away by a random shot from the enemy. The Vanguard having anchored within half-pistol-shot on the larboard side of the Spartiate, covered the approach of the ships in the rear, and opened a most animated fire on her opponent. In a few minutes every man stationed at the first six guns in the forepart of the Vanguard's deck, were all either

* Sir Horatio Nelson, as rear-admiral of the blue, carried the blue flag at the mizen, but from a standing order of Earl St. Vincent, the commander-in-chief, the squadron wore the white, or St. George's ensign, in the action; and it is remarkable, that this occasioned the display of the *Cross* upon the renowned coast of Egypt.

killed or wounded, and one gun in particular was repeatedly cleared. The admiral, however, kept up such a severe and well-directed fire, that being totally dismasted, and having lost a great number of her crew, the Spartiate was obliged to call for quarter.

When the Vanguard anchored alongside of the Spartiate, she became exposed, at the same time, to the raking fire of L'Aquilon, the next ship in the enemy's line. Owing, however, to the gallant and judicious manner in which Captain Louis took his station a-head of the Vanguard, the Minotaur not only effectually relieved her from this distressing situation, but obliged her opponent to strike to her superior prowess.

The Bellerophon, commanded by Captain Darby, now entered the conflict, and running down the line, dropped anchor alongside of L'Orient, of 120 guns, bearing the flag of the French commander-in-Chief, Admiral Brueys. Captain Peyton followed close, and with great judgment, took his station a-head of the Minotaur, by which the line remained unbroken: he engaged, on the larboard bow, the Franklin of 80 guns, which ship carried the flag of rear-admiral Blanquet, the second in command. The Majestic, commanded by Captain Westcott, next came into action, and closely engaged the Heureux on the starboard bow, receiving also the fire of the

Tonnant, of 80 guns, astern of L'Orient. The superior weight of metal pouring in from those two ships, soon made dreadful havoc in the *Majestic*. Captain Westcott* fell by a musket-shot, while exerting himself with the utmost gallantry

* Captain Westcott was likewise present with Lord Howe in his memorable engagement with the French fleet, on the 1st of June, 1794. He then commanded the *Impregnable*, of 98 guns, the flag-ship of Rear admiral Caldwell.

This gallant officer was son of a baker in Devonshire, and was frequently sent by his father on business to the neighboring mill. In one of these visits it happened that, from the accidental breaking of a rope, the machine was disordered. Neither the owner nor his man being equal to the task of repairing the damage, young Westcott offered to use his skill in splicing the rope, although attended with considerable difficulty and danger. The miller complied, and was so well pleased with the manner in which the job was executed, that he told him he was fit for a sailor, since he could splice so well; adding, that if he should ever have an inclination to go to sea, he would get him a birth. The proposal was accepted by the lad; an opportunity presented itself, and he began his naval career in the humble capacity of a cabin-boy. In this situation he contrived to exercise his abilities to such good purpose, and evinced such acuteness of understanding, that it was not long before he was introduced among the midshipmen. Farther advancement was the reward of his good conduct, and he became so signally conspicuous both for skill and bravery, that he was rapidly promoted to the honorable station in which he lost his life. Had he survived the battle, his seniority of appointment would have obtained him an admiral's flag.

to counteract the advantages possessed by the enemy in size and number, by the energy and vivacity of his fire. Mr. Cuthbert, the first lieutenant, continued the unequal conflict with determined courage and resolution.

The Alexander and Swiftsure now came in for their share of glory. Having been prevented from assisting at the commencement of the battle, by bearing down to reconnoitre Alexandria, and afterwards being obliged to alter their course, to avoid the shoal that had proved so fatal to the Culloden, it was eight o'clock before they came into action. For some time the combatants had been enveloped in total darkness, which was only dispelled by the frequent flashes from their guns; and the volumes of smoke now rolling down the line, from the fierce fire of those engaged to windward, rendered it extremely difficult for those of the British ships that came in last to take their station to distinguish friend from foe. To remedy this evil, Admiral Nelson directed his fleet to hoist four lights horizontally at the mizen-peak, as soon as it was dark.

The Swiftsure was bearing down under a press of sail, and had got within range of the enemy's guns, when Captain Hallowell perceived a ship standing out of action, under her fore-sail and foretop-sail, having no lights displayed. Sup-

posing her to be an enemy, he was at first inclined to fire into her; but as this would have broken the plan he had laid down for his conduct, namely, not to suffer a shot to be fired till the sails were all clued up, and the ship had anchored in her station, he desisted. Fortunate it was that he did, for the ship in question was afterwards found to be the *Bellerophon*, which had sustained such serious damage from the overwhelming fire of the French Admiral's enormous ship, *L'Orient*, that Captain Darby found it necessary to fall out of the action, being himself wounded, having two lieutenants killed, and nearly two hundred men killed and wounded. His remaining mast falling soon afterwards, and killing in its fall several officers and men, among the rest another of his lieutenants, he was never able to regain his station.

About eight o'clock the *Swiftsure* anchored in the place which had been before occupied by the *Bellerophon*, and immediately began a steady and well-directed fire on the quarter of the *Franklin*, and the bows of *L'Orient*. At the same instant the *Alexander* passed under the stern of the French admiral, and anchored within-side, on his larboard quarter, raking him, and keeping up a severe fire of musketry on his decks.

The last ship which entered this bloody conflict was the *Leander*. Captain Thompson bore

up to the Culloden on seeing her strike, that he might afford any assistance in his power, to get her off from her unfortunate situation, but finding that nothing could be done, and unwilling that his services should be lost, where they could be more effective, he made sail for the scene of action. With a degree of judgment highly honorable to his professional character, he advanced towards the enemy's line on the outside, and dropped his anchor athwart hawse of the Franklin, raking her with great success ; all the shot from the Leander's broadside, which passed that vessel striking the ship of the French commander-in-chief.

In the van, four of the French ships had already struck their colors to the British flag. The battle now raged chiefly in the centre. The Franklin, L'Orient, Tonnant, and Heureux, were in hot action, making every exertion to recover the glory that had been lost by their comrades. Meanwhile the British admiral, himself, received a dangerous wound. It was supposed to have proceeded from landgride-shot, or a piece of iron : the skin of his forehead, being cut with it at right angles, hung down over his face. Captain Berry, who happened to stand near him caught the admiral in his arms. It was the first idea of Sir Horatio, and that of every other person, that he was shot through the head. On being carried in-

to the cock-pit, where several of his gallant crew were stretched with their shattered and mangled limbs, the surgeon with great anxiety immediately came to the admiral. "No," replied the hero, "I will take my turn with my brave followers." The agony of the wound increasing, he became convinced that the idea he had long indulged of dying in battle was now about to be accomplished. He immediately sent for his chaplain the Rev. Mr. Comyns, and begged of him to remember him to Lady Nelson, and signed a commission, appointing his friend, the brave Hardy, post-captain in the Vanguard. He felt so grateful to Captain Louis for having so nobly supported him in the commencement of the action, that about nine o'clock he directed his first lieutenant, Mr. Capel, to go on board the *Minotaur* in the jolly-boat, and desire that Captain Louis would come to him, for he could not enjoy a moment's peace, till he had thanked him for his conduct: adding, "this is the hundred and twenty-fourth time I have been engaged, but I believe it is now nearly over with me." Captain Louis immediately hastened on board the Vanguard, and the meeting which took place between the admiral and him, was affecting in the extreme. The latter hung over his bleeding friend in silent sorrow. "Farewel, dear Louis," said the magnanimous Nelson, "I shall never forget the obligation I am under

to you for your brave and generous conduct; and now, whatever may become of me, my mind is at peace." With the composure of the hero and the christian, he then resigned himself to death. Providence, however, willed otherwise, and had determined to preserve him for farther triumphs. When the surgeon came to examine the wound, it evidently appeared that it was not mortal; the joyful intelligence was quickly circulated throughout the ship, and filled every bosom with new animation.

About half past eight, the *Aquilon* and the *Peuple Souverain* were taken possession of by the English, and Captain Berry sent a lieutenant and a party of marines for the same purpose to the *Spartiate*, which had struck to the *Vanguard*. The officer returned by the boat the French captain's sword, which Captain Berry immediately delivered to the admiral, who was then below in consequence of his wound. At this time the victory appeared decisive in favour of the British arms, for though *L'Heureux* and *Tonnant* were not taken possession of, they were considered as completely subdued, which pleasing intelligence Captain Berry had likewise the satisfaction of communicating in person to the admiral.

A few minutes after nine a fire was observed to have broken out in the cabin of *L'Orient*; to that point Captain Hallowell ordered as many

guns as could be spared from firing on the Franklin to be directed, and that Captain Allen of the marines should throw in the whole fire of his musketry on the enemy's quarter, while the Alexander on the other side was keeping up an incessant shower of shot to the same point. The conflagration now began to rage with dreadful fury: still the French admiral sustained the honor of his flag with heroic firmness; but at length a period was put to his exertions by a cannon-ball, which cut him asunder. He had before received three desperate wounds, one on the head and two in his body, but could not be prevailed upon to quit his station on the arm-chest. His captain, Casa Bianca, fell by his side. Several of the officers and men, seeing the impracticability of extinguishing the fire, which had now extended itself along the upper decks, and was flaming up the masts, jumped overboard; some supporting themselves on spars and pieces of wreck, others swimming with all their might to escape the dreaded catastrophe. Shot flying in all directions, dashed many of them to pieces; others were picked up by the boats of the fleet, or dragged into the lower ports of the nearest ships. The British sailors,

“ Daring beyond what fable sings of old,

“ Yet mild in conquest and humane as bold.”

stretched forth their hands to save a fallen enemy,

though the battle, at that moment, raged with uncontrolled fury. The Swiftsure, anchored within half pistol shot of the larboard bow of L'Orient, saved the lives of the commissary, first lieutenant, and ten men, drawn out of the water through the lower deck ports during the hottest part of the action. The situation of the Alexander and Swiftsure became perilous in the extreme. The expected explosion of such a ship as L'Orient was to be dreaded as involving all around in certain destruction. Captain Hallowell, however, determined not to move from his devoted station, though repeatedly urged to do so. He perceived the advantage he possessed in being to windward of the burning ship. Captain Ball was not so fortunate; twice he had the mortification to perceive that the fire of the enemy had communicated to the Alexander. He was, therefore, under the necessity of changing his berth and moving to a greater distance.

The admiral was informed, by Captain Berry, of the situation of the enemy. Forgetting his own sufferings, he hastened on deck; the first consideration that struck his feeling mind, was, concern for the danger of such a number of lives. To save as many of them as possible, he ordered Captain Berry to make every exertion in his power. A boat, the only one that could swim, was dispatched from the Vanguard; the other

ships immediately followed the example, and above seventy drowning wretches were preserved by those so lately employed in their destruction.

“ Reckless of peril, through the fiery wave

“ See ! British mercy steers each prostrate foe to save !”

The van of the English fleet having, for the present, finished their part in the glorious contest, now enjoyed a sublime view of the two lines illumined by the fire of the ill-fated foe ; the colors of the contending vessels being plainly distinguished. The moon, which had by this time risen, opposing her cold light to the warm glow of the fire beneath, added to the grandeur and solemnity of the picture. The flames had now made such progress that an explosion was instantly expected, yet the enemy, on the lower deck, either insensible of the danger that threatened them, or impelled by the last paroxysms of despair and vengeance, continued to fire.

At thirty-seven minutes past nine, the fatal explosion happened *. The fire communicated

* The destruction of L'Orient is thus described by Mr. Sotheby, in his animated Poem on the achievements of this tremendous night :

..... Aloft, mid either navy rais'd
 Tower'd a vast wreck, that far o'er ocean blaz'd,
 Like Etna, pouring from the sea-girt height
 A fiery torrent through the storm .

to the magazine, and L'Orient blew up with a crashing sound that deafened all around her. The tremulous motion, felt to the very bottom of each ship, was like that of an earthquake. An awful pause and deathlike silence of about three minutes ensued, before the fragments, driven to a vast height into the air, could descend; and then the greatest apprehension was formed, from the volumes of burning matter which threatened to fall on the decks and rigging of the surrounding ships. Fortunately, however, no material damage occurred. A port-fire fell into the main-royal of the Alexander, and she was once more in danger of sharing the fate of the enemy; but by the exertions of Captain Ball, the flames were

There frenzy's shrilling outcry smote the ear;
 And visions flash'd that struck the brave with fear.
 Through the torn decks, rent sides, and shiver'd sails,
 As rush'd th' expanding flame before the gales,
 Pale swarms were seen, who dash'd in wild dismay
 Thro' bursting fires that clos'd around their way:
 Some on the masts and blazing cordage hung,
 Or headlong plung'd the crowded waves among;
 And on the pile of dying and of dead
 Gash'd with wide wounds, th' unyielding chieftain bled,
 Now seen, and now no more!—Mid globes of fire
 That burst around and blaz'd above the pyre,
 Death wav'd his torch and fir'd th' imprisoned blast,
 High in mid air the shiver'd fabric cast,
 And rode upon the storm and shouted as it past.

soon extinguished. Two large pieces of the wreck likewise dropped into the main and fore-tops of the Swiftsure, from which the men had been fortunately withdrawn.

An awful silence now reigned for several minutes, as if the contending squadrons, struck with horror at the dreadful event, which in an instant had hurled so many brave men into the air, had forgotten their hostile rage, in pity to the sufferers. But short was the pause of death: vengeance soon roused the drooping spirits of the enemy. The Franklin, which now bore the French commander's flag, opened her fire with redoubled fury on the Defence and Swiftsure, and made the signal for renewed hostilities. The Swiftsure, being disengaged from her late formidable adversary, had leisure to direct her whole fire into the quarter of the foe that had thus presumed to break the solemn silence; and in a very short time, by the well-directed and steady fire of these two ships, and the Leander on her bows, the Franklin was compelled to call for quarter, and struck to a superior force.

The Alexander, the Majestic, and occasionally the Swiftsure, were now the only British ships engaged; but the commander of the latter, finding that he could not direct his guns clear of the Alexander, which had dropped between him and the Tonnant, and fearful lest he should fire into

a friend, desisted, although he was severely annoyed by the shot of the *Tonnant*, which was falling thick about him. Most of the English ships were so cut up in their masts and rigging, that they were unable to set any sail or to move from their stations. The firing ceased entirely about three in the morning of the 2d of August; but at four, just as the day began to dawn, the *Alexander* and *Majestic* recommenced the action with the *Tonnant*, *Guillaume Tell*, *Genereux*, and *Timoleon*. The *Heureux* and *Mercure* had fallen out of the line, and anchored a considerable distance to leeward.

Captain Miller, perceiving the unequal contest, bore down to assist his friends, and began a furious cannonade on the enemy. The *Theseus* had as yet fortunately received but little damage in her masts and rigging, and that little had been repaired by the active exertions of her commander, as soon as the first part of the action in the van had terminated in favor of the British arms. *L'Artemise* frigate, stationed on the left of the centre of the French line, fired a broadside at the *Theseus*, and then struck her colors. Captain Miller dispatched an officer to take possession of her, but when the boat had arrived within a short distance, she burst into a flame and blew up. This unofficer-like and treacherous conduct will effect eternal disgrace on the name

of Estandlet, who commanded her. After having surrendered his ship by striking her ensign and pendant, conscious that he was then secure from immediate danger, he set fire to her, and with most of his crew, escaped to the shore.

At six o'clock the Leander having as yet received but little damage, was ordered by signal from the admiral to assist the ships engaged, which she accordingly obeyed. At this time the action between the three British ships Alexander, Majestic, and Theseus, and the Guillaume Tell, Genereux, Tonnant, and Timoleon had become very distant, as the latter continued imperceptibly to drop to leeward, and the Theseus was obliged to veer on two cables to keep within reach of them.

At eight A. M. the Goliath bore down and anchored near the Theseus, the French ships having brought to again. The fire of the British was now chiefly turned against the Heureux and Mercure which were soon obliged to surrender. The Timoleon was ashore, and the Tonnant was rendered a complete wreck. Under these circumstances Rear-Admiral Villeneuve, in the Guillaume Tell, of 80 guns, perceiving that few, if any, of our ships were in a condition to make sail, resolved to lose no time in escaping from the inevitable fate that would otherwise have awaited him. About eleven o'clock he cut his cable and

got under weigh, and his example was followed by the *Genereux*, with the two frigates, *La Justice* and *La Diane*.

Perceiving their intention, the British admiral by signal ordered the *Zealous* to intercept them. Unfortunately none of the windward ships was in a condition to second this attempt to stop the fugitives. Captain Hood did all that could be done: as they passed by him, he received and returned the fire of each in succession. The damage he sustained prevented him from tacking, and the admiral, with his usual judgment, gave the signal of recal.

The whole day of the 2d was employed by the British admiral, his officers and men, in securing the ships that had struck, and in repairing the damages their own had sustained. Though this was fully sufficient to occupy their attention, yet the mind of that great and good man was too deeply impressed with the most pious gratitude to the Supreme Being, for the success which had crowned his endeavours in the cause of his country, to delay returning his public acknowledgments for the divine favor. On the morning of the 2d, he therefore issued the following memorandum to the different captains of his squadron.

“ Vanguard, off the Mouth of the Nile,
2d Day of August, 1798.

“ **ALMIGHTY** God having blessed his Majesty's arms with victory, the admiral intends returning public thanksgiving for the same at two o'clock this day, and he recommends every ship doing the same as soon as convenient.”

“ To the respective Captains of the Squadron.

Accordingly at two o'clock public service was performed on the quarter-deck of the Vanguard, by the Rev. Mr. Comyn, the other ships following the example of the admiral, though perhaps not all at the same time. This solemn act of gratitude to heaven seemed to make a deep impression on many of the prisoners, and some of them even remarked, “ that it was no wonder the English officers could maintain such discipline and order, when it was possible to impress the minds of their men with such sentiments, after a victory so great, and at a moment of such seeming confusion.”

The same day the following memorandum, expressive of the admiral's sentiments of the noble exertions of the different officers and men of his squadron, was sent round to all the ships:

“ Vanguard, off the Mouth of the Nile,
2d Day of Aug. 1798.

“ **THE** admiral most heartily congratulates the captains, officers, seamen, and marines of the squadron he has the honor to command, on the event of the late action; and he desires they will accept his most sincere and cordial thanks for their very gallant behaviour in this glorious battle. It must strike forcibly every British seaman, how superior

their conduct is, when in discipline and good order, to the riotous behaviour of lawless Frenchmen:

“The squadron may be assured the admiral will not fail, with his dispatches, to represent their truly meritorious conduct in the strongest terms to the commander in chief.”

“To the Captains of the Ships of the Squadron.”

On the 2d the Arabs and Mamelukes, who had lined the shores of the bay, beheld with transport that victory had declared itself in favor of the English. Their exultation was almost equal to that of the conquerors, and for the three following nights the whole coast and country, as far as the eye could reach, were illuminated in celebration of the victory.

It was not till the morning that the *Culloden* could be got off from her disagreeable situation, and it was found that she had suffered considerable damage in her bottom; the rudder was beaten off, and the crew could scarcely keep her afloat with all pumps going. The resources of Captain Troubridge's mind were admirably exerted on this trying occasion:—in four days he had a new rudder made on his own deck, which was immediately shipped, and the *Culloden*, though still very leaky, was, however, in a state fit for actual service.

In the morning of the 3d of August, there remained in the bay only the *Timoleon* and *Tonnant* of the French line that were not taken or

destroyed. As these vessels were both dismasted, and consequently could not escape, they were naturally the last of which the conquerors thought of taking possession. The former being aground near the coast, the captain, with his crew, escaped in their boats after setting her on fire, and in a short time she blew up. A flag of truce had been sent to the *Tonnant*, but she refused to submit; on the *Theseus* going down to her, followed by the *Swiftsure*, she struck without farther resistance. Her cable had been cut, and she had drifted on shore, but, by the activity of Captain Miller, she was soon got off again, and secured in the British line. This completed the conquest of the French fleet in the bay of Aboukir, and the British flag rode triumphant on the Egyptian seas.

The admiral, knowing that the wounded of his own ships had been taken care of, with his usual humanity made those of the enemy one of the first objects of his attention. He established a truce with the commandant of Aboukir, and through him intimated to the governor of Alexandria, that it was his intention to allow all the wounded Frenchmen to be taken ashore, and attended by their own surgeons. This proposal was readily acceded to, and was carried into effect on the following day.

On the 5th of August, Captain Berry, of the

Vanguard, sailed in the Leander with the admiral's dispatches to the commander in chief, off Cadiz. A few days afterwards, he likewise sent away the Hon. Capt. Capel, of the Mutine sloop, with orders to land at Naples, and thence to proceed to England. That officer was charged with a copy of the above-mentioned dispatches, and likewise a letter to the secretary of the admiralty to the following effect :—

“ Vanguard, Mouth of the Nile.
Aug. 7, 1798.

“ SIR,

“ HEREWITH I have the honor to transmit to you a copy of my letter to the Earl of St. Vincent, together with a line of battle of the English and French squadrons, also a list of the killed and wounded. I have the pleasure to inform you, that eight of our ships have already top-gallant-yards across, and are ready for any service ; the others, with the prizes, will soon be ready for sea. In an event of this importance, I have thought it right to send Captain Capel with a copy of my letter to the commander in chief over land, which I hope their lordships will approve ; and beg leave to refer them to Captain Capel, who is a most excellent officer, and fully able to give every information ; and I beg leave to recommend him to their lordships' notice.

“ I have the honor to be, &c.

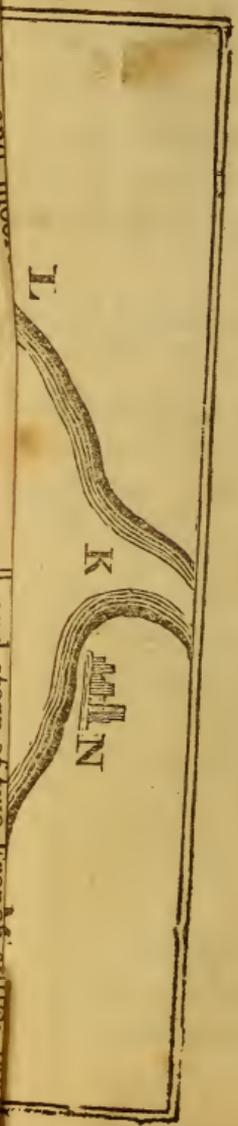
“ HORATIO NELSON.

“ P. S. The island I have taken possession of, and brought off the two thirteen-inch mortars, all the brass guns, and destroyed the iron ones.

“ Evan Nepean, Esq.”

The letter to Lord St. Vincent was as follows :

Plan of the Battle of Aboukir.



obtuse angle, and more
 B B. The two divisions of the British fleet, dots from each represent the different courses they took to commence the attack.

C C. Two forts and an island that obstructed our van.

D. The French frigates La Diane, La Justice, L'Artemise, La Serieuse; the two former of which escaped, the third was burnt, and the last dismantled and sunk.

E. The English ship Culloden, which got on shore in leading the van division of our fleet between the enemy and their battarion

and stern of two French ships, both of which she raked with her broadsides for a considerable time, and did them much injury.

G. The two French line of battle ships, Le Guillaume Tell and Le Genereux, which escaped.

H. The enemy's gun-boats in their van, some of which were also in their rear.

III. Shoal waters.

K. One of the mouths of the Nile.

L. The coast of Egypt toward Rosetta.

M. The coast of Egypt towards Alexandria.

N. The town of Aboukir, or Bequieres.

“ Vanguard, off the Mouth of the Nile,
August 3, 1798.

“ MY LORD,

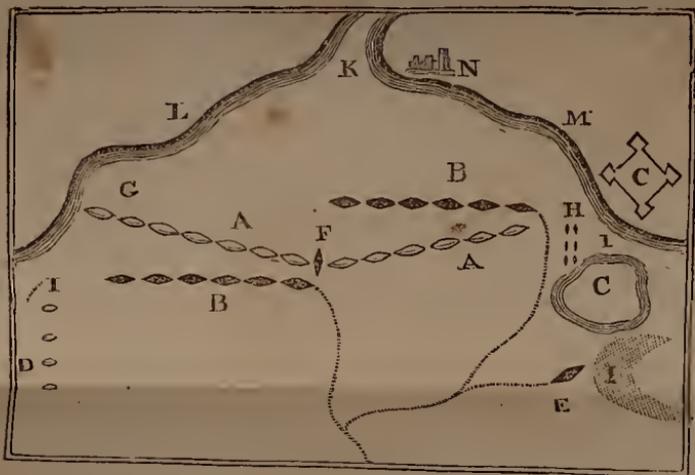
“ ALMIGHTY God has blessed his Majesty’s arms in the late battle, with a great victory over the fleet of the enemy, whom I attacked at sun-set on the 1st of August, off the mouth of the Nile. The enemy were moored in a strong line of battle for defending the entrance of the bay (of Shoals), flanked by numerous gun-boats, four frigates, and a battery of guns and mortars on an island in their van; but nothing could withstand the squadron your lordship did me the honor to place under my command. Their high state of discipline is well known to you, and with the judgment of the captains, together with their valor, and that of the officers and men of every description, it was absolutely irresistible.

“ Could any thing from my pen add to the characters of the captains, I would write it with pleasure, but that is impossible.

‘ I have to regret the loss of Captain Westcott, of the *Majestic*, who was killed early in the action; but the ship was continued to be fought so well by her first lieutenant, Mr. Cuthbert, that I have given him an order to command her till your lordship’s pleasure is known.

“ The ships of the enemy, all but their two rear-ships, are nearly dismasted; and those two, with two frigates, I am sorry to say, made their escape; nor was it, I assure you, in my power to prevent them. Captain Hood most handsomely endeavoured to do it, but I had no ship in a condition to support the *Zealous*, and I was obliged to call her in.

“ The support and assistance I have received from Captain Berry cannot be sufficiently expressed. I was wounded in the head, and obliged to be carried off the deck, but the service sustained no loss by that event. Captain Berry



EXPLANATION.

A A. The French ships drawn up in an obtuse angle, and moored on spring cables, to receive our fleet.

B B. The two divisions of the British fleet, after the breaking of the French line. The dots from each represent the different courses they took to commence the attack.

C C. Two forts and an island that obstructed our van.

D. The French frigates La Diane, La Justice, L'Artemise, La Serieuse; the two former of which escaped, the third was burnt, and the last dismantled and sunk.

E. The English ship Culloden, which got on shore in leading the van division of our fleet between the enemy and their batteries.

F. The Leander, which broke the enemy's line, and dropped anchor between the head and stern of two French ships, both of which she raked with her broadsides for a considerable time, and did them much injury.

G. The two French line of battle ships, Le Guillaume Tell and Le Genereux, which escaped.

H. The enemy's gun-boats in their van, some of which were also in their rear.

I. Shoal waters.

K. One of the mouths of the Nile.

L. The coast of Egypt toward Rosetta.

M. The coast of Egypt towards Alexandria.

N. The town of Aboukir, or Bequieres.

was fully equal to the important service then going on, and to him I must beg leave to refer you for every information relative to this victory. He will present you with the flag of the second in command, that of the commander in chief being burned in L'Orient.

“ Herewith I transmit you lists of the killed and wounded, and the lines of battle, of ourselves and the French.

“ I have the honor to be, &c.

“ HORATIO NELSON.”

“ To Admiral the Earl of St. Vincent, Commander in Chief, &c. &c. &c. off Cadiz.”

LINE OF BATTLE.

| Ship's names. | Captains. | Guns. | Men. |
|----------------|--|-------|------|
| Culloden | T. Troubridge - - - | 74 | 590 |
| Theseus | R. W. Miller* - - - | 74 | 590 |
| Alexander | Alexander J. Ball - - - | 74 | 590 |
| Vanguard | { Rear Ad. Sir H. Nelson, K.B. } { Edward Berry } | 74 | 595 |
| Minotaur | Thomas Louis - - - | 74 | 640 |
| Leander | T. B. Thompson - - - | 50 | 343 |
| Swiftsure | B. Hallowell - - - | 74 | 590 |
| Audacious | Davidge Gould - - - | 74 | 590 |
| Defence | John Peyton - - - | 74 | 590 |
| Zealous | Samuel Hood - - - | 74 | 590 |
| Orion | Sir James Saumarez - - - | 74 | 590 |
| Goliath | Thomas Foley - - - | 74 | 590 |
| Majestic | George B. Westcott - - - | 74 | 590 |
| Bellerophon | Henry D. E. Darby - - - | 74 | 590 |
| La Mutine brig | - - - - - | | |

HORATIO NELSON.

*Vanguard, off the Mouth of the Nile,
Aug. 3, 1798.*

* This distinguished officer did not long survive the glory he acquired on this occasion. He was born at New

FRENCH LINE OF BATTLE.

| Ships names. | Commanders. | Guns. | Men. |
|---------------------|---|-------|-------------|
| Le Guerrier - - | - - - | 74 | 600 taken |
| Le Conquerant - - | - - - | 74 | 700 taken |
| Le Spartiate - - | - - - | 74 | 700 taken |
| Le Souverain Peuple | - - - | 74 | 700 taken |
| Le Franklin - - | } Blanquet, 1st contre ad- miral | 80 | 800 taken |
| L'Orient - - - | | | |
| Le Tonnant - - | - - - | 80 | 800 taken |
| L'Heureux - - | - - - | 74 | 700 taken |
| Le Timoleon - - | - - - | 74 | 700 burnt |
| Le Mercure - - | - - - | 74 | 700 taken |
| Le Guillaume Tell | Villeneuve ^{2d} contre ad- miral | 80 | 800 escaped |
| Le Genereux - - | - - - | 74 | 700 escaped |

HORATIO NELSON.

Vanguard, off the Mouth of the Nile,

Aug. 3, 1798.

FRIGATES.

York, in America, in 1762, and was educated at the Royal Academy at Portsmouth, by his grandfather, Mr. George Witchell. In 1778 he entered into the navy, was in all the actions fought under the command of Admirals Barrington, Rodney, Hood, and Graves, and assisted in the taking of several of the West India Islands. In 1793 he was employed as a lieutenant in the batteries at Toulon, and at the destruction of the French ships in the harbour; and assisted at the reduction of St. Fiorenzo, Bastia and Calvi. He was soon afterwards promoted to the command of the Poulette, one of the French frigates brought from Toulon, fitted as a fire-ship, for the purpose of burning

FRIGATES.

| Ships. | Guns. | Men. |
|------------------|-------|-------------------------|
| La Diane - - - | 48 | 300 escaped |
| La Justice - - - | 44 | 300 escaped |
| L'Artemise - - - | 36 | 250 burnt |
| Le Serieux - - - | 36 | 250 dismasted and sunk. |

HORATIO NELSON.

Vanguard off the Mouth of the Nile,

Aug. 3, 1798.

their fleet in Gourjean Bay. After the failure of that enterprize, he was present in the general actions under the command of Lord Hotham, and was appointed successively to the Mignonne and the Unité. In the memorable action of the 14th February, 1797, he had a very distinguished situation, being, as we have already seen, commander of the Captain, under Commodore Nelson. He was soon afterwards removed to the Theseus. In the blockade of Cadiz, Captain Miller was always employed in the boats, and at Teneriffe he was the first man that entered the enemy's works at the Mole. His share in the glorious engagement of the 1st of August has already been fully described. Sir Sydney Smith, when he sailed up the Mediterranean, particularly requested the assistance of Captain Miller, who was accordingly ordered by Earl St. Vincent to follow that officer. During the siege of Acre, Captain Miller commanded the naval force, and likewise occasionally landed to act in concert with Sir Sydney, who, on receiving intelligence that a squadron of French frigates had left Alexandria, for the purpose of landing ammunition and stores at Jaffa, for Bonaparte, dispatched him to intercept them. In this service he was unfortunately killed, by the bursting of some shells on board the Theseus, on the 14th

A RETURN OF THE KILLED AND WOUNDED

On Board of his Majesty's Ships under the Command of

*Sir Horatio Nelson, K. B.*In an Action with the French, at Anchor, on the 1st of August, 1798,
off the Mouth of the Nile.

KILLED.

WOUNDED

| Ships names. | KILLED. | | | WOUNDED | | | Total. |
|--------------|-----------|---------|----------|-----------|--------|----------|--------|
| | Officers. | Seamen. | Marines. | Officers. | Seamen | Marines. | |
| Theseus | 0 | 5 | 0 | 1 | 24 | 5 | 35 |
| Alexander | 1 | 13 | 0 | 5 | 48 | 5 | 72 |
| Vanguard | 3 | 20 | 7 | 7 | 60 | 8 | 105 |
| Minotaur | 2 | 18 | 3 | 4 | 54 | 6 | 87 |
| Swiftsure | 0 | 7 | 0 | 1 | 19 | 2 | 29 |
| Audacious | 0 | 1 | 0 | 2 | 31 | 2 | 36 |
| Defence | 0 | 3 | 1 | 0 | 9 | 2 | 15 |
| Zealous | 0 | 1 | 0 | 0 | 7 | 0 | 8 |
| Orion | 1 | 11 | 1 | 5 | 18 | 6 | 42 |
| Goliath | 2 | 12 | 7 | 4 | 28 | 9 | 62 |
| Majestic | 3 | 33 | 14 | 3 | 124 | 16 | 193 |
| Bellerophon | 4 | 32 | 13 | 5 | 126 | 17 | 197 |
| Leander | 0 | 0 | 0 | 0 | 14 | 0 | 14 |
| Total | 16 | 156 | 46 | 37 | 562 | 78 | 895 |

May, 1799. In consideration of his services, government granted his widow a pension of 100*l.* per annum, and to her two daughters, the one eight and the other seven years old at his death, 25*l.* per annum each, till they marry.

The Names of the Officers killed and wounded on this glorious occasion, were as follow :

KILLED.

| Ships. | Officers names. | Rank. |
|-------------|----------------------|--------------------|
| Vanguard | ——— Taddy - - | Captain of Marines |
| - - - | Thomas Seymour - - | Midshipman |
| - - - | John G. Taylor - - | Ditto |
| Alexander | John Collins - - | Lieutenant |
| Orion | ——— Baird - - | Captain's Clerk |
| Goliath - | William Davies - - | Master's Mate |
| - - - | Andrew Brown - - | Midshipman |
| Majestic - | George B. Westcott - | Captain |
| - - - | Zebedee Ford - - | Midshipman |
| - - - | Andrew Gilmore - - | Boatswain |
| Bellerophon | Robert Savage Daniel | Lieutenant |
| - - - | W. Launder - - - | Ditto |
| - - - | George Jolliffe - - | Ditto |
| - - - | Thomas Ellison - - | Master's Mate |
| Minotaur | J. S. Kirchner - - | Master |
| - - - | Peter Walters - - | Master's Mate |

WOUNDED.

| Ships. | Officers names. | Rank. |
|-----------|-------------------------|---------------------|
| Vanguard | N. Vassal - - - | Lieutenant |
| - - - | J. Adye - - - | Ditto |
| - - - | J. Campbell* - - - | Admiral's Secretary |
| - - - | M. Austin - - - | Boatswain |
| - - - | J. Weatherston - - | Midshipman |
| - - - | George Antrim - - | Ditto |
| Theseus - | ——— Hawkins - - | Lieutenant |
| Alexander | Alexander J. Ball, Esq. | Captain |
| - - - | J. Cresswell - - - | Captain of Marines |
| - - - | W. Lawson - - - | Master |
| - - - | G. Bulley - - - | Midshipman |
| - - - | Luke Anderson - - | Ditto |
| Audacious | John James - - - | Lieutenant.* |
| - - - | Christopher Font - | Gunner |
| Orion - - | Sir James Saumarez - | Captain |
| - - - | Peter Sadler - - - | Boatswain |
| - - - | Philip Richardson - | Midshipman |
| - - - | Ch. Miell - - - | Ditto |
| - - - | ——— Lanfesty - - | Ditto |

* Mr. Campbell was afterwards appointed purser of the Canopus, and died at Plymouth-Dock, Sept. 2, 179.

WOUNDED.

| Ships. | Officers names. | Rank. |
|-------------|---------------------|--------------------|
| Goliath - | William Wilkinson - | Lieutenant |
| - - - | Law. Graves - - - | Midshipman |
| - - - | P. Strachan - - - | Schoolmaster |
| - - - | James Payne - - - | Midshipman |
| Majestic - | Charles Seward - - | Ditto |
| - - - | Charles Royle - - | Ditto |
| - - - | Robert Overton - - | Captain's Clerk |
| Bellerophon | H. D. Darby, Esq. - | Captain |
| - - - | Edward Kirby - - | Master |
| - - - | John Hopkins - - | Captain of Marines |
| - - - | ———— Chapman - | Boatswain |
| - - - | Nicholas Betson - | Midshipman |
| Minotaur | Thomas Irwin * - - | Lieutenant |
| - - - | John Jewell - - - | Lieut. of Marines. |
| - - - | Thomas Foxton - - | Second Master |
| - - - | Martin Wills - - - | Midshipman |
| Swiftsure - | William Smith - - | Ditto. |

The next care of the admiral was to dispatch Lieutenant Duval of the *Zealous*, overland, with the following letter to the governor of Bombay :

“ Vanguard, Mouth of the Nile,
9th of August, 1798.

“ SIR,

“ ALTHOUGH I hope that the consuls who are, or ought to be, resident in Egypt, have sent you an express of the situation of affairs here, yet as I know that Mr Baldwin has some months left Alexandria, it is possible you may not

* This officer was a Lieutenant in the *Victory* with the Earl of St. Vincent, on the 14th February, 1797, and commanded on the forecastle. He was lost in 1801, in the tender of the *Minotaur*, supposed to have foundered with all the crew, when on a cruize in the Mediterranean. Lieutenant Irwin was 34 years of age, a good seaman, an excellent officer, and an upright man.

be regularly informed: I shall therefore relate to you briefly, that a French army of 40,000 men, in 300 transports, with 13 sail of the line, 11 frigates, bomb-vessels, gun-boats, &c. &c. arrived at Alexandria on the 1st of July; on the 7th they left it for Cairo, where they arrived on the 22d. During their march they had some actions with the Mamelukes, which the French call victories. As I have Buonaparte's dispatches now before me, which I took yesterday, I speak positively; he says, "I am now going to send off to take Suez and Damietta;" he does not speak favorably of either country or people; but there is such bombast in his letters, that it is difficult to get at the truth; but you may be sure he is only master of what his army covers. From all the enquiries which I have been able to make, I cannot learn that any French vessels are at Suez, to carry any part of his army to India. Bombay (if they can get there) I know is the first object; but I trust the Almighty God in Egypt will overthrow these pests of the human race. It has been in my power to prevent 12,000 men from leaving Genoa; and also to take eleven sail of the line, and two frigates; two sail of the line, and two frigates, have escaped me. This glorious battle was fought at the Mouth of the Nile, at anchor; it began at sun-set, and was not finished at three the next morning; it has been severe, but God favored our endeavours with a great victory. I am now at anchor between Alexandria and Rosetta, to prevent their communication by water, and nothing under a regiment can pass by land. But I should have informed you that the French have 4000 men posted at Rosetta, to keep open the mouth of the Nile. Alexandria, both town and shipping, are so distressed for provisions, that they can only get them from the Nile by water; therefore I cannot guess the good which may attend our holding our present position; for Buonaparte writes his dis-

press for stores, artillery, and things for their hospital, &c. All useful communication is at an end between Alexandria and Cairo; you may be sure I shall remain here as long as possible. Bonaparte had never yet to contend with an English officer; and I shall endeavour to make him respect us.

“This is all I have to communicate; I am confident every precaution will be taken to prevent, in future, any vessels going to Suez, which may be able to carry troops to India. If my letter is not so correct as might be expected, I trust your excuse, when I tell you my brain is so shaken with the wound in my head, that I am sensible I am not so clear as I could wish; but whilst a ray of reason remains, my heart and hand shall ever be exerted for the benefit of our king and country.

“I have the honor to be, &c.

“HORATIO NELSON.”

A victory more complete and more important in its consequences, had never graced the annals even of the British navy. Out of a fleet of seventeen sail, four only escaped captivity or destruction. The daring enterprize of the attack could only be rivalled by the persevering courage with which it was supported, and the unparalleled success with which it was crowned.*

* Soon after the victory the following letter was written by the venerable father of the admiral to the Rev. B. Allot, in answer to his congratulations on the occasion:

“My great and good son went into the world without fortune, but with a heart replete with every moral and re-

For a week after the battle, the bay of Aboukir was covered with the floating bodies of the slain. These exhibited a most painful and horrid spectacle, and though men were continually employed in sinking the bodies with shot, yet many of them slipped off, and appeared again upon the surface. Considering the heat of the weather, it is almost a wonder that no pestilential disorder broke out, in consequence, among our gallant countrymen.

The captains of the British squadron eagerly vied with each other in sending various presents made from the wreck of L'Orient, to the hero under whose auspices this signal victory had been

ligious virtue. These have been his compass to steer by; and it has pleased God to be his shield in the day of battle, and to give success to his wishes to be of service to his country. His country seems sensible of his services; but should he ever meet with ingratitude his scars will cry out, and plead his cause; for at the siege of Bastia he lost an eye; at Teneriffe an arm; on the memorable 14th of February he received a severe blow on his body, which he still feels; and now a wound on the head. After all this, you will believe his bloom of countenance must be faded; but the spirit beareth up yet as vigorous as ever. On the 29th of September he completed his 40th year; cheerful, generous, and good; fearing no evil because he has done none; an honor to my grey hairs, which, with every mark of old age, creep fast upon me."

achieved. Among the rest Captain Hallowell, of the *Swiftsure*, ordered his carpenter to make a coffin solely from the wreck, both as to wood and iron. The carpenter, accordingly, finished one with considerable elegance, from the main-mast of the ill-fated ship, and it was presented to the admiral with the following note :—

“ *Swiftsure*, August, 1798.

“ SIR,

“ I HAVE taken the liberty of presenting you a coffin made from the main-mast of *L'Orient*, that when you have finished your military career in this world, you may be buried in one of your trophies ; but that that period may be far distant is the earnest wish of your sincere friend,

“ B. HALLOWELL.

“ Sir Horatio Nelson,

“ Rear-Admiral of the Blue, &c.”

This present of his brave officer, Sir Horatio prized so highly, that for some months he had it placed upright in his cabin, till, at length, the entreaties of an old servant, prevailed on him to allow it to be carried below.

On the 18th of August, having refitted the ships of his fleet and prizes, in the best manner the stores which he had would permit, the admiral sailed from the bay of Aboukir, leaving Captain Samuel Hood* with four sail of the line and

* This active officer was commander of the *Juno* frigate at the period of the evacuation of Toulon, previous to which

two frigates to block up the port of Alexandria, and to intercept any supplies which might be sent to the French army.

event he had sailed on a cruize. On his return, ignorant of what had happened in his absence, he sailed into the harbor, and came to an anchor. The evening was hazy, with heavy rain; no colors were displayed on the batteries, or if there were, they were either not visible, or English. A boat came alongside the *Juno*, and several Frenchmen of the new municipality went on board. They were asked for news, and perceiving the mistake that still reigned, they conversed with Captain Hood as if they were under the British government. Fortunately the tri-colored cockade in one of their hats caught his eye, and he perceived the treacherous tendency of their visit. With great presence of mind he ordered some refreshments to be set before them, went on deck, and communicated to the officers and crew the situation of the ship, directing them to slip the cable, and make every possible exertion to sail out of the harbor. This he effected, in defiance of a heavy cannonade from the fort and batteries, as he passed, and soon after joined the fleet under the command of Lord Hood.—The gallant exertions of Captain Hood, under the command of the hero of the Nile, are noticed above, but one circumstance it may not be improper to add. Previous to the attack on the French line in the bay of Aboukir, the admiral hailed Captain Hood to enquire, if he thought there was sufficient depth of water for our ships between the enemy and the shore? Captain Hood said he did not know, but with the Admiral's permission he would lead in, and try. The *Go-liath*, however, being the fastest sailer, and having the start, first gained the post of honor,—Captain Hood was next en-

Sir James Saumarez* received directions to proceed with the trophies of the victory, and

gaged in co-operating in the expulsion of the French from the Roman territory; and in 1801 commanded the *Venerable*, one of the ships of the squadron under Sir James Saumarez. In the engagement off Algeiras he particularly distinguished himself, by pursuing and bringing to action the *Formidable*, a French ship of 84 guns, which he had nearly silenced, when his main-mast was shot away. This accident enabled his antagonist to escape. "The highest praise," says Sir James Saumarez, in his letter to the Admiralty on this occasion, "is due to Captain Hood, the officers, and men of the *Venerable*, for their spirit and gallantry in the action, which entitled them to better success."—On the renewal of hostilities in 1803, Captain Hood was appointed commander in Chief on the Leeward Island station, with the rank of commodore.

* The British navy cannot boast a more distinguished officer than Sir James Saumarez. He was born in Guernsey in the year 1757, and entered into the service in 1770. He commenced his career of honor in the *Montreal*, and remained on the Mediterranean station till the year 1775, when he was appointed lieutenant of the *Bristol*, bearing the broad pendant of Sir Peter Parker, with whom he proceeded to Charlestown, in South Carolina, in the attack of which he greatly distinguished himself. In the action with the Dutch fleet off the Dogger Bank, Mr. S. was a lieutenant of Sir Hyde Parker's flag-ship the *Fortitude*, and for his gallantry on that occasion was appointed to the command of the *Preston*, and promoted to the rank of master and commander. After serving for some time in the channel fleet under Admiral Kempenfelt, he was detached to

ships of the squadron which were in the most crippled state, to Gibraltar.

the West Indies, where he was soon afterwards appointed by Sir Samuel (now Lord) Hood, to the *Russel* of 74 guns, when he was only twenty-four years of age. In that ship Captain Saumarez contributed not a little to the success of the glorious 12th of April, 1782. At the commencement of the late war, he hoisted his pendant on board the *Crescent* frigate of 36 guns, and being on a cruise off Cherbourg, fell in with the *Re-union*, a French frigate of the same force, which he took after a close action of two hours, without the loss of a single man in his own ship, though the enemy had 120 killed and wounded. For his gallantry in this affair, he received the honor of knighthood. Being removed to the *Orion*, of 74 guns, he came in for a share of the honor of Lord Bridport's action off Port L'Orient, on the 3d of June, 1795. In Lord St. Vincent's victory, Sir James displayed his accustomed gallantry, and closing with the *Salvador del Mundo*, of 112 guns, he engaged her singly within pistol-shot for upwards of an hour, till he compelled her to strike. His exertions in the glorious battle of the Nile have been amply detailed. After that victory he conveyed the prizes to Gibraltar, and towards the conclusion of 1798, arrived in England, where the *Orion*, being found to want considerable repairs, was paid off. Sir James was then appointed to the *Cæsar*, of 84 guns, and in this ship he performed the perilous service of commanding the advanced squadron stationed off the Black Rocks at the entrance of Brest harbor. On the 1st of January, 1801, Sir James was promoted to be a flag-officer; soon after which he was created a baronet, and received the order of the Bath. In June, the same year, he took the command of a squadron

On the 22d of September, Sir Horatio arrived at Naples, in the Vanguard. He there found the Culloden and Alexander, which had arrived four days before him. The King of Naples instantly went off in his barge, and honored the admiral with a visit on board the Vanguard, where he remained until she anchored. On his landing, the hero of the Nile was received amidst the shouts of a rejoicing people who hailed him as their deliverer.

destined to blockade Cadiz. During his command on this station he placed his name in the very highest rank of British naval heroes by the engagement off Algeziras, in which, with a squadron of five sail of the line, which had been disabled in action only five days before, he attacked an enemy's fleet consisting of two ships of 112 guns, one of 94, three of 84, four of 74, four frigates, and a considerable number of gun-boats. The result was the destruction of the Real Carlos, and San Hermenegelod, of 112 guns each, which blew up, and the capture of the San Antonio, of 74. —In June, 1803, Sir James received the command of a squadron stationed off Guernsey.—For his numerous and meritorious services, he enjoys from government a pension of 1200*l.* per annum.

CHAP. IV.

FROM 1799 TO 1800.

Sir Horatio Nelson is elevated to the Peerage—Presents the Sword of the French Admiral, taken at Aboukir, to the City of London—Receives an additional Pension—Sentiments of Parliament concerning his Victory—Valuable presents sent him by the Grand Signor—Capture of the *Leander*, carrying his dispatches to Earl St. Vincent, by the French—His Proceedings at Naples and Palermo—Distinctions conferred on him by the King of Naples—Naval Fete, given in honor of him, at Palermo—A monument decreed him by the inhabitants of Rome—He takes the *Genereux*—Is landed ill in Sicily—Capture of the *Guillaume Tell*, by his Ship the *Foudroyant*—His Lordship returns to England.

ON the 2d of October, the intelligence of the glorious victory of Aboukir was brought to England by the Hon. Captain Capel. Never was exultation so universally diffused among all ranks of people. Public rejoicings and illuminations were continued for several days, and a subscription was immediately opened, for the relief of the widows and children of the brave men who fell in the glorious conflict. On the 6th his Majesty created the brave admiral a peer of Great Bri-

tain, by the title of Baron Nelson of the Nile and of Burnham Thorpe, in the county of Norfolk.

The sword, which the French admiral, Blanquet, had surrendered to Sir Horatio was delivered by the gallant commander to Captain Cappel, to be presented to the city of London, with the following letter to the Lord Mayor :

“ Vanguard, Mouth of the Nile
Aug. 8, 1798.

“ MY LORD,

“ HAVING the honor of being a freeman of the city of London, I take the liberty of sending to your lordship the sword of the commanding French admiral, M. Blanquet, who survived after the battle of the First, off the Nile ; and request that the city of London will honor me with the acceptance of it, as a remembrance, that Britannia still rules the waves, which, that she may ever do, is the fervent prayer of

“ Your lordship’s most obedient servant,

“ HORATIO NELSON.”

On the 16th of October, the committee appointed to consider of the best manner of disposing of the sword, presented to the court by Admiral Nelson, reported the following resolution, which was agreed to : “ That the sword, delivered up to our gallant hero, Lord Nelson, by the French admiral, M. Blanquet, be put up in the most conspicuous place, in the common-

council chamber, with the following inscription, engraved on a marble tablet—*The sword of Mons. Blanquet, the commanding French admiral, in the glorious engagement off the Nile, on the first of August, 1798, presented to the court by the Right Hon. Rear-admiral Lord Nelson.*”

How highly the services of the brave admiral were appreciated by his country, was evinced on the meeting of Parliament, in the month of November. His Majesty, in opening the session, as usual, by a speech from the throne, bore the most flattering testimony to his deserts.—“ The unexampled series of our naval triumphs has received fresh splendor from the memorable and decisive action, in which a detachment of my fleet, under the command of Rear-admiral Lord Nelson, attacked and almost destroyed a superior force of the enemy, strengthened by every advantage of situation. By this great and brilliant victory, an enterprize, of which the injustice, perfidy, and extravagance, had fixed the attention of the world, and which was peculiarly directed against some of the most valuable interests of the British empire, has, in the first instance, been turned to the confusion of its authors; and the blow thus given to the power and influence of France, has afforded an opening which, if improved by suitable exertions on the part of the other powers, may lead to the general deliverance of Europe.”

A few days afterwards, a message from the king was presented to the House of Commons by Mr. Pitt relative to his lordship, to the following effect:—" His Majesty, having taken into his serious consideration the signal and glorious victory obtained by Rear-admiral Lord Nelson over a superior force of the enemy, in the action off the mouth of the Nile, on the 1st of August last, not only highly honorable to himself, but singularly beneficial to the interests of these kingdoms; and being desirous to bestow a signal and lasting mark of his favor on the said Admiral Lord Nelson, did grant unto him, the said Admiral Lord Nelson, an annuity of two thousand pounds per annum. But his Majesty, not possessing the means of continuing the same, nor having it in his power to secure it to the said Lord Nelson beyond his own life, recommends it to his faithful commons to make such provisions as to them should appear fit, to enable his Majesty to carry his intentions into effect."—Mr. Pitt accordingly moved, that a pension of two thousand pounds per annum, to commence on the first of August, 1798, should be granted to Admiral Lord Nelson, of the Nile, and his two next successors in the title."

General Walpole, who seconded this motion, thought that Lord Nelson should also have a higher degree of rank. Mr. Pitt, in reply, ob-

served, that, "entertaining the highest sense of the transcendent merits of Admiral Nelson, he thought it needless to enter at any length into the question of rank. His fame must be coeval with the British name; and it would be remembered, that he had obtained the greatest naval victory on record, when no man would think it worth his while to ask, whether he had been created a baron, a viscount, or an earl." Mr. Johnes declared, that in his opinion, the consequences of Lord Nelson's achievement were such, as to entitle him to the appellation of *the Savior of mankind*.

These eulogiums, more flattering than any other compensations to the noble mind of his lordship, were not the only rewards bestowed by his grateful countrymen. The East-India Company, conscious of the critical situation from which their possessions had been rescued by his intrepidity, presented him with ten thousand pounds; the city of London a sword, valued at two hundred guineas; and the Turkey company with a piece of plate of great value. The captains of the fleet, under his command, likewise ordered an elegant sword to be made and presented to his lordship, the hilt to represent a crocodile, with the names of the ships and their commanders engraved upon it. The thanks of both houses of parliament had been previously voted to the

brave admiral,* the captains, officers, seamen, and marines for the resolute and intrepid conduct which they displayed on this occasion. The captains were ordered to be presented with gold medals, emblematical of the victory. Captain Hardy, of *La Mutine*, the only sloop in company, was promoted to the rank of post-captain in the *Vanguard*, in the room of Captain Berry, who had been sent with the admiral's dispatches to Lord St. Vincent; and the first lieutenants of the line of battle ships, excepting the *Culloden*, which had unfortunately run aground, had been

* The following answer was returned by his lordship to the vote of thanks :

“ *Vanguard*, Palermo, Jan. 31, 1799.

“ SIR,

“ BELIEVE me, I feel as I ought the noble reward which our country has bestowed on me by its thanks; and I beg, Sir, you will have the goodness to express to the honorable house my gratitude. I can answer for that of my brave brethren, who fought with me in the battle of the Nile.— To you, Sir, who have not only so handsomely, but so elegantly, conveyed to me the resolutions of the House, words are inadequate to express what I feel; but believe me, Sir, I am with every sentiment of respect and esteem,

“ Your most obliged and faithful servant,

“ NELSON.

“ To the Right Honorable Henry Addington,

“ Speaker of the House of Commons.”

prevented from sharing in the action, were appointed masters and commanders.

While the hero of the Nile and his brave companions were receiving honors, emoluments, and distinction from their grateful country, foreign nations likewise endeavored to express the high sense they entertained of their exploits. As soon as the intelligence of the victory reached Constantinople, the Grand Signior directed a superb diamond aigrette, called a *chelengk*, or plume of triumph, to be taken from one of the imperial turbans, and to be sent to the admiral, together with a pelice of sable fur of the first quality. He likewise ordered a purse of two thousand sequins to be distributed among the British seamen who had been wounded in the battle. A note, of which the following is a translation, was at the same time delivered to Mr. Spencer Smith, the British minister at Constantinople.

“ It is but lately, that, by a written communication, it has been made known how much the Sublime Porte rejoiced at the first advice of the English squadron, in the White Sea, having defeated the French squadron off Alexandria, in Egypt.

“ By recent accounts, comprehending a specific detail of the action, it appears now more positive, that his Britannic Majesty's fleet has actu-

ally destroyed by that action the best ships the French had in their possession.

“ This joyful event, therefore, laying this empire under an obligation, and the service rendered by our much-esteemed friend, Admiral Nelson, on this occasion, being of a nature to call for public acknowledgment, his imperial majesty, the powerful, formidable, and most magnificent Grand Signior, has destined as a present, in his imperial name, to the said admiral, a diamond *aigrette*, (*chelengk*) and a sable fur, with broad sleeves ; besides two thousand sequins to be distributed among the wounded of his crew. And as the English minister is constantly zealous, by his endeavours to the encrease of friendship between the two courts, it is hoped he will not fail to make known this circumstance to his court, and to solicit the permission of the powerful and august king of England, for the said admiral to put on and wear the said *aigrette* and pelice.

Sept. 8, 1798.”

These presents were conveyed to his lordship at Naples, in charge of an effendi, or secretary, in the Alcmene frigate. The effendi and his suite, thirteen in number, performed their part with great gravity and dignity. They put on their noble robes in his anti-chamber, and presented the *aigrette* on cushions, after the oriental manner. The robe, lined with the finest sable imaginable,

was of scarlet cloth, and of inestimable value. The *aigrette*, a kind of feather, represented a hand with thirteen fingers, which were of diamonds, and alluded to the thirteen ships taken and destroyed at Aboukir; the size was that of a child's hand, about six years old, when opened. The centre diamond, and the four round it, were estimated at one thousand pounds each, and there were three hundred more well set. These two presents were accompanied by several others of less value, and a letter full of assurances of friendship from the Grand Signior, whose request to his Britannic Majesty, relative to the noble admiral, was instantly complied with.*

* The following is the notice which appeared on the occasion in the London Gazette, of the 22d Nov. 1798:

“ Whitehall, Nov. 20. The king has been graciously pleased to give and grant unto the right honorable Horatio Baron Nelson of the Nile, and of Burnham Thorpe, in the county of Norfolk, rear-admiral of the blue squadron of his majesty's fleet, and knight of the most honorable military order of the Bath, in consideration of the great zeal, courage, and perseverance manifested by him upon divers occasions, and particularly of his able and gallant conduct in the glorious and decisive victory obtained over the French fleet, near the mouth of the Nile, on the first day of August last, his royal licence and authority, that he and his issue may bear the following honorable augmentations to his armorial ensigns: viz. “ A chief undulated argent, thereon waves of the sea, from which a palm-tree issuant, between

From the Grand Signior's mother he likewise received a rose, set with diamonds; from the emperor Paul, a complimentary letter, written with his own hand, accompanied with a portrait of his imperial majesty of all the Russias, most superbly set in brilliants; from the king of Sardinia a letter, and a box set with diamonds; and from the inhabitants of the island of Zante, a gold-headed sword and cane, as an acknowledgment, that, had it not been for the battle of the

a disabled ship on the dexter and a ruinous battery on the sinister, all proper; and for his crest, on a naval crown, Or, Chelengk, or Plume of Triumph, presented to him by the Grand Signior, as a mark of his high-esteem, and of his sense of the gallant conduct of the said Horatio Baron Nelson in the said glorious and decisive victory; with the motto—"Palman qui meruit ferat;" and to his supporters, being a sailor on the dexter, and a lion on the sinister, the honorable augmentations following: viz. In the hand of the sailor a palm-branch, and another in the paw of the lion, both proper, with the addition of a tri-colored flag and staff in the mouth of the latter; which augmentations to the supporters to be borne by the said Horatio Baron Nelson, and by those to whom the said dignity shall descend, in virtue of his Majesty's letters-patent of creation; and that the same may be first duly exemplified according to the laws of arms, and recorded in the Heralds' Office.

"And also to order, that his Majesty's said concession and special mark of his royal favor be registered in his college of arms."

Nile, they could not have been liberated from French cruelty.

It appeared in the sequel how judiciously the noble admiral had acted, in sending home a duplicate of his dispatches, relative to the victory, by overland conveyance. The *Leander*, Captain Thompson, having on board Captain Berry, charged with those to the commander-in-chief, fell in, on the 16th of August, off the island of Candia, with the *Genereux*, one of the runaway ships, which had escaped from the Nile after the engagement. She stood with a fine breeze towards the *Leander*, which was becalmed, with 80 men short of her complement, and a number on board who had been wounded on the 1st of August. Under these circumstances, Captain Thompson did not think himself justified in seeking an action with an enemy so much his superior in point of size and force. He accordingly availed himself of all the means in his power to avoid it; but soon found, that, from the *Leander's* inferiority of sailing, it would be impossible to escape. He, therefore, with all sail set, steered such a course as he judged would enable him to receive his adversary to the best advantage. At eight, A. M. the *Genereux*, being to windward, had approached within random shot of the *Leander*, with Neapolitan colours, which she then changed to French. Capt. Thompson, not

deceived by this artifice, had been convinced for some time that she belonged to the latter nation. At nine, she was within half gun-shot of the Leander's weather-quarter, when Captain Thompson hauled up sufficiently to bring his broadside to bear, and immediately commenced a vigorous cannonade, which was returned. The ships continued nearing each other till half past ten, keeping up a constant and heavy fire. The enemy now availed himself of the disabled condition of the Leander, to lay her on board on the larboard bow; but a most spirited and well-directed fire from the small party of marines on the poop and quarter-deck, supported by a furious cannonade, prevented the enemy from taking advantage of his situation, and he was repulsed with great slaughter. A light breeze, giving the ships way, enabled Captain Thompson to disentangle himself from the enemy; and soon afterwards he had the satisfaction to luff under his stern, and passing within ten yards, discharged every gun into him. The action was now continued without intermission, within pistol-shot, till half-past three in the afternoon, when the enemy, with a light breeze, passed the Leander's bows, and brought himself on her starboard side, where the guns had been nearly all disabled from the wreck of the spars, which had fallen on that side. As this produced a cessation of fire on her part, the enemy hailed to

enquire if she had surrendered. The *Leander* was totally ungovernable, being a complete wreck, not having a thing standing, but the shattered remains of the fore and main-masts, and the bowsprit; her hull cut to pieces, and her decks full of killed and wounded. In this defenceless situation, Captain Thompson, who was himself badly wounded, and had not the most distant hope of success, asked Captain Berry if he thought he could do more. Captain Berry coinciding in the opinion that farther resistance would be vain and impracticable, he directed an answer to be given in the affirmative, and the enemy took possession of his Majesty's ship. The *Genereux*, commanded by M. Lejoille, *chef de division*, carried 74 guns, and had on board 900 men, of whom 100 were killed, and 188 wounded in the conflict. The *Leander* had 35 killed, and 58 wounded.*

* The reader will not be displeased to have an opportunity of comparing with the above account, the official statement of the captain of the *Genereux*, of his exploits at the battle of the Nile, and on the present occasion.

“ Corfu, Sept. 3, 1798.

“ I HAVE the pleasure to announce to you my arrival at Corfu. I have been here for some days past, having brought in the English ship, *Leander*, of *seventy-four* guns, which I met near the islands of Goza and Candia, near a mile from the shore. This ship had been sent with dispatches from Bequieres (Aboukir) Road, where the Eng-

No sooner had Captain Thompson and his officers arrived on board the *Genereux*, than they

ish had attacked us on the 1st of August. We were at anchor, but in a position certainly not very secure for our squadron: of this bad situation they took advantage, and having placed us between two fires, a most dreadful slaughter took place, the ships not being at a greater distance than pistol-shot, and at anchor. From the circumstance of the wind, with relation to the English ships, we should have been superior in the contest, if *L'Orient*, our admiral's ship, had not blown up, which threw us all into disorder; as, to avoid the flames, which had already reached *Le Tonnant*, every vessel was obliged to shift her station. Having, however placed my ship in a situation favorable to the direction of her guns, I fought her till three in the morning of the day following that, on which, at ten in the evening *L'Orient* blew up.

“ By a singular accident I missed having a broadside at Captain Darby, who sailed with us in the last war from the Cape of Good Hope to Cadiz. His ship, the *Bellerophon*, of 74 guns, sailed past me about half past ten in the evening, having lost her main and mizen-masts. I fired three guns at her, which carried away the mast she was hoisting, and struck away one of the lanterns of the poop.

“ I immediately ordered one of my officers to go in pursuit of, and to bring on board my ship, the captain of this vessel; but half an hour afterwards, when I was about to send my boat on board her, the fire from several English ships compelled me rather to think of answering their guns than of taking possession of the other ship; and the slow manner in which the officer, whom I had dispatched, proceeded to execute my orders, was the cause of my failing to take possession of her.

were plundered of every article belonging to them, excepting the clothes they wore. In vain they expostulated with the French captain on this harsh treatment, and when they reminded him of the situation of the French officers made prisoners by Admiral Nelson, in comparison with those now taken in the *Leander*, he coolly replied: *J'en suis fâché, mais le fait est que les Français sont bons au pillage.*—"I am sorry for it; but the fact is that the French are expert at plunder." Captain Berry expressed a wish to have a pair of pistols, of which he had been plundered, returned to him. On being produced by the man who took them, the French captain immediately secured them for himself, telling Captain Berry that he would give him a pair of French pistols to protect him on his journey home; but this promise was never performed. Various other acts of cruelty were endured by Captain Thompson and his gallant crew. The

"As to the *Leander*, I was obliged to fight with her for nearly four hours and three quarters. She carries seventy-four guns, 24 and 30-pounders on her lower deck, and 12-pounders on her upper. I should have made myself master of her in less than an hour, had we been at close fighting. During the engagement we boarded her; I should have succeeded in carrying her by boarding, had I had a more active crew.

(Signed)

"LEJOILLE, JUN."

French even carried their inhumanity to such a pitch, that at the very moment the surgeon of the *Leander* was performing the chyrurgical operations, they robbed him of his instruments, and the wound which Captain Thompson had received was near proving fatal by their forcibly withholding the attendance of his surgeon.*

* The barbarous treatment inflicted on these brave men was continued after their arrival at Corfu, as is evident from the following letter from Mr. Stanley, the British consul at Trieste to the Lords of the Admiralty :—

“ MY LORDS,

“ Trieste, 3d December, 1799.

“ THIRTY seamen of the *Leander* which was taken and carried into Corfu, arrived here from that island the 20th ult. These poor men were forced away in three small inconvenient vessels, ten in each, some of them being badly wounded, and in a very weak state, being obliged to lie on the decks, exposed to the inclemency of the season seventeen days. On Friday ten more arrived from the same place. The first thirty having finished their quarantine of thirteen days, came out this morning, much recovered, from the attention to their health and food. The last ten have suffered much more than the others, being twenty-three days on their passage, and so short of provisions, that had not some passengers taken compassion on them, they must have perished. I am sorry to observe the French behaved very badly to them in the shortness of provisions. I hope, by proper care, to be able to restore these valuable and meritorious men to their country and families.

“ I have the honor to be, &c.

“ EDWARD STANLEY.”

It was at Naples that the noble admiral was informed of the capture of his brave companions, and there likewise on the 21st of December, on the approach of the French army, he received the king and the whole royal family on board the Vanguard, and conveyed them to Palermo, in Sicily. In the month of March, 1799, his lordship arranged a plan for recovering the islands in the bay of Naples, and for supporting the royalists who were again making head in the kingdom. In May he shifted his flag on board the Foudroyant, of 80 guns, having been advanced, on the 14th of February, to the rank of rear-admiral of the red.

In June the French evacuated Naples, retaining possession of the strong castle of St. Elmo, and towards the conclusion of the month Lord Nelson arrived from Palermo in the port of that capital. Finding that Cardinal Ruffo had concluded a disgraceful convention with the French and Neapolitan rebels, which was disapproved by the king, his lordship declared it to be null and void. One of the first articles was, that a pardon should be granted to Prince Carraccioli, the chief of the revolutionary party: him, however, Lord Nelson ordered to be immediately arrested, tried, and hanged within twenty-four hours after the sentence was pronounced. Several other articles of

the convention were likewise set aside by his lordship.*

The next step necessary to be taken was to dispossess the French of the castle of St. Elmo. For this purpose a large detachment of seamen and marines from the squadron was landed, under the command of Captain Troubridge, of the *Culoden*, who was assisted for the first seven days by Captain Ball of the *Alexander* †; but the ad-

* How far it might have been more politic to have pardoned the offenders, and to have confirmed the treaty concluded with the revolutionary party at Naples, we shall not examine. Certain it is, however, that this is the only part of the public conduct of the noble admiral, during his active and eventful life, on which two opinions are entertained. That horror of treason and anarchy of every kind which he uniformly evinced, led to the decisive measures which he adopted on this occasion.

† Captain Alexander John Ball was soon afterwards solicited by the inhabitants of Malta to take upon himself the civil and military command of the island. He complied with their desire, and in this station gave them so much satisfaction that they sent a deputation to his Sicilian majesty and to Lord Nelson, requesting that Captain Ball might be appointed governor. They acceded, and he remained at Malta until he was appointed naval commissioner at Gibraltar. For his services in the Mediterranean, he received from his sovereign the honor of knighthood, and the rank of commander of the order of St. Ferdinand and of Merit, was conferred upon him by the king of the Two Si-

miral wanting the services of that officer in the blockade of Malta, his place was supplied by Captain Hallowell, of the *Swiftsure**. A party of

cilies. In November, 1805, he was promoted to the rank of rear-admiral of the blue.

* Captain Hallowell served with great distinction at the reduction of Bastia, in Corsica. He was afterwards appointed to the command of the *Courageux*, of 74 guns, which ship, being driven from anchor in Gibraltar Bay by a violent gale of wind, stood too far over to the Barbary coast in the night, and struck upon a rock, where she was soon dashed to pieces. This melancholy accident was attended with the loss of nearly 500 brave men, only 124 of the crew being saved. Captain Hallowell was attending a court-martial when the ship broke adrift, and it blew so hard that he could not get on board, otherwise his country would probably have had to regret the loss of another brave and valuable officer. After the loss of his ship, Captain Hallowell was received on board the *Victory*, Sir John Jervis's flag-ship, and served as a volunteer in the action of the 14th of February, 1797. The share he took in the battle of the Nile, in the *Swiftsure*, has been amply related. He afterwards assisted at the reduction of Malta. In July, 1801, Captain Hallowell was proceeding with a convoy to that island, when he fell in with a French squadron, under Admiral Gantheaume, who was returning from an unsuccessful attempt to land reinforcements for the army of Egypt. With four ships of equal or superior force to the *Swiftsure*, this gallant officer maintained an unequal conflict of above an hour, when the crippled state of his ship compelled him to strike. Since the commencement of the

Russians and Portuguese joined Captain Troubridge, and rendered essential service during the siege, which continued from the 3d to the 12th July, when the castle capitulated. *

present war, Captain Hallowell has been appointed to the command of the Tigre, in which he accompanied Lord Nelson in the first part of the year 1805, in his memorable chace to Egypt and the West-Indies.

* The following are extracts of letters written by his lordship on the above events, to the secretary of the Admiralty, and to admiral Lord Keith, who had succeeded Earl St. Vincent as commander in chief in the Mediterranean.

“ Bay of Naples, 27th June, 1799.

“ I AM happy in being able to congratulate their lordships on the possession of the city of Naples. St. Elmo is yet in the hands of the French, but the castles of Ovo and Nuovo I took possession of last evening, and his Sicilian Majesty’s colors are now flying on them.

“ Evan Nepean, Esq.”

“ Foudroyant, Bay of Naples, 13th July, 1792.

“ I HAVE the pleasure to inform you of the surrender of fort St. Elmo, after open batteries of eight days, during which time our heavy batteries were advanced within 180 yards of the ditch. The very great strength of St. Elmo, and its more formidable position, will mark with what fortitude, perseverance, and activity, the combined forces must have acted. Captain Troubridge was the officer selected for the command of the forces landed from the squadron. Captain Ball assisted him for seven days, till his services were wanted at Malta, when his place was ably supplied by

His lordship having, as his Neapolitan majesty was pleased to say, reconquered his kingdom,

Captain Hallowell, an officer of the most distinguished merit, and to whom Captain Troubridge expresses the highest obligation. Captain Hood, with a garrison for Castel Nuovo, and to keep good order in the capital, was also landed from the squadron; and I have the pleasure to tell you, that no capital is more quiet than that of Naples. I transmit Captain Troubridge's letter to me, with returns of killed and wounded. I have to state to your lordship, that although the abilities and resources of my brave friend Troubridge are well known to all the world, yet even he had difficulties to struggle with in every way, which the state of the capital will easily bring to your idea, that has raised his great character even higher than it was before.

"I am, &c.

"NELSON.

"Right Hon. Lord Keith, &c."

"Foudroyant, Naples Bay, July 23, 1799.

"MY LORD,

"His Sicilian Majesty arrived in this bay on the 10th, and immediately hoisted his flag on board the Foudroyant, where his Majesty still remains with all his ministers.

"I have the honor to be, &c,

"NELSON."

"Right Hon. Lord Keith, &c."

"Bay of Naples, 14th July, 1799.

"HEREWITH I have the honor of sending you copies of my letters to the commander in chief, and the capitulation granted to the French in St. Elmo. All the chief rebels are now on board his Majesty's fleet. Capua and Gaieta will very soon be in our possession, when the kingdom will be liberated from anarchy and misery."

"Evan Nepean, Esq."

and placed him on his throne, conveyed that monarch back to Palermo, on the 9th of August, after he had been upwards of four weeks on board the *Foudroyant*. On the 13th his majesty presented him with a sword* magnificently enriched with diamonds of the value of sixty thousand ducats, and conferred on him the title of Duke of Bronte, annexing to it the feud of that name, producing a revenue of 3000l. per annum. This title was in allusion to the thunders of the battle off the Nile, Bronte being the forge of the Cyclops, in which were made the thunders of Jove.

On the 3d of September a naval fête was given to their Sicilian Majesties, at Palermo, by their youngest son, Prince Leopold, to celebrate the recovery of their kingdom under the auspices of his lordship, who was present with the admirals of the Russian and Turkish squadrons, their officers, and a few of the principal nobility of Na-

* Valuable as was this present, the anecdote attending it must have rendered it doubly precious in the eyes of the noble admiral. Charles the Third, on his departure for Spain, presented this sword to his son, the King of Naples, observing as he delivered it: "With this sword I conquered the kingdom which I now resign to you: it ought, in future, to be possessed by the first defender of the same, or by him who shall restore it to you, in case it should ever be lost."

ples and Palermo. Their majesties received the company, and the young prince, then nine years of age, and educated for the navy, did the honors of the evening in his midshipman's uniform. The three princesses, and the consort of the hereditary prince, each wore round her neck some ornament allusive to Lord Nelson and his victories. The entertainment began with a magnificent fire-work in the garden of the palace; it represented the English and French fleets at Aboukir, the ever-memorable battle off the Nile, and the total defeat of the enemy's ships, concluding with the explosion of L'Orient, and the blowing up of the tri-colored flag. By a singular coincidence it happened to be the anniversary of the day on which the first news of his lordship's achievement arrived at Naples. The queen took notice of this circumstance, and turning to Cadir Bey, the Turkish admiral, said: "On this day, last year, we received from Lady Hamilton intelligence of this great man's victory, which not only saved your country and ours, but all Europe." After the fire-works a cantata was performed, entitled, "The Happy Concord." It expressed the public joy for the deliverance of the two kingdoms, loyal wishes for the prosperity of their majesties and the royal family, and for that of Lord Nelson in the following lines:

“ Long live the British hero !

“ Long live great Nelson !

“ It is he that drove far from us all affliction,

“ It is he who gave peace to our troubled hearts !”

Amid these flattering demonstrations of gratitude and applause, which might have intoxicated a mind less firm and less modest, that of his lordship was not to be diverted from his attention to the interest of his country. On the arrival of the Russian squadron at Naples, the admiral dispatched Commodore Troubridge* to blockade Ci-

* This gallant officer has passed almost the whole of his life in active service, and has had repeated occasions of distinguishing himself for that zeal and intrepidity which has so justly exalted his naval character. On that memorable day, when fifteen British ships of the line attacked and conquered twenty-seven sail of Spanish men of war of the largest size off Cape St. Vincent, and bore away four of their ships as trophies of the victory, Captain Troubridge of the Culloden, had the honor of leading the van into battle. The accident, which so cruelly disappointed his hopes of acquiring new laurels at the battle of Aboukir, has been already described. For his services in the Mediterranean, subsequent to that period, he was created a baronet, and was invested with the rank of a commander of the order of St. Ferdinand and of Merit by the king of the Two Sicilies. In 1800 he was first Captain of the Channel-fleet, under Sir Hyde Parker, and on the 21st of February, 1801, he was appointed to the honorable situation of lord of the admiralty. Since the commencement of the present war, Sir

vita Vecchia, and to drive the French from the Roman territory; at the same time directing him to offer the enemy very favourable conditions if they would evacuate that state. With these terms the French general, Grenier, thought fit to comply, and they were signed on board the Culloden. Accordingly, on the 29th and 30th of September, a detachment of 200 seamen and marines were landed from the Minotaur and Culloden, and took possession of Civita Vecchia, Corneto and Tolfa. General Bouchard, and Captain Louis, of the Minotaur, were sent to take possession of Rome on the same terms. Thus was fulfilled a prophecy made to his lordship on his arrival at Naples: "That he should take Rome by his ships."

At the moment this convention was concluded, all the rarest works of art at Rome were packed up by the French, and ready to be sent away. By the arrival of the English squadron, this design was, however, frustrated, and the inhabitants of Rome, as a tribute of gratitude to his lordship, resolved to erect a superb monument in honour of him in that city. On this occasion his lordship wrote the following letter to the agent,

Thomas Troubridge, who had previously attained to the rank of a flag-officer, has been appointed to a command in the East Indies.

to whom the conduct of the business was committed :

“ Palermo, Dec. 19th.

“ DEAR SIR,

“ SIR Willam Hamilton has been so kind to communicate to me the distinguished honor intended me by the inhabitants, by you, and other professors and admirers of the fine arts at Rome, to erect a monument. I have not words sufficient to express my feelings on hearing that my actions have contributed to preserve the works which form the school of fine arts in Italy, which the modern Goths wanted to carry off and destroy.

“ That they may always remain in the only place worthy of them—Rome, are, and will be my fervent wishes, together with the esteem of,

“ Dear Sir,

“ Your most obliged servant,

“ BRONTE AND NELSON.”

His lordship remained at Palermo till the beginning of the year 1800, when Vice-Admiral Lord Keith, the commander-in-chief in the Mediterranean, received intelligence that the French intended to make the attempt to throw succours into Malta, which was, at that time, closely besieged. He, therefore, directed Lord Nelson to proceed to windward of the island, to look out with three sail of the line, while he himself, in the Queen Charlotte, lay close in with the mouth of the harbour. On the 18th of February, Lord Nelson had the satisfaction of falling in with one of his old enemies, the *Genereux*, who was less

fortunate on this occasion than she had been in her former encounter with his lordship. His letter to Lord Keith concerning this affair is as follows:—

“ Foudroyant, at Sea, off Cape di Corvo, eight leagues west of Cape Passaro, off Shore about four miles, 18th February, 1800.

“ MY LORD,

“ THIS morning, at day-light, being in company with the ships named in the margin (Northumberland, Audacious, and El Corso brig), I saw the Alexander in chase of a line of battle-ship, three frigates, and a corvette. At about eight o'clock she fired several shot at one of the enemy's frigates, which struck her colours, and leaving her to be secured by the ships astern, continued the chase. I directed Captain Gould, of the Audacious, and the El Corso brig, to take charge of this prize.

“ At half-past one, P.M. the frigates and corvette tacked to the westward; but the line of battle-ship not being able to tack without coming to action with the Alexander, bore up. The Success being to leeward, Captain Peard, with great judgment and gallantry, lay across his hawse, and raked him with several broadsides: in passing the French ship's broadside, several shot struck the Success, by which one man was killed, and the master and eight men wounded.

“ At half-past four, the Foudroyant and Northumberland coming up, the former fired two shot, when the French ship fired her broadside, and struck her colours. She proved to be the *Genereux*, of 74 guns, bearing the flag of Rear-Admiral Perré, commander in chief of the French naval force in the Mediterranean, having a number of troops on board from Toulon, bound for the relief of Malta. I attribute our success to be principally owing to the extreme good management of Lieutenant William Harrington, who

commands the Alexander in the absence of Captain Ball, and I am much pleased with the gallant behaviour of Captain Peard, of the Success, as also with the alacrity and good conduct of Captain Martin and Sir Edward Berry.

“ I have sent Lieutenant Andrew Thompson, first lieutenant of the Foudroyant, to take charge of the Genereux, whom I beg leave to recommend to your lordship for promotion ; and have sent her, under care of the Northumberland and Alexander, to Syracuse, to wait your lordship’s orders.

“ I have the honor to be, &c.

“ My lord, &c.

“ BRONTE AND NELSON.”

Soon after this event his lordship was taken so ill that he was under the necessity of going on shore in Sicily, leaving his captain, Sir Edward Berry,* in the command of the Foudroyant, who, during the absence of the admiral, had the peculiar gratification of taking, after an obstinate engagement, the Guillaume Tell, of 86 guns, and 1000 men, the only remaining ship of the French fleet which was in the action of the 1st of August.

Captain Manley Dixon, being stationed off Malta with a squadron of ships of war, he di-

* On his return to England, after the taking of the Leander, this gallant officer received the honor of knighthood, and was presented with the freedom of the city of London. He was soon afterwards presented by the Queen of Naples with a gold box and a diamond ring for his services in the Mediterranean.

rected Captain Blackwood, of the *Penelope*, on the night of the 30th of March, to stand close in to *La Valette*, in order to observe the enemy's motions more narrowly. About midnight he discovered a large ship, and dispatched the *Minorca* to inform Captain Dixon of the circumstance; at the same time making the necessary signals, and giving chase himself. The ships of the squadron instantly cut, or slipped their cables, and went in pursuit, under a press of sail, guided only by the cannonading of the *Penelope*. At day-break Captain Dixon, in the *Lion*, had arrived within gun-shot of the chase. The *Penelope*, whose well-directed fire during the night, had carried away her main and mizen top-masts and main-yard, was within musket-shot raking her; the enemy appeared to be in great confusion, being reduced to his head-sails going with the wind on the quarter. The *Lion* was run close alongside, the yard-arms of both ships being just clear; a destructive broadside of three-round shot was poured in, luffing up across the bow, when the enemy's jib-boom passed between the main and mizen-shrouds; after a short interval the boom was carried away, and the ships were dis-entangled. Captain Dixon's object was to prevent either being boarded, as the enemy's ship was full of men, or exposing himself to her powerful broadside: he, therefore, maintained his

position across her bow, firing to great advantage; while she could only return with her bow-chasers and musquetry, the fire of which was, however, prodigious.

In this manner the action had continued about fifty minutes, when the *Foudroyant* came up with a press of canvas, and Sir Edward Berry laying her so close alongside the enemy, that her spare anchor was but just clear of his mizen-chains, hailed the French commander, Admiral Decrés, and ordered him to strike. He answered by brandishing his sword over his head, and discharged a musket at Sir Edward. This was followed by a broadside, which nearly unrigged the *Foudroyant*, whose guns, however, being prepared with three round shots in each, poured a most tremendous and effectual discharge, crashing through and through the enemy, and forming a perfect chord of harmony in the ears of her gallant crew. The next broadside carried away the main and mizen-masts of the *Guillaume Tell*, at the same time the *Foudroyant's* fore-top mast, jib-boom, sprit-sail, main top-sail yard, stay-sails, fore-sail and main-sail were all in tatters. In this situation it was difficult to make the ship fall off so as to maintain her position. The combatants, therefore, separated for a few minutes, when Sir Edward Berry called his men from the main-deck, and cutting away part of the wreck, once more got

the ship under command, and again laid her close alongside her determined opponent, who nailed his colors to the stump of the mast, and displayed his flag on a pole above them. Sir Edward now commenced a tremendous and well-directed fire, his men having got into a system of firing every gun twice, or three times in a minute, regularly going through the exercise. The Lion and Penelope were meanwhile doing great execution. At length, the fore-mast of the Guillaume Tell, being, likewise, shot away, she struck her colours. In this obstinate conflict, which lasted an hour and a half, the Foudroyant had 8 men killed and 61 wounded, among whom was Sir Edward Berry, slightly; the Lion, 7 killed, and 38 wounded; and the Penelope, 2 killed, and 2 wounded. The Foudroyant expended 162 barrels of powder, 1200 thirty-two-pound shot, 1240 twenty-pound, 100 eighteen-pound, and 200 twelve-pound ditto. The slaughter on board the Guillaume Tell was very great, more than 200 of her crew being killed and wounded. On her arrival in England her name was changed to the Malta.

After witnessing the complete annihilation or capture of that armament to which he had so successfully given the death-blow off the mouth of the Nile, and the surrender of Malta, his lordship set out for England.

CHAP. V.

Lord Nelson arrives in England--His distinguished reception—Address of Chamberlain Clarke, and his Lordship's answer—Appointed second in command in the expedition to the Baltic--Instructions previous to the attack of the Danish line of defence before Copenhagen—Battle of Copenhagen—Correspondence between his lordship and the Prince of Denmark—Official letters relative to the battle—Account of the Engagement, by a native of Denmark—Armistice—His Lordship follows the Fleet in an open Boat—Succeeds to the chief Command—Is elevated to the dignity of Viscount—Receives the thanks of both houses of Parliament, for his Conduct at the Battle of Copenhagen—invests Admiral Graves with the Order of the Bath—Resigns the command of the Fleet--Correspondence with the Swedish Admiral.

LEAVING Palermo in the company of Sir William and Lady Hamilton, the noble admiral on the 6th of November, 1800, landed at Yarmouth, after an absence of three years from his native land. The moment he stepped on shore, the people assembled in crowds to greet the hero, and taking the horses from his carriage, drew him to the Wrestlers Inn, amidst the loudest ac-

clamations. The mayor and corporation immediately waited on his lordship, and presented him with the freedom of the town, voted him some time before for his eminent services. The infantry in the place paraded before the inn, with their regimental band, firing *feux de joie* of musketry and ordnance till midnight. On leaving the town, the corps of cavalry unexpectedly drew up, and followed the carriage to the boundary of the county. On his way to London, his lordship called at the house of his father, who had left it only a few days before for town, where the noble admiral arrived on the 8th. He alighted at Nerot's hotel, in King-street, St. James's, where he was welcomed with repeated huzzas.

The 9th being Lord Mayor's day, his lordship was invited to the civic feast, and joined the cavalcade in its way to Guildhall. Admiring crowds instantly surrounded the carriage of his lordship, and taking out the horses, drew him to Guildhall amidst incessant shouts of applause. All the way as he passed he was greeted by the ladies from the windows with their handkerchiefs, and by the loudest acclamations. A very elegant sword, voted to his lordship by the corporation, after the battle of Aboukir, was presented to him by Mr. Chamberlain Clarke, who thus addressed his lordship on the occasion :—

“ LORD NELSON,

“ IN cheerful obedience to an unanimous resolution of the Right Honorable the Lord Mayor, aldermen, and commons of the city of London, in common-council assembled, I present your lordship with the thanks of the court, for the very important victory obtained by a squadron of his Majesty's ships under your command, over a superior French fleet, off the mouth of the Nile, on the 1st of August, 1798; a victory, splendid and decisive, unexampled in naval history, and reflecting the highest honor on the courage and abilities of your lordship and your officers, and the discipline and irresistible bravery of British seamen; and which must be productive of the greatest advantages to this country and to every part of the civilized world by tending to frustrate the designs of our implacable enemy, and by rousing other nations to unite and to resist their unprincipled ambition.

“ And as a farther testimony of the high esteem which the court entertains of your lordship's public services, and of the eminent advantages which you have rendered your country, I have the honor to present to your lordship *this sword*.

“ The consequences of the action I am thus called on to applaud are perhaps unequalled in the history of mankind! A numerous army which

had triumphed in Europe over brave and veteran troops, commanded by officers of the most established reputation, landed in Egypt, under the command of him who now sways the Gallic sceptre, with designs of the most ambitious and extensive nature. One of their objects, as acknowledged by themselves was, to annihilate, by degrees, the English East-India trade, and finally, to get into their possession the whole commerce of Africa and Asia.

“ Such were the gigantic views of our implacable foes, and such confidence had they in the fleet which conveyed them, and on the station it took on the coast of the devoted country, that it bade defiance to the whole navy of Britain. But at this momentous period, the Almighty directed your lordship, as his chosen instrument, to check their pride and crush their force, as a maritime power, during the present contest.

“ The circumstances attending this grand display of providential interposition and British prowess, must interest the feelings of every Englishman. Had a space been chosen to exhibit to the world a struggle for superiority in nautical skill and personal valor between the two greatest naval powers of the globe, none could have been more happily selected. The three grand divisions of the ancient world were witnesses, and the shores which had beheld the destruction of the

Persian navy by the Greeks and the heroic acts of Sesostris, now resounded with the echo of British thunder. To your lordship belongs the praise of having added glory to such a scene. The heroes we applaud would, themselves, have applauded us; and he who, ages since, led his three hundred against an almost countless host, might, on that proud day, have wished himself a Briton!

“ The thanks of your country, my lord, attend you; its honors await you; but a higher praise than even these imply is yours. In the moment of your unexampled victory you saved your country—in the next moment you did still more—you exemplified that virtue which the heathen world could not emulate: and in the pious *Non nobis domine*, of your modest dispatches, you have enforced a most important truth—that the most independent conqueror felt, in the most intoxicating point of time, the influence and protection of Him, whom our enemies, to their shame and their ruin, had foolishly and impiously defied.

“ May the same power, my lord, ever protect and reward you! May it long, very long, spare to the empire so illustrious a teacher, and so potent a champion!”

To this address Lord Nelson made the following short, but impressive reply:—

“ SIR,

“ IT is with the greatest pride and satisfaction I receive from the honorable court this testimony of their approbation of my conduct ; and with this very sword * (holding it up in his left and remaining hand) I hope soon to aid in reducing our implacable and inveterate enemy to proper and due limits—without which this country can neither hope for, nor expect, a solid, honorable, and permanent peace.”

Eager to exert himself in the service of his country, his lordship delayed not a moment, after reaching his native shore, to solicit a re-appointment to actual command. His request was immediately complied with, and the San Josef, of 110 guns, one of the ships he had himself taken off Cape St. Vincent, was appointed to receive his flag. His friend, Captain Hardy, was nominated to command her under his lordship, who, on the 1st of January, 1801, was promoted to the rank of Vice-Admiral of the Blue.

The destination of his lordship was, however, speedily changed. A league that struck at the

* This sword of admirable workmanship cost two hundred guineas. It was richly ornamented, the handle gold, with blue enamel, studded with diamonds. The crocodile appeared as emblematical of the grand event, and the guard was supported by anchors.

dearest interests of Great Britain had been concerted between the three powers of the north, Denmark, Sweden, and Russia, who obstinately resisted the right claimed by this country of searching neutral vessels. The sovereign of the latter had even laid an embargo on all the British ships in his ports, whose crews he treated with unexampled cruelty. The system adopted by the Northern Coalition, as it was denominated, loudly called for the active and spirited interposition of the British government; and, accordingly, a powerful armament was fitted out to enforce that reason to which a milder conduct could not prevail upon these powers to listen. Of this armament Lord Nelson was appointed second in command,* under Admiral Sir Hyde Parker.

On the 2d of March his lordship sailed from Portsmouth in the *St. George*, of 98 guns, with a squadron of men of war, fire-ships, and gun-vessels, for the Downs, where he took on board a great number of flat-bottomed boats, and several pieces of heavy battering artillery, and then

* It is said, that when his lordship went to receive his last orders previous to sailing, from his old friend and patron, the Earl of St. Vincent, then first lord of the Admiralty, he found them contained in one short and emphatic sentence, pronounced with the usual energy of that illustrious character: "Damn it, Nelson, send them to the devil your own way!"

proceeded to Yarmouth to join the other ships destined for this expedition. Here two companies of the rifle-corps, under the orders of Col. Stewart, embarked in the *St. George*; besides which, the fleet took on board the 49th regiment, commanded by Colonel Brock, and a detachment of artillery.

On the 12th, at day-break, this armament, consisting of 17 sail of the line, 4 frigates, 10 gun-brigs, nearly as many bomb-ketches, and other small vessels, making, in the whole, nearly 50 sail, got under weigh from Yarmouth Roads, and on the 19th made the Scaw, which was the first general rendezvous of the fleet. Previous to passing the Sound, the British admiral once more had recourse to negotiation with the Danish monarch, and during the interval which it occupied, an incident occurred, which, though trivial in itself, proves the perfect security in which the Danes then thought themselves from any hostile attack. An officer of distinction went on board the admiral with a verbal answer to one of his proposals, and finding some difficulty in expressing with accuracy the sentiments of his court, he was requested to communicate them in writing. The pen brought for this purpose happening to be ill-pointed, he held it up, and with a sarcastic smile observed to those around him: "If your

guns are not better pointed than your pens, you will make little impression on Copenhagen."

At day-break on the 26th the fleet got under weigh, and stood to the westward, for the purpose as it was generally believed at first, of passing the Great Belt. On the 28th the order was given to prepare for battle, which, as usual, was received with acclamations of joy by the British tars, who were now convinced that the passage of the Sound was decided upon. Nothing but the appointment of a popular leader was now wanting to maintain and to direct to the accomplishment of an enterprize that spirit of enthusiasm which pervaded every bosom; and fortunately for the honor of England, this service was allotted to the hero of the Nile, who had so often led British tars to glory.

It had long been a received opinion that the possession of Cronberg castle gave the Danes an uncontrolled command of the passage of the Sound. The Danes trusting too much to the strength of this fortress and relying on the co-operation of the Swedes at Helsingborg, on the opposite shore, had neglected by floating batteries to render the approach of the English fleet more difficult. On the morning of the 30th the admiral made the signal to weigh and to form the order of battle. The nomination of the conqueror of Aboukir to lead the van division was regarded

as a sure presage of victory, and diffused a spirit of confidence and emulation which the name of Nelson never failed to excite among British seamen. Sir Hyde Parker, with his division in the rear, formed a corps of reserve. Such was the alacrity displayed in the execution of the admiral's orders, that at half-past six, the *Monarch*, which had been appointed to lead the fleet, was so far advanced that the enemy commenced a heavy fire from the whole range of their positions, which was immediately returned by the leading ships and by some of those of the centre and rear divisions. Nothing contributed so much towards the success of the British fleet on that day, as the silence of the Swedish batteries, from which not a single shot was fired; and at half-past ten every ship had passed the Sound without the slightest accident, except the bursting of one of the guns of the *Isis*, by which six or seven of her crew were killed and wounded. The shells thrown from the bomb-vessels killed 160 people on shore at *Elsineur*.

The whole fleet soon came to an anchor off *Copenhagen*, and immediately afterwards Sir Hyde Parker, Lord Nelson, Captain *Freemantle*, Colonel *Stewart* and the Captain of the fleet went in a lugger to reconnoitre the enemy's force. The Danes opened a heavy fire on them, but they persevered in sounding till they were satisfied,

and then returned to their respective ships. The enemy had had abundant time to prepare to give their opponents a warm reception. The harbor of Copenhagen was covered by a formidable line of defence, consisting of six sail of the line, eleven floating batteries, mounting from 26 twenty-four pounders to 18 eighteen-pounders, one bomb-ship and schooner gun vessel. These were supported by the Crown islands, mounting 88 pieces of cannon, four sail of the line moored across the mouth of the harbor, and batteries on the island of Amak.

On the 31st of March the fleet weighed from the island of Hven, and stood close in. The position of the enemy was again more minutely examined, and it was resolved to make the attack from the southward. Lord Nelson, who had volunteered his services for this purpose, and had shifted his flag on board the *Elephant*, of 74 guns,* issued the following orders for the attack :

* The ships assigned for this bold enterprize were the following:—

| Ships | Guns | Commanders |
|----------------|------|--|
| Edgar | 74 | Capt. George Murray |
| Ardent | 64 | Thomas Bertie |
| Bellona | 74 | Sir T. B. Thompson |
| Agamemnon .. | 64 | R. D. Fancourt |
| Glatton | 64 | William Howell |
| Isis | 50 | J. Walker |
| Elephant | 74 | } Vice-Admiral Lord Nelson } Capt. T. Foley |
| Ganges | 74 | |

“ As Vice-Admiral Lord Nelson cannot with precision mark the situation of the different descriptions of the enemy’s floating batteries, and smaller vessels lying between their two-decked ships and hulks ; the ships which are opposed to the floating batteries, &c. &c. will find their stations, by observing the stations of the ships to be opposed to the two-decked ships and hulks.

LINE OF BATTLE..

These ships are to fire in passing on to their stations. { Edgar
Ardent
Glatton
Isis
Agamemnon } Are to lead in succession.

“ The Edgar to anchor a breast of No. 5 (a sixty-four-gun ship, hulk). The Ardent to pass

| Ship | Guns | Commanders |
|--------------------|------|---|
| Monarch | 74 | R. Mosse |
| Defiance | 74 | { Rear-Admiral T. Graves Capt. R. Retalick |
| Russel | 74 | W. Cumming |
| Polyphemus .. | 64 | J. Sawford |
| Desirée | 40 | H. Inman |
| Amazon | 38 | Edward Riou |
| Blanche | 36 | G. E. Hammond |
| Alcmene | 32 | S. Sutton |
| Dart | 30 | J. F. Devonshire |
| Jamaica | 26 | Jonas Rose |
| Arrow | 30 | |
| Cruiser | 18 | James Brisbane |
| Harpy | 18 | W. Birchall |
| Zephyr, fire-ship | 16 | Clotw. Upton |
| Otter, ditto | 14 | George M’Kinley |

the Edgar, and anchor abreast of No. 6 and 7. The Glatton to pass the Ardent, and anchor abreast of No. 9, (a sixty-four gun ship, hulk). The Isis to anchor abreast of No. 2, (a sixty-four gun ship, hulk). The Agamemnon to anchor abreast of No. 1.

| | | |
|--|---|---|
| Bellona Elephant Ganges Monarch Defiance Russel Polyphemus | } | To take their station and anchor as is prescribed by the following arrangement. |
|--|---|---|

Memorandum. No. 1 begins with the enemy's first ship to the southward.

| <i>No.</i> | <i>Rate.</i> | <i>Supposed No. of guns mounted on one side.</i> | <i>Station of the line as they are to anchor and engage.</i> |
|------------|--------------|--|---|
| 1 | 74 | 23 | } Agamemnon. Desirée is to follow Agamemnon, and rake No. 2. |
| 2 | 64 | 26 | |

| | | |
|------------|--|--------------|
| 3 } 4 } | Low floating batteries, ship rigged, rather lie within the line. | } 10 } 10 |
|------------|--|--------------|

}

It is hoped the Desirée's fire will not only rake No. 1, but also rake these two floating batteries. Capt. Rose is to place the six gun brigs so as to rake them also.

| No. | Rate. | Guns. | Station of the Line, &c. | | |
|-----|-------|---------------|--------------------------|--------------------|-------------------------|
| 5 | 64 | 27 | Edgar | | |
| 6 | } | } | } | | |
| 7 | | | | 10 | Ardent |
| 8 | } | } | } | | |
| 9 | | | | 12 | Glatton |
| | 64 | 30 | | | |
| 10 | } | } | } | | |
| 11 | | | | 11 | Bellona to give her at- |
| 12 | | | | 12 | |
| | | 9 | the Glatton. | | |
| 13 | 74 | 36 | Elephant | | |
| 14 | } | } | } | | |
| 15 | | | | 12 | Ganges |
| | | 12 | | | |
| 16 | 64 | 30 | Monarch | | |
| 17 | 64 | 30 | Defiance | | |
| 18 | 64 | 30 | Russel | | |
| 19 | 64 | 30 | Polyphemus. | | |
| 20 | } | } | | | |
| | | | | A small ship, sup- | 11 |
| | | posed a bomb. | | | |

The six gun-boats Captain Rose is to place with the Jamaica, to make a raking fire upon No. 1. The gun-boats, it is presumed, may get far enough astern of No. 1, to take Nos. 3 and 4, and Captain Rose is to advance with the ships and vessels, under his orders, to the northward, as he may perceive the British fire to cease where he is first stationed.

“ Nos. 1, 2, 3, and 4 being subdued, which is expected to happen at an early period, the Isis and Agamemnon are to cut their cables, and immediately make sail and take their station a-head of the Polyphemus, in order to support that part

of the line. One flat-boat, manned and armed, is to remain upon the off side of each line of battle ship. The remaining flat-boats, with the boats for boarding, which will be sent by Admiral Sir Hyde Parker, under the command of the first lieutenant of the London, are to keep as near to the Elephant as possible, but out of the line of fire, and to be ready to receive the directions of Lord Nelson.

“ The four launches, with anchors and cables which will be sent by Admiral Sir Hyde Parker, under the command of a lieutenant of the London, to be as near to the Elephant as possible, out of the line of fire, ready to receive orders from Vice-Admiral Lord Nelson.

“ The Alcmena, Blanche, Arrow, Dart, Zephyr and Otter fire-ships, are to proceed under the orders of Captain Riou, of the Amazon, to perform such service as he is directed by Lord Nelson.”

Such were the arrangements made by his lordship, and with how much judgment the success amply testified. Had it not been, indeed, for accidents which no human prudence could possibly foresee, and which prevented its complete execution, the result would undoubtedly have been still more decisive. On the 2d, at ten in the morning, his lordship, with the van-division of the fleet, attacked the enemy's line of defence.

According to his directions the Edgar led on, followed by the Ardent, Elephant, Ganges, Monarch, Bellona, Defiance, Isis, and Glatton. The Bellona, Russel, and Polyphemus got aground, all the rest anchored as they came up. The remainder of the fleet under Sir Hyde Parker, forming a reserve, got under weigh, to keep the Crown Batteries in awe, and to cover such ships as might be disabled, but owing to the unfavorable wind and the strong current, it could not work up to share in the glory of the day. Aided by the nature of the situation, which not only deprived the British admiral of the services of several of his ships, but exposed them to the galling fire of the batteries, the enemy made a vigorous resistance, and for four hours maintained one of the most obstinate and bloody engagements recorded in the annals of naval warfare. Besides their other advantages, the enemy possessed that of being able to receive reinforcements from the shore, and so prodigious was the slaughter made among them, that some of their ships were said to have been manned twice or three times over during the sanguinary conflict. Nothing but the enthusiastic impetuosity of British seamen, conducted by a leader like Lord Nelson, could have vanquished such a resistance. At two o'clock in the afternoon the fire of the Danes slackened, and seventeen of their vessels

and block-ships were sunk, burnt, or taken. Such a decisive victory nothing but the superior abilities and bravery of his lordship could have achieved; but, to the laurel of conquest, he now added a wreath far more honourable. The whole Danish line to the south of the Three Crowns' batteries, was either destroyed or in the possession of the victors; but still those batteries continued firing on the British fleet, and particularly annoyed the *Bellona* and the *Isis*, which were aground. Desirous of preventing the farther effusion of blood, and saving many valuable lives on both sides, the conqueror dispatched a flag of truce to the shore, and a note to the following effect:—

“ Lord Nelson has directions to spare Denmark when no longer resisting; but if the firing is continued on the part of Denmark, Lord Nelson must be obliged to set fire to all the floating-batteries he has taken, without having the power of saving the brave Danes who have defended them.

“ Dated on board his Majesty's ship *Elephant*,
Copenhagen Roads, April 2, 1801.

(Signed) “ NELSON AND BRONTE,

“ Vice-Admiral under command of Admiral
Sir Hyde Parker.

“ To the Brothers of Englishmen, the Danes.”

This note was immediately conveyed to the Prince Royal, who dispatched an officer to his lordship with this message:

“ His Royal Highness, the Prince Royal of Denmark, has sent me, General Adjutant Lindholm, on board to his Britannic Majesty’s Vice-Admiral, the Right Hon. Lord Nelson, to ask the particular object of sending the flag of truce.”

The admiral returned the following answer:—

“ Lord Nelson’s object in sending the flag of truce, was, humanity: he therefore consents that hostilities shall cease, and that the wounded Danes may be taken on shore, and Lord Nelson will take his prisoners out of the vessels, and burn or carry off his prizes as he shall think fit.

“ Lord Nelson, with humble duty to his Royal Highness the Prince of Denmark, will consider this the greatest victory he ever gained, if it may be the cause of a happy reconciliation and union between his own most gracious Sovereign, and his Majesty the King of Denmark.

(Signed) “ NELSON and BRONTE.

“ On board his Majesty’s ship Elephant,
Copenhagen Roads, April, 2, 1801.”

• The truce, so generously offered by his lordship, was accepted on the part of the Danes; orders were immediately sent to the Crown Batteries to cease firing, and the conquerors re-

remained in quiet possession of eleven of the enemy's ships.*

The details of this glorious action, as given in the official letters of Sir Hyde Parker and Lord Nelson, are as follow:—

“ On board the London, Copenhagen Roads, April 6, 1801.

“ SIR,

“ You will be pleased to acquaint the Lords Commissioners of the Admiralty, that since my letter of the 23d March, no opportunity of wind offered for going up the Sound, until the 25th, when the wind shifted in a most violent squall, from the S. W. to the N. W. and N. and blew with such violence and so great a sea, as to render it impossible for any ship to have weighed

* Though we cannot vouch for the authenticity of the subjoined anecdote, it is too characteristic to be omitted:—

The first article of the truce is said to have related to the delivery of a 74-gun ship acting as a floating battery, which had struck, and afterwards hoisted her colours. The Danish officers, in an interview with Lord Nelson, denied she had ever struck. His lordship replied upon his honor she had, and added, that if she was not immediately given up, he would haul down the flag of truce. The Danish officers said, they wished to treat with Lord Nelson in person. “ I am Lord Nelson,” replied the hero, “ see, here's my *fin*,”—at the same time throwing aside his green *dreadnought*, shewing the stump of his right arm, and exposing his three stars. The Danes immediately gave up the ship.

her anchor. The wind and sea were even so violent as to oblige many ships to let go a second anchor to prevent them from driving, notwithstanding they were riding with two cables end; and by the morning, the wind veered again to the southward of the west. On the 30th of last month, the wind having come to the northward, we passed into the Sound with the fleet, but not before I had assured myself of the hostile intentions of the Danes to oppose our passage, as the papers, marked Nos. 1, 2, 3, and 4, will prove*; after this intercourse there could be no doubt remaining of their determination to resist. After anchoring about five or six miles from the island of Huin, I reconnoitred with Vice-admiral Lord

* The papers here alluded to were the following :—

No. I.

“London, in the *Cattegat*,
27th March, 1801.

“FROM the hostile transaction of the court of Denmark in sending away his Britannic Majesty’s Charge d’Affaires, the commander-in-chief of his Majesty’s fleet, is anxious to know what the determination of the Danish court is, and whether the commanding officer of Cronenburg Castle has received orders to fire upon the British fleet, as they pass into the Sound, as he must deem the firing of the first gun a declaration of war on the part of Denmark.

(Signed)

“H. PARKER.”

Nelson, and Rear-admiral Graves, the formidable line of ships, radeaus, pontoons, galleys, fire-ships and gun-boats, flanked and supported by extensive batteries, on the two islands called the

Translation of No. II.

Answer.

“Cronberg, March 28th.

“IN answer to the admiral’s honored letter, I have to inform him, that no orders are given to fire on the English fleet; an express is gone to Copenhagen, and should any orders be sent, I shall immediately send an officer on board to inform the admiral.

(Signed) “STRICKER, Governor.”

Translation No. III.

“Cronberg Castle, 28th March.

“IN answer to your excellency’s letter, which I did not receive till the following day, at half-past eight; I have the honor to inform you, that his Majesty, the King of Denmark, did not send away the Charge d’Affaires, but that upon his own demand he obtained a passport. As a soldier I cannot meddle with politics, but I am not at liberty to suffer a fleet, whose intentions are not yet known, to approach the guns of the castle which I have the honor to command. In case your excellency should think proper to make any proposals to his Majesty, the King of Denmark, I wish to be informed thereof, before the fleet approaches nearer to the castle. An explicit answer is desired.

(Signed) “STRICKER.”

Crowns, the largest of which, was mounted with from fifty to seventy pieces of cannon ; these were again commanded by two ships of seventy guns, and a large frigate in the inner road of Copenhagen, and two sixty-four gun ships, without masts, were moored on the flat, on the starboard side of the entrance into the arsenal. The day after, the wind being southerly, we again examined their position, and came to the resolution of attacking them from the southward. Vice-admiral Lord Nelson having offered his services for conducting the attack, had, some days before we entered the Sound, shifted his flag to the Elephant ; and after

Answer No. IV.

“ On board the London, 29th March, 1801,
One A. M.

“ IN answer to your excellency’s note, just now received, the undersigned has only to reply, that, finding the intentions of the court of Denmark to be hostile against his Britannic Majesty, he regards the answer as a declaration of war, and therefore, agreeable to his instructions, can no longer refrain from hostilities, however repugnant it may be to his feelings ; but at the same time will be ready to attend to any proposals of the court of Denmark for restoring the former amity and friendship, which had for so many years subsisted between the two courts.

(Signed)

“ H. PARKER.”

“ His Excellency the Governor of
“ Cronberg Castle.”

having examined and buoyed the outer channel of the Middle Ground, his lordship proceeded with the twelve ships of the line named in the margin*, all the frigates, bombs, fire-ships, and all the small vessels; and that evening anchored off Draco Point to make his disposition for the attack, and wait for the wind to the southward, It was agreed between us that the remaining ships with me should weigh at the same moment his lordship did, and menace the Crown Batteries: and the four ships of the line that lay at the entrance of the arsenal, as also to cover our disabled ships as they came out of action.

“ I have now the honour to inclose a copy of Vice-Admiral Lord Nelson’s report to me of the action of the 2d instant. His lordship has stated so fully the whole of his proceedings on that day, as only to leave me the opportunity to testify my entire acquiescence and testimony of the bravery and intrepidity with which the action was supported throughout the line. Was it possible for me to add any thing to the well-earned renown of Lord Nelson, it would be by asserting, that his exertions, great as they have heretofore been, never were carried to a higher pitch of zeal for

* Elephant, Defiance, Monarch, Bellona, Edgar, Russel, Ganges Glatton, Isis, Agamemnon, Polyphemus, Ardent,

his country's service. I have only to lament, that the sort of attack, confined within an intricate and narrow passage, excluded the ships particularly under my command, from the opportunity of exhibiting their valour; but I can with great truth assert, that the same spirit and zeal animated the whole of the fleet, and I trust that the contest in which we are engaged, will, on some future day, afford them an occasion of shewing that the whole were inspired with the same spirit, had the field been sufficiently extensive to have brought it into action.

“ It is with the deepest concern I mention the loss of Captains Mosse and Riou, two very brave and gallant officers, and whose loss, as I am well informed, will be sensibly felt by the families they have left behind them; the former a wife and children, the latter an aged mother. From the known gallantry of Sir Thomas Thompson, on former occasions, the naval service will have to regret the loss of the future exertions of that brave officer, whose leg was shot off. For all other particulars, I beg leave to refer their lordships to Captain Otway, who was with Lord Nelson in the latter part of the action, and able to answer any questions that may be thought necessary to put to him. A return of the killed and wounded you will receive herewith. I have the honor to be, &c.

“ H. PARKER.”

“ P. S. The promotions and appointments that have taken place on this occasion will be sent by the next opportunity that offers; but I cannot close this without acquainting their lordships that Captain Mosse, being killed very early in the action, Lieutenant John Yelland continued it with the greatest spirit and good conduct; I must, therefore, in justice to his merit, beg leave to recommend him to their lordships’ favour.

“ Evan Nepean, Esq.”

The letter of the noble admiral to the commander-in-chief, giving the details of this glorious victory, was as follows :*

* The reader will not be displeased to find here the official account of the engagement transmitted to his royal highness the Crown Prince by the Danish commander-in-chief, Olfert Fischer :

“ On the 1st of April, at half-past three in the afternoon, two divisions of the English fleet, under the command of Vice-Admiral Lord Nelson, and a rear-admiral, weighed anchor and stood eastward and by south of the middle passage of the road, where they anchored. This force consisted of twelve ships of the line and several large frigates, gun-boats, and other smaller vessels, in all thirty-one sail.

“ On the 2d of April, at three quarters-past nine in the morning, the wind S. E. both the vessels to the south, and those to the north of the Middle Road, weighed anchor. The ships of the line and heavy frigates, under Lord Nelson, steered for the Königstiefe, to take their station in order along the line of defence confided to me. The gun-

“ Elephant, off Copenhagen,
3d April, 1801.

“ SIR,

“ In obedience to your directions to report the proceedings of the squadron named in the mar-

boats and small vessels took their station nearer to the town, and the division of Admiral Parker, consisting of eight ships of the line and some small vessels, steered with a press of sail southwards, to the right wing of defence.

“ At half past ten the foremost ships of Admiral Nelson's division passed the southernmost ships of the line of defence. I gave those ships that were within shot the signal for battle. The block-ships, Provesteen and Vagriën, and immediately after these the Jutland, between which and the block-ship, Dannebrog, the leading English ship (of 74 guns) fixed her station, by throwing out one of her rear-anchors, obeyed the signal by a well-directed and well-supported fire. By degrees the rest of the ships came up, and as they sailed past on both sides of the ships already at anchor, they formed a thick line, which, as it stretched northwards to the ship of the line, the Zealand, engaged not more than two-thirds of the line of defence committed to me; while the Three Crowns battery, and the block-ships, Elephant and Mars, with the frigate Hielperen, did not come at all into the action.

“ In half an hour the battle was general. Ten ships of the line, among which was one of 80 guns, the rest chiefly seventy-fours, and from six to eight frigates, on the one side; on the other, seven block-ships, of which only one of seventy-four guns, the rest of sixty-four and under two frigates and six small vessels. This was the respective strength of the two parties. The enemy had on the whole

gin, (Elephant, Defiance, Monarch, Bellona, Edgar, Russel, Ganges, Glatton, Isis, Agamemnon,

two ships to one, and the block-ship, Provesteen, had, besides a ship of the line and the rear-admiral, two frigates against her, by which she was raked the whole time without being able to return a shot.

“ If I only recapitulate, historically, what your highness, and along with you a great portion of the citizens of Denmark and Europe have seen, I may venture to call that an unequal combat, which was maintained and supported for four hours and a half, with unexampled courage and effect, in which the fire of the superior force was so much weakened for an hour before the end of the battle that several English ships, and particularly Lord Nelson's were obliged to fire only single shots; that this hero himself, in the middle and very heat of the battle, sent a flag of truce on shore, to propose a cessation of hostilities; if I add, that it was announced to me that two English ships of the line had struck, but being supported by the assistance of fresh ships, again hoisted their flags; I may, in such circumstances, be permitted to say, and, I believe, I may appeal to the enemy's own confession, that in this engagement, Denmark's ancient naval reputation blazed forth with such incredible splendour, that, I thank heaven, all Europe are the witnesses of it.

“ Yet the scale, if not equal, did not decline far to the disadvantage of Denmark. The ships that were first and most obstinately attacked, even surrounded, by the enemy, the incomparable Provesteen, fought till almost all her guns were dismounted. But these vessels were obliged to give way to superior force, and the Danish fire ceased along the whole line, from north to south.

“ At half past eleven the Dannebrog, ship of the line,

Polyphemus, Ardent, Amazon, Desirée, Blanche, Alcmene; sloops, Dart, Arrow, Cruizer, and Har-

which lay alongside Admiral Nelson, was set on fire. I repaired with my flag on board the Holstein, of the line, belonging to the north wing. But the Dannebrog long kept her flag flying in spite of this disaster. At the end of the battle she had two hundred and seventy men killed and wounded.

“ At half-past two the Holstein was so shattered, and had so many killed and wounded, and so many guns dismounted, that I then carried the pennant to be hoisted instead of my flag, and went on shore to the battery of the Three Crowns from which I commanded the north wing, which was slightly engaged with the division of Admiral Parker, till about four o'clock, when I received orders from your Royal Highness to put an end to the engagement.

“ Thus the quarter of the line of defence from the Three Crowns to the frigate Hielperen was in the power of the enemy, and the Hielperen thus finding herself alone, slipped her cables, and steered to Sterbfen. The ship Elven after she had received many shots in her hull, and had her masts and rigging shot away, and a great number killed and wounded, retreated within the Crowns. The gun-boats Nyborg and Aggershuus, which last towed the former away, when near sinking, ran ashore; and the Grenier floating-battery, which had suffered much, together with the block-ship, Dannebrog, shortly after the battle blew up.

“ Besides the visible loss the enemy have suffered, I am convinced their loss in killed and wounded is considerable. The advantage the enemy have gained by their victory too consists merely in ships which are not fit for use, in spiked cannon, and in gunpowder damaged by sea-water.

py; fire-ships, Zephyr and Otter; bombs, Discovery, Sulphur, Hecla, Explosion, Zebra, Terror, and Volcano,) which you did me the honour to place under my command, I beg leave to inform you, that having, by the assistance of that able officer Captain Riou, and the unremitting exertions of Captain Brisbane, and the masters of the Amazon and Cruiser in particular, buoyed the Channel of the Outer Deep, and the position of the Middle Ground, the squadron passed in safety, and anchored off Draco the evening of the first; and that yesterday morning I made the signal for the squadron to weigh and to engage the Danish line, consisting of six sail of the line, eleven floating batteries, mounting from 26 twenty-four-pounders to 18 eighteen-pounders, and one bomb-ship, besides schooner gun-vessels. These were

“ The number of killed and wounded cannot yet be exactly ascertained; but I calculate it from 16 to 1800 men. Among the former it is with grief that I mention the captains of the block-ship *Infodsretten*, and the frigate *Cronberg*, Captain *Thura*, and first lieutenant *Hauch*, with several other brave officers; among the wounded, the commander of the *Dannebrog*, who, besides other wounds, has lost his right hand.

“ I want expressions to do justice to the unexampled courage of the officers and crews. The battle itself can alone enable you to form an idea of it.

(Signed) OLFERT FISCHER.

supported by the Crown Islands, mounting eighty eight cannon, and four sail of the line moored in the harbour's mouth, and some batteries on the island of Amak. The bomb-vessels and schooner made their escape, the other seventeen sail are sunk, burnt, or taken, being the whole of the Danish line to the southward of the Crown Islands, after a battle of four hours.

“ From the very intricate navigation, the *Belona* and *Russel* unfortunately grounded, but although not in the situation assigned them, yet so placed as to be of great service. The *Agamemnon* could not weather the shoal of the Middle, and was obliged to anchor; but not the smallest blame can be attached to Captain *Fancourt*; it was an event to which all the ships were liable. These accidents prevented the extension of our line by the three ships before-mentioned, who would, I am confident, have silenced the Crown Islands, the two other ships in the harbour's mouth, and prevented the heavy loss in the *Defiance* and *Monarch*, and which, unhappily, threw the gallant and good Captain *Riou*, (to whom I had given the command of the frigates and sloops named in the margin,* to assist in the attack of the ships at the harbour's mouth) under a very heavy fire; the consequence has

* *Blanche*, *Alcmene*, *Dart*, *Arrow*, *Zephyr*, and *O ter*.

been the death of Captain Riou,* and many brave officers and men in the frigates and sloops. The bombs were directed and took their stations abreast of the Elephant, and threw some shells into the arsenal. Captain Rose, who volunteered his services to direct the gun-brigs, did every thing that was possible to get them forward, but the current was too strong for them to be of service during the action ; but not the less merit is due to Captain Rose, and I believe all the officers and crews of the gun-brigs, for their exertions. The boats of those ships of the fleet which were not ordered on the attack, afforded us every assistance, and the officers and men who were in

* The name of Captain Edward Riou is well known, on account of his wonderful preservation when commander of the Guardian, which struck on an island of ice, on her passage to Botany Bay, in the year 1789. He was appointed post-captain in 1794, and was ordered to the West Indies in the Beaulieu, of 40 guns. Ill health, having the following year, compelled him to return to Europe, he received an appointment to the Princess Augusta yacht, and afterwards, in July, 1799, to the Amazon of 38 guns, in which he fell. He was killed by a chain shot from the Crown battery, when in the act of cheering his men, eight of whom had the moment before been killed by a single shot. There were no fewer than eighty pieces of cannon playing at one time on the Amazon from that battery. In gratitude for a life spent and sacrificed in the service of his country, parliament decreed that a monument should be erected to his memory in the cathedral of St. Paul.

them merit my warmest approbation. The *Desirée* took her station in raking the southernmost Danish ship of the line, and performed the greatest service.

“ The action began at five minutes past ten. The van, led by Captain George Murray, of the *Edgar*,* was as well followed up by every captain, officer, and man in the squadron. It is my duty to state to you the high and distinguished merit and gallantry of Rear-Admiral Graves. To Captain Foley, who permitted me the honor of hoisting my flag in the *Elephant*, I feel under the greatest obligations; his advice was necessary on many important occasions during the battle.† I

* Captain George Murray, who commanded the *Edgar*, was captain of the *Colossus* of 74 guns in Earl St. Vincent's engagement with the Spanish fleet on the 14th of February, 1797. On his return, in the same ship, with a convoy from Lisbon in December, 1791, the *Colossus* was driven upon the rocks near the island of Scilly, and totally lost. In the summer of 1800 he surveyed the entrance to the Baltic with a degree of accuracy which had never before been attempted, and on this occasion he had offered his services to lead the British fleet through the Great Belt, if the admiral thought proper to attempt a passage that way.

† In the operations against Corsica, Captain Foley commanded the *St. George*, of 98 guns, the flag-ship of Rear-Admiral Gell. In Lord St. Vincent's victory he likewise bore a distinguished part, as he commanded the *Britannia* of 100 guns, which ship bore the flag of Vice-Admiral Sir Charles Thompson. His conduct in the battle of the Nile has already been recorded.

beg leave to express how much I feel indebted to every captain, officer, and man, for their zeal and distinguished bravery on this occasion. The honorable Colonel Stewart did me the favor to be on board the Elephant, and himself, with every other officer and soldier under his orders, shared, with pleasure, the toils and the dangers of the day. The loss in such a battle has necessarily been very heavy. Amongst many other brave officers and men who were killed, I have, with sorrow, to place the name of Captain Mosse*, of the Monarch, who has left a wife and six children to lament his loss; and among the wounded that of Captain Sir Thomas B. Thompson,† of the Bellona. — I have the honor to be, &c.

“NELSON AND BRONTE.”

* Captain Mosse was an excellent officer. He commanded the Sandwich, at the Nore, at the time when the alarming mutiny broke out in that ship, in the year 1797. — A handsome monument was voted by parliament, to be erected to his memory in St. Paul's cathedral, and a pension was granted by the government to his widow. During the action in which he fell, his ship, the Monarch, having by some means got foul of the rigging of the Ganges, one of the seamen, who had been employed in clearing them, finding himself on board the Ganges, jumped overboard, and swam towards the Monarch, swearing he would never desert his ship. A boat immediately put off and saved the poor fellow's life.

† Sir Thomas Boulden Thompson, whose conduct at the attack on Santa Cruz, in the island of Teneriffe, in

List of the Killed and Wounded in the Attack on the Danish Line of Defence, Batteries, &c. on the 2d of April.

EDGAR—24 seamen, 2 marines, 3 soldiers of the 49th regiment killed; 79 seamen, 17 marines, 8 soldiers of the 49th regiment wounded. Total 133.

MONARCH—35 seamen, 12 marines, 8 soldiers of the 49th regiment killed; 101 seamen, 34 marines, 20 soldiers of the 49th regiment wounded. Total 210.

BELLONA—9 seamen, 2 marines killed; 48 seamen, 10 marines, 5 soldiers wounded. Total 74.

DEFIANCE—17 seamen, 3 marines, 2 soldiers, killed; 35 seamen, 5 marines, 7 soldiers wounded. Total 69.

ISIS—22 seamen, 4 marines, 2 soldiers of the rifle corps killed; 69 seamen, 13 marines, 2 soldiers of the rifle corps wounded. Total 112

AMAZON—10 seamen, 1 marine killed; 7 seamen, 2 marines wounded. Total 32.

GLATTON—17 killed, 34 wounded. Total 51.

DESIREE—3 wounded.

BLANCHE—6 seamen, one marine killed; 7 seamen, 2 marines wounded. Total 16.

POLYPHEMUS—4 seamen, 1 marine killed; 20 seamen, 4 marines wounded. Total 29.

the battle of the Nile, and in the defence of his ship the *Leander* against the *Genereux*, has already been recorded, received the honour of knighthood soon after his arrival in England, in 1798. His services were likewise rewarded with a pension of 300*l.* per annum, which, after the loss of his leg in the battle of Copenhagen, was raised to 500*l.* He likewise enjoys the command of the *Mary*, yacht, stationed at Deptford. Since his retirement from the active duties of his profession, this gallant officer has resided on a farm of considerable extent near Bushy Park, engaged in the humble toils of agricultural pursuits.

ELEPHANT—4 seamen, 3 marines, 1 soldier of the rifle corps, killed; 8 seamen, 1 marine, 2 soldiers of the rifle corps wounded. Total 19.

ALCMENE—5 seamen killed; 12 seamen, 2 marines, wounded—Total 19.

DART—2 killed, 1 wounded. Total 3.

GANGES—5 killed; 1 missing. Total 6.

RUSSEL—5 seamen, 1 marine wounded. Total 6.

ARDENT—29 seamen and marines killed; 64 seamen and marines wounded. Total 93.

Officers killed.

EDGAR—Edmund Johnson, first lieutenant; Lieut. Benjamin Spencer, marines.

DEFIANCE—George Gray, lieutenant; Matthew Cobb pilot.

ELEPHANT—Capt. James Bawden of the Cornish miners, volunteer in the rifle corps; Mr. Henry Yaulden master's mate.

POLYPHEMUS—Mr. Daniel Lamond, master; Mr. Henry Long, lieutenant of the marines; Mr. George M'Kinlay, Mr. Thomas Ram, midshipmen; Mr. Grant, lieutenant of the rifle corps.

GANGES—Mr. Robert Stewart, master

DART—Mr. Edwin Sandys, lieutenant.

GLATTON—Mr. Alexander Nicholson, pilot.

MONARCH—Captain Robert Mosse.

AMAZON—Captain Edward Riou; Hon. George Tucket, midshipman: Mr. Jos. Rose, captain's clerk.

ARDENT—Mr. George Hoare, midshipman.

Officers wounded.

EDGAR—Joshua Johnson, second lieutenant; William Goldfinch, fifth lieutenant; Mr. Gabagan, Mr. Whimper, Mr. Ridge, Mr. Proctor, Mr. Domett, midshipmen, slightly.

DEFIANCE—Mr. Paterson, boatswain; Mr. Gallaway, midshipman; Mr. Niblet, captain's clerk, Mr. Stephenson pilot.

ELEPHANT—Mr. Robert Gill, midshipman of the St. George; Mr. Hugh Mitchell, midshipman.

ALCMENE—Mr. Henry Baker, acting third lieutenant; Mr. Charles Meredith, lieutenant of the marines; Mr. Charles Church, boatswain; Mr. G. A. Spearing, master's mate; Mr. Pratt, pilot.

POLYPHEMUS—Mr. Edward Burr, boatswain.

DESIREE—Mr. King, lieutenant, slightly.

ISIS—Mr. Richard Cormack, lieutenant; Mr. Reuben Pain, Mr. Simon Frazer, Mr. Charles Jones, midshipmen.

GANGES—Mr. Isaac Davis, pilot, badly.

GLATTON—Mr. Tindal, lieutenant; Mr. Robert Thompson, master's mate; Mr. John Williams, midshipman.

MONARCH—Mr. William Minchin, lieutenant; Mr. James Marrie, lieutenant of marines; Mr. James Dennis, lieutenant of the 49th regiment; Mr. Henry Swimmer, Mr. W. J. Bowes, Mr. Thomas Harlowe, Mr. George Morgan, Mr. Philip Le Vesconte, midshipmen; Mr. William Joy, boatswain.

BELLONA—Sir T. B. Thompson, captain, lost his leg; Mr. Thomas Southey, lieutenant; Mr. Thomas Wilks lieutenant, slightly; Capt. Alexander Sharp, of the 49th regiment, badly; Mr. James Emmerton, master's mate, Mr. Anderson, Mr. Edward Daubeny, Mr. William Sitford, Mr. Fig, midshipmen.

AMAZON—Mr. James Harry, Mr. Philip Horn, master's mates.

The following list of the naval force composing the Danish line of defence, with remarks, extracted from a pamphlet published in the English language at Copenhagen soon after the action.

DANISH LINE OF DEFENCE.

| Names. | Description. | Commanders. | No. Guns. | Men. | Remarks. |
|------------------|-------------------|-------------------------|-----------|------|--|
| Provesteen | Block-ship | Capt. Lassen | 1 | 56 | Taken and burnt, forsaken when the guns were useless |
| Vagrien | Ditto | Aid-de-camp Risbrigh | 2 | 48 | |
| Rendsborg | Praam | Capt. Lieut. Egede | 3 | 20 | Driven on the shoals, and burnt by the enemy |
| Nyborg | Ditto | Capt. Lieut. Rothe | 4 | 20 | |
| Jytland | Block-ship | Capt. Brandt | 5 | 48 | Escaped, afterwards sunk |
| Snerfisen | Radeau | Lieut. Somerfeldt | 6 | 20 | |
| Kronborg | Block-ship | Lieut. Hauch | 7 | 22 | Taken, since burnt by the enemy |
| Hajen | Radeau | Lieut. Moller | 8 | 20 | |
| Dannebrog | Block-ship | Capt. F. Braun | 9 | 62 | Taken, ditto |
| Elven | Repeating frigate | Lieut. Holsteen | 10 | 6 | |
| Grenier's Radeau | | Lieut. Willemoes | 11 | 24 | Taken, ditto |
| Syccelland | Ship of the line | Capt. Harboe | 13 | 74 | |
| Charlotte Amalia | Block-ship | Capt. Kofod | 14 | 26 | Caught fire, and blew up after the action |
| Sohesten | Radeau | Lieut. Middlebo | 15 | 18 | |
| Holsteen | Ship of the line | Capt. Ahrenfeldt | 16 | 60 | Escaped |
| Infoedsretten | Block-ship | Capt. Thura | 17 | 64 | |
| Hjelperen | Frigate | Capt. Lt. Lillienskiold | 18 | 20 | Ditto |
| | | | | | |
| | | | | | Driven by the waves under the Tre Kroner battery, and taken after the armistice; since burnt |
| | | | | | |
| | | | | | Taken, and afterwards burnt |
| | | | | | |
| | | | | | Ditto |
| | | | | | |
| | | | | | Taken, and put in sailing condition by the enemy, and carried away as a trophy |
| | | | | | |
| | | | | | Taken, afterwards burnt |
| | | | | | |
| | | | | | Escaped |
| | | | | | |
| | | | | | Total, 628 guns, 4849 men. |
| | | | | | |

The Force remaining in the Road to defend the Harbour under the Orders of Chamberlain Stein Bille.

Elephanten, block-ship, Captain Von Thura, No. 19, 70 Guns.

Mars, block-ship, Captain Gyldenfeldt, No. 20, 64 guns.

Dannemark, ship of the line, Chamberlain Stein Bille, No. 21, 74 guns.

Trekroner, ship of the line, Captain Riegelsten, No. 22, 74 guns.

Iris, frigate, Captain W. Braun, No. 23, 40 guns.

Sarpen, and Nidelben, brigs, of 18 guns each.

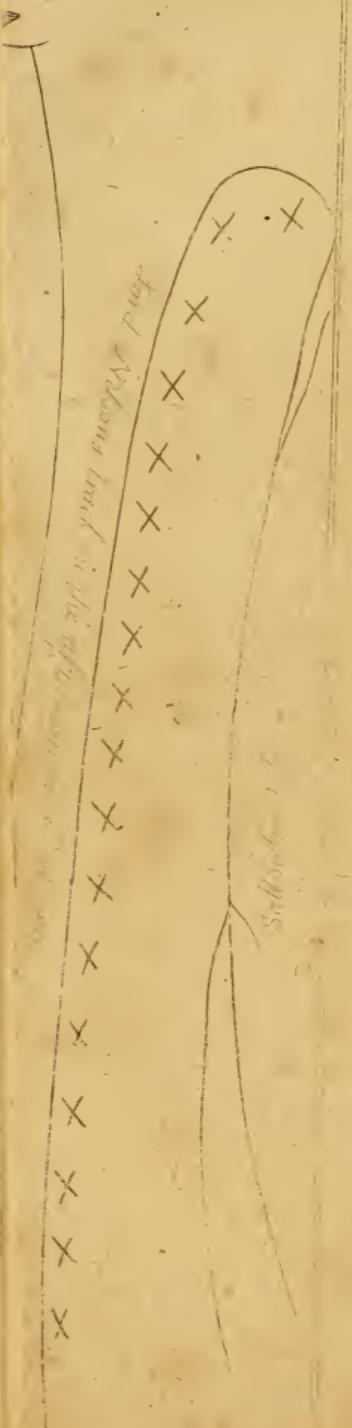
Twelve chebecks, each of two 24-pounders.—Two ditto, 12-pounders.—The great Trekroner battery of thirty 24-pounders.—Ditto, thirty-eight 36-pounders.—Ditto, one 96-pound carronades.

Provided with three furnaces to heat balls.

Such was the result of a day in which the prudence and humanity of Lord Nelson shone with a brilliancy not inferior to his courage and intrepidity. He is said to have himself acknowledged to Colonel Lindholm, that notwithstanding the many obstinate conflicts in which he had been engaged, he had seen nothing that equalled the resistance of the Danes, and was confident the French would not have withstood for one hour the fire to which his countrymen had exposed themselves, without flinching, for four.

The following circumstantial account of this splendid victory, by a native of Denmark, who was a spectator of the engagement from the shore, is too interesting not to be introduced in this

2.



Find Wilson's track in the afternoon

Schooner

place. It commences with the passage of the Sound.

“ On the morning of March the 30th, about seven o'clock, the thundering peals of Cronberg, put an end to suspense. Very shortly after we could discern the fleet, which approached rapidly. The tremendous cannonading from the fort gave us an idea of what it might effect, if it could reach its object. His Majesty of Sweden, (who observed the passage of the fleet from Helsingborg) appeared sensible of this; and, after the cannonading had ceased, dispatched an officer to compliment the governor of Cronberg.

“ As the gale was blowing fresh, the British soon advanced within seven or eight miles of the city, where they came to an anchor. A frigate, a lugger, and a brig, got rather nearer; but the battery of the Three Crowns, and the fire from the block-ships, compelled them to retire. The magnificence of this spectacle naturally left various impressions on our minds; but whether favorable or unfavorable, they were soon forgotten in the enthusiasm and unanimity which prevailed among all classes. The question was not, *Who is the Enemy?* but, *Where is the Enemy?* It was a moment of impending danger; the duty we owed our country, therefore, inspired us with only one sentiment. The noble spirit displayed by the students at the siege in 1658-60, was equally con-

spicuous in their successors; who, with one hand and one heart, associated themselves into a corps of twelve hundred; while those sons of the Muses whom age and infirmity prevented from rallying round the standard of patriotism, did all in their power to encourage and confirm so laudable an effort. Chamberlain Lindenkrone sent a thousand dollars to the aid of those students whose private means were unequal to the expence of their public duties.

“ The first and second days passed quietly over; but on the morning of April the 1st, we could perceive an unusual bustle among the English shipping. Some frigates and lighter vessels got under weigh, and were employed in sounding. Towards evening, twelve sail of the line, all the frigates, and most of the smaller vessels, weighèd, and with a northern breeze, passed through the Hollander Deep. Admiral Parker, with eight sail of the line and two small vessels, preserved his station, while Admiral Nelson anchored, with his division, beyond the fire of our outermost ships.

“ Conjecture was now at an end. A change of wind to the southward would enable Lord Nelson to bear down with his division; and we anxiously awaited the awful moment. Our ships were moored with four anchors, and manned, indiscriminately, by people of all descriptions, has-

tily collected for the present emergency: they had been constantly on the alert during the two former nights, a third was now added to their fatigue; and when it is considered, that these people were unacquainted with the exercise of great guns; that they were all day employed in practising, and all night in watching, the compliment paid them by Mr. Bardenfleth, first lieutenant on board the Charlotte Amelia, in his professional account of the battle, will not be deemed superfluous. He says, 'The spirit which animated all hands on board, and not their real strength, enabled them to perform what they did.'

"The morning of April 2d dawned, and the wind blowing southerly, our commodore made a signal for the whole line to lay their broadside to the enemy. Between nine and ten both divisions of the British weighed, and our commodore hoisted the flag of defiance from the Danbrog. Admiral Parker, with the zeal that is characteristic of a British seaman, beat up against wind and current, towards the battery of the Three Crowns, proposing to awe our ships in the inner roads, while the hero of the Nile bore right down upon our line.

"The Edgar led the British van, advancing in a most gallant style against the Proevesteen, 58 guns, which opened her fire on the former five

minutes after ten. The Vagriën, 50 guns, then poured in a broadside just as the Edgar was upon the tack to take her station; a second broadside was discharged from the Proevesteën, when the whole of the British line gained rapidly on ours: in a few minutes two-third parts of our ships were in action. As our line was not broken, only one half of the force on either side was consequently engaged.

“ Our foremost ship, the Proevesteën, was exposed, during the whole of the action, to the fire of the Polyphemus, of 64 guns, the Russel, and the Bellona, which two latter ships ran aground at the commencement of the battle; but this misfortune (as Lord Nelson observed) did not impede their service. The Proevesteën was, at the same time, raked by La Desirée, of 40 guns, and a gun-brig. Great as was the distinction, which Commodore Fischer, in his report, conferred on the Proevesteën and her gallant Captain Lassen, ‘ notwithstanding my high sense of Danish bravery, it was heightened by the conduct of the Proevesteën, which continued to fight till all her guns were dismounted,’ the compliment of Lord Nelson is, in my opinion, greater.— (‘ Nos. 1, 2, 3, and 4, being subdued, *which is expected to happen at an early period*, the Isis and Agamemnon are to cut their cables, and imme-

diately make sail and take their station ahead of the Polyphemus, in order to support that part of the line.')

“ Captain Rusbrigh stood, on this occasion, as undaunted on the quarter-deck of the Vagrien, as when a lieutenant, on board the Formidable, under the gallant Rodney, on the 12th of April, 1782.—For England he assisted to acquire glory and success; for Denmark he obtained only the former.

“ Soon after eleven o'clock, the Danbrog, 64 guns, Captain Braun, took fire, which compelled Commodore Fischer to shift his broad pendant to the Holstein; but Braun continued to fight her till he lost his right hand. Captain Lemning succeeded in the command; and although the flames blazed around them, threatening immediate destruction, the Danbrog maintained her fire, till the close of the engagement, against her powerful adversary, the Glatton, which mounted 68-pound carronades on her lower deck.

“ When Commodore Fischer, famed for the coolness and perspicuity of his judgment in the hour of trial, left the Danbrog, the battle raged with the utmost fury. The British, finding that our foremost ships were far from slackening their fire, now extended their line, and at noon all our ships, as well as the battery, were strenuously engaged in the awful contest.

“ Captain Thura, of the *Infoedsretten*, 64 guns, fell at the beginning of the action; and all the subaltern officers were either killed or wounded, except a lieutenant and a marine officer. In this state of confusion, the colors were, by accident, struck. The British, however, made no attempt to board the *Infoedsretten*, she being rather dangerously moored athwart our battery. A boat was dispatched from the ship to carry the tidings of her commander's death to the Prince Royal, who had, from the dawn of day, taken his station upon a battery. Here, amid showers of shells and cannon-balls, Frederic the wise, the good, and the brave, superintended calmly and actively, for the assistance of the ships engaged. By shewing how a prince ought to meet danger, he taught others to despise it.

“ When the prince received the message from the *Infoedsretten*, he turned round, and with an air that gave confidence to all about him, said: ‘Gentlemen, Thura is killed; who of you will take the command?’—‘I will,’ replied M. Schroedersee, in a feeble voice, and hastened eagerly on board. This gentleman had been a captain in the navy; but on account of ill health had lately resigned. The hour of necessity seemed to invigorate his wasted form, and in hopes to serve his country, he forgot his want of strength.

“ The crew, seeing a new commander coming

along-side, hoisted their colors, and fired a broad-side. When he came on deck, he found great numbers killed and wounded, and therefore instantly called to those that had rowed him, to get quickly on board. It was his last effort, a ball struck him, and Schroedersee was no more! Mr. Nissen, a lieutenant in the navy, who attended this gallant tar to his noble fate, next took the command, and continued to fight the ship for the remainder of the day.

“ The engagement had now lasted upwards of three hours without a glimpse of victory on either side. A determined perseverance appeared to inflame both parties. Our line stedfastly preserved its original position, and every ship maintained her station except the Rendsborg praam, which drove ashore, her cables having been shot away at the commencement of the attack; and the Elven, a repeating sloop of war, which had sheered off a little after twelve, her masts being very materially damaged. When the British fleet first bore down upon us, the eleven gun-boats retired.

“ About two o'clock the fire from the respective fleets abated considerably, and our ships appeared very much disabled. The damage sustained by the British was apparently trivial, from our ships having constantly directed their fire at the enemy's hull. This was undoubtedly the slowest method of disabling an adversary; yet it

was the surest, and certainly is, at all events, preferable to chance. Considering the exposed situation of our men on board, it was a matter of real surprise, that so few comparatively, suffered from the immense quantity of shot which had been poured upon them. Had every ball that struck our masts, wounded our hulls, there would, in all probability, have been no prisoners of war.

“ At two o’clock, the Nyborg praam, having her main and mizen-masts, bowsprit, and fore-top-mast, shot away, and the captain, perceiving her almost ready to sink, ordered the cables to be cut, and the fore-sail to be set, that they might steer for the inner road. As he passed the line, he descried the Aggershuus, a vessel of the same description as his own, in the most miserable plight, her masts having all gone by the board, and the hull on the eve of sinking. Captain Rothe shewed himself a true seaman, who not only meets his own danger, but also cheerfully shares in that of others. Having made fast a cable from his stern to the stern of the Aggershuus, he towed her off, and thus obtained as glorious a triumph as if he had come in with an enemy’s ship.

“ Soon after two o’clock, Commodore Fischer removed his broad pendant from the Holstein to the battery of the Three Crowns, whence he commanded during the latter part of the engagement.

At this moment, Lieutenant Lillienkiold finding his ship, the *Hielperen*, surrounded by a superior force, cut his cables and brought her safe into the inner roads. Mr. Lillienkiold was no stranger to the business of the day; he had, in the year 1799, fought in the West Indies with a privateer; and both contended so obstinately that they were obliged to separate for want of powder.

“ Last, though not least, is Mr. Villemoes, a second lieutenant, who commanded the floating battery, No. 1. Much has been said about his skill in manœuvring his raft, which consisted merely of a number of beams nailed together: on them a flooring was laid to support the guns. It was square with a breast-work, full of port-holes and without masts. I shall not take upon myself to argue how far it were possible to manage such a log; but merely say, the manner in which Villemoes manœuvred his guns, and ultimately saved his raft, attracted the notice of Lord Nelson, whose ship lay for some time opposite the floating battery. That admiral, is said, in the handsomest manner to have noticed to the Prince Royal how much the country, on future occasions, might fairly expect from the abilities of young Villemoes. This trait of his lordship, I consider as a never-fading flower, in the wreath

which military talents and success have twined around his brow.*

“ At half past two, our fire had nearly subsided ; but the Jutland, the last ship that returned the enemy’s shot, was still engaged, as was the Proevesteen. However the Three Crowns had just opened its batteries with a dreadful effect, when the white flag was unfurled from Lord Nelson’s main-top. An English boat, with a flag of truce, came alongside the Elephanten, the captain of which sent an officer in his boat to accompany it on shore. The battery, in the mean time, kept up a heavy cannonade, as did the Elephanten. As the wind had been south south-west, south and south-east, the whole day, Admiral Parker’s division advanced but very little ; insomuch that

* “ Lord Nelson,” says Mr. Carr, “ spoke in raptures of the bravery of the Danes, and particularly requested the prince to introduce him to a very young officer, whom he described as having performed wonders during the battle, by attacking his own ship immediately under her lower guns. It happened to be the gallant young Villemoes, a stripling of seventeen : the British hero embraced him with the enthusiasm of a brother, and delicately intimated to the prince, that he ought to make him an admiral, to which the prince very happily replied : “ If, my lord, I were to make all my brave officers admirals, I should have no captains or lieutenants in my service.”

a broadside from the *Ramilies*, a 74, (his foremost ship) fell very short of the battery.

“The flag of truce having delivered a dispatch to the *Prince Royal*, returned; and soon afterwards orders were sent to the commander of the battery to cease firing; their guns had, in the meantime, been pointed with the utmost effect on the *Monarch* and the *Ganges*, which ships were awkwardly situated on the shoal of the battery. Two flags were then dispatched from shore to admirals Parker and Nelson; while the British took possession of eleven of our ships.

“In the course of the afternoon Admiral Nelson came in his barge into the inner roads, and went on board the *Denmark*, where he partook of some refreshment, and then proceeded ashore. On his landing he was received by the people neither with acclamations, nor with murmurs; they did not degrade themselves with the former nor disgrace themselves with the latter. The admiral was received, as one brave enemy ever ought to receive another—he was received with respect. A carriage was provided for his lordship, which he, however, declined, and walked amidst an immense crowd of persons, anxious to catch a glimpse of the British hero, to the palace of the *Prince Royal*.* After dinner, the admiral

* Mr. Carr, in his *Northern Summer*, gives an account of his lordship's reception, which differs a little from the

was introduced to the Prince, and the negotiation commenced. The next day his lordship came again on shore and dined with the Prince Royal, as he did frequently, till the ninth of April, when the armistice was finally concluded.

“ In one of his visits to Copenhagen, Lord Nelson inspected our Naval Academy, to which he, in a manner highly honorable to himself and to us, presented some gold medals of value to be distributed among the most skilful of the midshipmen.”

above statement. “ Upon his arrival at the quay,” says that traveller, “ he found a carriage which had been sent for him by Mr. D., a merchant of high respectability, the confusion being too great to enable the prince to send one of the royal carriages. The gallant admiral proceeded to the palace in the Octagon, through crowds of people whose fury was rising to phrenzy, and amongst whom his person was in more imminent danger than even from the cannon of the block-ships; but nothing could shake the soul of such a man. Arrived at the palace in the Octagon, he calmly descended from the carriage, amidst the murmurs and groans of the enraged concourse, which not even the presence of the Danish officers, who accompanied him, could restrain. The crown prince received him in the hall, and conducted him up stairs, and presented him to the king. The objects of this impressive interview were soon adjusted to the perfect satisfaction of Lord Nelson and his applauding country; that done, he assumed the gaiety and good humour of a visitor, and partook of some refreshments with the crown prince.”

The negotiation commenced by his lordship immediately after the battle of Copenhagen, terminated, as has been observed in the preceding extract, in an armistice concluded on the ninth of April. The terms of this armistice, in which Lord Nelson was the principal agent on the part of his Britannic Majesty, were as follow :—

“ The Danish government on the one hand, and Admiral Sir Hyde Parker, Knight, commander-in-chief of his Britannic Majesty’s naval forces in the road of Copenhagen on the other, being from motives of humanity, equally anxious to put a stop to the farther effusion of blood, and to save the city of Copenhagen, from the disastrous consequences which may attend a farther prosecution of hostilities against that city, have mutually agreed upon a military armistice or suspension of arms.

“ His Danish Majesty having, for that purpose, appointed Major-general Ernest Frederic Walterstorf, Camberlain to his Danish Majesty, and colonel of a regiment and Adjutant-general Hans Lindholm, captain in his Danish Majesty’s navy, his commissioners for agreeing about the terms of the said armistice, and Admiral Sir Hyde Parker, Knight, having with the same view duly authorized the Right Honorable Lord Nelson of the Nile, Knight of the most honorable Order of the Bath, Duke of Bronte in Sicily, Knight of the

Grand Cross of the Orders of St. Ferdinand and of Merit, and of the Imperial Order of the Crescent, Vice-admiral in the fleet of his Britannic Majesty, and the Honorable William Stewart, Lieutenant-colonel in his Britannic Majesty's service, and Member of Parliament, and commanding a detachment of his Britannic Majesty's forces, embarked: these said commissioners have met this day, and having exchanged their respective powers have agreed upon the following terms:—

“ART. I. From the moment of the signature of this armistice, all hostilities shall immediately cease between the fleet, under the command of Admiral Sir Hyde Parker, and the city of Copenhagen, and all the armed ships and vessels of his Danish Majesty, in the road or harbor of that city, as likewise between the different islands and provinces of Denmark, Jutland included.

“ART. II. The armed ships and vessels belonging to his Danish Majesty shall remain in their present actual situation as to armament, equipment, and hostile position; and the treaty commonly understood as the treaty of armed neutrality, shall as far as relates to the co-operation of Denmark, be suspended, while the armistice remains in force.

“On the other side, the armed ships and vessels under the command of Admiral Sir Hyde Parker, shall, in no manner whatsoever, molest the

city of Copenhagen, or his Danish Majesty's armed ships and vessels on the coasts of the different islands and provinces of Denmark, Jutland included; and in order to avoid every thing which might otherwise create uneasiness or jealousy, Sir Hyde Parker, shall not suffer any of the ships or vessels under his command to approach within gun-shot of the armed ships or forts of his Danish Majesty in the road of Copenhagen: this restriction shall not, however, extend to vessels necessarily passing, or re-passing through the Gaspar or King's Channel.

ART. III. This armistice is to protect the city of Copenhagen, as also the coasts of Denmark, of Jutland, and the islands included, against the attack of any other naval force which his Britannic Majesty may now, or hereafter, during its remaining in force, have in these seas.

“ ART. IV. The fleet of Admiral Sir Hyde Parker shall be permitted to provide itself at Copenhagen, and along the coasts of the different islands and provinces of Denmark, and Jutland included, with every thing which it may require for the health and comfort of the crews.

“ ART. V. Adm. Sir Hyde Parker shall send on shore all such subjects of his Danish Majesty as are now on board the British fleet under his command, the Danish government engaging to give an acknowledgment for them, as also for all

such wounded as were permitted to be landed after the action of the 2d inst. in order that they may be accounted for in favor of Great Britain in the unfortunate event of the renewal of hostilities.

“ ART. VI. The coasting-trade carried on by Denmark, along all such parts of her coast as are included in the operation of this armistice, shall be unmolested by any British ships or vessels whatever, and instructions given accordingly by Admiral Sir Hyde Parker.

“ ART. VII. This armistice is to continue uninterrupted by the contracting parties for the space of fourteen weeks from the signature hereof, at the expiration of which time it shall be in the power of either of the said parties to declare a cessation of the same, and to recommence hostilities upon giving fourteen days previous notice.

“ The conditions of this armistice are, upon all occasions, to be explained in the most liberal and loyal manner, so as to remove all grounds for farther disputes, and facilitate the means of bringing about the restoration of harmony and good understanding between the two kingdoms.

“ In faith, whereof we, the undersigned commissioners, in virtue of our full powers, have signed the present armistice, and have affixed to it the seal of our arms.

“ Done on board his Britannic Majesty's ship

London, in Copenhagen-Roads, April the 9th,
1801.

Signed { (L. S.) NELSON AND BRONTE.
(L. S.) WM. STEWART.
(L. S.) ERN. FRED. WALTERSTORF.
(L. S.) HANS LINDHOLM.

“ In pursuance of my abovementioned authority I ratify this document with my hand,

(L. S.) FREDERIC.

Ratified by me (L. S.) HYDE PARKER,

Admiral and Commander in Chief of his
Britannic Majesty's Fleet.”

The valor and the prudence of his lordship having thus eminently contributed to oblige one of the members of the Northern Confederacy to renounce the system which those powers had adopted, Admiral Sir Hyde Parker proceeded to accomplish the rest of his instructions, leaving Lord Nelson in the *St. George*, to follow, with the disabled ships, as soon as their damages could be repaired. The captured vessels were so terribly cut up, that it was found necessary to destroy them all excepting the *Holstein*, of 64 guns, which was fitted up as an hospital ship for the reception of the sick and wounded.

The British fleet now proceeded into the Baltic; their passage through the narrow channel between the island of Amak and Saltholm, called the Grounds, was attended with considerable

difficulty. Most of the ships touched, and two or three ran aground; but, at length, all of them got through in safety, to the astonishment of Danes, Swedes, Russians, and Prussians, who could scarcely believe the evidence of their senses, in beholding such a fleet as was never before seen in those seas, succeed in entering the Baltic by such a route.

After the success at Copenhagen, the next immediate object of attack was the Russian fleet at Revel. Hearing, however, that a Swedish squadron was at sea, with the intention of forming a junction with the Russian fleet, Sir Hyde Parker shaped his course toward the northern extremity of the island of Bornholm, where he was led to expect a meeting with the Swedish squadron. The Swedish ships were actually there, but on the approach of the British fleet they crowded all the sail they could carry, and saved themselves behind the forts, which are situated on small islands that command all the entrances into Carlsrona.

On the 18th of April the *St. George* got her guns on board an American ship, for the purpose of passing over the Grounds, and following Sir Hyde Parker: but the wind proving foul prevented her from moving. At six, the same evening, Lord Nelson received advice, by letter from the commander-in-chief, that the Swedish squa-

dron had been seen by the look-out frigates. The moment he had read this account he ordered a boat to be manned, and jumping into her, he ordered her to put off after the fleet with all possible expedition. Such was his eagerness to join the squadron, that he set out without even waiting for a boat-cloak, notwithstanding the inclemency of the weather, and though he had to row twenty-four miles against the wind and current. His anxiety in the boat, for nearly six hours, lest the fleet should have sailed before he got on board, and lest it should not catch the Swedish squadron, can only be conceived by those who have enjoyed opportunities of personally observing the unbounded zeal of this truly great man. The cold was excessive, and the master of the *Bellona*, whom he had ordered to accompany him, having a great coat along with him in the boat, requested his lordship to put it on. "No," replied the hero, "I am not cold; my anxiety for my country will keep me warm." "Do you think the fleet has sailed?" said he a moment afterwards to the same officer. "I should suppose not, my lord." "If they are we shall follow them to Carlsrona in the boat, by God!" The idea of going the distance of fifty leagues in a small boat rowing six oars, without the least food or sustenance of any kind, evinces how entirely every other earthly consideration was banished from

his mind by the solicitude to serve his country. About midnight the boat reached the fleet, and his lordship went on board the Elephant, commanded by his old friend and companion, Capt. Foley.

On the 19th the whole fleet was in full chase; and at noon nine Swedish men of war were descried, moored at the entrance of the harbor of Carlscrona. This position Admiral Parker determined to attack, but first dispatched the Dart sloop, with a flag of truce to the Swedish admiral, acquainting him with the accommodation of the dispute with Denmark, and requesting to be informed of the line of conduct which the court of Sweden intended to adopt. The Dart returned in about three hours with a provisionary answer from Vice-Admiral Cronstadt: and on the 28d his Swedish Majesty arrived at Carlscrona, and signified to the British commander-in-chief, that, though he was resolved to adhere to the northern confederacy, he was, nevertheless, willing to listen to any equitable proposals that might be made by England for the adjustment of the existing differences.

Having assured himself of the pacific disposition of the Swedish monarch, Sir Hyde Parker was preparing to bear away for the gulph of Finland, when a lugger arrived in the fleet under a press of sail from Copenhagen. She brought dis-

patches from the Russian ambassador at that city to the admiral. They contained overtures from the Emperor Alexander (who after the sudden death of his father had ascended the throne of Russia) of such an amicable and conciliatory nature, as to put an end to all the operations of the English squadron, which immediately returned to Kioge Bay.

Here Sir Hyde Parker left the fleet, and sailed in the *Blanche* frigate for England. * The chief

* Sir Hyde Parker served with great distinction during the American war, on the coast of that continent, as commander of the *Phœnix*, of 44 guns, in which he was in imminent danger of destruction, when she was wrecked, in the year 1779, off the island of Cuba. A highly animated account of this misfortune was given by his first lieutenant, Mr. Archer, in a letter to his mother in England. The whole of the crew, excepting about twenty, were saved. Sir Hyde was then appointed to the *Latona*, of 38 guns, in which he sailed with the squadron under the command of his father, and was present at the engagement with the Dutch fleet off the Dogger Bank. Soon after this event he was promoted to the *Goliath*, a new ship of 74 guns, in which he joined the Channel fleet. He was afterwards sent out with the squadron dispatched for the relief of Gibraltar, and had the honorable post of leader to the van of the British fleet in the skirmish which took place on that occasion. After the peace of 1763, the *Goliath* was stationed at Portsmouth as a guard-ship. In 1787, when a rupture with France was apprehended, on account of the affairs of Holland, Sir Hyde was appointed to the *Orion*, but as the

command consequently devolved on Lord Nelson, who, on the 19th of May, was advanced to the dignity of Viscount of the United Kingdom of Great Britain and Ireland. The thanks of both houses of parliament had previously been voted to his lordship, and in a manner than which nothing could have been more grateful to his feelings. The motions of thanks were made in both houses on the 16th of April. In the House of Lords the Earl of St. Vincent declared, "that the conduct of the officers engaged in this expedition far surpassed any thing that was to be found in the glorious annals of the British navy." The Duke of Clarence highly complimented Lord Nelson on his courage and intrepidity, which for-

alarm soon subsided, that ship was immediately put out of commission, and her commander once more retired into private life. On the commencement of the war with France in 1793, Sir Hyde was advanced to the rank of a flag-officer, and served in the Mediterranean as first captain to Lord Hood, and afterwards to Lord Hotham. In 1794, having attained to the rank of vice-admiral of the blue, he hoisted his flag on board the *St. George*, of 98 guns, and commanded a division of the fleet in the actions, under Lord Hotham, with the French. In 1796 he was appointed to the chief command on the Jamaica station, where he remained three years, and on his return received an appointment in the Channel fleet. The expedition to Copenhagen was the last public service in which Sir Hyde Parker was engaged.

tune seemed to back in every enterprize in which he was engaged: and acknowledged his personal obligations, as a prince of the blood, to the gallant commanders, and to the whole fleet, for the accomplishment of a victory, which, probably, in its effect, would restore the possessions on the continent to his family, together with the peace and security of the British empire and of Europe. Lord Hood could not content himself with giving a silent vote; because he had been personally convinced, while he had the honor of having those two illustrious officers (Lord Nelson and Sir Hyde Parker) serving under him, that it was impossible there could be two more courageous and able commanders, or who were more zealous in their country's cause.

The tribute paid to his lordship's talents in the house of commons was not less flattering. Mr. Addington, who moved the thanks of the house, declared that "no action had taken place in the course of the war which contributed more to sustain the character, and to add to the lustre of the British arms. For its execution, Sir Hyde Parker, Lord Nelson, and Rear-Admiral Graves, three most distinguished officers had been selected; and thus prepared, the armament proceeded to the north. To enter into all the particulars of the service was unnecessary; it was sufficient, therefore, to say, that the fleet, after passing the

Sound, advanced to Copenhagen. Such was the situation of the enemy's force, that all our ships could not possibly be engaged. In these circumstances Sir Hyde Parker had, with a degree of judgment which reflected the highest credit on his choice, appointed Lord Nelson, whose name had already been covered with glory and renown, to the execution of the important enterprize. Great, however, as was the courage, the skill, and the success, which had formerly been displayed by this illustrious commander at Aboukir, it was not greater than that which had been exhibited in the attack upon the fleet moored for the defence of Copenhagen. But this was not all. After the line of defence was destroyed, and while a tremendous fire was still continued, Lord Nelson retired to his cabin, and addressed a letter to the Prince Royal of Denmark. He then asked that a flag of truce might be permitted to land, adding, at the same time, that if this was denied, he must be obliged to demolish the floating-batteries that were in his power; and that, in such case, he could not answer for the lives of the brave men by whom they had been defended. To the answer which required to know the motive of such a measure, his reply was—that his only motive was humanity; that his wish was to prevent the farther effusion of blood; and that no victory which he could possibly gain would af-

ford him so much pleasure as would result from his being the instrument of restoring the amicable intercourse which had so long existed between his sovereign and the government of Denmark. Lord Nelson, in consequence, went on shore, and was received by a brave and generous people—for brave they had shewn themselves in their defence, and generous in the oblivion of their loss—with the loudest and most general acclamations.* The Prince Royal of Denmark had also received his lordship in a manner conformable to his high character. The negotiations which ensued between them, it would be highly improper for him; at that time, to state; but this he must observe, that Lord Nelson had shewn himself as wise as he was brave, and proved that, in the same person may be united the talents of the warrior and the statesman. The manner in which he spoke of Admiral Graves, Colonel Stewart, and the rest of the officers who had co-operated with him, shewed the kindness of his nature and the gallantry of his spirit. He gave, in fact, due praise for their good conduct to all."

No man, indeed, was ever more ready to bestow commendation on desert than Lord Nelson, and it may be fairly presumed that his lordship

* If the preceding statements be correct, Mr. Addington must have been misinformed on this particular.

derived particular satisfaction from a part he had to perform in his quality of commander-in-chief, while the fleet lay in Kioge Bay. The king having been pleased to reward the services of Admiral Graves with the Order of the Bath, the ceremony of investing him with the ensigns of that order took place on the 14th of June, on board Lord Nelson's ship, the *St. George*. A chair was placed on the gratings of the sky-light on the quarter-deck, with the royal standard suspended over it, shewing the king's arms; the chair was covered with the union flag; a guard was ranged on each side of the quarter-deck, and the captains of the fleet attended in their full-dress uniforms. The royal standard was hoisted the moment the procession began, which took place in the following order: Lord Nelson came up the ladder in the fore-part of the quarter-deck and made three reverences to the throne, after which he placed himself on the right side of it. Captain Parker, bearing the sword of state, (being that which was presented to his lordship by the captains who fought under his command at the battle of the Nile,) followed Lord Nelson, and placed himself on his right side, a little in advance, making three reverences to the throne, and one to his lordship. Mr. Wallis, his lordship's secretary, followed, bearing in his hand, on a satin cushion, the ensigns of the order, making similar reve-

rences to the throne and to Lord Nelson; Captain Parker then read the Duke of Portland's order to his lordship, which being ended, Rear-admiral Graves was introduced between Captains Hardy and Retalick, making three reverences to the throne and one to Lord Nelson. The rear-admiral knelt down, and Lord Nelson, in the name of his Majesty, laid the sword on the shoulders of the rear-admiral; the knight-elect then rose, and his lordship, with the assistance of Captains Hardy and Retalick, put the ribbon over the new knight's right shoulder, and placed the star on his left breast. Lord Nelson then addressed him in the following words:

“ Sir Thomas Graves---Having fulfilled the commands of his Majesty, in investing you with the ensigns of the most honourable and military order of the Bath, I cannot but express how much I feel gratified, that it should have fallen to my lot to be directed to confer this justly merited honour and special mark of royal favour upon you; for I cannot but reflect, that I was an eye-witness of your high merit and distinguished gallantry on the memorable 2d of April, and for which you are now so honorably rewarded. I hope these honors conferred upon you, will prove to the officers of the service, that a strict perseverance in the pursuit of glorious actions, and the imitation of your brave and laudable

conduct, will ever insure them the favors and reward of our most gracious sovereign, and the thanks and gratitude of our country.”*

* Among the names which hold a distinguished place in the annals of the British navy, that of Graves cannot be mentioned without respect. Sir Thomas is allied to the noble family of that name, and commenced his naval career under his uncle, Admiral Samuel Graves, and then served in the *Antelope* under Captain (afterwards Lord) Graves, at that time governor of Newfoundland. In the year 1765, he accompanied that officer to Africa, as lieutenant of the *Shannon*. When Lord Mulgrave was preparing for his expedition to the North Pole, he selected Mr. Graves to be one of the lieutenants of his own ship, the *Racehorse*, and in that perilous voyage he strongly recommended himself to his commander by his firmness and intrepidity. In the American war, Mr. Graves was actively employed on the coast of that continent under his relation the admiral, and afterwards under Admiral Arbuthnot, who, in 1781, promoted him to be post-captain of the *Bedford*. In this ship he was present at the actions with Count de Grasse, off the Chesapeake; in Basse Terre Road, St. Kitt's; and in the memorable engagement of the 12th of April, 1782, off Guadaloupe. On the two latter occasions the *Bedford* carried the broad pendant of Admiral Affleck. In the autumn of 1782, Captain Graves took the command of the *Magicienne* frigate of 32 guns. In this vessel he fell in with the *Sybille*, a French frigate of 40 guns, and a small ship of 24, with which he fought one of the most desperate actions that occurred during the whole of the American contest; and nothing but the loss of all his masts prevented Captain Graves from making prizes of his two

When his lordship had finished this speech, the procession retired in the same manner as it came, excepting the new knight, who went first, making one reverence to Lord Nelson and three to the throne. The moment the ribbon was put on, the whole fleet fired a salute of twenty-one guns, and when the ceremony was finished, the standard was hauled down.

Not many days after the performance of this pleasing duty, his lordship communicated to the fleet the necessity he was under of resigning the command, in the following memorandum.

“ St. George, Kioge Bay, June 18, 1801.

“ LORD Nelson has been obliged, from the late very bad state of his health, to apply to the lords

opponents. Notwithstanding all the applications of Captain Graves to be employed during the late war, he was unable to procure an appointment till the month of October, 1801, when he received the command of the Cumberland, of 74 guns, and proceeded to join the fleet off Brest. On the great promotion which took place on the 1st of January, 1801, Mr. Graves was raised to the rank of Admiral of the White, and in March hoisted his flag on board the Polyphemus, of 64 guns, with which he was ordered to join the fleet destined for the Baltic, under Sir Hyde Parker. He soon afterwards shifted his flag into the Defiance, in which he so nobly seconded Lord Nelson at the battle of Copenhagen. His conduct on that occasion, and the rewards bestowed upon him for his services, are described above. Since the commencement of hostilities, in 1803, Sir Thomas has held a command in the Fleet before Brest, in the Foudroyant.

commissioners of the admiralty for leave to return to England, which their lordships have been pleased to comply with. But Lord Nelson cannot allow himself to leave the fleet without expressing to the admirals, captains, officers, and men, how sensibly he has felt, and does feel, all their kindness to him, and also how nobly and honourably they have supported him in the hour of battle, and the readiness they have shewn to maintain the honour of their king and country, on many occasions which have offered; and had more opportunities presented themselves, Lord Nelson is perfectly persuaded they would have added more glory to their country. Lord Nelson cannot but observe, with the highest satisfaction which can fill the breast of a British admiral, that (with the exception of the glaring misconduct of the officers of the *Tigress* and *Cracker* gun-brigs, and the charges alledged against the lieutenant of the *Terror* bomb,) out of 18,000 of which the fleet is composed, not a complaint has been made of any officer or man in it; and he cannot but remark, that the extraordinary health of this fleet, under the blessing of Almighty God, is to be attributed to the great regularity, exact discipline, and cheerful obedience of every individual of the fleet. The vice-admiral assures them, that he will not fail to represent to the lords commissioners of the admiralty their highly

praiseworthy conduct; and if it pleases God that the vice-admiral recovers his health, he will feel proud, on some future day, to go with them in pursuit of farther glory, and to assist in making the name of our king beloved and respected by all the world.

“BRONTE AND NELSON”

“To the respective admirals, captains, &c.”

Having accordingly resigned the command to Vice-Admiral Pole, his lordship went on board the Kite brig, and proceeded to England.

While Lord Nelson held the chief command of the fleet in the Baltic, several letters passed between him and the Swedish Admiral Cronstadt, relative to the subject of dispute between the two countries. A copy of this correspondence, which cannot prove wholly uninteresting, is subjoined.

“Letter from Admiral Lord Nelson to Vice-Admiral Cronstadt, Commander-in-chief of the Swedish Fleet, received at Carlsrona by a Flag of Truce, on the 10th of May, 1801.

“SIR,

“THE former commander-in-chief of the British fleet in the Baltic, having, at the request of the emperor of Russia, consented not to interrupt the Swedish navigation, it would be extremely unpleasant to me should any thing happen which

might for a moment disturb the returning harmony and friendship between Sweden and Great Britain. Your excellency must therefore permit me to inform you, that I am not directed to abstain from hostilities should I meet with the Swedish fleet at sea. As it is therefore in your power to prevent this, I am convinced that you will consider this intimation as a friendly measure on my part, and communicate the same to his Swedish majesty. I intreat your excellency to believe that I am, with the utmost respect,

“ Your most obedient servant,

“ NELSON AND BRONTE.

“ On board the Prince George, in the Baltic.”

The following answer was returned by Vice-Admiral Cronstadt:

“ ADMIRAL,

“ I HAVE had the honor to receive the letter of your excellency of the 8th instant, and have transmitted it to the king my master, who is gone from hence to Stockholm; when I shall receive his answer, I will do myself the honor to forward it to you immediately.

“ C. O. CRONSTADT.

“ Admiral and Commander-in-chief
of the Fleet at Carlsrona.

“ Carlsrona, May 10, 1801.”

“ Letter from Admiral Nelson to Admiral Cronstadt, Commander-in-chief of the Swedish Fleet, received at Carlscrona, the 24th of May, 1801.

“ St. George, at Sea, May 23, 1801.

“ SIR,

“ IN the correspondence which your excellency had with the late commander-in-chief of the British fleet in the Baltic, who notified to you that the Swedish trade in the Cattegat and the Baltic should not be molested by British cruizers; I find no counter-declaration to the same tenor on the part of Sweden. I must therefore request of your excellency an explicit declaration, that the trade of Great Britain in the Cattegat and the Baltic shall in no manner be molested by Sweden. Your excellency will perceive the necessity of such a reciprocal declaration.

“ I am, with the utmost respect,

“ Your excellency’s most humble servant,

“ NELSON AND BRONTE.”

To this the Swedish commander returned the following answer:

“ ADMIRAL,

“ I HAVE to-day had the honour to receive the letter of your excellency of the 23d instant. As my instructions do not permit me to issue my orders relative to the conduct to be pursued with

respect to the trade of Great Britain, I shall transmit the letter of your excellency to the king my master; and when I receive the commands of his majesty on the subject, shall immediately have the honor to communicate to you an official answer.

“ I remain, with the utmost respect,
“ CRONSTADT,”

An extra post from Stockholm, of the 20th, however, bringing the royal ordinance relative to the English trade, the cutter Hoff was immediately dispatched with a flag of truce, and the following letter :

“ Carlsrona, May 24.

“ ADMIRAL LORD NELSON,

“ I HAVE this moment received the orders of the king my master, for taking off the embargo of the trade and navigation to England, a copy of which I herewith transmit to your excellency, as your excellency in your excellency's letter of yesterday requested it of me, and as I am now enabled, according to my promise, to return you an official answer. I am, &c.

“ CRONSTADT.”

“ Letter from Vice-Admiral Cronstadt to Lord Nelson.

“ Carlsrona, June 7, 1801.

“ ADMIRAL,

“ WITH the most gracious approbation of the king my master, I have the honor to signify to

your excellency, that, according to the latest accounts from St. Petersburg, his excellency Lord St. Helen's has arrived there, and that the present difference will soon be adjusted in an equitable and pacific manner. I am hereby afforded a new opportunity of assuring your excellency of my sincere and high esteem.

“ CRONSTADT,

His Majesty's adjutant on board the fleet,
and commander at Carlsrona.

Vice-Admiral Pole, who had succeeded Lord Nelson as commander of the English fleet in the Baltic, returned to this letter the following answer :

“ On board his Britannic Majesty's ship the St. George, in Kioge Bay, June 22, 1801.

“ ADMIRAL

“ I THIS morning received your letter of the 17th. On this occasion I cannot but lament that I do not understand the Swedish language, and especially, as I am consequently in doubt whether your letter has been rightly translated to me. I am, however, sufficiently acquainted with its contents, to entreat you to assure his Swedish majesty, in my name, that I acknowledge with the greatest pleasure his gracious condescension, in informing me that Lord St. Helen's is arrived at St. Petersburg, and that it may be expected that the negotiations carrying on there will soon be

concluded on the most friendly, equitable, and durable conditions, as is the wish of the King my master, and his whole kingdom. On my arrival here, on the 18th inst. Lord Nelson returned to England. The state of his health renders it necessary that he should retire from the service for a time. I entreat you, admiral, to accept my sincere wish that a perfect amity may soon be restored between the two nations which we have the honor to serve, and to permit me to assure you of the high esteem with which

“ I am, &c.

“ CHARLES POLE,

“ Vice-admiral and Commander-in-chief of his
Britannic Majesty’s fleet in the Baltic.”

CHAP. VI.

1801.

Arrival of Lord Nelson in England--He is appointed to a command in the Channel--First attack on the shipping at Boulogne--His address on the occasion--Official details relative to the second attack at Boulogne--Preliminaries of peace--Heraldic particulars.

ON the 1st of July, 1801, his lordship arrived at Yarmouth, and immediately on landing proceeded to the hospital, to visit the sick and wounded who had fought under his command before Copenhagen. He then set out on his way to London, and was accompanied by a troop of cavalry as far as Lowestoffe.

Just at this period the immense preparations which were making along the whole coast of France, rendered it probable that the invasion, with which that country had so long menaced the British shore, was on the eve of being attempted. In this state of public affairs, it could not be imagined that Lord Nelson would remain inactive.

A very few days after his arrival, he was appointed to the command of the Channel, from Portsmouth to the Streights of Dover, and up to the northern extremity of the island, and was invested with extraordinary and extensive powers. A squadron of sixteen frigates, together with all the gun-boats and small craft within that range, were placed under his orders; and in consideration of the inconvenience to which his lordship was exposed by the loss of his arm, he was allowed by the admiralty the unprecedented indulgence of having three aides-de-camp.

The French had assembled at Boulogne a vast number of gun-boats, and other small vessels, preparatory to their threatened invasion; and it was to this point that the attention of government was directed in the appointment of Lord Nelson to this command. The attack of an enemy in his own ports was perfectly familiar to his lordship, and they knew that if any officer in the British navy could make a successful attempt on the flotilla in the harbor of Boulogne, it must be the hero who had so recently triumphed in the road of Copenhagen.

No sooner had he received his appointment, than he hoisted his flag on board the *Unité* frigate at Sheerness, and hastened to the station assigned him. Instead of taking the usual course to the Nore, he chose to cross the Naze, which

had always been considered unnavigable for ships of war, and to which, from this circumstance, was given the name of *Nelson's Channel*. He immediately proceeded off Boulogne, and on the morning of the 4th of August, perceiving a favorable opportunity for annoying the enemy's shipping, he directed an attack to be made on them by the bomb-vessels. The result is thus stated, in a letter addressed to Evan Nepean, Esq. dated off Boulogne, the 4th of August.

“ SIR,

“ THE enemy's vessels, brigs, and flats (lugger-rigged), and a schooner, twenty-four in number, were this morning at day-light, anchored in a line in the front of Boulogne. The wind being favourable for the bombs to act, I made the signal for them to weigh, and to throw shells at the vessels, but as little as possible to annoy the town: the captains placed their ships in the best possible position, and in a few hours three of the flats and a brig were sunk; and in the course of the morning six were on shore, evidently much damaged. At six in the evening, being high-water, five of the vessels which had been aground hauled with difficulty into the Mole; the others remained under water: I believe the whole of the vessels would have gone inside the pier, but for want of water. What damage the enemy has sustained, beyond what we see, it is impossible to tell. The whole of this affair is of no further consequence than to show the enemy they cannot, with impunity, come outside their ports.--Their officers of the artillery threw the shells with great skill; and I am sorry that Captain

Freyers, of the royal artillery, is slightly wounded by the bursting of an enemy's shell, and two seamen are also wounded. A flat gun-vessel is this moment sunk.

"I am, &c. &c.

"NELSON and BRONTE."

The day following this first attack on the flotilla of Boulogne, his lordship issued the following address to his squadron :

"Medusa, off Boulogne, August 5th.

"LORD NELSON has reason to be very much satisfied with the captains of the bombs, for their placing of the vessels yesterday : it was impossible that they could have been better situated ; and the artillery officers have shown great skill in entirely disabling ten of the armed vessels out of twenty-four opposed to them, and many others Lord Nelson believes are much damaged. The commander-in-chief cannot avoid noticing the great zeal and desire to attack the enemy in a closer and different combat, which manifested itself in all ranks of persons, and which Lord Nelson would gladly have given full scope to, had the attempt at that moment been proper ; but the officers and others may rely, that an early opportunity shall be given them for showing their judgment, zeal, and bravery. The hired and revenue cutters kept under sail, and performed the duty intrusted to them with a great deal of skill.

(Signed)

"NELSON and BRONTE."

It was not long before his lordship afforded his brave companions an opportunity of distinguishing themselves. The flotilla of the enemy being again moored in front of Boulogne, and in force

considerably greater than before, Lord Nelson formed a plan for attacking them by night, and on that of the 15th of August it was put into execution. The details of this enterprize are thus given by his lordship, and the officers to whose conduct it was committed.

“ Medusa, off Boulogne, Aug. 16.

“ SIR,

“ HAVING judged it proper to attempt bringing off the enemy's flotilla, moored in the front of Boulogne, I directed the attack to be made by four divisions of boats, for boarding, under the command of captains Somerville, Cotgrave, Jones, and Parker; and a division of howitzer-boats, under Captain Conn. The boats put off from the Medusa at half past eleven o'clock last night, in the best possible order, and before one o'clock this morning the firing began; and I had from the judgment of the officers, and the zeal and gallantry of every man, the most perfect confidence of complete success; but the darkness of the night, with the tide and half tide, separated the divisions, and to all not arriving at the same happy moment with Captain Parker, is to be attributed the failure of success. But I beg to be perfectly understood, that not the smallest blame attaches itself to any person; for although the divisions did not arrive together, yet each (except the fourth division, which could not be got up before day) made a successful attack on that part of the enemy they fell in with, and actually took possession of many brigs and flats, and cut their cables; but many of them being aground, at the moment of the battle's ceasing on board them, the vessels were filled with volleys upon volleys of musquetry, the enemy being per-

fectly regardless of their own men, who must have suffered equally with us, it was therefore impossible to remain on board, even to burn them: but allow me to say, who have seen much service in this war, that more determined persevering courage I never witnessed, and that nothing but the impossibility of being successful, from the causes I have mentioned, could have prevented me from having to congratulate their lordships. But although in point of value the loss of such gallant and good men is incalculable; yet, in point of number, it has fallen short of my expectations. I must also beg leave to state, that greater zeal and more ardent desire to distinguish themselves by an attack on the enemy were never shown than by all the captains, officers, and crews of all the different descriptions of vessels under my command. The commanders of the Hunter and Greyhound revenue cutters went in their boats in the most handsome and gallant manner to the attack.

“ Amongst the many brave men wounded, I have, with the deepest regret, to place the name of my gallant, good friend, and able assistant, Captain Edward T. Parker;*

* Captain Parker was wounded in the thigh, and every attention was paid to him that his lamentable situation demanded. The Earl of St. Vincent, with that humanity which ever marked his conduct, sent his own surgeon down to Deal, where he was landed, to attend him; and great hopes were for a time entertained, that not only his life, but likewise his limb might be saved. These flattering expectations were however disappointed: he suffered amputation very high in the thigh, on the 16th of September; one of the arteries burst, and the great effusion of blood brought him so low, that after languishing till the 26th of

also my flag-lieutenant, Frederic Langford, who has served with me many years : they were both wounded in attempting to board the French commodore. To Captain Gore, of the *Medusa*, I feel the highest obligations ; and when their lordships look at the loss of the *Medusa* on this occasion, they will agree with me that the honour of my flag, and the cause of their king and country, could never have been placed in more gallant hands. Captain Bedford, of the *Leyden*, with Captain Gore, very handsomely offered their services to serve under a master and commander : but I did not think it fair to the latter ; and I only mention it to mark the zeal of those officers. From the nature of the attack, only a few prisoners were made ; a lieutenant, eight seamen, and eight soldiers, are all they brought off. Herewith, I send the reports of the several commanders of divisions, and a return of killed and wounded.

“ I have the honour to be, &c.

“ NELSON and BRONTE,

“ Evan Nepean, Esq.”

the same month he expired, to the great regret of his gallant commander, Lord Nelson. His remains were interred on the 27th, in the Chapel burying-ground, at Deal, with all the honors due to his rank and distinguished character. Lord Nelson appeared in the procession as one of the mourners, with Admiral Lutwidge and Lord George Cavendish. ---On his professional merits it is needless to pass any encomium : to have been raised to the rank of master and commander when scarcely twenty-one years old ; to have been distinguished at this early age, in the most brilliant era of the naval annals of England ; and, above all, to be transmitted to posterity as “ the good and gallant friend and able assistant,” of the greatest of modern heroes, are facts which speak more powerfully than any panegyric.

“ P. S. Captain Somerville was the senior master and commander employed.”

“ Eugenie, off Boulogne, Aug. 16, 1801.

“ MY LORD,

“ IN obedience to your lordship’s direction to state the proceedings of the first division of boats which you did me the honour to place under my command, for the purpose of attacking the enemy’s flotilla in the bay of Boulogne, I beg leave to acquaint you, that after leaving the Medusa last night, I found myself, on getting on shore, carried considerably, by the rapidity of the tide, to the eastward of the above-mentioned place ; and finding that I was not likely to reach it in the order prescribed, I gave directions for the boats to cast each other off. By so doing, I was enabled to get to the enemy’s flotilla a little before the dawn of day, and in the best order possible attacked, close to the pier-head, a brig, which, after a sharp contest, I carried. Previous to so doing, her cables were cut ; but I was prevented from towing her out, by her being secured with a chain, and in consequence of a very heavy fire of musquetry and grape-shot that was directed at us from the shore, three luggers and another brig within half pistol shot ; and not seeing the least prospect of being able to get her off, I was obliged to abandon her, and push out of the bay, as it was then completely daylight. The undaunted and resolute behaviour of the officers, seamen, and marines, was unparalleled ; and I have to lament the loss of several of those brave men, a list of whom I enclose herewith.

“ I have the honour to be, &c.

“ P. SOMERVILLE.

“ Lord Viscount Nelson, K. B.”

“ Medusa, off Boulogne, Aug. 16.

“ MY LORD,

“ AFTER the complete arrangement which was made, the perfect good understanding and regularity with which the boats you did me the honour to put under my command, left the Medusa, I have an anxious feeling to explain to your lordship the failure of our enterprise, that on its outset promised every success. Agreeable to your lordship's instructions, I proceeded with the second division of the boats under my direction (the half of which were under the direction of Lieutenant Williams, senior of the Medusa), to attack the part of the enemy's flotilla appointed for me, and at half past twelve had the good fortune to find myself close to them; when I ordered Lieutenant Williams with his subdivision, to push on to attack the vessels to the northward of me, while I, with the others, ran alongside a large brig off the Mole Head, wearing the commodore's pennant. It is at this moment that I feel myself at a loss for words to do justice to the officers and crew of the Medusa, who were in the boat with me, and to Lieutenant Langford, the officers and crew of the same ship, who nobly seconded us in the barge, until all her crew were killed or wounded; and to the Hon. Mr. Cathcart, who commanded the Medusa's cutter, and sustained the attack with the greatest intrepidity, until the dangerous situation I was left in obliged me to call him to the assistance of the sufferers in my boat. The boats were no sooner alongside, than we attempted to board; but a very strong netting, traced up to her lower yards, baffled all our endeavours, and an instantaneous discharge of her guns and small arms, from about 200 soldiers on her gunwale, knocked myself, Mr. Kirby, the master of the Medusa, and Mr. Gore, a midshipman, with two thirds

of the crew, upon our backs into the boat, all either killed or wounded desperately. The barge and cutter, being on the outside, sheered off with the tide; but the flat-boat, in which I was, being alongside, there was not an officer or man left to govern her, must have fallen into the hands of the enemy, had not Mr. Cathcart taken her in tow, and carried her off.

“ Mr. Williams led his subdivision up to the enemy with the most intrepid gallantry, took one lugger, and attacked a brig: while his crews, I am concerned to say, suffered equally with ourselves: nearly the whole of his boat’s crew were killed or wounded: Lieut. Pelley, who commanded the Medusa’s launch, and the Hon. Mr. Maitland, were severely wounded; and Mr. W. Bristow, master’s mate in the Medusa’s cutter, under Lieutenant Stewart, was killed.

“ I now feel it my duty to assure your lordship, that nothing could surpass the zeal, courage, and readiness of every description of officers and men, under my command; and I am sorry that my words fall short of their merits, though we could not accomplish the object we were ordered to.—I have the honour to be, &c.

(Signed)

“ E. T. PARKER.

“ Lord Viscount Nelson.”

“ Gannet, August 16, 1801.

“ MY LORD.

“ ON the night of the 15th instant, the third division of boats which I had the honour to command, assembled on board his Majesty’s ship York, agreeable to your lordship’s direction, and at eleven P. M. by signal from the Medusa, proceeded without loss of time to attack the enemy’s flo-

villa off Boulogne, as directed by your lordship; and as I thought it most adviseable to endeavour to reduce the largest vessel first, I lost no time in making the attack; but in consequence of my leading the division, and the enemy opening a heavy fire from several batteries, I thought it adviseable to give the enemy as little time as possible, cut the tow-rope, and did not wait for the other boats, so that it was some little time before the heavy boats could get up: I received so many shots through the boat's bottom, that I soon found her in a sinking state; and as it was not possible to stop so many shot-holes, was obliged with the men to take to another boat, and have the pleasure to acquaint your lordship that I received particular support from the boats of his Majesty's ship York, which soon ran up with the rest of the division I had the honour to command: but finding no prospect of success, and the number of men killed and wounded in the different boats, and the constant fire from the shore of grape and small arms, thought it for the good of his Majesty's service to withdraw the boats between two and three in the morning, as we could not board her, although every effort was made.

“ I have the honour to be, &c.

(Signed)

“ I. COTGRAVE.

“ Lord Viscount Nelson, K. B.”

“ His Majesty's Ship Isis, Sunday, Aug. 16, 1801.

“ MY LORD,

“ IN consequence of directions received from your lordship, I last night, on the signal being made on board the Medusa, left this ship with the boats of the fourth division, formed into two close lines, and immediately joined the

other divisions under the stern of the Medusa, and from thence proceeded to put your lordship's order into execution, attacking the westernmost part of the enemy's flotilla: but, notwithstanding every exertion made, owing to the rapidity of the tide, we could not, until near day-light, get to the westward of any part of the enemy's line; on approaching the eastern part of which, in order to assist the first division, then engaged, we met them returning. Under these circumstances, and the day breaking apace, I judged it prudent to direct the officers commanding the different boats to return to their respective ships.

“ I have the honour to be, &c.

“ ROBT. JONES.

“ P. S. None killed or wounded on board an of the fourth division.

“ Lord Viscount Nelson, K. B.”

“ Discovery, off Boulogne, Aug. 16, 1801.

“ MY LORD,

“ I beg leave to make my report to your lordship of the four howitzer boats that I had the honour to command in the attack of the enemy last night.

“ Having led-in to support Captain Parker's division, keeping between his lines until the enemy opened their fire on him, we keeping on towards the pier until I was aground in the headmost boat, then opened our fire, and threw about eight shells into it; but, from the strength of the tide coming out of the harbour, was not able to keep off the pier-head, but continued our fire on the camp, until the enemy's fire had totally slackened, and Captain Parker's division had passed without me. I beg leave to mention to your Lord-

ship, that I was ably supported by the other boats.—Captain Broome and Lieutenant Bean, of the royal artillery, did every thing in their power to annoy the enemy; the other officers of artillery were detached in the other four howitzer boats.

“I have the honour to be, &c.

“JOHN CONN.

“Lord Viscount Nelson, K. B.”

An Account of Officers, Seamen, and Marines killed and wounded in the Bouts of his Majesty's Ships and Vessels in the Attack of the French Flotilla, moored before Boulogne, on the Night of the 15th of August.

First Division.

LEYDEN—8 seamen, 3 marines killed; 5 officers, 20 seamen, 15 marines wounded Total 51.

EUGENIE—3 seamen killed; one officer, 5 seamen wounded. Total 9.

JAMAICA—1 officer, 3 seamen killed; 1 officer, 4 seamen, 4 marines wounded. Total 13.

Second Division.

MEDUSA—2 officers, 14 seamen, 4 marines killed; 5 officers, 24 seamen, 6 marines wounded. Total 55.

QUEENBOROUGH CUTTER—1 seaman killed; 6 seamen wounded. Total 7.

Third Division.

YORK—1 officer, 2 seamen killed; 1 officer, 10 seamen, 5 marines wounded. Total 19.

GANNET—1 seaman killed; 2 seamen wounded. Total 3.

FERRETER—2 seamen wounded.

EXPRESS—4 seamen wounded.

EXPLOSION—1 seaman killed; 2 seamen wounded.
Total 3.

DISCOVERY—1 seaman wounded.

Fourth Division.

None killed or wounded.

Total. 4 officers, 33 seamen, 7 marines killed; 14 officers, 84 seamen, 30 marines wounded. Total 172.

Names of Officers killed and wounded.

LEYDEN—Lieutenants Thomas Oliver, Francis Dickenson, badly; Captain Young of the marines, badly; Mr. Francis Burney, master's mate; Mr. Samuel Spratley, midshipman, wounded.

EUGENIE—Mr. William Basset, acting-lieutenant, wounded.

JAMAICA—Mr. Alexander Rutherford, master's mate, killed; Lieutenant Jeremiah Skelton, wounded.

MEDUSA—Mr. William Gore*, Mr. William Bristow,

Mr. William Gore was son of Lieut. Colonel Gore of the Bristol volunteer infantry. He was only in his sixteenth year, and promised to prove an honour to his family, an ornament to his profession, and a valuable officer to his country. Previous to receiving the fatal stroke which terminated his life, he had been wounded by five musket-balls in attempting to board, and every man in the boat with him was either killed or wounded. Mr. Bristow, his brother midshipman, was a youth of like merit. On the 18th of August these two young officers were both interred at Deal, in one grave. Their excellent commander, Lord Nelson, followed their bodies to the ground, with eight captains of the navy, preceded by a file of marines, who fired three volleys over the place of interment. His lordship was much affected, and was seen to shed tears during the performance of this last tribute of respect to these two gallant youths.

midshipman, killed; Captain Edward Thornborough Parker, Lord Nelson's aid-de-camp; Lieutenants Charles Pelley, Frederic Langford; Mr. William Kirby, master; the Hon. Anthony Maitland, midshipman, wounded.

YORK—Mr. Berry, midshipman, killed; Mr. Brown gunner, wounded

Mr. Richard Williamson, commander of the Greyhound Revenue Cutter, wounded, and one seaman belonging to the Greyhound likewise wounded.

NELSON AND BRONTE.

MEDUSA, *August 16, 1801.*

After the failure of this second attack his lordship expressed his high approbation of the zeal and gallantry displayed on this occasion in the following terms:—

“ Medusa, Downs, Aug. 18.

“ VICE-Admiral Lord Nelson has the greatest satisfaction in sending to the captains, officers, and men under his command, that were employed in the late attempt on the enemy's flotilla off Boulogne, an extract of a letter which he has received from the first lord of the Admiralty, not only approving of their zeal and persevering courage, but bestowing the highest praises on them.

“ The vice-admiral begs to assure them, that the enemy will not have reason to boast of their security; for he trusts, ere long, to assist them in person in a way which will completely annihilate the whole of them. Lord Nelson is convinced, that if it had been possible for men to have brought the enemy's flotilla out, the men that were employed to do so would have accomplished it. The moment the enemy have the audacity to cast off the chains which fix their ves-

sels to the ground, that moment Lord Nelson is well persuaded they will be conducted by his brave followers to a British port, or sent to the bottom.

(Signed)

“NELSON AND BRONTE.”

“ Extract of a Letter from Earl St. Vincent to Lord Viscount Nelson, K. B. dated the 17th inst.

“ IT is not given us to command success— Your lordship, and the gallant officers and men under your orders most certainly deserve it; and I cannot sufficiently express my admiration of the zeal and persevering courage with which this gallant enterprize was followed up; lamenting most sincerely the loss sustained in it. The manner in which the enemy’s flotilla was fastened to the ground, and to each other, could not have been foreseen. The highest praise is due to your lordship, and all under your command, who were actors in this gallant attempt.”

These daring attacks, though they failed of accomplishing the object to which they were immediately directed, had, however, the effect of obliging the enemy to turn their attention rather to the defence of their own coast than to the invasion of Britain. Their failure was attributable to no circumstance that could reflect the least discredit on any person concerned. The French owed their safety, not to the skill of their seamen, the valor of their soldiers, or the strength

of their batteries, but to means of defence which nothing but a consciousness of the superior intrepidity and talents opposed to them could have induced them to adopt.*

Such was the state of affairs when the signing of the preliminaries of peace put a period, for a short time, to the active and glorious labors of Lord Nelson, and he retired to repose beneath his hard-earned laurels, and to the enjoyment of domestic felicity, at the seat which he had purchased at Merton, in Surrey.

Previous to this event it was announced, on the 4th of August, that the king had been pleased to grant the dignity of Baron of the United Kingdom of Great Britain and Ireland to the Right Honorable Viscount Nelson, Knight of the most honorable Order of the Bath, and Vice-Admiral of the Blue Squadron of his Majesty's fleet (Duke of Bronte in Sicily, Knight of the Grand Cross of the Orders of St. Ferdinand and of Merit, and the Imperial Order of the Crescent), and to the heirs male of his body, lawfully begotten, by the

* The following impromptu was written on occasion of the second attack on Boulogne :

Exult not France, that Nelson's vengeful blow,
Has not as usual your destruction gain'd ;
Say what you will, this truth the world must know,
Altho' unconquer'd, you were left *enchain'd*.

name, style, and title of Baron Nelson of the Nile, and of Hilborough, in the county of Norfolk ; with remainders to Edmund Nelson, clerk, rector of Burnham Thorpe, in the said county of Norfolk, father of the said Horatio Viscount Nelson, and the heirs male of his body, lawfully begotten ; and to the heirs male lawfully begotten, and to be begotten, severally and successively, of Susannah, the wife of Thomas Bolton, Esq. and sister of the said Horatio Viscount Nelson ; and in default of such issue to the heirs male of Catherine, the wife of George Matcham, Esq. another sister of the said Horatio Viscount Nelson.”

On the 12th of September, following, another notice appeared to the following effect :

“ The king was pleased, by a warrant under his royal signet and sign-manual, bearing date the 7th day of January last, to give and grant unto Horatio Baron Nelson of the Nile, and of Burnham Thorpe, in the county of Norfolk (now Viscount Nelson), Knight of the most honorable military Order of the Bath, and Vice-Admiral of the Blue Squadron of his Majesty’s fleet, his royal licence and permission to receive and bear the Great Cross of the order of St. Ferdinand and of Merit, conferred on him by Ferdinand IV. King of the Two Sicilies.

“ The king was also pleased, by warrant under his royal signet and sign-manual, bearing date the 9th of January last, to give and grant unto the said Horatio Nelson, now Viscount Nelson, his royal licence and permission to accept for himself and his heirs, the title of Duke of Bronte, with the fief of the duchy annexed thereto, also conferred upon him by the said King of the Two Sicilies.

“ And also to commaud that these his Majesty’s concessions and declarations be respectively registered in his College of Arms.”

CHAP. VII.

1804 TO 1805.

Parliamentary conduct of Lord Nelson---His speech on the motion of thanks to Sir James Saumarez---On the Navy-Abuse Bill--Renewal of hostilities with France---His lordship is appointed to the chief command in the Mediterranean---Partial action with the Toulon fleet---His answer to a vote of thanks of the Corporation of London---Anecdote of an officer of his ship---He sails in pursuit of the combined French and Spanish fleet---Proceeds to Egypt---Returns to Gibraltar---Follows the enemy to the West Indies---Drives them back to Europe---Returns to England---Sails to take the command off Cadiz with extraordinary powers---Attacks the combined fleet---Is killed during the engagement---Particulars of his last moments---Official account of the victory---Miscellaneous anecdotes of his lordship, and remarks on his character.

HIS lordship now had an opportunity of enjoying, in tranquil retirement, the sweets of that peace which he himself had so largely contributed to conquer. In the family circle by which he was surrounded at Merton, he tasted that ineffable delight arising from the intercourse of affection and the charms of friendship. These were so much the more soothing to his feeling mind, as he had been for so many years exposed, almost

without intermission, to sufferings, fatigue, and hardship, of every description. His affability, and the gentleness of his manners gained him the heart of every one who approached him, and his humanity was the theme of universal admiration.

Though the noble admiral reposed during the short interval of peace, from the perils and the labours of his professional career, he punctually attended to his public duties of a different kind. His extraordinary deserts had elevated him to a place among the hereditary advisers of his Majesty, and he was indefatigable in fulfilling the important functions of that high station. His natural modesty prevented him, it is true, from displaying his sentiments on many of the subjects that came before the house for discussion, but whenever he did speak, what he said was so much to the purpose, and expressed with such energy and ability, that he commanded the attention and the respect of all who heard him.

When the Earl of St. Vincent, on the 30th of October, 1801, moved in the house of lords that the thanks of the house should be given to Sir James Saumarez, for his gallant and distinguished conduct with the combined French and Spanish fleet off Algeziras, the motion was strenuously seconded by Lord Viscount Nelson. He said, " he could not give a silent vote to a motion

that so cordially had his consent. He had the honour to be the friend of Sir James Saumarez. The noble earl at the head of the admiralty had selected that great officer to watch the French in that important quarter, and the noble earl had not been deceived in his choice. He would assert, that a greater action was never fought than that of Sir James Saumarez. The gallant admiral had before that action undertaken an enterprise, which none but the most gallant officer and the bravest seamen could have attempted. He had failed through an accident, by the falling of the wind; for he ventured to say, if that had not failed him, Sir James Saumarez would have captured the French fleet. The promptness with which Sir James refitted; the spirit with which he attacked a superior force after his recent disaster, and the masterly conduct of the action, he did not think were ever surpassed." His lordship entered very much into the detail of the action, and said, "that the merit of Sir J. Saumarez would be less wondered at, when the school in which he was educated was considered by their lordships. He was educated at first under Lord Hood, and afterwards under the noble earl near him (Lord St. Vincent)." His lordship then gave an account of some of the memorable services of Sir James Saumarez when a captain, and

concluded by apologizing to the house for the trouble he had given their lordships.

On the 3d of November, the same year, when the preliminaries of peace with France were taken into consideration in the house of lords, and ministers were censured for consenting to give up Malta, the noble admiral made some observations relative to the importance of that island. He said, "that when he was sent down the Mediterranean, Malta was in the hands of the French, and on his return from Aboukir it was his first object to blockade the island, because he deemed it an invaluable service to rescue it from their possession. In any other view it was not of much consequence, being at too great a distance from Toulon to watch the enemy's fleet from that port in time of war. In peace it would require a garrison of 7000 men, in war of twice that number, without being of any real utility. The Cape of Good Hope would be equally detrimental if retained by Great Britain: and though it certainly ought not to be given up to the French, this cession would be preferable to keeping it. Though the war had been long, he believed his Majesty had seized the first opportunity of making peace, and he was satisfied it was the best that existing circumstances admitted."

A few days afterwards, on the 12th of November, when Lord Hobart rose to move the thanks

of the house to the naval officers and seamen who had co-operated in the conquest of Egypt, Lord Nelson said, that "the service of Egypt was of a double nature, yet of equal importance; it fell to the lot of the army to fight, and of the navy to labour; they had equally performed their duty, and were equally entitled to thanks."

When, in 1802, the noble lord at the head of the admiralty with a laudable zeal for the public interest, and the advantage of individuals, projected the plan for the correction of abuses committed by certain boards employed in the naval department of the public service, and by prize-agents, Lord Nelson stood forth the zealous supporter of his friend and patron. On the second reading of the bill for appointing commissioners to enquire into these abuses, on the 21st of December, his lordship rose, and with that solicitude for the interests of his profession which ever marked his character and endeared him to every seaman, made an animated speech to the following effect:—

"My Lords, in the absence of my noble friend, who is at the head of the admiralty, I think it my duty to say a few words to their lordships, in regard to a bill, of which the objects have an express reference to the interests of my profession as a seaman. It undoubtedly originated in the feeling of the admiralty, that they have not

the power to remedy certain abuses which they perceive to be the most injurious to the public service. Every man knows that there are such abuses; I hope there is none among us who would not gladly do all that can be constitutionally effected to correct them. Yet, if I had heard of any objection of weight urged against the measure in the present bill, I should certainly have hesitated to do any thing to promote its progress through the forms of this house. But I can recollect only one thing, with which I have been struck, as possibly exceptionable in its tenor. It authorizes the commissioners to call for, and to inspect the books of merchants who may have had transactions of business with any of the boards or prize agents, into whose conduct they are to enquire. But the credit of the British merchant is the support of the commerce of the world: his books are not lightly, nor for any ordinary purpose to be taken out of his own hands. The secrets of his business are not to be too curiously pryed into. The books of a single merchant may betray the secrets, not only of his own affairs, but of those with whom he is principally connected in business, and the reciprocal confidence of the whole commercial world, may, by the authoritative enquiry of these commissioners be shaken. All this, at least, I should have feared as liable to happen, if the persons who are named

in the bill had not been men whose characters are above all suspicion of indiscretion or malice, I may presume it to be the common conviction of the merchants, that in such hands they may be safe; since they have made no opposition to the bill in its progress, and since they have offered no appearance against it, by counsel at your lordships' bar. And truly, my Lords, if the bill be thus superior to all objection, I can affirm that the necessities, the wrongs of those who are employed in the naval service of their country most loudly call for the redress which it proposes. From the highest admiral in the service, to the poorest cabin-boy that walks the street, there is not a man but may be in distress with large sums of wages due to him, of which he shall by no diligence of request be able to obtain payment: not a man whose intreaties will be readily answered with ought but insult at the proper places for his application, if he come not with particular recommendations to a preference. From the highest admiral to the meanest seaman, whatever may be the sums of prize-money due to him, no man can tell when he may securely call any part of it his own. A man may have forty thousand pounds due to him in prize-money, and yet may be dismissed without a shilling, if he ask for it at the proper office, without particular recommendation. Are these things to be tolerated?

Is it for the interest, is it for the honor of the country that they should not be as speedily as possible redressed? I should be as unwilling as any man to give an overweening preference to the interests of my own profession. But I cannot help thinking, that, under all the circumstances of the business, your lordships will be strongly disposed to advance this bill into a law, as speedily as may be consistent with the order of your proceedings, and with due prudence of deliberation."

In the consideration of this bill, in a committee of the whole house, on the following day, the Duke of Clarence having suggested the propriety of instituting a distinct enquiry, under a particular act, into the abuses of prize-agency, Lord Nelson coincided in the opinion of his Royal Highness, and expressed a desire that the investigation of the flagrant abuses by prize-agents might be made the subject of a separate act.--- His lordship, at the same time, owned, that there might be instances in which the delays in the payment of prize-money resulted, not from the villainy of the agents, but from accidents not easily avoidable in the common course of human affairs.

Little more than a year had elapsed from the ratification of the definitive treaty of peace, when his Majesty, on the 16th of May, 1803,

announced, by a message, a rupture with France, to both houses of parliament. Short were the periods of repose which the noble admiral was destined to enjoy. Had he possessed a mind less ardently desirous of glory, Lord Nelson might with justice have advanced his long services, severe sufferings, and infirm health, as a plea for an honorable retirement; but private considerations were never placed by him in competition with public benefit. No sooner was the loud clarion of defiance sounded by the insolent foe, than his lordship, animated by the hope of again hurling British vengeance on the head of the upstart, hastened to make a tender to the government of services too valuable not to be accepted. He was immediately appointed to the command of the fleet in the Mediterranean, and on the 20th of May sailed from Portsmouth in the *Victory*, of 110 guns, accompanied by the *Amphion* frigate.

On this station many tedious months passed away in watching the enemy's fleet in the port of Toulon. Patience and vigilance were the only qualities his lordship was called upon to exert, and these he proved that he possessed in an equal degree with intrepidity and courage. So far from keeping the French fleet closely blockaded, the plan pursued by the noble admiral was, to remain at a considerable distance from the port

with his squadron, so as to afford the enemy every facility to come out, confident of gaining fresh laurels could he but entice them from under the guns of their own batteries. This hope was nearly realized on the 23d of May, 1804, when Lord Nelson detached Rear-admiral Campbell, in the *Canopus*, of 84 guns, with the *Donegal*, of the same force, and the *Amazon* frigate, to reconnoitre the outer road of Toulon. This service was performed by Admiral Campbell, who remained for some hours as near the mouth of the harbor as the batteries would permit; when the French admiral, Latouche Treville, got under weigh, and stood out towards the little British squadron with two ships of 84 guns, three of 74, three frigates of 44, and a corvette. The frigates and the *Swiftsure*, of 74 guns, gained considerably, and the headmost of the former opened a distant teasing fire on the *Donegal*. This was not to be long borne patiently by her commander, Sir Richard Strachan, who luffed up and fired a broadside, which instantly checked the ardor of the enemy. Some shot from the *Canopus*, at the same time, retarded the progress of the *Swiftsure*. The force of the French fleet was so far superior to Admiral Campbell's little squadron, that it would have been madness to hazard an engagement; he therefore made sail, and the enemy continued to follow for some time under a

crowd of canvas; but, (according to the expression of an officer of the *Canopus*) fearing lest he should be decoyed into the jaws of the *Viscount*, who with the remainder of the fleet, was nine leagues distant, *Latouche Treville* hauled his wind, and returned to *Toulon* *covered with glory*. The same night the British ships joined the admiral, who, having heard the firing indistinctly, had detached the *Leviathan* towards *Toulon*; but before she had proceeded far, Admiral *Campbell* was discovered returning.

For his conduct during this long interval of fruitless expectation, his lordship received the thanks of the corporation of *London*. Nothing can afford a more striking illustration of the generosity of his sentiments, than the answer which he wrote on this occasion. It was as follows:

Victory, August 1, 1804.

“ MY LORD,

“ THIS day I am honoured with your lordship’s letter of April 9th, transmitting me the resolutions of the corporation of *London*, thanking me as commanding the fleet blockading *Toulon*.

“ I do assure your lordship that there is not that man breathing who sets a higher value upon the thanks of his fellow-citizens of *London* than myself; but I should feel as much ashamed to receive them for a particular service marked in the resolution, if I felt that I did not come within that line of service, as I should feel hurt at having a great victory passed over without notice.

“ I beg to inform your lordship that the port of Toulon has never been blockaded by me : quite the reverse ; every opportunity has been offered the enemy to put to sea, for it is there that we hope to realize the hopes and expectations of our country, and I trust that they will not be disappointed.

“ Your lordship will judge of my feelings upon seeing that all the junior flag-officers of other fleets, and even some of the captains, have received the thanks of the corporation of London, whilst the junior flag-officers of the Mediterranean fleet are entirely omitted. I own it has struck me very forcibly ; for, where the information of the junior flag-officers and captains of other fleets was obtained, the same information could have been given of the flag-officers of this fleet and the captains ; and it was my duty to state, that more able and zealous flag-officers and captains do not grace the British navy than those I have the honour and happiness to command. It likewise appears, my lord, a most extraordinary circumstance, that Rear-Admiral Sir Richard Bickerton should have been, as second in command in the Mediterranean fleet, twice passed over by the corporation of London ; once after the Egyptian expedition, when the first and third in command were thanked—and now again. Consciousness of high desert, instead of neglect, made the rear-admiral resolve to let the matter rest until he could have an opportunity personally to call upon the lord mayor to account for such an extraordinary omission ; but, from this second omission, I owe it to that excellent officer not to pass it by.

“ And I do assure your lordship, that the constant, zealous, and cordial support I have had in my command from both Rear-Admiral Sir Richard Bickerton, and Rear-Admiral Campbell, has been such as calls forth all my thanks and admiration. We have shared together the constant at-

tention of being more than fourteen months at sea, and are ready to share the dangers and glory of a day of battle; therefore it is impossible that I can ever allow myself to be separated in thanks from such supporters. I have the honour to remain, with the very highest respect, your lordship's most faithful and obedient servant,

(Signed)

“ NELSON AND BRONTE.

“ To the right hon. the Lord Mayor.”

Soon afterwards, a circumstance occurred, which, though trifling in itself, yet, as it serves to illustrate the sentiments of humanity which ever influenced his lordship, and the patronage he invariably bestowed on merit, it would be unpardonable to pass over in silence. On the 11th of September, a seaman of the Victory fell from the fore-castle into the sea. On hearing the cry of a man overboard, Mr. Edward Flin, a volunteer, jumped after him from the quarter-deck, and, notwithstanding the extreme darkness of the night, and the ship being at the time under sail, he had the good fortune to save the man.—The next morning Lord Nelson sent for Mr. Flin, and presented him with a lieutenant's commission, appointing him to the Bittern sloop of war. He told him, at the same time, that he would strongly recommend him to the lords of the admiralty; in consequence of which, their lordships confirmed the appointment.

Since the destruction of the French fleet at

Aboukir, the enemy's squadrons had been so closely confined within their own harbors, that the appearance of a single ship of war was considered a rarity, and the British naval force had no other occupation than to blockade the havens of France. On the renewal of the war this system, though severely censured by some, was again resorted to, and fleets were stationed without intermission off the ports of Brest, Boulogne, Rochefort, and Toulon. Meanwhile the ambitious Buonaparte made the restoration of the French marine the particular object of his attention. The French armies assembled on the coasts, and the menacing preparations for the invasion of the British islands, drew the attention of the government from the immediate object of the fleets that were equipping at different ports, for the purpose of wounding Great Britain in the tenderest part.

With the year 1805, the politics of the enemy seemed to have undergone a sudden change.—A French squadron, under Rear-Admiral Missiessi, got out of Rochfort, and having escaped the observation of the English cruisers, was pillaging the West-India islands, when a second and more formidable expedition left Toulon. Lord Nelson had stationed himself at the distance of about forty miles from that port, observing the whole line of the Italian, French, and Spanish coasts

from Palermo, by Leghorn, Toulon, and Barcelona, to the Streights of Gibraltar. Through this extent of sea his ships cruized in every direction, and detained all the French and Spanish vessels they chanced to meet with.

On the 15th of January, Admiral Villeneuve put to sea with his squadron, consisting of eleven sail of the line and two frigates. The Seahorse, Lord Nelson's look-out frigate, immediately made the necessary signal, and narrowly escaped being taken by the enemy. The Venus sloop of 10 guns, with dispatches from his lordship, unfortunately fell into their hands; but the dispatches had previously been thrown overboard.

No sooner was his lordship informed of Villeneuve's departure, than he went in pursuit of him. Report had assigned Egypt as the destination of the French squadron, and this idea seemed to be confirmed by a variety of circumstances. Eager to counteract the enemy's design, the admiral, on the 20th of January, sent advice to the British ambassador at Constantinople, that the Toulon fleet had sailed with a considerable number of troops on board, probably intended to make a descent on the Morea, or on Egypt. The same information he likewise transmitted to the commandant of Coron, in the Morea.

Having taken this precaution, the noble admiral immediately proceeded in quest of the enemy,

and on the 29th of January arrived off the Lipari Islands. The appearance of such a formidable force excited great commotion, before the colors could be distinguished, on the Sicilian coast, where it was mistaken for the Toulon fleet, which was there reported to have on board ten thousand men, destined for that island. On the 30th his lordship endeavoured to pass through the Streight of Messina, but was prevented by the strong south wind. This he however accomplished the following day; and being disappointed in the expectation of meeting with the enemy in those seas, he continued his course without loss of time towards Malta.

Deceived by false intelligence, Lord Nelson now determined to revisit those shores which had a few years before been the theatre of his glory. Panting with the hope of again annihilating the enemies of his country, he steered with his squadron for the bay of Aboukir. Here it was again mistaken for the French fleet; the terrified inhabitants forsook the towns on the coast, which were found deserted by the crews of the boats that landed to procure refreshments. Such is the indolence of these wretched people, that in the short interval which had elapsed since the British forces evacuated the country, the fortifications both of Alexandria and Aboukir had been so neglected, as to have fallen entirely to ruin.

Finding here no foe to encounter, but strongly prepossessed with the idea that the French fleet was on its way to Egypt, Lord Nelson returned to Sicily, with the view to intercept it. Villeneuve had, in the mean time, quietly returned to Toulon. Secure in the distance of his terrific foe, when all his preparations were completed, he proceeded to the accomplishment of the grand plan which had been projected. On the 30th of March he again left Toulon with eleven sail of the line, a frigate, and two corvettes, in which were embarked 10,000 chosen troops, under the command of General Lauriston. He first sailed to Carthagena, where the six ships under the Spanish Admiral Salcedo, were not in readiness to join him. Fearful of losing time, Villeneuve pursued his course to Cadiz, where he was expected by Admiral Gravina with six Spanish sail of the line, having on board 2280 troops.

On the 9th of April the French fleet appeared off Cadiz. Sir John Orde, who was blockading that port with five ships of the line, was unable to prevent the junction of the Spanish squadron with that of France. Villeneuve was near enough to force him to an action, but his instructions prescribed him a different destination. He immediately sent directions to the French ship of the line, *L'Aigle*, which had long lain at Cadiz, to put to sea, and was soon afterwards joined by

Admiral Grayina with six sail of the line and five frigates. The French ships were, *Effroyable* of 110 guns, *Duguay Trouin* of 90, *Intrepide* and *Fidele* of 84, *Magistrat*, *Provence*, *Vautour*, *Sanguinaire*, *Hazard*, *Concorde*, *Cæsar*, and *Aigle*; the Spanish were the *Argonaut*, *San Raphael*, *El Fermo*, *Terrible*, *America*, and *Espana*. Nature seemed to favor this junction; a strong east wind soon carried the combined fleet out of sight of Cadiz.

On his return from the shores of Egypt, the noble admiral watched with anxious expectation for the enemy in the Sicilian seas till the middle of April. It was not till then that he received the disagreeable intelligence that he had been misled. His penetrating mind now conjectured that nothing but the British West-Indies could be the object of the enemy, and thither he determined to pursue them. Having arrived at the mouth of the Streights of Gibraltar, he put into Tetuan Bay on the 2d of May, where he took on board water and other necessaries. In the night of the 4th the squadron weighed, and being close under Ceuta, the Spaniards opened a fire on the ships, but none of their shot reached them. They came to an anchor in the bay of Gibraltar on the 5th, and passing, the next day, through the Streights, arrived at Lagos Bay on the 10th. Here the admiral took in some stores

from the transports, which were with Sir John Orde off Cadiz when he first discovered the French fleet, and which had run into the bay for safety. Here too his lordship received positive information that the combined squadrons had proceeded to the West-Indies.

Inspired with fresh ardor, he flew on the wings of the wind in pursuit of the foe, sensible of the mischiefs that must result to his country from the loss of her West-India possessions. May the 11th, he weighed from Lagos Bay, and with a fleet of ten sail of the line and three frigates,* steered for Madeira, which was seen by the squadron on the

* The names of his lordship's companions in this memorable chace ought not to be omitted. His fleet consisted of the following vessels :

| Ships. | Guns. | Commanders. |
|-----------------|-------|---|
| Victory | 110 | } Vice-Adm. Lord Nelson, Rear-Admiral Murray, Captain T. Hardy. |
| Canopus | 80 | |
| Le Tigre | 80 | |
| Donegal | 80 | ----- Malcolm. |
| Spencer | 74 | ----- Hon. R. Stopford. |
| Conqueror | 74 | ----- I. Pellew. |
| Superb | 74 | ----- R. G. Keates. |
| Belleisle | 74 | ----- W. Hargood. |
| Leviathan | 74 | ----- H. Bayntun. |
| Swiftsure | 74 | ----- Rutherford. |
| Decade | 36 | ----- Stuart. |
| Amazon | 38 | ----- Parker. |
| Amphion | 32 | ----- Sutton. |

15th. Leaving that island, the admiral sailed without intermission till the 1st of June, when he spoke two vessels bound for England, who informed him that the combined fleet had passed Barbadoes ten days before, and was then at Martinique. During this pursuit the mind of the gallant admiral incessantly dwelt on the hope of falling in with the enemy. He one day observed, with great glee: — “There is just a Frenchman a piece for each English ship, leaving me out of the question to fight the Spaniards, and when I haul down my colours, I expect every captain of the fleet to do the same, but not till then.”

After a passage of twenty-four days from Cape St. Vincent, his lordship arrived on the 4th of June at Barbadoes. The French fleet, from which the squadron of Admiral Gravina had separated, had reached Martinique on the 14th of May, and on the 27th had taken the Diamond Rock, with the little English garrison by which it was defended. At Martinique they remained upwards of three weeks, taking in water and provisions, without attempting any thing either against the British islands or the inferior squadrons under Admirals Cochrane and Dacres.

At Barbadoes the noble admiral received information that the hostile fleet had sailed to attack Trinidad. Two thousand troops under Ge-

neral Sir William Myers* were immediately embarked, and having been joined by Admiral Cochrane with two ships of the line, Lord Nelson again set sail the day after his arrival to the southward. Anticipation already beheld in the Gulph of Paria another Aboukir.

Being now nearly certain of meeting with the enemy, who had so long eluded his anxious pursuit, his lordship shaped his course for Trinidad. On the morning of the 7th he came in sight of the island, and discovered that it was under such an alarm, that all the signals from the squadron could not prevent the troops from blowing up Fort Abercromby, and making their retreat towards the town. This circumstance confirmed him in the opinion that the enemy had arrived and carried the island, but on entering the harbor, the English colors were perceived flying, and he found, to his extreme mortification, that he had been once more deceived.

Patience and perseverance under disappointment of this kind, were qualities in which his lordship had previously more than one occasion

* This excellent officer, whose conciliatory conduct, while commander of the southern district in Ireland, during the critical period of the rebellion, will long be recollected with gratitude in that country, died a very few weeks after the above event on the 29th July, 1805.

to exercise himself. Finding his information incorrect, nothing was left but to go to the northward, taking all the islands in their turn. Accordingly on the 8th, the squadron weighed, and the following day reached Grenada, where his lordship was informed by the Jason frigate that the enemy's fleet had left Martinique the same morning, and had been seen steering in a northern direction. This intelligence inspired him with fresh hopes ; after so long a chase he found himself not more than three days' sail behind them, and in case they meditated an attack on Antigua or any other island, he was confident of rendering that design abortive.

The French, however, were far from entertaining any such intention. Villeneuve contented himself with the glory he had already acquired by the occupation of the Diamond Rock and the capture of the Cyane, of 24 guns ; and having been again joined by Gravina, he hastened to return to Europe. He had heard of the arrival of Nelson, and fled panic-struck by his name from the regions of the west, as he had once done from his thunders on the shores of Egypt.

The hero of Aboukir proceeded to Antigua, where dispatches from the governor, Lord Lavington, confirmed the intelligence he had already received, namely, that the enemy were gone northward, and had been seen from Antigua,

very distinctly, four days before. He was now convinced that they were returning to Europe, and therefore landing the troops with all possible dispatch, he hurried away in the hope of overtaking them before they should reach any of their own ports. On the 14th of June he sailed from Antigua, and on the 19th sent off the Decade for England, and the Martin sloop to Gibraltar, with advice that the combined fleet was on its way to Europe. He arrived off Cape St. Vincent on the 17th of July, and on the 20th at Gibraltar, where he obtained a supply of stores and gunpowder. The fresh beef and other provisions for the relief of his brave and unwearied crews, were wholly procured at Tetuan. This equipment of his squadron, together with the arrangements he made with Admiral Collingwood, for preventing the combined fleet from entering Cadiz, were completed in the short space of five days. This business being finished, the noble admiral again passed through the Streights, and on the 29th of July resumed his station off Cape St. Vincent, just sixty-three days after his departure from it for the West-Indies.

Never, in the naval annals of this, or any other country, was such an example of promptitude, decision, and rapidity displayed as on this occasion, and great as the noble admiral had shewn himself in his former achievements, his talents

never shone with such lustre, and his resources were never exhibited to such advantage as in this memorable expedition.

It may even fairly be asserted, that never had he before rendered such important services to his country. He had rescued, by the mere terror of his name, our West-India possessions from the jaws of a rapacious foe. In the short space of six months he had twice traversed the Mediterranean and the Atlantic, from the shores of the Nile to the Gulph of Mexico. Each succeeding disappointment seemed to inflame him with new ardour in this unparalleled chace; and when he at length found that the enemy had eluded all his diligence, he instantly sent home advice of their return, that measures might be taken for the purpose of intercepting them.

In consequence of this precaution, a squadron of fifteen sail of the line, under Sir Robert Calder, was cruising between Ferrol and Corunna, when, on the 22d of July, the combined fleet appeared in sight. Undaunted by the superiority of numbers, the British admiral boldly advanced to the attack. Filled with the tremendous idea of Lord Nelson, who, like a spectre, haunted the fugitives, Villeneuve and Gravina concluded that it was the squadron under his lordship which they had fallen in with. Under this impression, se-

veral of the French and Spanish ships at once bore down and attacked the Windsor Castle, of 93 guns, which they mistook for the flag-ship of the noble admiral himself. The San Raphael of 84 and El Fermo of 74 guns, fell prizes to British prowess in this unequal contest. The unfavourable weather which ensued, prevented the renewal of the action, and gave the enemy an opportunity to escape first into Vigo, and afterwards into Ferrol.

Lord Nelson receiving intelligence of this event, proceeded to England, leaving his fleet, excepting the Victory and the Superb, Captain Keates, which accompanied him to Portsmouth, under the command of Admiral Cornwallis, before Brest. He arrived on the 17th of August at Portsmouth, and as the Victory had communicated with the garrison at Gibraltar, his lordship consequently became subject to the quarantine regulations. As soon as the ship brought up, and he had communicated by signal with the port-admiral, he addressed the following letter to the collector of the customs :

“ Victory, Spithead, Aug. 18, 1805.

“ THE Victory, with the fleet under my command, left Gibraltar twenty-seven days ago, at which time there was not a fever in the garrison: nor, as Doctor Fellows told me, any apprehension of one. The fleet late under my command I left with Admiral Cornwallis, on the 15th of

August, at which time they were in the most perfect health; neither the *Victory* nor the *Superb* have on board even an object for the hospital; to the truth of which I pledge my word of honour.

(Signed) "NELSON AND BRONTE.

"To the Collector of the Customs,
or those whom it may concern."

In consequence of this letter, the noble admiral was permitted to land, for the last time, on his native shore. An immense concourse of people, who had collected on the ramparts and other places, as soon as his flag was discovered, testified those feelings which officers, like his lordship, never fail to find in their grateful countrymen. During the approach of his barge, and on his landing, he was hailed with loud and reiterated acclamations. He immediately set out for London, where he arrived on the 20th of August. The same morning he had an interview with Lord Barham, after which he walked to the navy-office, Somerset-house, and thence returned to the Admiralty. A great crowd of persons thronged around, eager to greet with loud acclamations the Hero of the Nile and the Saviour of the West Indies.

While his lordship remained in town, he resided at Gordon's hotel, in Albemarle-street; where, on the 28th, a deputation from the West India merchants, with Sir Richard Neave at their head,

waited upon him with an address of thanks for the vigor and perseverance which he had displayed in the protection of the western colonies.* The address being presented by Sir Richard, his lordship after returning thanks for the honour conferred upon him, offered his sincere assurance that his services were ready to be employed wherever his Majesty should be pleased to appoint him. A written answer was likewise sent by his lordship to Sir Richard Neave and the committee, to this effect: "I beg leave to ex-

* The resolutions of the Committee on this subject were as follow:—

Extracts from the Minutes of Meetings of the West India Merchants, August 23, 1805.

"SIR RICHARD NEAVE, Bart. in the Chair.

"Resolved, That the prompt determination of Lord Nelson to quit the Mediterranean in search of the French fleet, his sagacity in judging of and ascertaining their course, his bold and unwearied pursuit of the combined French and Spanish squadrons to the West Indies, and back again to Europe, have been very instrumental to the safety of the West India islands in general, and well deserve the grateful acknowledgments of every individual connected with those colonies.

"Resolved, That a deputation from the Committee of Merchants of London trading to the West Indies, be appointed to wait on Vice-Admiral Lord Viscount Nelson, to express these their sentiments, and to offer him their unfeigned thanks.

press to you and the committee of West-India merchants, the great satisfaction I feel in their approbation of my conduct. It was, I conceived, perfectly clear that the combined squadrons were gone to the West Indies, and therefore it became my duty to follow them.—But, I assure you, from the state of defence in which our large islands are placed, with the number of regular troops, numerous, well-disciplined, and zealous militia, I was confident not any troops which their combined squadron could carry, would make any impression upon any of our large islands before a very superior force would arrive for their relief.”

In the mean time the combined fleet at Ferrol, having been reinforced by the Spanish squadrons of Admirals Grandellana and Gourdon, sailed again on the 4th of August, to the number of 34 ships of the line, before any English naval force arrived off that port, and on the 22d this formidable fleet put into Cadiz. Sir Robert Calder joining the division under Admiral Collingwood, blocked them up with 26 sail of the line in that harbor. Sir Robert being ordered home, Lord Nelson was appointed to the chief command on that station.

Government had received ample proof that the abilities and zeal of his lordship were equal to any contingency. He was therefore entrusted with

powers more unlimited than were ever confided to any naval commander. His instructions were, at the same time, the most concise that could possibly be delivered, merely ascertaining his command, which was to extend from Cadiz Bay over the whole of the Mediterranean sea; and he was left to act as he pleased in any sudden emergency that might require the exercise of his judgment, as in his recent pursuit of the combined fleet to the shores of Egypt and the West Indies.

Furnished with these powers, so honorable to himself and to the government which conferred them, his lordship, on the 7th of September, took his final leave of the board of admiralty, and hastened to Portsmouth to proceed to the station assigned him. He went on board his flag-ship, the *Victory*, and accompanied by the *Ajax* and *Defiance* of 74 guns, the *Agamemnon* of 64, and the *Euryalus* of 38, he quitted the shores of England, which, alas! he was destined never more to behold.

It would appear, from a variety of circumstances, that the hero had a strong presentiment of the fate that awaited him. After his last return from the West Indies he is said to have frequently expressed to his intimate friends, that life had almost become burthensome and indifferent to him, and that his principal desire of living arose from the wish that he might have an opportunity of meet-

ing, once more, the enemies of his country on his proper element; and declaring his perfect confidence, that, whenever he should next encounter them, he should either return to his country a corpse, or bring the greatest part of the fleet of his opponents into a British port. In some of the private letters, which he wrote after joining the fleet, he thus expressed himself: "It is the first wish of my heart to bring the enemy to action, and to die in the arms of victory." Nay, only the day before his departure from London, he called at the house of Mr. Peddison, undertaker, in Brewer Street, to whose care the coffin presented to him by Captain Hallowell was confided; and with that familiar good-humour which accompanied his address on every occasion, desired him to have the attestation engraved on the lid, "as he thought it highly probable he should want it on his return."

The wish of his gallant spirit was too speedily realized. He joined his fleet off Cadiz, on the 28th of September, but at such a late hour, that the communication of his arrival was not made till the following morning. Here he resolved again to adopt the plan he had followed off Toulon. He neither remained directly off Cadiz, nor within sight of the port. His great object was to induce the enemy to venture out. "Let them come out," he would often say.---

“ My object is not to induce them by the display of all my force to remain in port, but to do every thing in my power to tempt them to come out.” In pursuance of this design, he never kept all his fleet before Cadiz. This was the manner in which it was stationed---The *Furyalus* frigate was within half a mile of the mouth of the harbor, to watch the enemy's movements, and give him the earliest intelligence. Off the harbor, but at a greater distance, he had about seven or eight sail of the line. He remained himself off Cape St. Mary with the rest of his fleet, and a line of frigates extended and communicated between him and the seven or eight sail off Cadiz. The advantage of this plan was, that he could receive supplies and reinforcements off Cape St. Mary without the enemy's being informed of it, and thus they remained constantly ignorant of the real force under his command.

The Board of Admiralty deserved every praise for the active and vigorous exertions they had made to place the force under his lordship in the best possible state. The combined fleets in Cadiz had engaged their particular attention, and three or four additional sail of the line were sent out to him from England. Of this reinforcement the enemy, from his lordship's judicious method of stationing his fleet, remained perfectly ignorant.

His lordship had received from the Admiralty such information as induced him to believe that the enemy would soon put to sea. He had arranged, before he left London, to assume the command of the fleet, a plan by which he would fight the enemy upon a new principle; it was extremely simple, but it was no sooner made known than it carried conviction to every naval officer; it afforded a complete remedy for that inconvenient system which requires a great variety and frequent changes of signals. "I shall never distract my fleet," said he, "in the day of battle, with a superabundance of signals." He ordered all the captains on board the *Victory*, and laid before them his new plan.---It was one of the peculiar features of Lord Nelson's character, to be able, by the clearness and precision of his plans and orders, to make every man understand him in an instant: the new plan carried immediate conviction to them---they all exclaimed, that it could not but be successful.

On the 1st of October he wrote a letter to one of his most intimate friends, in which there is this passage: "I believe my arrival was most welcome, not only to the commander of the fleet, but to every individual in it: and when I came to explain to them my plan of attack, it was like an electric shock—some shed tears—all approved. It was new; it was singular; it was

simple ; and from admirals downwards it was repeated—it must succeed if ever they will allow us to get at them.”

In another letter, dated the 6th of October, he wrote, I have not the smallest doubt that the enemy are determined to put to sea, and our battle must soon be fought, although they will be so very superior in number to my present force, yet I must do my best, and have no fears but that I shall spoil their voyage ; but my wish is to do much more ; and therefore hope that the admiralty have been active in sending me ships, for it is only numbers which can annihilate. A decisive stroke on their fleet would make half a peace. If I can do that, I shall as soon as possible ask to come home and get my rest, at least, for the winter. If no other inducement was wanting for my exertion, this would be sufficient, for what greater reward could the country bestow than to let me come to you, my friends, and to dear, dear Merton----and to come to you a victor, would be victory thrice gained——

“ October the 7th. Since writing yesterday, I am more and more assured that the combined fleet will put to sea.—Happy will they be who are present, and disappointed will those be who are absent.”

The noble admiral's desire of a little rest was

a natural consequence of his impaired health. He had not been in England more than three weeks, after his unprecedented exertions for the preservation of the West Indies, when he was again called upon to take the command off Cadiz. He had declared this short interval of repose the happiest days of his life, and he had greatly recovered from his fatigue. He did not, however, hesitate a moment to obey the call of his country, and just before he went upon the service which terminated his glorious career, he said to his friend Admiral Stirling, "My health is so bad that I ought to retire, but as my generous country seems to think I could do something, if I were to meet the enemy I feel it to be a duty to do what I can. I shall therefore go, and hope I shall be able to meet and conquer them; and I shall think my life gloriously sacrificed in such a cause."

His health was far from being re-established when he joined the fleet. Only two days after he assumed the command, he was seized with a violent spasm, which lasted several hours. Of this attack he gives the following account in a letter to an intimate friend, dated the 1st of October:—"I have had, about four o'clock this morning, one of my dreadful spasms, which has almost enervated me. It is very odd: I was hardly ever better than yesterday. I slept un-

commonly well, but was awoke with this disorder. My opinion of its effect some day has never altered; however, it is entirely gone off. The good people of England will not believe that rest of body and mind is necessary for me; perhaps this spasm may not come again these six months. I had been writing seven hours yesterday.—Perhaps that had some hand in bringing it on.”

One of the last letters he wrote was dated about a fortnight before the battle in which he yielded his invaluable life. The following is an extract:—

“ The reception I met with on joining the fleet caused the sweetest sensation of my life. The officers who came on board to welcome my return, forgot my rank as commander-in-chief in the enthusiasm with which they greeted me. As soon as these emotions were past, I laid before them the plan I had previously arranged for attacking the enemy, and it was not only my pleasure to find it generally approved, but clearly perceived and understood. The enemy are still in port, but something must be immediately done to provoke or lure them to a battle. My duty to my country demands it, and the hopes centered in me will, I hope in God, be realized. In less than a fortnight expect to hear from me, or of me; for who can foresee the fate of battle. Put

up your prayers for my success, and may God protect all my friends !”

The commanders of the combined fleet had received orders to put to sea the first opportunity that should be afforded them, either if the British fleet should be weakened by detachments, or compelled by stress of weather to quit the blockade of Cadiz. Their object is supposed to have been, to collect in their passage the squadron at Carthagena, and to proceed to Toulon, where, being joined by the vessels in that port, they would have formed a fleet of between 40 and 50 sail, with which it was their design to prevent, if possible, the sailing of any expedition with British troops from Malta, or with Russian troops from Corfu. The course they were steering and the account given in Vice-Admiral Collingwood's subsequent dispatches, justify this presumption.

Admiral Louis had been detached on the 19th of October by Lord Nelson, with seven sail of the line to Tetuan Bay, for provisions and other necessaries. The enemy were informed of this circumstance, and conceiving that the British fleet was reduced to about twenty sail of the line, they resolved to seize an opportunity so favorable for executing the peremptory commands they had received. On the 20th, Admiral Villeneuve and four other admirals, with 33 sail of the line, 7 frigates, and 8 corvettes got under weigh, and on

the 21st fell in with his lordship, with 26 ships of the line, a few leagues from Cape Trafalgar.

The heroic Nelson now saw within his reach the enemy of whom he had been so long in pursuit. When he found that he had placed them in such a situation that they could not avoid an engagement, he displayed the utmost animation, and his usual confidence of victory; he said to Captain Hardy,* and the other officers who sur-

* This brave officer, the pupil and the friend of the heroic Nelson, first brought himself into notice when lieutenant of *La Minerve*, by the capture of *La Mutine*, a French corvette, in the road of Santa Cruz, in the island of Teneriffe. He commanded the boats of the frigates *La Minerve* and *Lively*, which were dispatched on this hazardous enterprize. In defiance of a smart fire of musketry from the brig, he boarded and carried her almost immediately. This gave an alarm to the town, whence a heavy fire of artillery and musketry was opened, as well as from a large ship lying in the road. In spite of the enemy's fire, which continued without intermission for nearly an hour, Lieutenant Hardy succeeded in towing the brig out of the reach of the batteries, to which, for want of wind, they were for a considerable time much exposed. For the gallantry he had displayed in this affair, the Earl of St. Vincent rewarded Lieutenant Hardy with the command of *La Mutine*, which appointment was confirmed by the Admiralty. His services with the fleet under Lord Nelson in the Mediterranean have been fully described. In 1801, Captain Hardy was appointed to the *Isis*, of 50 guns, and on the re-commencement of hostilities in 1803, accompanied his Lordship in the *Victory*, which he has commanded till the present time.

rounded him on the quarter-deck, " Now they cannot escape us ; I think we shall at least make sure of twenty of them—I shall probably lose a leg, but that will be purchasing a victory cheaply." About twelve at noon the action began, and the last signal before it commenced was a private signal by telegraph—a signal too emphatic ever to be forgotten—" England expects every man to do his duty." The conduct of their leader was fully adequate to rouse the British officers to deeds of hardy enterprize. It was his intention to have begun the engagement by passing ahead of the Bucentaure, the flag-ship of Admiral Villeneuve, that the Victory might be ahead of that ship and astern of the Santissima Trinidad, but the Bucentaure shooting ahead, his lordship was obliged to go under her stern, raked her, and luffed up on her starboard side. The Bucentaure fired four broadsides at the Victory before his lordship ordered the ports to be opened, when the whole broadside, which was double-shotted, was fired into her, and the discharge made such a tremendous crash that the Bucentaure was seen to heel. A short time after this Admiral Villeneuve sent below to enquire the number of her then killed and wounded, which proved to be the amazing number of 365 killed and 219 wounded. He immediately ordered his flag to be struck, the Bucentaure being then

dismasted and quite unmanageable. Lord Nelson, upon this, shot ahead to the Spanish Admiral's ship, the superb Santissima Trinidad. With this same Santissima Trinidad he had already gained the highest honor in grappling, during the action off Cape St. Vincent, on the 14th of February, 1797. She was the largest ship in the world, carried 136 guns, and had four decks. The hero ordered the Victory to be carried alongside his old acquaintance, as he called her, and to be lashed to this tremendous opponent. The conflict was horrible; the enemy were engaged at the muzzle of their guns. A dreadful carnage was made in the Spanish ships, which were full of men. The Santissima Trinidad had on board 1600 including a corps of troops, among whom were some sharpshooters.

The conflict had continued with great obstinacy for two hours, when Lord Nelson was conversing with his first lieutenant, Mr. Pascho, Captain Adair, of the marines, and Mr. Scott, his secretary, admiring the gallant style in which Admiral Collingwood led his division into action. He was suddenly saluted with a shower of musketry from the tops of the Trinidad, which was repeated briskly for several rounds. Mr. Scott was killed by a musket-ball, which entered his head. He instantly fell down dead, and Captain Adair shared the same fate. Lieutenant Pascho

received a wound, and out of 110 marines stationed on the poop and quarter-deck, upwards of 80 were killed or wounded. His lordship having in the morning put on the stars of his different orders, the badges of honor he had gained in many a hard-fought battle, his secretary and chaplain intreated him, previous to the engagement, to take them off, fearing, but too justly, that his dress might expose him. "No," replied the hero, "in honor I gained them; in honor I will die in them." Captain Hardy observing from the manner in which the sharpshooters fired, that it was their object to single out the officers, repeatedly requested Lord Nelson to change his coat, or to put on a great-coat over it. The undaunted admiral answered he had not time. Too soon were Captain Hardy's apprehensions verified. A shot from the main-top of the *Bucentaure* carried away part of the epaulet, and penetrating through the star, entered his left breast, and took a direction through the vital parts—he staggered against the officer near him, and was immediately carried below. The surgeons were busily employed upon the wounded—his lordship desired, as on a former occasion, to take his turn. As soon as the surgeon examined the wound, he saw it was mortal. The gallant hero had his eyes fixed attentively upon him—he saw the surgeon turn pale, and his coun-

tenance assume the deepest impression of grief—" It is mortal, I see," said he. The surgeon did not, or could not speak. He desired to be placed upon a chair, and directed Captain Hardy to attend him. He spoke no more of his wound, except when he first communicated to the captain the surgeon's conviction. He employed the short time he lived in dictating orders relative to the battle, in receiving reports, in enquiring what was the condition of the enemy, and what ships had struck. He lived about an hour, during which time he remained perfectly collected, and displayed the same heroic magnanimity in the arms of death that had marked his conduct in every action of his glorious life. To the last moment he was able to give directions with the utmost clearness and precision.

Like General Wolfe breathing out his life on the heights of Abraham, he inquired " whether the enemy gave way ?" He was gratified with the intelligence conveyed to him almost every moment, that more of the enemy's ships had struck. As life ebbed fast away, the number augmented. He was told that fifteen had struck; he seemed enraptured with the intelligence. The last that struck before his death was the superb Santissima Trinidada. When he heard that she had struck, he appeared convulsed with joy; he lived but a few moments afterwards.—With that piety which

had ever formed a distinguished feature of his character, he returned thanks to God that he had permitted him to die in the arms of victory. He desired his blessing to be conveyed to all who were the nearest to his heart ; and whom he could have wished to have again embraced. “ I know I am dying,” said he ; “ I could have wished to survive to breathe my last on British ground, but the will of God be done.” He laid his head upon the shoulder of Captain Hardy, who remained with him to the last, and in a few moments his gallant soul escaped for ever !

“ Hold ! pride of Albion ! more thou canst not will ;
Fate drops the scale—the main is Britain’s still !
Thy country’s safe, unparallel’d thy fame,
Go—seize the crown no hero else can claim.”
So spake the Genius of the British shore,
That o’er Trafalgar mark’d the battle’s roar.
Great Nelson’s spirit ey’d the starry prize,
And mid a blaze of glory pierced the skies.

Just before his dissolution he spoke in raptures of the event of the day, and sent his last instructions and his regards to Admiral Collingwood, desiring, “ that he would make his affectionate farewell to all his brother seamen throughout the fleet !”

Such was the end of Horatio Lord Viscount Nelson, of whom we may truly say, we fear that

“ We ne’er shall look upon his like again .”

It was known on board the *Trinidad* that the British admiral had been wounded, and the moment he fell there was a general shout on board the Spanish ship. Short, however, was the exultation of her crew, who were soon obliged to strike to the irresistible prowess of the British tars. After this conquest the *Victory* subdued a third ship, which closed the engagement with her.

Admiral Collingwood with his division of the British fleet, was meanwhile closely engaged with the rear of the enemy. The *Royal Sovereign*, indeed, was in action twenty minutes before any other ship. Her opponent was the *Santa Anna*, of 112 guns, bearing the flag of Vice-Admiral Don Ignatio d'Aliva. During the conflict the *Royal Sovereign* had the misfortune to be dismasted, on which the *Euryalus*, Captain Blackwood, was sent to her assistance. Such was the spirit of the men even in this situation, that they hailed her with: "My little ship, heave our head round, that our broadside may bear, and we shall soon be at the sally-port." The *Euryalus* then hove her head round, and she gave the *Santa Anna* a broadside that crushed her side in. After Captain Blackwood had performed this service, Admiral Collingwood sent him to the *Victory*, to enquire after Lord Nelson. Captain Blackwood went in his own boat, which was

rowed down the whole fleet. * It is an honorable agreement between two contending fleets that

* The Hon. Captain Blackwood is the sixth, and youngest son of a noble Irish family. He acquired the rudiments of his profession under the late Admiral Macbride, and was present in some of the most brilliant actions during the American war. At different periods, and in various quarters of the globe, he has served under all the great admirals of the present reign. He served under Lord Howe in the Royal Charlotte as his signal midshipman during the period of the Spanish armament. In the memorable 1st of June, 1794, he was first lieutenant of the *Invincible*, of 74 guns, which captured the *Juste*, of 84, after a close action of two hours, yard-arm and yard-arm. On the return of the fleet to Portsmouth, he was made master and commander, and appointed to the *Megara* fire-ship attached to the Channel fleet under Lord Howe. He was next promoted to the *Brilliant* frigate, of 28 guns, in which, after chasing a Spanish frigate of superior force under the batteries of Teneriffe, he was engaged by *La Vertu* and *La Regenerée* French frigates, of 44 guns each. *La Vertu* first brought him to action, but was beaten off with the loss of her foremast. He maintained a contest equally successful with her consort, and escaped. On his return he was made post, and rewarded for this exploit with the command of the *Penelope*, a fine new frigate, of 36 guns, and attached to Lord Nelson's fleet in the Mediterranean. In this ship, which for discipline, sailing, and manœuvring was the admiration of every officer who saw her, he was stationed by his lordship off the harbor of Malta, to watch the *Guillaume Tell*, of 84 guns. His conduct in the subsequent action with that ship has been described above, and ample justice was done to it by both the British and French commanders.

they never fire on the frigates, nor on any cutter or boat, unless they make part of the opposing force. Captain Blackwood got on board the *Victory* through one of the ports, while she was engaging the *Santissima Trinidad*, and there received the melancholy intelligence of the death of the commander-in-chief.

The *Santa Anna* soon afterwards struck to the *Tonnant*, of 84, and was taken possession of by a lieutenant, an officer of marines, and sixty marines and seamen. The dreadful hurricane which succeeded the battle, drove the *Santa Anna* towards the shore, and there was every reason to suppose, as her starboard side was beaten in, that she would go down. The British seamen being insufficient to manage this large ship, the commanding officer, as is usual in captured vessels,

The latter, in his official letter, ascribes his capture to the intrepidity of the captain of the English frigate in previously bringing him to action, and damaging his rigging. He was entrusted with the charge of towing this prize into port. In the expedition against the French in Egypt, Captain Blackwood again had an opportunity of distinguishing himself. At the commencement of the present war, he was among the foremost to press forward to serve his country, and was immediately appointed to the *Euryalus*, then just launched, in which he acquired new distinction for his activity and ability on the coast of Ireland under Lord Gardner, at Boulogne under Lord Keith, and off Cadiz under Lord Nelson.

required some of the prisoners to assist. The storm still continued in all its fury, and these men, instead of aiding in the preservation of the ship, rose upon the English, and being joined by the rest of the crew, made them prisoners of war, and ran the ship into Cadiz. These miscreants, however, who after being beaten in fair fighting, struck their colors and accepted quarter, when another broadside would have sent them to the bottom, and yet behaved in this dishonorable manner, were not Spaniards, but Frenchmen, by whom the ship was entirely manned. When the weather moderated, the Spanish commandant of Cadiz, with that honor by which his nation has often been distinguished, sent off the British seamen and marines in a cartel to the Sirius.

Both the French and Spaniards fought desperately; the former seemed desirous of clearing themselves from the imputation thrown upon them by the latter, after the action with Sir Robert Calder, of having wished to make the Spaniards bear the brunt of the battle. Admiral Gravina is said to have declared, that he had been thrust forward in that action, but that he would this time make the French take an equal share; they did so, and both fought bravely.--- Many of our ships had two or more on them at a time. The Temeraire was boarded by two ships at once; they poured upon the quarter-deck in

great numbers, rushed to the flag-staff, and tore down the colours. Our gallant tars were in the highest degree enraged ; they immediately turned-to---cleared the deck of every one of the enemy ; most were killed, the rest were forced overboard ; the colours were hoisted amidst loud huzzas, and the two ships which had boarded her, were forced in their turn to strike their colours. It is worthy of remark, and perhaps a similar instance never occurred in the history of naval combats, that after the gallant crew of the *Temeraire* had carried the two ships opposed to her, they turned the enemy's guns to good account during the remainder of the action.

Capt. Freemantle, in the *Neptune*, of 98 guns, had two Spanish ships of the same force to contend with, and in consequence of the calm which prevailed, brought both his broadsides to bear so effectually on his opponents as to carry away all their masts; and though he himself lost, comparatively, but few men, the slaughter on board the Spaniards when they struck was truly dreadful.

The *Dreadnought*, Captain Conn, having dismasted her antagonist in the most gallant style, passed on to the *Prince of Asturias*, bearing the flag of the Spanish commander-in-chief. She made from the *Dreadnought* with all sail, but not until she had been raked with three tremendous, and well-directed broadsides,

The Leviathan, Captain Bayntun, after passing through the enemy's line, dismasted her opponent, raked the Santissima Trinidad, and passed on the St. Augustine, one of seven who appeared to be coming to surround her. She was silenced in a quarter of an hour, and the gallant crew of the Leviathan making her fast with a hawser, towed her into the fleet with the English jack flying. Her fire now ceased for a short time, but only to be renewed with fresh animation. The French ship L'Intrepide had, by distant firing, cut the sails and rigging of the Leviathan, but three more British ships coming up, after a noble resistance she was compelled to surrender.

In the Earl of Northesk the commander-in-chief found a worthy second, and a gallant emulator of his great example. The Britannia, (Old Ironsides, as our brave sailors call her) certainly did no discredit to the glorious name she bears; she broke through the enemy's line, astern of their fourteenth ship, pouring in on each side a most tremendous and destructive fire, and spreading havock and dismay wherever she went. In a few minutes, she totally dismasted a French eighty-gun ship, from which a white hankerchief was waved in token of submission. Leaving her to be picked up by some of our frigates, the Britannia passed on to others of the enemy, and continued engaging frequently on both sides, and

with two or three at a time, with very little intermission, for upwards of four hours.

The Belleisle was totally dismasted within one hour after the commencement of the action. Notwithstanding the misfortune, her brave commander, Captain Hargood, by the dexterous use of his sweeps, brought his broadside to bear upon his two opponents, so as to maintain an effective fire upon them during the remainder of the engagement. The battle lasted four hours, and a dead calm prevailing the whole of the day, every shot told and did some execution; but four of the British ships were so becalmed, that they were unable to share the glory of the conflict, which, with their co-operation, would probably have proved still more decisive.

On the surrender of the Bucentaur, an officer and one hundred men were sent to take possession of her. They conducted themselves with that moderation and forbearance to a vanquished enemy which is characteristic of Britons. The violent storm, which so soon followed the engagement, prevented the removal of the prisoners, and drove the Bucentaure towards Cadiz, when the Frenchmen, from their superior numbers, were easily enabled to regain possession of the ship, and carry her into the harbour, where, however, she was stranded, and completely wrecked. The crew, and the party of Englishmen, were taken off the

wreck by the boats of one of the French frigates in the harbour, and carried on board of the vessel. The infamous and cowardly crew of the frigate, when they saw some of the gallant conquerors of their admiral and his fleet completely in their power, unarmed, and exhausted with fatigue and shipwreck, and incapable of resistance—in this situation did these dastardly Frenchmen, in revenge for the defeat they had sustained, assault and treat with the utmost cruelty, and with every species of insult and inhumanity, many of the unfortunate and defenceless English prisoners, whom the fury of the elements, and not the fate of battle, had thus subjected to their power.

Upwards of one hundred of our gallant seamen perished during the gale of wind after the action, in their generous efforts to save the prisoners out of the different prizes. Among the numerous and singular exertions that were made on this occasion, by all the ships of the fleet, the conduct of Captain Malcolm, and the crew of the *Donnegal*, who, at the imminent hazard of being totally lost, rescued hundreds of the enemy from a watery grave, is particularly worthy of notice.—During the violence of the gale, when that ship was riding at anchor near the *Berwick*, then in possession of the English, some of the French prisoners on board the prize, in a fit of madness or desperation, cut the cables of the

Berwick, in consequence of which she immediately drove towards the dangerous shoals of St. Lucar, then to leeward, where there was hardly a chance of a man being saved. In this situation Captain Malcolm, without hesitation, ordered the cables of the *Donnegal* to be instantly cut, and stood after the *Berwick*, to which he dispatched his boats, with orders first to save all the wounded Frenchmen, before they brought off any of the English, which order was most punctually complied with; the English were next removed; but, before the boats could return, the *Berwick* struck upon the shoals, and every soul on board perished, to the number of 300. The wounded Frenchmen, who were thus saved, were supplied with the cots and bedding which had been prepared for our own sick and wounded; and, after being treated with every kindness and mark of attention, they were sent into Cadiz by a flag of truce, with all the cots and bedding in which they had been placed, that they might suffer as little pain or inconvenience as possible in their removal. Another trait of generosity of a seaman of this ship deserves to be recorded. On the 26th of October, whilst the *Donnegal* was at anchor off Cadiz, in a violent gale of wind, one of the Spanish prisoners fell overboard. Though the sea was running so high that they had not ventured to hoist out a boat for twelve

hours before, two seamen belonging to the Donnegal immediately jumped overboard after him, in hopes of saving his life, to the admiration of the Spaniards, who were lost in astonishment at so daring an act. The poor man, however, sunk and was drowned, just as one of the English seamen had nearly got hold of him; a boat was immediatly lowered, and fortunately the two gallant fellows were got safe on board again.

The hero of Aboukir sunk to rest on the bosom of Victory, which crowned the last achievement of his life with a glory that even eclipsed the lustre of all his former exploits. Nineteen sail of the line were the prize of this dear-bought conquest. Among the prisoners was Villeneuve himself, who at first was almost frantic with grief and despair. He considered his defeat as a dream, and could scarcely persuade himself that he was a prisoner, and that his fine fleet had, in the short space of four hours, been consigned to total destruction.

Soon after the action, the Santissima Trinidad sunk, with all on board her, and the Achille, a French 84, blew up. The Pickle schooner used uncommon exertion in picking up the men, and succeeded in getting safe on board 160 of her crew, who were put below, and offered every accommodation. The gratitude of the Frenchmen, however, by no means kept pace with the huma-

nity of our brave tars; very few of them seemed grateful for their lives, or acknowledged the kindness and attention shewn to them. Scarcely were they left by themselves, before they began to concert measures for capturing the schooner; but being overheard by an officer, he fastened down the hatches, and by that means preserved the ship.

Many of the officers and seamen, who were in this tremendous conflict, have stated, that they were astonished to see such a large fleet destroyed in so short a time. The masts and rigging fell over the sides of the enemy's ships with such rapidity, that it appeared more the effect of machinery than any thing that could have been produced by the force of a cannonade in an engagement.

The details of this glorious encounter, and the operations of the British fleet subsequent to it, are thus officially given by the successor of the heroic Nelson, Admiral (now Lord) Collingwood.

“ Euryalus, off Cape Trafalgar,
Oct. 22, 1805.

“ SIR,

“ THE ever-to-be-lamented death of Vice-Admiral Lord Viscount Nelson, who, in the late conflict with the enemy, fell in the hour of victory, leaves to me the duty of informing my Lords Commissioners of the Admiralty, that on the 19th instant, it was communicated to the Commander in Chief, from the ships watching the motions of the enemy in Cadiz, that the combined fleet had put to sea; as they sailed with light winds westerly, his Lordship concluded their destination was the Mediterranean, and immediately made

all sail for the Streight's entrance, with the British squadron, consisting of twenty-seven ships, three of them sixty-fours, where his Lordship was informed by Captain Blackwood (whose vigilance in watching, and giving notice of the enemy's movements, has been highly meritorious), that they had not yet passed the Streights.

“ On Monday, the 21st inst. at day-light, when Cape Trafalgar bore E. by S. about seven leagues, the enemy was discovered six or seven miles to the eastward, the wind about west, and very light, the Commander in Chief immediately made the signal for the fleet to bear up in two columns, as they are formed in order of sailing, a mode of attack his Lordship had previously directed, to avoid the inconvenience and delay, in forming a line of battle in the usual manner. The enemy's line consisted of thirty-three ships (of which eighteen were French and fifteen Spanish) commanded in chief by Admiral Villeneuve; the Spaniards, under the direction of Gravina, wore, with their heads to the northward, and formed their line of battle with great closeness and correctness, but as the mode of attack was unusual, so the structure of their line was new;—it formed a crescent, convexing to leeward, so that in leading down to their centre, I had both their van and rear abaft the beam; before the fire opened, every alternate ship was about a cable's length to windward of her second a-head and a-stern, forming a kind of double line, and appeared, when on their beam, to leave a very little interval between them, and this without crowding their ships. Admiral Villeneuve was in the *Bucentaure* in the centre, and the *Prince of Asturias* bore Gravina's flag in the rear; but the French and Spanish ships were mixed without any apparent regard to order of national squadron.

“ As the mode of our attack had been previously determined on, and communicated to the flag-officers and cap-

tains, few signals were necessary, and none were made, except to direct close order as the lines bore down.

“The Commander in Chief, in the *Victory*, led the weather column, and the *Royal Sovereign*, which bore my flag, the lee.

“The action began at twelve o'clock, by the leading ships of the columns breaking through the enemy's line, the Commander in Chief about the tenth ship from the van, the second in command about the twelfth from the rear, leaving the van of the enemy unoccupied; the succeeding ships breaking through, in all parts, a-stern of their leaders, and engaging the enemy at the muzzles of their guns; the conflict was severe; the enemy's ships were fought with a gallantry highly honorable to their officers, but the attack on them was irresistible; and it pleased the Almighty Disposer of all events, to grant his Majesty's arms a complete and glorious victory: about three p. m. many of the enemy's ships having struck their colours, their line gave way; Admiral Gravina, with ten ships, joining their frigates to leeward, stood towards Cadiz. The five headmost ships in their van tacked, and standing to the southward, to windward of the British line, were engaged, and the sternmost of them taken; the others went off, leaving to his Majesty's squadron nineteen ships of the line (of which two are first rates, the *Santissima Trinidad* and the *Santa Anna*), with three flag officers, viz. Admiral Villeneuve (the Commander in Chief), Don Ignatio Maria D'Aliva, Vice-Admiral, and the Spanish Rear-Hdmiral, Don Baltazar Hidalgo Cisneros.

“After such a victory, it may appear unnecessary to enter into encomiums on the particular parts taken by the several commanders; the conclusion says more on the subject than I have language to express; the spirit which animated all

was the same ; when all exert themselves zealously in their country's service, all desire that their high merits should stand recorded ; and never was high merit more conspicuous than in the battle I have described.

“ The Achille (a French 74), after having surrendered, by some mismanagement of the Frenchmen, took fire, and blew up ; two hundred of her men were saved by the tenders.

“ A circumstance occurred during the action, which so strongly marks the invincible spirit of British seamen, when engaging the enemies of their country, that I cannot resist the pleasure I have in making it known to their Lordships ; the Temeraire was boarded by accident, or design, by a French ship on one side, and a Spaniard on the other ; the contest was vigorous, but, in the end, the combined ensigns were torn from the poop, and the British hoisted in their places.

“ Such a battle could not be fought without sustaining a great loss of men. I have not only to lament, in common with the British navy, and the British nation, in the fall of the Commander in Chief, the loss of a hero, whose name will be immortal, and his memory ever dear to his country ; but my heart is rent with the most poignant grief for the death of a friend, to whom, by many years' intimacy, and a perfect knowledge of the virtues of his mind, which inspired ideas superior to the common race of men, I was bound by the strongest ties of affection ; a grief to which even the glorious occasion in which he fell, does not bring the consolation which perhaps it ought ; his Lordship received a musket-ball in his left breast, about the middle of the action, and sent an officer to me immediately, with his last farewell, and soon after expired.

“ I have also to lament the loss of those excellent officers,

Captains Duff* of the Mars, and Cooke of the Bellerophon; I have yet heard of none others.

“ I fear the numbers that have fallen will be found very great when the returns come to me ; but it having blown a gale of wind ever since the action, I have not yet had it in my power to collect any reports from the ships.

“ The Royal Sovereign having lost her masts, except the tottering foremast, I called the Euryalus to me, while the action continued, which ship lying within hail, made my signals, a service Captain Blackwood performed with great attention. After the action, I shifted my flag to her, that I might more easily communicate my orders to, and collect the ships, and towed the Royal Sovereign out to seaward. The whole fleet were now in a very perilous situation, many dismasted, all shattered, in thirteen fathom water, off the shoals of Trafalgar ; and when I made the signal to prepare to anchor, few of the ships had an anchor to let go, their cables being shot ; but the same good Providence which aided us through such a day, preserved us in the night, by the wind shifting a few points, and drifting the ships off the land, except four of the captured dismasted ships, which are now at anchor off Trafalgar, and I hope will ride safe until those gales are over.

“ Having thus detailed the proceedings of the fleet on this occasion, I beg to congratulate their Lordships on a victory, which, I hope, will add a ray to the glory of his Majesty's crown, and be attended with public benefit to our country.

“ I am, &c.

“ William Marsden, Esq.

“ C. COLLINGWOOD.

* Captain Duff had on board the Mars, during the action, two sons, one aged twelve, the other about fifteen. Early in the contest the first had both his legs carried away by a shot ; the second fell soon afterwards ; and to complete the distressing group, the father himself was added to the list of the slain.

“The Order in which the Ships of the British Squadron attacked the Combined Fleets on the 21st of October, 1805.

| VAN. | REAR. |
|----------------------|-------------------|
| Victory | Royal Sovereign |
| Temeraire | Mars |
| Neptune | Belleisle |
| Conqueror | Tonnant |
| Leviathan | Bellerophon |
| Ajax | Colossus |
| Orion | Achille |
| Agamemnon | Polyphemus |
| Minotaur | Revenge |
| Spartiate | Swiftsure |
| Britannia | Defence |
| Africa | Thunderer |
| Euryalus | Defiance |
| Sirius | Prince |
| Phoebe | Dreadnought |
| Naiad | |
| Pickle Schooner | |
| Entreprenante Cutter | “C. COLLINGWOOD.” |

“GENERAL ORDER.

“Euryalus, Oct. 22, 1805.

“THE ever-to-be-lamented death of Lord Viscount Nelson, Duke of Bronte, the Commander-in-Chief, who fell in the action of the 21st, in the arms of victory, covered with glory, whose memory will be ever dear to the British navy, and the British nation, whose zeal for the honor of his king, and for the interests of his country, will be ever held up as a shining example for a British seaman, leaves to me a duty to return my thanks to the Right Honorable Rear-Admiral, the Captains, Officers, Seamen, and detachments

of Royal Marines, serving on board his Majesty's squadron now under my command, for their conduct on that day: but where can I find language to express my sentiments of the valor and skill which were displayed by the Officers, the Seamen, and Marines, in the battle with the enemy, where every individual appeared an hero, on whom the glory of his country depended; the attack was irresistible, and the issue of it adds to the page of our naval annals, a brilliant instance of what Britons can do, when their King and their country need their service.

“ To the Right Honorable Rear-Admiral the Earl of Northesk, to the Captains, Officers, and Seamen, and to the Officers, Non-commissioned Officers, and Privates of the Royal Marines, I beg to give my sincere and hearty thanks for their highly meritorious conduct, both in the action, and in their zeal and activity in bringing the captured ships out from the perilous situation in which they were, after their surrender, among the shoals of Trafalgar, in boisterous weather.

“ And I desire that the respective captains will be pleased to communicate to the Officers, Seamen, and Royal Marines, this public testimony of my high approbation of their conduct, and my thanks for it.

C. COLLINGWOOD:

“ To the Right Honorable Rear-Admiral the Earl of Northesk, and the respective Captains and Commanders.”

“ GENERAL ORDER.

“ THE Almighty God, whose arm is strength, having of his great mercy been pleased to crown the exertion of his Majesty's fleet with success, in giving them a complete victory over their enemies, on the 21st of this month; and that all praise and thanksgiving may be offered up to the

throne of Grace for the great benefits to our country and to mankind,

“ I have thought proper, that a day should be appointed of general humiliation before God, and thanksgiving for this his merciful goodness, imploring forgiveness of sins, a continuation of his Divine mercy, and his constant aid to us, in the defence of our country’s liberties and laws, without which the utmost efforts of man are nought, and direct therefore that _____, be appointed for this purpose.

“ Given on board the *Euryalus*, off Cape Trafalgar, 22d October, 1805.

“ C. COLLINGWOOD.

“ To the respective Captains and Commanders.

“ N. B. The fleet having been dispersed by a gale of wind, no day as yet has been able to be appointed for this holy purpose.

“ *Euryalus*, off Cadiz, Oct. 24, 1805.

“ SIR,

“ In my letter of the 22d, I detailed to you, for the information of my lords commissioners of the admiralty, the proceedings of his Majesty’s squadron on the day of action, and that preceding it, since which, I have had a continued series of misfortunes; but they are of a kind that human prudence could not possibly provide against, or my skill prevent.

“ On the 22d, in the morning, a strong southerly wind blew, with squally weather, which, however, did not prevent the activity of the officers and seamen of such ships as were manageable from getting hold of many of the prizes (thirteen or fourteen) and towing them off to the westward, when I ordered them to rendezvous round the Royal Sovereign, in tow by the *Neptune*; but, on the 23d, the gale increased, and the sea ran so high, that many of them

broke the tow-rope, and drifted far to leeward before they were got hold of again, and some of them, taking advantage in the dark and boisterous night, got before the wind, and have perhaps drifted upon the shore, and sunk : on the afternoon of that day, the remnant of the Combined Fleet ten sail of ships, who had not been much engaged, stood up to leeward of my shattered and straggled charge, as if meaning to attack them, which obliged me to collect a force out of the least injured ships, and form to leeward for their defence ; all this retarded the progress of the hulks, and the bad weather continuing, determined me to destroy all the leewardmost that could be cleared of the men, considering, that keeping possession of the ships was a matter of little consequence, compared with the chance of their falling again into the hands of the enemy ; but this was an arduous task in the high sea which was running. I hope, however, it has been accomplished to a considerable extent ; I intrusted it to skilful officers, who would spare no pains to execute what was possible. The captains of the Prince and Neptune cleared the Trinidad, and sunk her. Captains Hope, Bayntun, and Malcolm, who joined the fleet this moment from Gibraltar, had the charge of destroying four others. The Redoubtable sunk astern of the Swiftsure, while in tow. The Santa Anna, I have no doubt, has sunk, as her side was almost entirely beaten in ; and such is the shattered condition of the whole of them, that unless the weather moderates, I doubt whether I shall be able to carry a ship of them into port. I hope their Lordships will approve of what I (having only in consideration the destruction of the enemy's fleet), have thought a measure of absolute necessity.

“ I have taken Admiral Villeneuve into this ship ; Vice-Admiral Don Aliva is dead. Whenever the temper of the weather will permit, and I can spare a frigate, (for there

were only four in the action with the fleet, Euryalus, Sirius, Phœbe, and Naiad; the Melpomene joined the 22d, and the Eurydice and Scout the 23d), I shall collect the other flag-officers, and send them to England, with their flags, if they do not all go to the bottom, to be laid at his Majesty's feet.

"There were four thousand troops embarked, under the command of General Contamin, who was taken with Admiral Villeneuve in the Bucentaure.

"I am, Sir, &c.

"C. COLLINGWOOD."

"W. Marsden, Esq."

"Euryalus, off Cadiz, October 23.

"SIR,

"SINCE my letter to you of the 24th, stating the proceedings of his Majesty's squadron, our situation has been the most critical, and our employment the most arduous that ever a fleet was engaged in. On the 24th and 25th, it blew a most violent gale of wind, which completely dispersed the ships, and drove the captured hulls in all directions. I have since been employed in collecting and destroying them, where they are at anchor upon the coast between Cadiz and six leagues westward of San Lucar, without the prospect of saving one to bring into port. I mentioned in my former letter the joining of the Donegal and Melpomene after the action; I cannot sufficiently praise the activity of their commanders, in giving assistance to the squadron in destroying the enemy's ships. The Defiance, after having stuck to the Aigle as long as possible, in hopes of saving her from wreck, which separated her for some time from the squadron, was obliged to abandon her to her fate, and she went on shore. Captain Durham's exertions have been very great. I hope I shall get

them all destroyed by to-morrow, if the weather keeps moderate. In the gale the Royal Sovereign and Mars lost their fore-masts, and are now rigging anew, where the body of the squadron is at anchor to the N. W. of San Lucar. I find that on the return of Gravina to Cadiz, he was immediately ordered to sea again, and came out, which made it necessary for me to form a line, to cover the disabled hulls; that night it blew hard, and his ship, the Prince of Asturias, was dismasted, and returned into port; the Rayo was also dismasted, and fell into our hands; Don Enrigue M. Douel had his broad pendant in the Rayo, and from him I find the Santa Anna was driven near Cadiz, and towed in by a frigate.

“ I am, Sir, &c.

(Signed) “ C. COLLINGWOOD.”

‘ W. Marsden, Esq.’

“His Majesty’s Ship Queen, off Cape
“ Trafalgar, November 4, 1805.

“ SIR,

“ON the 28th ultimo I informed you of the proceedings of the squadron to that time. The weather continued very bad, the wind blowing from the S. W., the squadron not in a situation of safety, and seeing little prospect of getting the captured ships off the land, and great risk of some of them getting into port, I determined no longer to delay the destroying them, and to get the squadron out of the deep bay.

The extraordinary exertion of Captain Capel, however, saved the French Swiftsure; and his ship, the Phœbe, together with the Donegal, Captain Malcolm, afterwards brought out the Bahama. Indeed, nothing can exceed the perseverance of all the officers employed in this service. Captain Hope rigged, and succeeded in bringing out the

Ildefonso; all of which will, I hope, have arrived safe at Gibraltar. For the rest, Sir, I enclose you a list of all the enemy's fleet, which were in the action, and how they are disposed of, which, I believe, is perfectly correct.

I informed you, in my letter of the 28th, that the remnant of the enemy's fleet came out a second time, to endeavour, in the bad weather, to cut off some of the hulks, when the *Rayo* was dismasted, and fell into our hands; she afterwards parted her cable, went on shore, and was wrecked. The *Indomptable*, one of the same squadron, was also driven on shore, wrecked, and her crew perished.

The *Santa Anna* and *Algeziras* being driven near the shore of Cadiz, got such assistance as has enabled them to get in; but the ruin of their fleet is as complete as could be expected, under the circumstances of fighting them close to their own shore. Had the battle been in the ocean, still fewer would have escaped. Twenty sail of the line are taken or destroyed; and of those which got in, not more than three are in a repairable state for a length of time.

Rear-Admiral Louis, in the *Canopus*, who had been detached with the *Queen*, *Spencer*, and *Tigre*, to complete the water, &c. of these ships, and to see the convoy in safety a certain distance up the Mediterranean, joined me on the 30th.

In clearing the captured ships of prisoners, I found so many wounded men, that to alleviate human misery as much as was in my power, I sent to the Marquis de Solana, Governor-General of Andalusia, to offer him the wounded to the care of their country, on receipts being given; a proposal which was received with the greatest thankfulness, not only by the governor, but the whole country resounds with expressions of gratitude. Two French frigates were sent out to receive them, with a proper officer to give receipts, bringing with them all the English who had been

wrecked in several of the ships, and an offer from the Marquis de Solana of the use of their hospitals for our wounded, pledging the honor of Spain for their being carefully attended.

“ I have ordered most of the Spanish prisoners to be released ; the officers on parole, the men for receipts given, and a condition that they do not serve in war, by sea or land, until exchanged.

“ By my correspondence with the Marquis, I found that Vice-Admiral D’Aliva was not dead, but dangerously wounded ; and I wrote to him a letter, claiming him as a prisoner of war ; a copy of which I enclose, together with a statement of the flag-officers of the combined fleet.

“ I am, &c.

“ C. COLLINGWOOD .

“ *A List of the Combined Fleets of France and Spain in the Action of 1st October, 1805, off Cape Trafalgar, shewing how they are disposed of.*

1. Spanish ship San Ildefonso, of 74 guns, Brigadier Don Joseph de Vargas, sent to Gibraltar.

2. Spanish ship San Juan Nepomuceno, of 74 guns, Brigadier Don Cosme Churruca, sent to Gibraltar.

3. Spanish ship Bahama, of 74 guns. Brigadier Don A. D. Galiano, sent to Gibraltar.

4. French ship Swiftsure, of 74 guns, Monsieur Villemaudin, sent to Gibraltar,

5. Spanish ship Monarca, of 74 guns, Don Jeodoro Argu-mosa, wrecked off San Lucar.

6. French ship Fougex, of 74 guns, Monsieur Beau-douin, wrecked off Trafalgar, all perished, and thirty of the Temeraire’s men.

7. French ship Indomptable, of 84 guns, Monsieur Hu-ber, wrecked off Rota, all perished.

8. French ship Bucentaure, of 80 guns, Admiral Ville-

neuve Commander in Chief; Captains Prigny and Majendie; wrecked on the Porques, some of the crew saved.

9. Spanish ship San Francisco de Asis, of 74 guns, Don Louis de Flores, wrecked near Rota.

10. Spanish ship El Rayo, of 100 guns, Brigadier Don Henrique Macdonel, wrecked near San Lucar.

11. Spanish ship Neptuno, of 84 guns, Brigadier Don Cayetano Valdes, wrecked between Rota and Catolina.

12. French ship Argonaute, of 74 guns, Monsieur Epron, on shore in the port of Cadiz.

13. French ship Berwick, of 74 guns, Monsieur Camas, wrecked to the northward of San Lucar.

14. French ship Aigle, of 74 guns, Monsieur Courrege, wrecked near Rota.

15. French ship Achille, of 74 guns, Monsieur de Nieuport, burnt during the action.

16. French ship Intrepide, of 74 guns, Monsieur Infor-net, burnt by the Britannia.

17. Spanish ship San Augustin, of 74 guns, Brigadier Don Felipe X. Cagigal, burnt by the Leviathan.

18. Spanish ship Santissima Trinidad, of 140 guns, Rear-Admiral Don Baltazar H. Cisneros, Brigadier Don F. Uriarte, sunk by the Prince, Neptune, &c.

19. French ship Redoubtable, of 74 guns, Monsieur Lucas, sunk astern of the Swiftsure; Temeraire lost thirteen, and Swiftsure five men.

20. Spanish ship Argonauta, of 80 guns, Don Antonio Parejo, sunk by the Ajax.

21. Spanish ship Santa Anna, of 112 guns, Vice-Admiral Don Ignatio D'Aliva, Captain Don Joseph de Gardoqui, taken, but got into Cadiz in the gale, dismasted.

22. French ship Algeziras, of 74 guns, Rear-Admiral Magon (killed), Captain Monsieur Bruard, taken, but got into Cadiz in the gale, dismasted.

23. French ship *Pluton*, of 74 guns, Monsieur Cosmao, returned to Cadiz in a sinking state.

24. Spanish ship *San Juste*, of 74 guns, Don Miguel Gaston, returned to Cadiz, has a foremast only.

25. Spanish ship *San Leandro*, of 64 guns, Don Joseph de Quevedo, returned to Cadiz dismasted.

26. French ship *Neptune*, of 84 guns, Monsieur Maisstral, returned to Cadiz, and perfect.

27. French ship *Heros*, of 74 guns, Monsieur Poulain, returned to Cadiz, lower masts in, and Admiral Rossilie's flag on board.

28. Spanish ship *Principe D'Asturias*, of 112 guns, Admiral Don F. Gravina, Don Antonio Escano, &c. returned to Cadiz, dismasted.

29. Spanish ship *Montanez*, of 74 guns, Don Francisco Alcedo, returned to Cadiz.

30. French Ship *Formidable*, of 80 guns, Rear-Admiral Dumanoir, hauled to the southward, and escaped.

31. French ship *Mont Blanc*, of 74 guns, Monsieur le Villegries, hauled to the southward, and escaped.

32. French ship *Scipion*, of 74 guns, Monsieur Berenger, hauled to the southward, and escaped.

33. French ship *Duguay Trouin*, of 74 guns, Monsieur Touflet, hauled to the southward, and escaped.*

ABSTRACT.

| | |
|--------------------------------|-------|
| At Gibraltar | 4 |
| Destroyed | 16 |
| In Cadiz, wrecks | 6 } 9 |
| In Cadiz, serviceable | 3 } |
| Escaped to the southward | 4 |

Total 33

* The four last-mentioned ships were captured by Sir Richard Strachan on the 4th November.

A List of the Names and Rank of the Flag Officers of the Combined Fleets of France and Spain, in the Action of the 21st of October, 1805.

Admiral Villeneuve, Commander-in-chief; Bucentaure—Taken.

Admiral Don Frederico Gravina; Principe d'Asturias—Escaped, in Cadiz, wounded in the arm.

Vice-Admiral Don Ignatio Maria d'Aliva; Santa Anna—Wounded severely in the head, taken, but was driven into Cadiz in the Santa Anna.

Rear-Admiral Don Baltazar Hidalgo Cisneros; Santissima Trinidad—Taken.

Rear-Admiral Magon; Algeziras—Killed.

Rear-Admiral Dumanoir; Formidable—Escaped.

“ Euryalus, off Cadiz, October 27, 1805.

“ MY LORD MARQUIS,

“ A great number of Spanish subjects having been wounded in the late action between the British and the combined fleets of Spain and France, on the 21st instant, humanity, and my desire to alleviate the sufferings of these wounded men, dictate to me to offer to your Excellency their enlargement, that they may be taken proper care of in the hospitals on shore, provided your Excellency will send boats to convey them, with a proper officer to give receipts for the number, and acknowledge them in your Excellency's answer to this letter, to be prisoners of war, to be exchanged before they serve again.

“ I beg to assure your Excellency of my high consideration, and that I am, &c.

“ C. COLLINGWOOD.

“ To his Excellency the Marquis de Solana,
Captain-General of Andalusia, Governor,
&c. &c. Cadiz.”

Conditions on which the Spanish wounded Prisoners were released, and sent on Shore to the Hospital.

I Guillame Valverde, having been authorised and empowered by the Marquis de Solana, Governor-General of Andalusia and of Cadiz, to receive from the English squadron the wounded prisoners, and such persons as may be necessary to their care, which release, and enlargement of the wounded, &c. is agreed to, on the part of the Commander in Chief of the British squadron, on the positive condition, that none of the said prisoners shall be employed again, in any public service of the crown of Spain, either by sea or land, until they are regularly exchanged.

Signed on board his Britannic Majesty's ship Euryalus, at sea, 30th October, 1805.

GUILL. DE VALVERDE,
Edecan de S. E.

“ Euryalus, off Cadiz, October 30, 1805.

“ SIR,

“ It is with great pleasure that I have heard the wound you received in the action is in a hopeful way of recovery, and that your country may still have the benefit of your future service.

“ But, Sir, you surrendered yourself to me, and it was in consideration only of the state of your wound, that you were not removed into my ship. I could not disturb the repose of a man supposed to be in his last moments; but your sword, the emblem of your service, was delivered to me by your captain, and I expect that you consider yourself a prisoner of war, until you shall be regularly exchanged by cartel.

“ I have the honour to be, &c.

“ C. COLLINGWOOD.

“ To Vice-Admiral Don Ignatio Maria D'Aliva.
Sent under cover to Admiral Gravina.”

An Abstract of the Killed and Wounded on board the respective Ships composing the British Squadron under the Command of the Right Honourable Vice-Admiral Lord Viscount Nelson in the Action of the 21st of October, 1805, off Cape Trafalgar, with the Combined Fleets of France and Spain.

Victory—4 officers, 3 petty officers, 32 seamen, and 13 marines, killed ; 4 officers, 5 petty officers, 59 seamen, and 9 marines, wounded—Total 132.

Royal Sovereign—3 officers, 2 petty officers, 29 seamen, and 13 marines, killed ; 3 officers, 5 petty officers, 70 seamen, and 16 marines, wounded—Total, 141.

Britannia—1 officer, 8 seamen, and 1 marine, killed ; 1 officer, 1 petty officer, 33 seamen, and 7 marines, wounded—Total, 52.

Temeraire—3 officers, 1 petty officer, 35 seamen, and 8 marines, killed ; 3 officers, 2 petty officers, 59 seamen, and 12 marines, wounded—Total, 123.

Prince, none.

Neptune—10 seamen, killed ; 1 petty officer, 50 seamen, and 3 marines, wounded—Total, 44.

Dreadnought—6 seamen and 1 marine, killed ; 1 officer, 2 petty officers, 19 seamen, and 4 marines, wounded—Total, 33.

Tonnant, not received.

Mars—1 officer, 3 petty officers, 17 seamen, and 8 marines, killed ; 4 officers, 5 petty officers, 44 seamen, and 16 marines, wounded—Total, 98.

Bellerophon—2 officers, 1 petty officer, 20 seamen, and 4 marines, killed ; 2 officers, 4 petty officers, 97 seamen, and 20 marines, wounded—Total, 150.

Minotaur—3 seamen, killed ; 1 officer, 1 petty officer, 17 seamen, and 3 marines, wounded—Total, 25.

Revenge—2 petty officers, 18 seamen, and 8 marines, killed; 4 officers, 58 seamen, and 9 marines, wounded—Total, 79.

Conqueror—2 officers, 1 seaman, killed; 2 officers, 7 seamen, wounded—Total, 12.

Leviathan—2 seamen and 2 marines, killed; 1 petty officer, 17 seamen, and 4 marines, wounded—Total, 26.

Ajax—2 seamen, killed; 9 seamen, wounded—Total, 11.

Orion—1 seaman, killed; 2 petty officers, 17 seamen, and 4 marines, wounded—Total, 24.

Agamemnon—2 seamen, killed; 7 seamen, wounded—Total 9.

Spartiate—3 seamen, killed; 1 officer, 2 petty officers, 16 seamen, and 1 marine, wounded—Total, 23.

Africa—12 seamen, and 6 marines, killed; 2 officers, 5 petty officers, 30 seamen, and 7 marines, wounded—Total, 62.

Belleisle—2 officers, 1 petty officer, 22 seamen, and 8 marines, killed; 3 officers, 3 petty officers, 68 seamen, and 19 marines, wounded—Total, 126.

Colossus—1 officer, 31 seamen, and 8 marines, killed; 5 officers, 9 petty officers, 115 seamen, and 31 marines, wounded—Total, 200.

Achille—1 petty officer, 6 seamen, and 6 marines, killed; 4 officers, 4 petty officers, 37 seamen, and 14 marines, wounded—Total, 72.

Polyphemus—2 seamen, killed; 4 seamen, wounded—Total, 6.

Swiftsure—7 seamen, and 2 marines, killed; 1 petty officer, 6 seamen, and 1 marine, wounded—Total, 17.

Defence—4 seamen, and 3 marines, killed; 23 seamen and 6 marines, wounded—Total, 36.

Thunderer—2 seamen, and 2 marines, killed; 2 petty officers, 9 seamen, and 1 marine, wounded—Total, 16

Defiance—2 officers, 1 petty officer, 8 seamen, and 6 marines, killed; 1 officer, 4 petty officers 39 seamen, and 9 marines, wounded—Total, 70.

Total—21 officers, 15 petty officers, 285 seamen, and 104 marines, killed; 41 officers, 57 petty officers 870 seamen, and 196 marines, wounded—Total, 1587.

“ C. COLLINGWOOD.

Return of the Names of the Officers and Petty Officers killed and wounded on board the Ships of the British Squadron in the Action with the Combined Fleets of France and Spain, off Cape Trafalgar, on the 21st October, 1805.

KILLED.

Victory—The Right Hon. Lord Viscount Nelson, K. B. Vice-Admiral of the White, Commander in Chief, &c. &c. &c.; John Scott, Esq. secretary; Charles W. Adair, captain royal marines; William Ram, lieutenant; Robert Smith and Alexander Palmer, midshipmen; Thomas Whipple, captain's clerk,

Royal Sovereign—Brice Gilliland, lieutenant; William Chalmers, master; Robert Green, second lieutenant of royal marines; John Aikenhead, and Thomas Braund, midshipmen.

Britannia—Francis Roskruge, lieutenant.

Temeraire—Simeon Busigny, captain of royal marines; John Kingston, lieutenant of royal marines; Lewis Oades, carpenter; William Pitts, midshipman.

Prince, none;—*Neptune*, none;—*Dreadnought*, none.

Tonnant, no return.

Mars—George Duff, captain; Alexander Duff, master's mate; Edmund Corlyn, and Henry Morgan, midshipmen.

Bellerophon—John Cooke, first captain; Edward Overton, master; John Simmons, midshipman.

Minotaur, none.

Revenge—Thomas Grier and Edward F. Brooks, midshipmen.

Conqueror—Robert Lloyd, and William M. St. George, lieutenants.

Leviathan, none;—*Ajax*, none;—*Orion*, none;—*Agamemnon*, none;—*Spartiate*, none;—*Africa*, none.

Belleisle—Ebenezer Geall, and John Woodin, lieutenants; George Nind, midshipman.

Colossus—Thomas Scriven, master.

Achille—Francis John Mugg, midshipman.

Polyphemus, none;—*Swiftsure*, none;—*Defence*, none.

Thunderer, none.

Defiance—Thomas Simons, lieutenant; William Forster, boatswain; James Williamson, midshipman.

WOUNDED.

Victory—John Pasco, and G. Miller Bligh, lieutenants, Lewis B. Reeves, and J. G. Peake, lieutenants of royal marines; William Rivers (slightly), G. A. Westphall, and Richard Bulkeley, midshipmen; John Geoghehan, agent-victualler's clerk.

Royal Sovereign—John Clavell, and James Bashford, lieutenants; James le Vesconte, second-lieutenant of royal marines; William Watson, master's-mate; Gilbert Kennicott, Grenville Thompson, John Campbell, and John Farant, midshipmen; Isaac Wilkinson, boatswain.

Britannia—Stephen Trounce, master; William Grint, midshipman.

Temeraire—James Mould, lieutenant; Samuel J. Payne, lieutenant of royal marines; John Brooks, Boatswain; T. S. Price, master's-mate; John Eastman, midshipman.

Prince, none.

Neptune—Hurrell, captain's clerk.

Dreadnought.—James L. Lloyd (slightly), lieutenant; Andrew McCulloch, and James Saffin, Midshipmen.

Tonnant.—No return.

Mars.—Edward Garrett, and James Black, lieutenants; Thomas Cook, master; Thomas Norman, second captain of royal marines; John Yonge, George Guiren, William John Cook, John Jenkins, and Alfred Lukraft, midshipmen.

Bellerophon.—James Wemyss, captain of royal marines; Thomas Robinson, boatswain; Edward Hartley, master's-mate; William N. Jewell, James Stone, Thomas Bant, and George Pearson, midshipmen.

Minotaur.—James Robinson, boatswain; John Samuel Smith, midshipman.

Revenge.—Robert Moorsom, captain (slightly); Luke Brokenshaw, master; John Berry, lieutenant; Peter Lily (slightly), captain of royal marines.

Conqueror.—Thomas Wearing, lieutenant of royal marines; Philip Mendel, lieutenant of his imperial majesty's navy (both slightly).

Leviathan.—J. W. Watson, midshipman (slightly).

Ajax, none.

Orion.—Sause, C. P. Cable, midshipmen; (both slightly.)

Agamemnon, none.

Spartiate—John Clarke, boatswain; ——— Bellairs and ——— Knapman, midshipmen.

Africa—Matthew Hay, acting-lieutenant; James Tynmore, captain of royal marines; Henry West, and Abraham

Turner, master's mates ; Frederick White (slightly), Philip J. Elmhurst, and John P. Bailey, midshipmen.

Belleisle—William Terrie, lieutenant ; John Owen, first lieutenant of royal marines ; Andrew Gibson, boatswain ; William Henry Pearson, and William Culfield, master's mates ; Samuel Jago, midshipman ; J. T. Hodge, volunteer, first class.

Colossus—James N. Morris, captain ; George Bully, lieutenant ; William Forster, acting lieutenant ; John Benson, lieutenant of royal marines ; Henry Milbanke, master's mate ; William Herringham, Frederick Thistlewayte (slightly), Thomas G. Reece, Henry Snellgrove, Rawden M'Lean, George Wharrie, Tim. Renou, and George Denton, midshipmen ; William Adamson, boatswain.

Achille—Parkins Pryn (slightly), and Josias Bray, lieutenants ; Pralins Westroppe, captain of royal marines ; William Leddon, lieutenant of royal marines ; George Pegge, master's mate ; William H. Staines and Wm. J. Snow, midshipmen ; W. Smith Warren, volunteer, first class.

Polyphemus, none.

Swiftsure—Alexander Bell Handcock, midshipman.

Defence, none.

Thunderer—John Snell, master's-mate ; Alexander Galloway, midshipman.

Defiance—P. C. Durham, (slightly), captain ; James Spratt and Robert Browne, master's mates ; John Hodge and Edmund Andrew Chapman, midshipmen.

C. COLLINGWOOD.

Captain Blackwood, who brought home the last of these dispatches from the commander-in-chief, delivered the following correction of an error which had crept into it :

Admiralty-Office, Nov. 30, 1805.

“ SIR,

“ OBSERVING in the Gazette Extraordinary, of the 27th instant, that the number of the enemy's ships taken and destroyed, in consequence of the action of the 21st of October, is stated at twenty sail of the line, I take the liberty of mentioning to you, for the information of my lords commissioners of the admiralty, that as this must be intended to include the French ship *Argonaute*, of 74 guns, which ship I had an opportunity of knowing was safe in the port of Cadiz, it will be proper to state the actual number taken and destroyed at nineteen sail of the line. This apparent inaccuracy was occasioned by the dispatch of the commander-in-chief, dated the 4th, having been made up before my last return with a flag of truce from that port.

I am, &c. HENRY BLACKWOOD.

“ William Marsden, Esq.

The four ships of the enemy's van which went off to the southward at the conclusion of the engagement, as mentioned above by Admiral Colingwood, were French ships, *Formidable* of 80 guns, *Mont Blanc* and *Scipion* of 74 guns each. Rear-Admiral *Dumanoir* led on this division to the perpetration of a deed worthy of the sanguinary days of a *Marat* or a *Robespierre*. However incredible it may appear, the fact has been confirmed by the testimony of many Spanish officers of rank, that these wretches, in their flight, fired for some time upon the *Santissima Trinidad*, and the other prizes which had struck to the English, by which wanton act of unparalleled

ferocity, several hundreds of the Spaniards were killed and wounded.

But it was not long that these savages were permitted to felicitate themselves on their good fortune. Sir Richard Strachan, who had under his command the same number of ships, and of exactly the same force, had the good fortune to fall in with the fugitives, while cruising before Ferrol, on the night of the 2d of November. The next day at noon he brought them to action, and after an obstinate engagement of three hours and a half, compelled the whole of them to strike. *

* The following circumstance is too intimately connected with the lamented hero of these Memoirs, to be omitted here. As Colonel Tyrwhitt, with other gentlemen, was looking at the prizes taken by Sir Richard Strachan, going up Plymouth harbor, on the 12th of November, he observed a fine little boy, of an open countenance, cheering with his playfellows, who frequently called him Nelson. This being several times repeated, raised the curiosity of the gentleman to inquire who the boy was. Colonel Tyrwhitt went to the cottage of his father, a quarryman, who lived at Rusty Anchor, under the West Hoe. The boy soon afterwards arrived, and at first appeared rather shy, but after a little conversation his timidity wore off, and he said that Lord Nelson was his god-father, but that he was shot and killed the other day in a great battle. This served to excite the colonel's curiosity, and he entered the hut, where he found the father, (who had lost a limb in the Minotaur at the battle of the Nile), and his wife and four children, clean, though but poorly dressed. He inquired whether it

Thus, out of a formidable fleet of 33 sail of the line, which sailed from Cadiz on the 20th of October, only ten remained to the enemy that were not taken or destroyed. By this stroke they lost between 20 and 30,000 seamen, four admirals, one general, and most of their best officers.

On the arrival of the intelligence of the splendid achievement at Trafalgar on the British shore, one universal sentiment pervaded every bosom. That the triumph, great and glorious as it was, had been dearly purchased, and that such was the general opinion was powerfully evinced in the

was true that Lord Nelson was the god-father of the little boy, and was answered in the affirmative. The mother then produced the certificate of his baptism at the British Factory Chapel, Leghorn, in July, 1800, attested by the Rev. Mr. Comyns, and signed by Lady Hamilton, Sir William Hamilton, and Lord Nelson, after whom the child was named Horatio Nelson. His mother was washerwoman on board the *Minotaur* when the child was born in the bay of Leghorn, and his lordship, when he stood sponsor, promised when the boy grew up, to give him a nautical education, and put him to sea. When he sailed for England, he desired these poor people to write to him when they should be settled, but this, through ignorance, they had neglected to do. The *Minotaur* was paid off at Plymouth, and the father, with the aid of his small pension, had by his industry contrived to maintain his family ever since. Colonel Tyrwhitt immediately resolved to prosecute his lordship's intentions, and to give the child a regular nautical education to fit him for the naval service of his country.

deep affliction with which the news of Lord Nelson's death was received. The victory created none of those enthusiastic emotions in the public mind which naval successes have, in every former instance, produced. There was not a man who did not think the life of the hero of the Nile, of Copenhagen, and of Trafalgar, too great a price for the destruction of twenty sail of French and Spanish men of war. No ebullitions of popular transport, no demonstrations of public joy, marked this great and important event. The honest and manly feeling of the people appeared in the manner it ought; they felt an inward satisfaction at the triumph of the favorite arms; they mourned with all the sincerity and poignancy of domestic grief, the death of their hero.

‘ And they did weep, dear was the hero of their souls;
he went out to battle, and the foe vanished!’

When the painfully pleasing intelligence was transmitted to their Majesties at Windsor, the queen called the princesses around her, and read the dispatch aloud, while the whole royal group dropped a tear to the memory of Nelson. His Majesty in particular was deeply afflicted.— A proclamation was issued for a day of thanksgiving to be held on the 5th of December, for the signal and important victory obtained by his lordship; and his Majesty was pleased to confer on his brother and heir the dignity of a

viscount and earl. The official notice to that effect was made in the following terms :

“ *Whitchhall, Nov. 9.*—His Majesty has been pleased to grant to the Rev. William Nelson, D. D. now Lord Nelson, brother and heir to the late Lord Viscount Nelson, who, after a series of transcendent and heroic services, fell gloriously on the 21st of October last, in the moment of brilliant and decisive victory, the dignity of a Viscount and Earl of the United Kingdom of Great Britain and Ireland, by the names, styles, and titles, of Viscount Merton and Earl Nelson, of Trafalgar, and of Merton, in the county of Surry, the same to descend to the heirs male of his body lawfully begotten, and in default thereof, to the heirs male successively of Susanna, wife of Thomas Bolton, Esq. and Catharine, wife of George Matcham, Esq. sisters of the late Lord Viscount Nelson.”

Admiral Collingwood, the worthy successor of his lordship, was created a peer of Great Britain * He was not only confirmed in the com-

* Lord Collingwood was the pupil of Admiral Roddam, by whom he was first brought forward in his profession. In Lord Howe's engagement on the 1st of June, 1794, he was captain of the *Barfleur*, of 98 guns, the flag-ship of Rear-Admiral Bowyer. To Lord St. Vincent's victory over the Spanish fleet in 1797, the exertions of Captain Collingwood in the *Excellent* most materially contributed. His

mand of the fleet in the Mediterranean, but in consequence of the intrepidity, skill and prudence he had manifested, the admiralty invested him with the same extensive powers entrusted to his immortal predecessor.

The Prince of Wales, after the first emotions of his sorrow for the loss of such a distinguished officer, whom he had long honored with his confidence and esteem, directed a letter to be written to Mr. Angerstein, in which his Royal Highness expressed a confident hope, that from the ardent zeal which he and his patriotic coadjutors had manifested on all great national occasions, some public memorial would arise, under their auspices, on which the high achievements of Lord Nelson might be durably recorded to future ages. His Royal Highness concluded by requesting, that to any plan which should be thus proposed, and adopted, his name might be added, with the sum of five hundred guineas annexed to it.

After such a circumstantial detail of the life and transactions of the late Lord Viscount Nelson, the reader will not expect any long and labored eulogy of his character. With that he must already be so intimately acquainted, as to render it superfluous to enlarge on the subject.

services are admirably stated by the incomparable hero of these Memoirs, in his remarks on that glorious day, which are contained in the second chapter of this volume.

His actions themselves record his virtues and his talents with greater energy and eloquence than the tongue of the orator, or the pen of the historian. To pass them over entirely in silence would, however, be unpardonable.

Lord Nelson was one of those great and rare productions which justify the boldest flights of poetry when panegyriizing the highest virtue, valor, public spirit, and patriotism, of which man is capable. He was one of those who maintained the competition of modern times with the proudest days of Greece and Rome. Never did the annals of the world present a more exalted instance of personal valor, of superiority to every little passion, of devoted patriotism, than it has been the fortune of Britain to behold in Lord Nelson. With courage the most ardent he combined piety the most sublime, and to the greatest avarice of glory he joined unusual modesty.*

* The annexed letter, from his lordship to Lady Nelson, written during his pursuit of the French fleet, previous to the battle of the Nile, affords a most impressive lesson on the emptiness of human vanity and self-conceit :

Vanguard, St. Peter's Island, off Sardinia,
May 24, 1798.

“ MY DEAREST FANNY,

“ I OUGHT not to call what has happened to the Vanguard by the cold name of accident. I believe firmly it was the Almighty goodness, to check my consummate vanity ; I hope it has made me a better officer, as I feel it has

Never was man better qualified for the station he filled : he was indisputably the greatest admiral the world ever produced. Other commanders have afforded eminent proofs of skill, courage, and good conduct, but he possessed all the requisite qualities in a pre-eminent degree. Original in his ideas, he was never confined by the routine of practice, or the maxims of those who are fearful of deviating from the beaten path. Ever fertile in resources, his plans embraced almost every possible situation in which he could be placed ; and he possessed the faculty of explaining his ideas with such clearness and precision to those who were to co-operate with him, that every one under his command knew what

made me a better man. I kiss with all humility the rod. Figure to yourself, on Sunday evening, at sun-set, a vain man walking in his cabin, with a squadron around him, who looked up to their chief to lead them to glory, and in whom their chief placed the firmest reliance, that the proudest ships, of equal numbers, belonging to France, would have bowed their flags, and with a very rich prize lying by him. Figure to yourself, on Monday morning, when the sun rose, this proud, conceited man, his ship dismasted, his fleet dispersed, and himself in such distress, that the meanest frigate out of France would have been an unwelcome guest. But it has pleased Almighty God to bring us into a safe port, where, although we are refused the rights of humanity, yet the Vanguard will, in two days, get to sea again as an English man of war."

part he had to act without the delay of farther communication. Intelligent, as well as bold in his conceptions, he discerned that to be practicable which the coldness of regular maxims regarded as impossible, and scarcely found difficulty where others had placed invincible obstacles. As prompt in execution as he was rapid in decision, his actions immediately followed his counsels; and his antagonists knew not which most to apprehend, the wisdom of his plans, or the celerity with which they were executed. Like Alexander, his attacks seemed to anticipate the notice of his approach, and his enemies were surprised to find themselves conquered before they expected the commencement of the contest.

Never was leader better acquainted with the art of infusing into his gallant followers the same heroic sentiments that animated his own bosom. A thorough seaman himself, nursed in the lap of hardship, he knew how to adapt his behavior to those he commanded, and never did an officer possess their affections in a higher degree. To this love and veneration he was not only indebted for his early successes, but even for his life, as there was scarcely one of his crew who would not have sacrificed himself to save his commander. A striking instance, how much he was adored by his men, occurred during the last fatal conflict off Trafalgar. A seaman of the *Victory* was un-

der the hands of the surgeon, suffering the amputation of an arm. "Well," said he, "this, by some would be considered a misfortune; but I shall be proud of it, as I shall resemble the more our brave commander-in-chief." Before the operation was finished, tidings was brought below that Lord Nelson was shot; the man, who had never shrunk from the pain he had endured, started from his seat, and exclaimed—"Good God! I would rather the shot had taken off my head, and spared his life!"

Nor must this veneration be entirely attributed to that unreserved participation which his lordship took, in all the dangers to which his followers were exposed. Humanity was a powerful principle of his soul. Never was there a commander who devoted such incessant and such minute attention to every thing that could contribute to the health, happiness, and comfort of his crews. To this attention must be ascribed the high state of health in his fleet,* and its constant

* As it is presumed that this attempt to delineate the actions of the greatest naval commander that, perhaps, ever existed either in ancient or modern times, may be honored with the perusal of officers of the same profession, the following facts are subjoined, not only as illustrative of the character of his lordship, but in the hope that an imitation of his measures may tend to promote the welfare of the service.

readiness to sail at a moment's notice to any quarter where its services might be required.

From an official account of the state of health in Lord Nelson's fleet, manned with from 6000 to 8000 seamen and marines, during two years campaign in the Mediterranean and West Indies, it appears that the total number of deaths on board were 100 ; of men sent to the hospital, 141 ; and of the medium number on the sick lists, 190 ; or 18 to each ship, nearly. The following causes are assigned by Dr. Gillespie, the physician to the fleet, for the high state of health in which it has been preserved, unexampled perhaps in any squadron heretofore employed on a foreign station :

1. " To the attention paid by his lordship to the victualing and purveying for the fleet, in causing good wholesome wine to be used in room of spirits ; fresh beef as often as could possibly be procured ; vegetables and fruit were always provided in a sufficient quantity, when they could be purchased ; and an abundant supply of excellent sweet water was always allowed to the ship's company.

2. " The ships were preserved, as far as possible, from the baneful effects of humidity, by avoiding the wetting of the decks, (at least between the decks) by the use of stoves and ventilators below.

3. " The constant activity and motion in which the fleet was preserved, being always at sea, and never exposed to the consequences of the idleness and intemperance which too often take place on board of ships lying in harbour, may doubtless be assigned as a principal cause of the good state of health of the crews of this fleet.

4. " Intemperance and skulking were never so little practised in any fleet as in this ; as the ships were rarely or never in port, the opportunity of procuring spirits, or going to an hospital, by imposing on the surgeon, were difficult or

Of the humanity and generosity of his lordship numerous instances might undoubtedly be

impossible, hence these causes of disease were subtracted.

5. "Cheerfulness amongst the men was promoted by music and dancing, and theatrical amusements : the example of which was given by the commander in chief in the *Victory*, and may with reason be reckoned amongst the causes of the preservation of the health of the men.

6. "The sick were in general very comfortably accommodated, lodged in airy sick births, in many ships placed on a regular sick diet, and supplied with live stock, vegetables, fruit, soft bread, macaroni, and other articles of diet and refreshments, whenever the circumstances of the service, and the situation of the fleet, would admit of these supplies being furnished.

7. "By a standing order of the commander in chief, Peruvian bark mixed in wine or spirits, was regularly served to the men employed in the wooding and watering service ; a drachm of Peruvian bark to one gill of spirits, or two of wine, was the proportion allowed for each man ; to be administered in divided proportions, on going on shore, and on returning on board. The method followed was to give the bark in a small quantity of wine or spirits, and to wash it down with a glass of wine or spirits, mixed with an equal proportion of water ; it was found that the spirits answered better as a vehicle for the bark than the wine, as was experienced on board some of the ships, in which wine had been used, but afterwards left off, and spirits were used in lieu thereof.—By the returns made by the respective surgeons of the ships to the physician to the fleet, reporting on the efficacy of this mode of prevention of the fevers, which might have been occasioned in consequence of the fatigue and exposure to the weather, and immersion

adduced from his private life by those who were most intimately acquainted with them. The traits which are subjoined, will, however, be sufficient to illustrate the feelings that ever swayed his bosom.—During his visit to Salisbury, in December, 1800, his eye was attracted by a sailor, among the crowd assembled before the council-house, who proved to be one of those who had fought under his lordship at the battle of the Nile. The recollection of a man who had hazarded his life with himself for the glory of his country, associated with the idea of his having been one among the many humble instruments of his own exaltation, instantly touched his heart. He called him forward, and after expressing the cordial satisfaction he should ever feel in meeting with any one who had borne a part in that proud day, he dismissed the tar with a handsome pre-

in water by the seamen in wooding and watering ; it fully appears that the practice entirely obviated every ill effect which might have been occasioned with regard to the health of the wooding and watering parties ; and that it effectually prevented the occurrence of fevers, whether intermittent or continued. This is the more worthy of remark, as it is well known to experienced officers in the navy, that on foreign stations sickness very often finds its way into ships of war, from the wooding and watering parties being first attacked by fevers, in consequence of fatigue and exposure, which fevers often spread amongst the ship's company, and become a formidable and epidemic disease."

sent.—Another man appeared, who had met with a like misfortune at the Helder to that which his lordship experienced at Teneriffe. The similarity of his own situation with the predicament of the poor man before him, banished every circumstance of distinction from the brave admiral's mind, and excited his sympathy. The only difference it allowed him to recollect was, that of his own better fortune, of which he soon availed himself to give his fellow-sufferer a generous token of his commiseration.—It is a fact not more singular than true, that among the applauding multitude whom his presence had assembled, he next discovered a person who had attended him at the time he lost his arm, and who had assisted at the amputation. The noble admiral beckoned him up stairs, and meeting him as he approached the room, took him by the hand, with a present in his own, and with a look expressive of grateful remembrance of the service he had rendered him on that occasion. As the man retired, he took from his bosom a piece of lace, which he had torn from the sleeve of the amputated arm, declaring, he would preserve it till his last breath, in memory of his late gallant commander, whom he should always deem it the highest honor of his life to have served. Lord Nelson bade him adieu, with an emotion which he was unable to suppress.

The talents of this extraordinary man were equalled only by his modesty. Of this quality which never fails to shed augmented lustre on merit, numberless instances will be found recorded in these memoirs. One more will not, however, be deemed superfluous.---When he was once receiving the meed of well-earned applause at a royal table, he observed, with the generosity which ever accompanies genuine worth, that his successes were owing to his good fortune, which had placed him in those stations; "for," added he, "there are many other officers who would have done as much under similar circumstances: one I will venture to name---Christopher Parker." That gallant admiral (who died in May, 1804) was the early companion and intimate friend of Lord Nelson.

This noble warrior likewise afforded a distinguished example of a virtue which, by some, has unjustly been thought almost incompatible with his profession. The life and actions of Lord Nelson breathe a spirit of unfeigned piety, which must not only have had the happiest influence on the minds of his brave companions, but will not be lost on those who shall hereafter emulate his career of glory. He went out to meet the enemies of his country, confiding in the strength of the God of battles. 'Twas this confidence that inspired him with designs of unexampled boldness,

that filled his soul with the courage, the composure, and the contempt of danger, which marked all his undertakings. 'Twas this that preserved him from the infection of that vanity, in which the human mind is too much inclined to indulge, and that led him, instead of assuming to himself the merit of his successes, to ascribe all the glory of his achievements to the arm of the Almighty.

Such was Horatio Lord Nelson, whose proudest honor, he has been heard to say, was to be called a British Sailor, and to whom may justly be applied the impressive words, employed on a similar occasion: "As his life was honorable, so was his death glorious. His memory will be recorded in the annals of his country, and embalmed in the recollection of a grateful posterity." He had run his career of glory, he had "fought the good fight," and now enjoys the crown of a brilliant immortality. With the author of the Night Thoughts we may say:

Some, when they die, die all; their mould'ring clay
Is but an emblem of their memories:
The space quite closes up through which they pass'd.
That he has liv'd, he leaves a mark behind,
Shall pluck the shining page from vulgar time,
And leave it whole to late posterity.

Of the truth of a remark, which Lord Nelson has been frequently heard to make, "that perseverance in any profession will most probably

meet its reward, without the influence of any contingent interest," he afforded in his own person a striking instance. The history of his life shews what diligence may accomplish and what indolence has often lost; it inspires the desponding mind with new energy, and furnishes the persevering with fresh hope.

"The splendor of that genius," as it has been justly observed, "which enveloped all his plans in the blaze of conviction, will continue to light his successors to the brightest and most dazzling triumphs. He lives in the companions of his voyages and his victories; he survives in the gratitude and admiration of his countrymen; he will never cease to breathe in those who were fired with the glories of his reputation and the splendor of his achievements. The fire of genius is the electricity of the soul, but the spark once communicated, dwells in a congenial mind. There was not, perhaps, in the catalogue of his many transcendent qualities, one that contributed more effectually to the public service, than this effect of his extraordinary genius. He not only excited the ardor of those of his own profession, but the greatness of his character kindled a correspondent sentiment in almost every class of society. This was particularly the case with the rising generation; not a school-boy could ever read of the exploits of this immortal hero, with-

out feeling his little heart swell with eagerness and ambition to tread in his illustrious footsteps. There are many instances of the original destination of children having been changed in obedience to this impulse. Among others, a fine boy, the son of Mr. M'Carthy, was so irresistibly smitten with the desire of participating in the lustre of the perils and the triumphs of the hero of the Nile, that his father was induced to alter his views for him, and to indulge his noble ambition. The little warrior was a sharer in the glory of that day, which terminated the mortal career of his heart's idol. But the principles that induced him to follow the fortunes of that great admiral will never expire. The spirit of Nelson will survive in all those, to whom he imparted by instruction or example the elements of his transcendent genius.* That spirit which took its flight on the wings of victory to the regions of immortal bliss, will still hover round the navy of England, the temple of his fame, and descending to the latest posterity, will animate the hardy sons of Britain to pursue

* The following extempore lines will not be thought unworthy of a place here :

His parting breath each sailor catches
And mournful bids the sad adieu,
But tho' his body's under hatches,
His spirit lives among the crew.

his glorious career, and to emulate his matchless achievements !”

By his will Lord Nelson appointed his brother and Mr. Hazlewood his executors. It was made under the impression, that he should have little to bestow, excepting the glory he had so nobly acquired. Avarice, or a solicitude for private emolument were qualities of too mean a stamp to enter into the composition of his truly great mind. Before he went out, for the last time, to take the command of the Mediterranean fleet, he was obliged to dispose of such of his jewels as were not of a nature to be left to his family, as trophies to illustrate the titles conferred on him by his king, and the sovereigns in alliance with his country. These, including the rich chelengk of the Grand Seignior, and the sword of the King of Naples, he left to the Earl his brother, to descend with the title.

To Lady Viscountess Nelson he bequeathed 1000 pounds a year, in addition to her private fortune. His estate of Bronte, the revenue of which he laid out in improvements, under the direction of Mr. Gibbs, banker, at Palermo, he left, subject to a small legacy, to his brother, now Earl Nelson. In his will he likewise expressed a desire that his body should be interred by the side of his revered father, at Burnham Thorpe, unless his Majesty should be graciously pleased to direct otherwise.

The pension of two thousand pounds a year, voted by parliament to Lord Nelson and the heirs male of his body, fell with him, as he had no children. His lordship affords an additional instance to the many that might be adduced, of celebrated military characters who have died without issue.

It was a singular circumstance, that the very day after his lordship had finished his mortal career, the honourable Mrs. Damer presented to the common council of the city of London an admirable bust of the hero, executed by herself; little conscious that she was erecting the first public monument to his departed worth.

The following pathetic lines, written by W. T. Fitzgerald, Esq. which so accurately express the sentiments of every British bosom, relative to the lamented Hero of these memoirs, are too appropriate not to be introduced here.

WHILE England beams one universal blaze,
 The faithful tribute of a nation's praise!
 For naval deeds achiev'd, of high renown,
 And honours added to the British Crown,
 Is there a Briton's breast that does not beat
 At NELSON's triumph! and the foe's defeat?
 However poor, he shares the gen'rous flame,
 And glows, exulting, at the Hero's name.
 Immortal NELSON! here my throbbing heart,
 Swelling with sorrow, acts no borrow'd part.
 May I not say, and say it with a tear,
 That, with his death, the triumph's bought too dear?

But who can murmur? Glorious was his doom;
The heart of ev'ry Briton is his tomb!

The nation's fav'rite, and his Sov'reign's pride,
He rul'd despotic Lord of Ocean's tide!
Each coast remember'd for some deed of fame,
Was made illustrious by Great NELSON's name;
Denmark, Iberia, Egypt's trophied shore,
Heard the dread thunder of his cannon's roar!
While laurels, won from every hostile fleet,
He laid, in triumph, at his Monarch's feet;
And Hist'ry ever shall record the day,
Bright with his glory in Trafalgar's bay.

In torrid climes where Nature pants for breath,
Or tainted gales bring pestilence and death;
Where hurricanes are born, and whirlwinds sweep
The raging billows of th' Atlantic deep,
NELSON had sought, but long had sought in vain,
The still retreating fleets of France and Spain;
When found, at last, he crush'd them on the flood,
And seal'd the awful conquest---with his blood!

Yes, as he liv'd, so did the hero fall—
Crouch'd at his feet, he saw the humbled Gaul;
Saw hostile navies into ruins hurl'd,
And England's trident rule the wat'ry world!
Then did he, laurel-crown'd, and wrapp'd in fire,
Upborne on Viet'ry's outspread wings—expire!!
Suspended be the shouts that rend the skies—
England's triumphant!—but her NELSON dies!
A grateful nation mourns her Hero dead,
And 'dews with tears the laurels on his head!
Laurels, for ever green! for ever new!
Bequeath'd, with NELSON's dying breath, to you!

FINIS.

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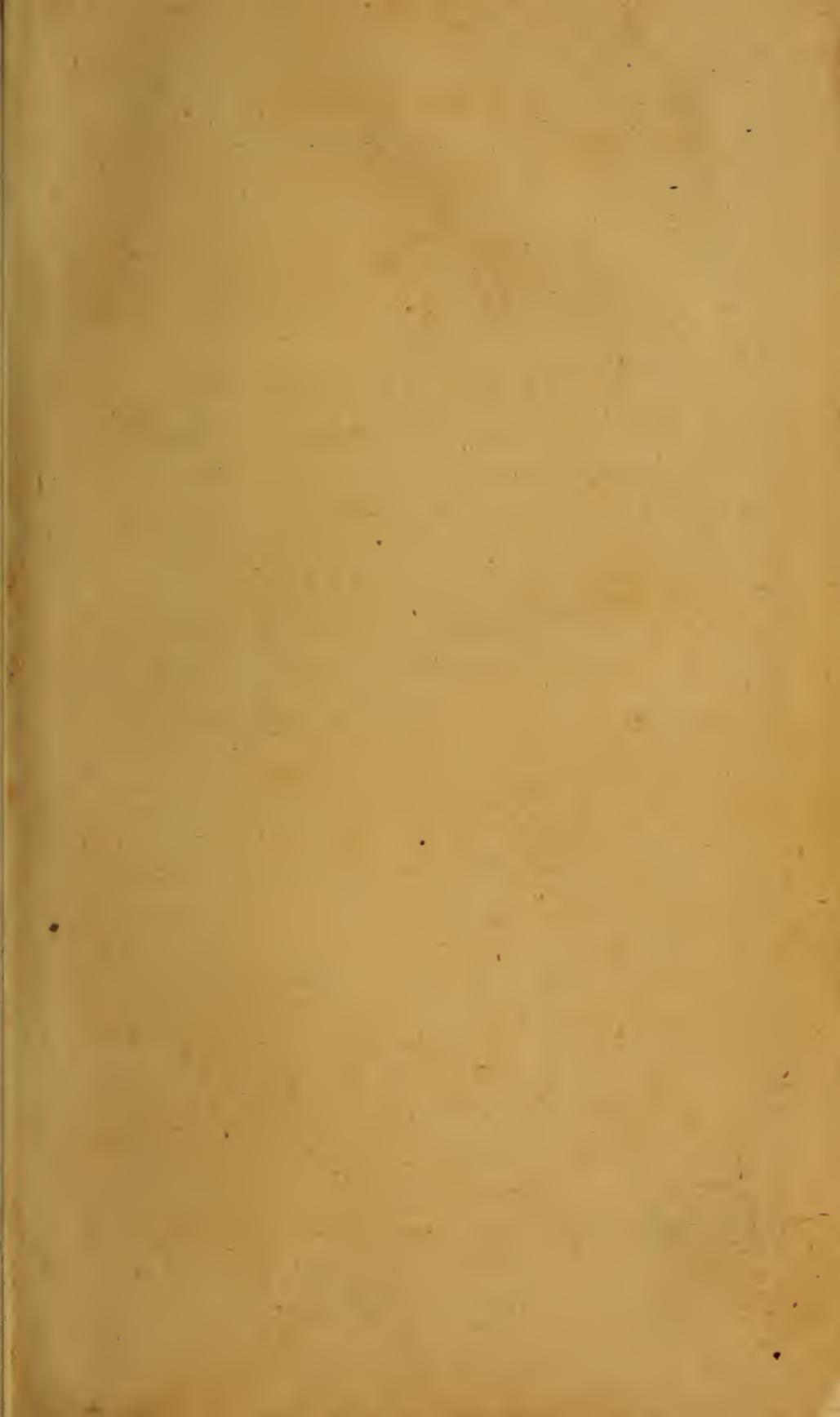
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