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NAVAL HISTORY
OF
GREAT BRITAIN,
INCLUDING THE
HISTORY AND LIVES
OF
THE BRITISH ADMIRALS.

BY DR. JOHN CAMPBELL.

WITH

A CONTINUATION TO THE CLOSE OF THE YEAR 1512;

COMPRISING

BIOGRAPHICAL SKETCHES OF THE ADMIRALS OMITTED BY DR. CAMPBELL
LIKEWISE OF NAVAL CAPTAINS AND OTHER OFFICERS WHO HAVE
DISTINGUISHED THEMSELVES IN THEIR COUNTRY'S CAUSE.

DEDICATED, BY PERMISSION, TO

HIS ROYAL HIGHNESS THE PRINCE REGENT.

IN EIGHT VOLUMES.

VOL. VIII.


LONDON

PRINTED FOR JOHN STOCKDALL, BUCKLE STREET.

1813.

1751
2151
86

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OF

THE EIGHTH VOLUME.



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NAVAL HISTORY OF GREAT BRITAIN,

INCLUDING

LIVES OF THE ADMIRALS, CAPTAINS, &c.

CHAP. XXXI.

CONTINUED.

*Naval History from the Commencement of the second French
Revolutionary War, to the Death of Lord Nelson.*

HISTORICAL MEMOIRS OF THE RIGHT HONOURABLE

LORD NELSON OF THE NILE, K. B.

AND OF BURNHAM THORPE, IN THE COUNTY OF NORFOLK,
DUKE OF BRONTE IN SICILY, REAR-ADMIRAL OF THE RED.

THE distinguished subject of our present memoir, was the fourth son of the venerable Edmund Nelson, rector of Burnham Thorpe,* in the county of Norfolk, in which county the family of Nelson has been long resident. His lordship's grandfather was rector of Hilborough in that county, of which living the Nelsons for many years have been, and still are, the patrons. His father married, May 11, 1749, Catharine, daughter of Maurice Suckling, D. D., rector of Barsham in Suffolk, Woodton in Norfolk, and one of the prebendaries of Westminster, by whom, who died December 24, 1767, he had issue eight sons and three daughters.

* Not far from Burnham, at a small village called Cock-Thorpe, three distinguished characters in the navy were born. viz. Sir John Narborough, Sir Cloudesly Shovel, and Sir Christopher Mims.

His lordship was related to the noble families of Walpole, Cholmondeley, and Townshend, his mother being the grand-daughter of Sir Charles Turner, Bart. of Warham, in the county of Norfolk; and of Mary, daughter of Robert Walpole, Esq. of Houton, and sister to Sir Robert Walpole, first earl of Orford, and to Horatio, first Lord Walpole of Wolterton, whose next sister, Dorothy, was married to Charles, second Viscount Townshend. His maternal ancestors, the Sacklings, have been seated at Woodton, in Norfolk, near three centuries.

Horatio Nelson was born in the parsonage house of Burnham Thorpe, on the 29th day of September, 1758. The High School at Norwich enjoys the honour of having instilled the first rudiments of education into his aspiring mind; whence he was afterwards removed to North Walsham. At an early period of life he imbibed from his father such principles of religion and morality as rarely forsook him, when surrounded with those scenes of vice and temptation to which youth launched into the extensive line of naval duty are peculiarly subject. His parent also inculcated the principles of real honour, with that reliance on an over-ruling Providence, which no succeeding peril was able to remove. The sons of clergymen,* who at different periods have entered into

* Of the instances that have occurred during the last two hundred years, it may be sufficient to cite the following: Sir Francis Drake was the son of the Reverend Mr. Drake, vicar of Upmore. Sir John Berry, who distinguished himself in the Dutch wars, during the reign of Charles the First, was son of the vicar of Knoweston and Molland, in Devonshire. Sir Peter Dennis was the son of the Rev. Jacob Dennis. Sir Peter having died without issue on the 12th of June, 1778, with the true spirit of benevolence which actuated him through life, bequeathed the sum of 23,000*l.*, after the death of his sister, to the corporation of the Sons of the Clergy, and for the relief of the necessitous orphans and widows dependant on that charitable institution. Lord Viscount Hood, and his brother Admiral Lord Bridport, are sons of the late venerable rector of Thorncombe, Devonshire.

the British navy, and so conspicuously distinguished themselves in naval achievements, have unceasingly displayed innumerable examples of heroism, and been consequently advanced to the highest honours which a grateful country could bestow.

On the appearance of hostilities with Spain, relative to the Falkland Islands, in the year 1770, Mr. H. Nelson left the school at North Walsham, and being only twelve years of age, was received on board the *Raisable*, sixty-four guns, by his maternal uncle Captain Maurice Suckling, of whom we have already given an account, in Vol. VI. It was on this occasion, that young Nelson, according to one of his biographers, was left to find his way to the ship alone, probably, in one of the stage coaches. The ship was then lying in the Medway. At the end of the journey, he was put down with the other passengers, and left to find his way how he could. After wandering about in the cold, he was at last observed by an officer, who happened to know his uncle, and took him home and gave him some refreshment. When he got on board, Captain Suckling had not joined, and he paced the deck the remainder of the day, without being noticed by any one. "The pain," says the author to which we refer, "which is felt when we are first transplanted from our native soil; when the living branch is cut from the parent tree, is one of the most poignant that we have to endure through life. There are after-griefs which wound more deeply; which leave behind them scars never to be effaced, which bruise the spirit, and sometimes break the heart: but never do we feel so poignantly the want of love; the necessity of being loved; the sense of utter desertion as when we first leave the haven of home, and are as it were, pushed off upon the stream of life. Added to this, the sea-boy has to endure physical hardships, the privation of every comfort, even of sleep. Nelson had a feeble body and an

affectionate heart, and he remembered through life the first days of wretchedness in the service.

The subject of altercation between the courts of London and Madrid being adjusted, and the Reasonable paid off, our young mariner was sent by his uncle on board a West India ship belonging to the house of Hibbert, Purrier, and Horton, under the care of Mr. John Rathbone, who had formerly been in the king's service with Captain Suckling, in the Dreadnought. Having returned from this voyage, Mr. Nelson was received by his uncle on board the Triumph, then lying at Chatham, in the month of July 1772.

His voyage to the West Indies, in the merchant service, had given our young mariner a practical knowledge of seamanship; but his mind had acquired, without any apparent cause, an entire horror of the royal navy. Captain Suckling beheld with anxiety the critical situation of his nephew; and was soon convinced from the sentiment which the latter appeared to indulge in, "Aft the most honour, but forward the better man!" that his too credulous mind had acquired a bias utterly foreign to his real character. The firmness of Captain Suckling, assisted with a thorough knowledge of the human heart, proved, in this early season of life, of inestimable value to his inexperienced nephew: and though it was many weeks before his prejudices could be overcome, or that he could reconcile himself to the service on board a king's ship; they at length, however, yielded to the influence of good example, and to those principles, which his worthy father had early and repeatedly enforced.

Captain Suckling at first attempted to recover the original bias of his nephew's mind, by working on the ambition, which in an eminent degree he possessed, of becoming a thorough bred seaman; a task that demanded considerable address. It was accordingly

held out as a reward to the aspiring mariner, by his uncle, that if he attended well to his duty, he should be permitted to go in the cutter, and decked long boat, which was attached to the commanding officer's ship at Chatham: this operated on the mind of young Nelson as was expected; and the consequence resulting from it was, that by degrees he became an excellent pilot for vessels of that class, which sailed from Chatham to the Tower of London; and also down the Swin Channel, and to the North Foreland. In each subsequent trial of navigating difficult passages, or dangerous coasts, he thus became gradually sensible of his own ability; and created that confidence within himself which essentially forms and establishes the undaunted mind.

During the month of April in the year 1773, in consequence of an application to Lord Sandwich from the Royal Society, a voyage of discovery towards the North Pole was undertaken by the Honourable Captain C. Phipps, afterwards Lord Mulgrave: its object was, to ascertain how far navigation was practicable towards the North Pole, to advance the discovery of a north-west passage into the South Seas, and to make such other astronomical observations, as might prove serviceable to navigation. Lord Sandwich having laid the request of the Royal Society before the King, the *Race-Horse* and *Carcase* bomb ketches were ordered to be fitted out: the command of the former was given to Captain Phipps, and that of the latter to Captain Lutwidge. Although instructions were issued that no boys should be received on board, yet the enterprising mind of Horatio Nelson, rather than submit to be left behind, anxiously solicited to be appointed coxswain to Captain Lutwidge; who, being struck with the unsubdued spirit which he displayed for so arduous an undertaking, was at length prevailed on to receive him in this capacity; and from that event a friendship commenced between these two officers, which continued unabated during their

lives. During the expedition Lord Mulgrave took particular notice of the youthful coxswain, and formed that high opinion of his character, which his subsequent conduct has so justly merited. The two vessels, on the 31st of July, were in a most perilous situation off the Seven Islands,* from becoming suddenly fast amid immense fields of ice. These islands, and north-east land, with the Frozen Sea, formed almost a basin, having but about four points open for the ice to drift out at in case of a change of wind. The passage by which the ships had come in to the westward had closed, and a strong current set into the east, by which they were carried still farther from their course. The labour of the whole ship's company to cut away the ice proved ineffectual; their utmost efforts for an whole day could not move the ships above three hundred yards: in this dreadful state they continued for near five days, during which Mr. Nelson, after much solicitation, obtained the command of a four-oared cutter, with twelve men, constructed for the purpose of exploring channels, and breaking the ice: thus did his mind at this early period glow with fresh energy at the sight of danger.

As a proof of that cool intrepidity which our young mariner possessed even amidst such dreary and foreboding scenes, the following anecdote is preserved by an officer who was present. Young Nelson was one day missing; and though every search was instantly made in quest of him, it was in vain, and he at length was imagined to be lost: when lo! to the great astonishment of his messmates, he was discerned at a considerable distance on the ice, armed with a single musket, in anxious pursuit of an immense bear. The lock of the musket being injured, the piece

* A cluster of islands in the Northern Frozen Ocean, situated in lat. 80 degrees, 11 minutes north; long. 18 degrees, 48 minutes east.

would not go off, and he had therefore pursued the animal in hopes of tiring him, and being, at length, able to effect his purpose with the butt end. On his return, Captain Lutwidge reprimanded him for leaving the ship without leave; and in a severe tone, demanded what motive could possibly induce him to undertake so rash an action? The young hero with great simplicity replied, "I wished, sir! to get the skin for my father."

On the 10th of August, a brisk wind, at north-north east, wrought their deliverance from so dreadful a state: finding it impracticable to penetrate any further, they returned to the harbour of Smeerenberg*; having in the prosecution of their voyage reached 81 degrees, 36 minutes, north latitude: and between the latitudes of 79 degrees, 50 minutes, and 81 degrees, traversed 17 degrees and an half of longitude; that is, from two degrees east, to 19 degrees, 30 minutes, east.

The vessels on their arrival in England being paid off, in the month of October 1773, Mr. Nelson hearing that a squadron was fitting out for the East Indies, exerted his interest to be appointed to one of the ships. He longed to explore the torrid, as well as the frigid zone; and nothing less than such a distant voyage could satisfy the ardour of his mind, and his thirst for maritime knowledge. He was soon placed in the *Sea-Horse*, of twenty guns, with that lamented veteran, the renowned Captain Farmer†. In this ship Mr. Nelson was stationed to watch in the

* On the coast of Spitzbergen, in lat. 79 degrees, 44 minutes, N. long. 11 degrees, 43 minutes, E.—The variation of the compass here has been observed to be 19 degrees, 53 minutes, W.

† Captain Farmer commanded the *Quebec* in 1779, when he so gallantly engaged a French frigate of superior force upwards of three hours, until at length his own ship took fire; when refusing to quit his ship, and being desperately wounded, the *Quebec* blew up with a dreadful explosion.

fore-top; whence, in time, he was placed on the quarter-deck.

During the period Mr. Nelson served in the *Sea-Horse*, he visited almost every part of the East Indies, from Bengal to Bussora. His continued ill health at length induced Sir Edward Hughes, who had always manifested to Mr. Nelson the utmost kindness, to send him to England in the *Dolphin*, of twenty guns, Captain James Pigot. This officer's humane attention was instrumental in saving the life of a youth, who afterwards rendered such essential service to his country. During this voyage, he had formed an acquaintance with Sir Charles Pole, Sir Thomas Troubridge, and other distinguished officers, then, like himself, beginning their career: he had left them pursuing it in the full enjoyment of health and hope, while he, himself, was returning with a body broken down by sickness. Long after this, when the celebrity of Nelson was extended to the utmost limits of Europe, he spoke of the feelings, which he at that time endured—"I felt impressed," said the gallant hero, "with an idea that I should never rise in my profession. My mind was staggered with a view of the difficulties which I had to surmount, and the little interest I possessed. I could discover no means of reaching the object of my ambition. After a long and gloomy reverse, in which I almost wished myself overboard, a sudden glow of patriotism was kindled within me, and hope presented my king and country as my patrons. "Well then," I exclaimed, "I will be a hero, and confiding in Providence, I will brave every danger." From that moment, a radiant orb, according to his own description, was suspended before his mind's eye, which urged him onward to renown. Similar fluctuations have probably agitated the heart of every man born for great achievements. Nelson used to speak of these aspirations of his early years, as if they had in them a character of divinity; as if

they forewarned him of the high rank and importance, he would hereafter be to his country, and the world, and hence he thought,

“ The light which led him on,
Was light from Heaven.”

The *Dolphin* being paid off at Woolwich on the 24th of September, 1776, Mr. Nelson received, on the 26th of the same month, an order from Sir James Douglas then commanding at Portsmouth, to act as lieutenant of the *Worcester*, sixty-four guns, Captain Mark Robinson*, who was under sailing orders for Gibraltar, with a convoy; and he was at sea with convoys until the 2d of April, 1777—most of the time in very boisterous weather. Though Mr. Nelson had not yet attained his nineteenth year, Captain Robinson placed the greatest confidence in his skill and prudence; and was often heard to say, that he felt equally easy during the night, when it was Nelson's watch, as when the oldest officer on board had charge of the ship.

Mr. Nelson passed the professional ordeal as lieutenant, on the tenth of April, 1777; and the next day received his commission as second of the *Lowestoffe*, thirty-two guns, Captain William Locker, afterwards lieutenant-governor of Greenwich hospital, in this ship he arrived at Jamaica; but finding that even a frigate was not sufficiently active for his glowing mind, he solicited an appointment to the command of a schooner, tender to the *Lowestoffe*; and in this

* Captain Mark Robinson was a meritorious and distinguished officer.—He led the rear division of the fleet in Admiral Keppel's action of the 27th of July, 1778.—In Admiral Graves's action off the Chesapeake, the 5th of September, 1781, the *Shrewsbury*, which he commanded, was the ship that led into action, and suffered more on that day, than any other in the line—fourteen of the crew were killed, and fifty-two wounded; Captain Robinson was among the latter, and lost his leg early in the action: he never served afterwards, and was put on the list of superannuated Rear-admirals.

small vessel eagerly availed himself of the opportunity of becoming a complete pilot for all the intricate passages through the Keys, which are islands situated on the northern side of Hispaniola. During Mr. Nelson's continuance in the *Lowestoffe*, as second lieutenant, a circumstance occurred, which, as it strongly presaged his character, deserves to be recorded.

In a strong gale of wind, and an heavy sea, the *Lowestoffe* captured an American letter of marque. The captain ordered the first lieutenant to board her, which he accordingly attempted, but was not able to effect, owing to the tremendous sea running. On his return to the ship, Captain Locker exclaimed, "Have I then no officer who can board the prize?" On hearing this the master immediately ran to the gangway in order to jump into the boat; when Lieutenant Nelson suddenly stopped him, saying, "It is my turn now; if I come back, it will be yours." Hence we perceive the indications of that intrepid spirit which no danger could ever dismay or appal; and also an early propensity for deeds of hardy enterprise. In the subsequent events of his glorious life, the reader will observe with pleasure, that whatever perils or difficulties Horatio Nelson had to encounter, they only called forth a greater energy of mind to surmount them.

Soon after the arrival of Rear-admiral Sir Peter Parker at Jamaica, in the year 1778, he appointed Lieutenant Nelson third of the *Bristol*, his flag-ship; from which, by rotation, he became the first; and under Sir Peter Parker's flag in the *Bristol* concluded his services in the rank of a lieutenant. On the 8th of December, during the above year, he was appointed on that station commander of the *Badger* brig; in which he was soon ordered to protect the Mosquito shore, and the Bay of Honduras, from the depredations of American privateers. Whilst on this service he so completely gained the grateful respect of the settlers, that they unanimously voted him their thanks;

and sensibly expressed their regret when he quitted the station. Whilst Captain Nelson commanded the *Badger*, his Majesty's ship *Glasgow*, Captain Thomas Lloyd, came into Montego Bay, Jamaica, where the former was at that time lying at anchor; in about two hours after her arrival, the *Glasgow* took fire from a cask of rum: by the unceasing exertions and presence of mind of Captain Nelson, the whole crew were saved from the flames.

Captain Nelson obtained his post rank on the 11th of June, 1779; and, during the nine years he had been in the service, had, by keen observation and incessant application to every part of his duty, not only become an able officer, but had also laid the foundation of being a most able pilot. To attain this was from the first his constant ambition. Nature had given him an uncommon quickness of perception, with a ready fund of resource: nor did he suffer talents of so much value to be bestowed in vain.—The first ship to which Captain Nelson was appointed, after his advance to Post rank, was the *Hinchinbroke*. On the arrival of Count D'Estaing, at Hispaniola, with a numerous fleet, and army, from Martinico, an attack on Jamaica was immediately expected: in this critical situation of the island, Captain Nelson was entrusted, both by the admiral and general, with the command of the batteries at Port Royal. This was deemed the most important post in Jamaica, as being the key to the naval force of the town of Kingston, and to the seat of government at Spanish town.—During the month of January, 1780, an expedition being resolved on for the reduction of Fort Juan*, on the river St. John, in the Gulf of Mexico, Captain Nelson was appointed to command the naval department, and Major Polson the military: in effecting this arduous service, Captain Nelson displayed his usual intrepidity.

* Fort Juan, on the River St. John, leads to the rich and opulent city of Granada, on the Lake Nicaragua.

dity: he quitted his ship, and superintended the transporting the troops in boats one hundred miles up a river, which none but Spaniards, since the time of the Buccaneers, had ever navigated. Major Polson bore ample testimony to General Dalling of his brave colleague's exertions, as well as gallantry, in this service; who after storming an outpost of the enemy, situated on an island in the river, constructed batteries, and fought the Spaniards with their own guns: to Captain Nelson's conduct the principal cause of our success in reducing Fort Juan was ascribed; in which were found one brass mortar of five inches and an half, twenty-pieces of brass ordnance mounted, besides swivels, ten or twelve iron ditto dismantled, with a proportionable quantity of military stores.

From the extreme fatigue Captain Nelson endured on this expedition, his health became visibly impaired; being soon afterwards appointed to the *Janus*, of forty-four guns, at Jamaica, he took his passage thither in the *Victor* sloop, to join his ship. On his arrival, Sir Peter Parker kindly prevailed upon him to live at his Penn, where Captain Nelson received every attention and medical assistance: but his state of health was so rapidly declining, that he was obliged to return to England in his Majesty's ship *Lion*, commanded by the Honourable William Cornwallis; through whose care and attention his life was again preserved.

In the month of August, 1781, Captain Nelson was appointed to the command of the *Albemarle*, of twenty guns; when his delicate constitution underwent a severe trial, by being kept the whole of the ensuing winter in the North Seas. In April, 1781, he sailed with a convoy for Newfoundland and Quebec, under the orders of Captain Thomas Pringle; here he became acquainted with the well-known Mr. Alexander Davison, who saved him from an imprudent marriage. Nelson was about to quit the station, had taken leave of his friends, and gone down the river

to the place where men of war usually anchor; nevertheless, the next morning, as Mr. Davison was walking on the beach, he saw him coming back in his boat. He could not, he said, leave Quebec without offering himself and his fortune to the woman whom he loved. Davison told him his utter ruin, situated as he was, must inevitably follow. "Then let it follow," was his reply; "for I am resolved to do it." His friend, however, was equally resolute that he should not; and after some dispute, Nelson, with no very good grace, suffered himself to be led back to his boat.

Shortly after this, he became acquainted with Prince William Henry, the present duke of Clarence, then serving as midshipman in the *Barfleur*, under Lord Hood. "I had the watch on deck," says his Royal Highness, "when Captain Nelson came in his barge alongside; who appeared to be the merest boy of a captain I ever beheld: and his dress was worthy of attention. He had on a full laced uniform; his lank unpowdered hair was tied in a stiff Hessian tail of an extraordinary length: the old fashioned flaps of his waistcoat added to the general quaintness of his figure, and produced an appearance which particularly attracted my notice; for I had never seen any thing like it before, nor could I imagine who he was, nor what he came about. There was something irresistibly pleasing in his address and conversation, and an enthusiasm, when speaking on professional subjects, which shewed that he was no common being."

Lord Hood, who had been intimately acquainted with Captain Suckling, took the *Albemarle* with him to the West Indies, and treated Nelson with the most gratifying kindness. "He treats me," says Nelson, "as if I were his son: nor is my situation with Prince William less flattering. Lord Hood was so kind as to tell him (indeed, I cannot make use of expressions strong enough to describe what I felt), that, if he wished to ask questions relative to

naval tactics, I could give him as much information as any officer in the fleet. He will be, I am certain, an ornament to our service. He is a seaman which you could hardly suppose: every other qualification you may expect from him; but he will be a disciplinarian, and a strong one." It is a proof of good judgment and good feeling in the prince, that he should, at first sight, have perceived the worth of Nelson, and have honoured him with every mark of friendship, from that time till, it may without disrespect be said, the friendship of Nelson became an honour to him.

During a cruise off Boston, he was chased by three ships of the line, and the Iris frigate: as they all beat him in sailing, and were coming up very fast, he had no chance left, but to trust to Providence, and his own experience in pilotage, by running his ship amongst the shoals of St. George's Bank. This had the desired effect, as it alarmed the line of battle ships, who in consequence quitted the pursuit; the frigate, however, persevered in the chase: and, at sun-set, having approached within little more than gun-shot, Captain Nelson ordered the main-top-sail of his little frigate to be laid to the mast, when the enemy immediately tacked, and stood to rejoin her consorts.

Captain Nelson sailed from Quebec, with a convoy to New York, in the month of October, 1782; at which place he joined the fleet under the command of Sir Samuel Hood; and in November sailed with him to the West Indies, where he continued actively employed until the peace. Captain Nelson was soon afterwards ordered to England; being directed in his way to attend his Royal Highness Prince William Henry on his visit to the Havannah. On his arrival in England, the Albemarle was paid off at Portsmouth, July the 31st, 1783. During the autumn of this year, Captain Nelson went to France, where he continued until the spring of the year, 1784, when he was ap-

pointed to the command of the Boreas frigate, of twenty-eight guns, and was ordered to the Leeward Islands. While the vessel was at anchor in Nevis Road, a French frigate passed to leeward close along shore. Nelson had received information that this frigate was sent from Martinico for the purpose of making a survey of our West India islands. This he was determined to prevent. Accordingly, he followed her to St. Eustatia, and being invited by the Dutch governor to meet the French officers at dinner, he took that opportunity of assuring the captain, that, understanding it was his intention to honour the British possessions with a visit, he had taken the earliest opportunity in his power to accompany them in his Majesty's ship the Boreas, in order that such attention might be paid to the officer of his Most Christian Majesty, as every Englishman in the islands would be proud to shew! The French, with equal courtesy, protested against giving him this trouble; but Nelson, with the utmost politeness, insisted upon paying them the compliment, followed them close, in spite of all their attempts to elude his vigilance, and never lost sight of them, till, finding it impossible either to deceive or escape him, they gave up their intention in despair, and beat up for Martinico.

This station opened a new scene to the officers of the British Navy. The Americans, when colonists, possessed almost the whole of the trade from America to our West India islands; but on the return of peace, they forgot that they were then to be considered as having no more privileges in this trade than foreigners. The governors and custom-house officers, however, pretended that by the navigation-act the Americans had a right to trade; consequently all the West Indians favoured the same opinion, as tending so greatly to their interest. Captain Nelson considered the subject in a different point of view; and was not to be dismayed while enforcing the maritime laws of his country, as the executive officer on that

station : he therefore, with firmness, intimated to the governors and officers of his Majesty's customs, as well as the Americans, what he conscientiously imagined to be his duty ; and in a few days afterwards seized several of the American vessels that were found under the above predicament. This brought the odium and animadversion of all parties upon him ; and he in consequence became so persecuted an officer from one island to another, that he could not venture to leave his ship. Conscious rectitude, however, supported his great mind on this trying occasion ; and when the business came to be investigated at home, he had the happiness to be supported by government. An act of parliament has since confirmed the correctness of Captain Nelson's proceedings ; as a captain of a man of war is in duty bound to support the maritime laws of his country by virtue of his Admiralty commission alone, without taking upon himself the official duty of a custom-house officer. It was on this occasion that the governor of the Leeward Islands, Sir Thomas Shirley, when Nelson addressed him upon the subject, told him that old generals were not in the habit of taking advice from young gentlemen. Nelson replied, " Sir, I am as old as the prime minister of England, and think myself as capable of commanding one of his Majesty's ships, as that minister is of governing the state." Resolved to do his duty, he ordered all American vessels to quit the islands in eight and forty hours ; declaring, that if they refused, or presumed to land their cargoes, he would seize them. The Americans resisted these orders. The planters were, to a man, against him. The governors and presidents of the islands gave him no support ; and the admiral, afraid to act on either side, but wishing to oblige the planters, advised him to be guided by the wishes of the presidents of the council. This there was no danger in disobeying ; but, after a while, the admiral issued an order, requiring the officers under his command

not to hinder the Americans from having free ingress and egress if the governor chose to allow them. General Shirley and others sent him letters little different from orders in their style. "These persons," says he, "I soon trimmed up and silenced. Sir Richard Hughes's was a more delicate business. I must either disobey my orders, or disobey acts of parliament. I determined upon the former, trusting to the uprightness of my intentions, and believing that my country would not allow me to be ruined by protecting her commerce." Accordingly, he wrote to the admiral, and, in respectful language, told him he should decline obeying his orders till he had an opportunity of seeing and talking to him. Sir Richard's first feeling was that of anger, and he was about to supersede Nelson; but, having mentioned the business to his captain, the latter told him, he believed all the squadron thought he had issued illegal orders, and, therefore, did not know how far they were bound to obey him. Luckily, though the admiral wanted vigour of mind to decide upon what was right, he was not obstinate in wrong; and he afterwards thanked Nelson for having shewn him his error.

At Nevis, the *Boreas* found four American vessels deeply laden, with the island colours flying; they were ordered to hoist their proper flag, and leave it in eight and forty hours. At first, they denied their country, and refused to obey; but, upon being examined before the judge of the Admiralty, they confessed that they were Americans, and that their vessels and cargoes were wholly American property. Upon this, Nelson seized them. The governor, the custom-house, and the planters, were all against him; the admiral, though his flag was then in the roads, stood neutral; and subscriptions were raised to carry on the causes against him. This was not all: the marines, whom he had sent on board the vessels, prevented some of the masters from going on shore. Instigated by an attorney, they declared that they had

been put in bodily fear while the depositions were taking, for that a man with a drawn sword stood over them the whole time. This was the sentry at the cabin-door; but the exaggeration served their purpose: suits were taken out against Nelson, and damages laid to the enormous amount of 40,000*l*. At the trial he was protected by the judge for the day. The marshal was called upon to arrest him, and the merchants promised to indemnify him for so doing. The judge, however, did his duty, and threatened to send him to prison if he attempted to violate the protection of the court. The president of Nevis, Mr. Herbert, behaved with singular generosity on this occasion. Though no man had suffered more by the measures which Nelson thought it his duty to pursue, he offered to become his bail for 10,000*l*. if he chose to suffer the arrest. His lawyer proved an able as well as an honest man; and, notwithstanding the opinions and pleadings of the counsel of the different islands, that ships of war were not authorized to seize American traders without a deputation from the customs, the law was so plain, the case so clear, and Nelson maintained his cause so well, that the four ships with their cargoes were condemned. During this affair, he sent a memorial to the king, in consequence of which, orders were forwarded to defend him at the expence of the crown; and, upon the representation which he made at the same time to the secretary of state, the Register Act was framed. The treasury, upon this occasion, transmitted thanks to Sir Richard Hughes, and the officers under him, for their activity and zeal in protecting the commerce of Great Britain! "I feel much hurt," said Nelson, "that after the loss of health, and risk of fortune, another should be thanked for what I did, and against his orders. I either deserved to be sent out of the service, or, at least, to have had some little notice taken of what I had done. They have thought it worthy of notice, and yet have neglected me."

From the month of July, 1786, until that of June, in the following year, Captain Nelson continued with the command at the Leeward Islands; when at length he sailed for England: during the preceding winter, Prince William Henry visited this station in the *Pegasus* frigate, to which his royal highness had been appointed captain. The conduct of Captain Nelson, as commanding officer, gained him the esteem and friendship of the young prince, which has since increased with advancing years. On the 11th of March, 1787, Captain Nelson married Frances Herbert Nesbit, widow of Doctor Nesbit, of the Island of Nevis, daughter and co-heir of William Woodward, Esq. senior judge, and niece to Mr. Herbert, president of that island: the bride was given away by Prince William Henry, the present Duke of Clarence. Some part of his stay in the West Indies was employed in detecting public frauds, and in endeavouring to obtain public justice. But the peculators were too powerful; and they succeeded not only in impeding inquiry, but in raising prejudices against Nelson at the board of Admiralty, which prevailed for many years. He returned to England a few months after his marriage. By a cruel neglect, the *Boreas* was kept from the end of June till the end of November at the *Nore*, as a slop and receiving ship. This unworthy treatment, occasioned probably by the influence of the peculators, excited in Nelson the strongest indignation. During the whole four months, he seldom or never quitted the ship, but was observed to carry on the duty with strict and sullen attention. When orders were received to prepare the *Boreas* for being paid off, he expressed his joy to the senior officer in the *Medway*, "It will release me for ever from an ungrateful service, as it is my firm and unalterable determination never again to set my foot on board a king's ship. Immediately after my arrival in town, I shall wait on the first lord of the Admiralty, and resign my commission." The

officer, finding it in vain to reason with him against this resolution in his present state of feeling, used his secret interference with the first lord of the Admiralty to save Nelson from taking a step so injurious to himself; little foreseeing how deeply the welfare and honour of England depended upon his decision. This friendly representation produced a letter from Lord Howe, intimating a wish to see him on his arrival in town: pleased with his conversation, and perfectly convinced by what was then explained to him of the propriety of his conduct, he desired to present him to the king on the first levee day, and the gracious manner in which Nelson was received, effectually removed his resentment.

The affair of the American captains was not yet over. Nelson had retired to his father's parsonage, where he amused himself with rural occupations and rural sports. It was his great ambition at this time to possess a poney; while he was gone to purchase one at a neighbouring fair, two men entered the parsonage, and inquired for him;—they then asked for Mrs. Nelson, and presented her with a notification on the part of the American captains, who now laid their damages at 20,000*l.* On Nelson's return, in high glee with his poney, the paper was presented to him. His indignation and astonishment may well be imagined. "This affront," he exclaimed, "I did not deserve, but I will be trifled with no longer. I will write immediately to the treasury, and if government will not support me, I am resolved to leave the country." Accordingly he informed the treasury, that if a satisfactory answer were not sent by return of post, he should take refuge in France. Mr. Rose's answer was, that Captain Nelson was a very good officer, and need be under no apprehension, for he would assuredly be supported.

On the 30th of January, 1793, a day ever to be remembered in our annals, and which the page of naval history will now mark with more peculiar re-

gard, this distinguished character again came forward, to appear with new lustre, and to arrest the progress of anarchy. He was appointed to the *Agamemnon*,* of sixty-four guns, in a manner the most grateful to those feelings, which had been hurt at the inefficacy of a former application, and was soon placed under the orders of that great man and excellent officer, Lord Hood, then appointed to command in the Mediterranean.

The temper with which Nelson engaged in this war, is manifested in the instructions he gave to one of his midshipmen. "There are three things, young gentleman, which you are constantly to bear in mind: first, you must always implicitly obey orders, without attempting to form any opinion of your own respecting their propriety: secondly, you must consider every man as your enemy who speaks ill of your king: and, thirdly, you must hate a Frenchman as you do the devil." Joshua Nisbet, his son in law, went out with him as a midshipman. The *Agamemnon* was ordered to the Mediterranean under Lord Hood, and there Nelson commenced a career first of unexampled exertion, and finally of unequalled glory.

The unbounded confidence which the noble admiral always reposed in Captain Nelson, manifests the high opinion which Lord Hood then entertained of his courage and ability to execute the arduous services with which he was entrusted: if batteries were to be attacked; if ships were to be cut out of their harbours; if the hazardous landing of troops was to be effected, or difficult passages to be explored; we invariably find Horatio Nelson foremost on each occasion, with his brave officers, and his gallant crew of the *Agamemnon*, most of whom had been actually

* During the time Captain Nelson had the command of the *Agamemnon*, and previous to the commencement of hostilities with Spain, he put into Cadiz to water; and on beholding the Spanish fleet, exclaimed, "These ships are certainly the finest in the world! thank God! the Spaniards cannot build men!"

raised in the neighbourhood of Burnham Thorpe. It was well observed in the Mediterranean at this time, that before Captain Nelson quitted his old ship, he had not only fairly worn her out,* but had also exhausted himself and his ship's company. From habits of active service, however, his originally delicate constitution continued to support great fatigue; though his strength was visibly impaired previously to Lord Hood's coming to England.

At Toulon, and the celebrated victories achieved at Bastia and Calvi, Lord Hood bore ample testimony to the skill and unremitting exertions of Captain Nelson: during the memorable siege of Bastia, he not only superintended the disembarkation of troops and stores; but after St. Fiorenzo had surrendered, Lord Hood submitted to General Dundas a plan for the reduction of Bastia. The general declined co-operating. D'Aubert, who succeeded to the command of the army, coincided in opinion with his predecessor, and did not think it right to furnish his lordship with a single soldier. He obtained only a few artillery-men, and ordering on board that part of the troops who, having embarked as marines, were borne on the ship's books as part of their respective complements, began the siege with one thousand one hundred and eighty-three soldiers, artillery-men and marines, and two hundred and fifty sailors. "We are but few," says Nelson, "but of the right sort,—our general, at St. Fiorenzo, not giving us one of the five regiments he has there lying idle."

They were landed April the 4th, under Lieutenant Colonel Villettes and Nelson, who had obtained from the army the title of brigadier. The sailors dragged the guns up the heights—a work of the greatest diffi-

* When the *Agamemnon* came into dock to be refitted, at the beginning of October, 1796, there was not a mast, yard, sail, nor any part of the rigging, but was obliged to be repaired, the whole being so cut to pieces with shot: her hull had long been kept together by cables served round.

culty, which he said, would never have been accomplished by any but British seamen. The soldiers behaved with the same spirit. "Their zeal," said he, "is, I believe, almost unexampled. There is not a man but considers himself as personally interested in the event, and deserted by the general; it has, I am persuaded, made them equal to double their numbers." This is one of many proofs that to make our soldiers equal to our seamen, it is only necessary that they should be equally well commanded. They have the same heart and soul, as well as the same flesh and blood. Too much may indeed be exacted from them in a retreat; but with their face towards a foe, there is nothing within the reach of human achievement which they cannot perform. The siege continued nearly seven weeks. On the 19th of May, a treaty of capitulation was begun: that same evening the troops made their first appearance on the hills, and on the following morning General D'Aubert arrived with the whole army to take Bastia! The event of the siege had justified the opinion of the sailors, but they themselves excused the judgment of the generals when they saw their conquest. "I am all astonishment," says Nelson, "when I reflect on what we have achieved; one thousand regulars, one thousand five hundred national guards, and a large body of Corsican troops laying down their arms to one thousand soldiers and marines, and two hundred seamen. I always was of opinion, have ever acted up to it, and never have had any reason to repent it, that one Englishman was equal to three Frenchmen. Had this been an English town, I am sure it would not have been taken." The enemy were supposed to be far inferior in number when it was resolved to attack the place, and it was not till the whole had been arranged and publicly determined on, that Nelson received certain information of their great superiority. This intelligence he kept secret, fearing that the attempt would be abandoned if so fair a pretext were

afforded. "My own honour," said he to Mrs. Nelson, "Lord Hood's honour, and the honour of our country, must all have been sacrificed had I mentioned what I knew. Therefore you will believe what must have been my feelings during the whole siege, when I had often proposals made to me to write to Lord Hood to raise it." Those very persons who had given him this advice, were rewarded for their conduct. Nelson received no reward.

The siege of Calvi was carried on by General Stuart, an officer, who unfortunately for his country, never had an adequate field allotted him for the eminent talents with which he was gifted. Nelson had less responsibility here than at Bastia, but the service was not less hard. "We will fag ourselves to death," said he to Lord Hood, "before any blame shall be at our doors. I trust it will not be forgotten, that twenty-five pieces of heavy ordnance have been dragged to the different batteries, and mounted; and all but three fought by seamen." More than four months he was thus employed on shore, till he felt almost qualified to pass his examination as a besieging general. The climate proved more destructive than the war. Nelson described himself as the reed among the oaks, bowing before the storm when they were laid low. "All the prevailing disorders have attacked me, but I have not strength for them to fasten upon. One plan I pursue, never to employ a doctor. Nature does all for me, and Providence protects me." His services before Calvi were, by an unpardonable omission, altogether overlooked—his name did not even appear in the list of wounded, though he had lost an eye. "One hundred and ten days," said he, "I have been actually engaged at sea and on shore against the enemy: three actions against ships, two against Bastia in my own ship, four boat actions, and two villages taken, and twelve sail of vessels burnt. I do not know that any one has done more; I have had the comfort to be always

applauded by my commanders in chief, but never to be rewarded; and, what is more mortifying, for service in which I have been wounded, others have been praised, who, at the time, were actually in bed, far from the scene of action.—They have not done me justice—but never mind—I’ll have a gazette of my own.” How amply was this second sight of glory realized!

The same prophetic feeling breaks out in a letter written after Admiral Hotham’s action in the Mediterranean. In this action Nelson had borne a splendid part. During the first day, when there was no ship of the line within several miles to support him, he engaged the *Ca Ira* of eighty-four guns, which having carried away her main and fore top-masts, was taken in tow by a frigate. This ship he engaged for two hours and a half, during which time one hundred and ten of her men were killed and wounded; and on the following day came up with her again in tow of the *Centaur*, of seventy-four guns: a partial action ensued, till the French judged it more prudent to abandon the ships, than risk the loss of more.

The letter which he received during the siege of Calvi, from Lord Hood, enclosing the resolutions of the two houses of parliament, was highly flattering to Captain Nelson’s feelings, and shows the estimation in which his services were then held.*

Lord Hood having left the Mediterranean in the month of October, 1794, Admiral Hotham, on whom the command devolved, honoured Captain Nelson

* SIR,

Victory, off Calvi, August 8, 1794.

Having received his Majesty’s commands, to communicate to the respective officers, seamen, marines, and soldiers, who have been employed in the different operations which have been successfully carried on against the enemy in Corsica, a resolution of the two houses of parliament, which I have the honour herewith to enclose; and desire you will make known to all in the *Agamemnon*, and such other officers and seamen as are with you, and were employed at Bastia, the sense that is entertained of their spirited and meritorious conduct.

with equal confidence: he again distinguished himself in the actions with the French fleet of the 13th and 14th of March, and also on the 13th of July, 1795. Captain Nelson was afterwards appointed by Admiral Hotham to co-operate with the Austrian general, De Vins, at Vado Bay, on the coast of Genoa; in which service he continued during the whole time Admiral Hotham retained the command, until the month of November; when the latter was superseded by Sir John Jervis, the present Earl of St. Vincent. In April, 1796, the commander in chief so much approved of Captain Nelson's conduct, that he was directed to wear a distinguishing pendant; and in May he was removed from his old and favourite ship the *Agamemnon*, to the *Captain*, of seventy-four guns; after having buffeted the former about, in every kind of service, during three years and an half: on the eleventh of August a captain was appointed under him.

From the month of April until October, Commodore Nelson was constantly employed in the most arduous service, viz. the blockade of Leghorn, the taking of Port Ferrajo, with the Island of Caprea; and, lastly, in the evacuation of Bastia: whence having convoyed the troops in safety to Porto Ferrajo, he joined the admiral in St. Fiorenzo Bay, and proceeded with him to Gibraltar.

During the month of December, 1796, Commodore Nelson hoisted his broad pendant on board *La Minerve* frigate, Captain George Cockburne, and was dispatched with that ship, and *La Blanche*, to Porto Ferrajo, to bring the naval stores left there to Gibraltar; which the fleet at that time much wanted. On the passage thither, in the night of the 19th of December, 1796, the commodore fell in with two Spanish frigates; he immediately attacked the ship which carried the poop-light, and directed the *Blanche* to bear down to engage the other: at forty minutes past ten at night, the commodore brought his ship to

close action, which continued without intermission until half past one; when *La Sabina*,* of forty guns, twenty-eight eighteen-pounders on her main deck, and two hundred and eighty-six men, commanded by Captain Don Jacobo Stuart, struck to *La Minerve*. Captain Preston in *La Blanche* silenced the ship he had engaged, but could not effect possession, owing to three more ships heaving in sight.

Commodore Nelson's letter to Sir John Jervis, respecting the above action, dated December 20, 1796, may be considered as a noble example of that generous and modest spirit, which usually pervades the minds of great men: he assumes no merit to himself, but gives the whole to Captain Cockburne, his officers, and crew.

—“ You are, Sir, so thoroughly acquainted with the merits of Captain Cockburne, 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 very 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.

“ You will observe, Sir, I am sure with regret, amongst the wounded, Lieutenant James Noble, who quitted the Captain to serve with me; and whose merits, and repeated wounds received in fighting the enemies of our country, entitle him to every reward a grateful nation can bestow.”

On the 29th of January, 1797, Commodore Nelson sailed in *La Minerve*, from Porto Ferrajo,

* *La Sabina* had one hundred and sixty-four men killed and wounded: she lost her mizen mast during the action, with the main and fore masts. *La Minerve* had seven men killed, and thirty-four wounded; all her masts were shot through, and her rigging much cut.

on his return to join Sir John Jervis; having on board Sir Gilbert Elliot, late viceroy of Corsica, with Lieutenant-colonel Drinkwater, and others of Sir G. Elliot's suite; after reconnoitering the principal ports of the enemy in the Mediterranean, the commodore arrived at Gibraltar a few days after the Spanish fleet had passed through the Straits from Carthagená. Impatient to join Sir John Jervis, the commodore remained only a single day at Gibraltar; and on the 11th of February, on proceeding thence to the westward to the place of rendezvous, he was chased by two Spanish line of battle ships, and fell in with their whole fleet off the mouth of the Straits. The commodore fortunately effected his escape, and joined the admiral off Cape St. Vincent, on the 13th of February, just in time to communicate intelligence relative to the force and state of the Spanish fleet; and to shift his pendant on board his former ship the *Captain*, seventy-four guns, Ralph W. Miller, Esq. commander.

Commodore Nelson had not removed from *La Minerve*, to the *Captain*,* many minutes, when, the

* We shall here give Lord Nelson's own account of his conduct on this occasion, entitled, "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 *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 Trinidad*, one hundred and twenty-six guns; *San Josef*, one hundred and twelve guns; *Salvador del Mundo*, one hundred and twelve guns; *San Nicholas*, eighty guns; another first-rate, and a seventy-four, names unknown,

signal was thrown out for the British fleet to prepare for action ; the ships were also directed to keep in close order during the night.

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 abovementioned to be the lee-wardmost, and sternmost 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, disdain- ing 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 appearance 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 a-breast of them, and close along-side :—at this time the Captain having lost her foretop-mast, not a sail, shroud, nor rope left ; her wheel away, and incapable of further service in the line, or in chase ; I directed Captain Miller to put the helm a starboard, and calling for the boarders ordered them to board.

The soldiers of the sixty-ninth, with an alacrity which will ever do them credit, and Lieutenant Pearson of the same regiment, were almost the foremost on this service :—the first man who jumped into the enemy's mizen chains, was Captain Berry, late my first lieutenant (Captain Miller was in the very act of going also, but I directed him to remain) ; he was supported from our sprit sail yard, which hooked in the mizen rigging. A soldier of the 69th regiment having broke 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 broke 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

An officer* who was on board the Lively repeating frigate, commanded by Lord Viscount Garlies, has since published a letter to a friend, which was originally intended for a private circle. This gentleman had an opportunity of observing the manœuvres of both fleets; and by comparing his own minutes afterwards with those of others, and conversing with the

forecastle, 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 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 honour, 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 Captain Berry, Lieutenant Pearson, of the 69th regiment, John Sykes, John Thompson, Francis Cooke, all OLD AGAMEMNONS, 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.

(A Copy) Signed { HORATIO NELSON.
RALPH WILLET MILLER.
T. BERRY.

* Lieutenant-colonel Drinkwater, who was secretary at war at Corsica, author of the Journal of the Siege of Gibraltar. Having accompanied Sir Gilbert Elliot on his passage to England in La Minerve, from Porto Ferrajo to Cape St. Vincent, they were afterwards removed into the Lively; and through Sir G. Elliot's particular solicitation the frigate was allowed to wait the result of the action. This interesting narrative is published by Johnson, and Co. St. Paul's Church-yard.

principal characters, he has been enabled to give the public a most correct and interesting account of this glorious action ; from this we shall make some extracts :

“ When Sir John Jervis, on the 14th 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 one hundred and thirty-six guns ; a ship of four decks, reported to be the largest in the world. Notwithstanding the inequality of force, the commodore instantly engaged this colossal opponent ; and for a considerable time had to contend not only with her, but with her seconds ahead and astern, 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 ninety 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 sup-

port 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 his main body to haul their wind, and 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 eighty-four 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, appearing 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 aboard the starboard quarter of the Spanish eighty-four: her spritsail-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 Berry, together with the detachment of the sixty-ninth 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 enterprise: 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 amidships 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 upon this momentous occasion; the two alternatives that presented themselves to his unshaken mind were, to quit the prize, or instantly to 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 enterprise. 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 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 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 further 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 the gold medal, from his Sovereign; and was also presented with the freedom of the city of London in a gold box.”

In the month of April, 1797, Sir Horatio Nelson hoisted his flag, as rear-admiral of the blue, and was detached to bring down the garrison of Porto Ferrajo. On the 27th of May, he shifted his flag from the *Captain*, to the *Theseus*, and was appointed to the command of the inner squadron at the blockade of Cadiz. During this service his personal courage, if possible, was more conspicuous than at any other period of his former services. In the attack on the Spanish gun-boats, July 3, 1797, he was boarded in his barge, with only its usual complement of ten men, and the coxswain, accompanied by Captain Fremantle.

The commander of the Spanish gun-boats, Don Miguel Tyrason, in a barge rowed by twenty-six oars, having thirty men, including officers, made a most desperate effort to overpower Sir Horatio Nelson and his brave companions. The conflict was long, and doubtful; they fought hand to hand with their swords: his faithful coxswain, John Sykes, was wounded in defending the admiral; and twice saved his life, by parrying several blows that were aimed

at him, and mortally wounding his adversaries. Eighteen of the Spaniards being killed, the commandant and all the rest wounded, the rear-admiral, with his gallant barge's crew, succeeded in carrying this superior force.

Sir John Jervis, in his letter to the Admiralty, dated the 5th of July 1797, 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 barge-launch belonging to one of the ships of war, with the commandant of the flotilla.—Rear-admiral Nelson's actions speak for themselves; any praise of mine would fall very short of his merit!”

During the night of the 5th of July, Sir Horatio Nelson ordered a second bombardment of Cadiz; which produced considerable effect on the town, and among the shipping.

On the 15th of July he was detached with a small squadron, to make a vigorous attack on the town of Santa Cruz, in the island of Teneriffé. The rear-admiral, on his arrival before the town, lost no time in directing a thousand men, including marines, to be prepared for landing from the ships, under the direction of the brave Captain Troubridge, of his Majesty's ship *Culloden*, and Captains Hood, Thomson, Fremantle, Bowen, Miller, and Waller, who very handsomely volunteered their services. The boats of the squadron were accordingly manned, and the landing was effected in the course of a dark night. The party were in full possession of the town of Santa Cruz for about seven hours. Finding it impracticable to storm the citadel,* they prepared for their re-

* They had, indeed, proceeded on false intelligence: they found all the streets commanded by field-pieces; and above eight thousand Spaniards, with one hundred French, under arms, approaching by every avenue. Troubridge, with great presence of mind, sent Captain Hood with a flag of truce to the governor, to say he would instantly set fire to the town, if the Spaniards ap-

treat, which the Spaniards allowed them to do unnolesled, agreeable to the stipulations made with Captain Troubridge. Although this enterprize did not succeed, his Majesty's arms acquired by the attempt a great degree of lustre; and as the rear-admiral himself handsomely expresses it in his letter to Earl St. Vincent, "more daring intrepidity never was shewn, than by the captains, officers, and men, he had the honour to command." Sir Horatio Nelson in this attack lost his right arm by a cannon-shot; and no less than two hundred and forty-six gallant officers, marines, and seamen, were killed, drowned, and wounded.

The life of Sir Horatio Nelson was providentially saved by Lieutenant Nisbet, his son in law, on this disastrous night: the admiral received his wound

proached one inch nearer. That he had no wish to injure the inhabitants; and that he was ready to treat upon these terms: that the troops should re-embark with their arms, and take their own boats, if they were saved, or be provided with such others as might be necessary; they agreeing, on their part, that the squadron should not molest the town, nor any of the Canary islands. The governor told Captain Hood that the English ought to surrender as prisoners of war. To this he replied, that if the terms were not accepted in five minutes, Captain Troubridge would set the town on fire, and attack the Spaniards at the point of the bayonet. Satisfied with his success, which was, indeed, sufficiently complete, and respecting, like a brave man, the gallantry of his enemy, he acceded to the proposal. "And here," says Nelson in his Journal, "it is right we should notice the noble and generous conduct of D. Juan Antonio Gutierrez, the Spanish governor. The moment the terms were agreed to, he directed our wounded men to be received into the hospitals, and all our people to be supplied with the best provisions that could be procured; and made it known that the ships were at liberty to send on shore, and purchase whatever refreshments they were in want of during the time they might lie off the island." A youth, by name D. Bernardo Collagon, even stripped himself of his shirt to make bandages for one of those Englishmen against whom, not an hour before, he had been engaged in battle. Nelson wrote to thank the governor for the humanity which he had displayed; presents were interchanged between them, and the admiral offered to take charge of his despatches for the Spanish court, and thus actually became the first messenger of his own defeat.

soon after the detachment had landed, and while they were pressing on with the usual ardour of British seamen: the shock caused him to fall into the boat. Lieutenant Nisbet immediately applied his neck-handkerchief as a tourniquet to the admiral's arm, and conveyed him to the *Theseus*, under a tremendous fire from the enemy. The same night, at ten o'clock, the admiral's arm was amputated on board the *Theseus*; he immediately after began his official letter, and finished it by eleven.

The next day, after the rear-admiral had lost his arm, he wrote to Lady Nelson; and, in narrating the foregoing transactions, says, "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."

During the painful operation of amputating the arm, in the night, by some mistake in taking up the arteries, the rear-admiral afterwards suffered the most excruciating pains, and was obliged to come to England for advice.

It was the 13th of December before the surgeons who attended him, pronounced him fit for service.—On Sir Horatio Nelson's first appearance at court, his sovereign received him in the most gracious and tender manner; and when, with deep sensibility of condolence, the king expressed his sorrow at the loss the noble admiral had sustained, and at his impaired state of health, which might deprive the country of his future services; Sir Horatio replied with dignified emphasis—"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!"

Previously to the issuing of a grant, which secured to this gallant officer some public remuneration for the hardships he had endured, a positive custom required that a memorial of service should be drawn up: one more brilliant never met the eye of the sove-

reign of a brave nation. Sir Horatio had actually been engaged against the enemy upwards of *one hundred and twenty times!*—and, during the present war, had assisted at the capture of seven sail of the line, six frigates, four corvettes, and eleven privateers of different sizes: and taken or destroyed near fifty sail of merchant vessels.

On the 19th of December 1797, the ship that was intended for Sir Horatio Nelson's flag not being ready, the *Vanguard* was for this purpose commissioned. On the 1st of April 1798, he sailed with a convoy from Spithead; but at the back of the Isle of Wight, the wind coming to the westward, he was forced to return to St. Helen's. On the 9th, he again sailed with a convoy to Lisbon; and, on the 29th of April, joined Earl St. Vincent, off Cadiz.

On the day following, Sir Horatio Nelson was detached from Earl St. Vincent, with the *Vanguard*, *Orion*, and *Alexander*, of seventy-four guns each, the *Emerald* and *Terpsichore* frigates, and *La Bonne Citoyenne* sloop of war; and was afterwards joined by the brave Captain Troubridge of the *Culloden*, with ten sail of the line.

The subsequent actions of this great man's life are traced in such indelible characters on the hearts of Britons, that we need add but little in addition to what will be found in our history in the preceding volume. With respect to the battle of the Nile, we may notice the consummate judgment with which the plan of attack was immediately formed and executed by Rear-admiral Nelson, on an enemy's fleet moored in a compact line of battle; protected in the van by a battery, and flanked by four frigates, and many gun-boats; and which was worthy of the great and intrepid mind of this distinguished officer. He deservedly received the most public and eminent praise: his Majesty, in his speech from the throne, styles it—"This great and brilliant victory!"

The French fleet was first discovered by Captain

Samuel Hood, of the *Zealous*; the action commenced at sun-set. The *Goliath*, Captain T. Foley, and the *Zealous*, Captain Hood, had the honour to receive the first fire of the enemy. The shores of the Bay of Aboukir were soon lined with spectators, who beheld the approach of the English, and the awful conflict of the hostile fleets, in silent astonishment.

Sir Horatio Nelson, as rear-admiral of the blue, carried the blue flag at the mizen; but, from a standing order of Sir John Jervis, 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 and ancient coast of Egypt.

A most animated fire was opened from the vanguard, which ship covered the approach of those in the rear: in a few minutes, every man stationed at the first six guns in the fore-part of the *Vanguard's* deck, were all down, killed, or wounded; and one gun in particular was repeatedly cleared. Sir Horatio Nelson was so entirely resolved to conquer, or to perish in the attempt, that he led into action with six ensigns or flags; *viz.* red, white, and blue, flying in different parts of the rigging; he could not even bear to reflect on the possibility of his colours being carried away by a random shot from the enemy.

The severe wound which Sir Horatio Nelson received, was supposed to have proceeded from langridge 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, caught the admiral in his arms. It was Sir Horatio's first idea, and that of every one, that he was shot through the head. On being carried into the cockpit, where several of his gallant crew were stretched with their shattered limbs and mangled wounds, the surgeon, with great anxiety, immediately came to attend on the admiral. "No," replied the hero, "I will take my turn with my brave followers!" The

agony of his wound increasing, he became convinced that the idea he had long indulged of dying in battle, was now about to be accomplished. He immediately, therefore, sent for his chaplain, the Reverend Mr. Comyns, and begged of him to remember him to Lady Nelson; and, having signed a commission appointing his friend, the brave Hardy, commander of the Mutine brig, to the rank of post-captain in the Vanguard, Admiral Nelson took an affectionate leave of Captain Louis, who had come by his desire on board; and then with the utmost composure resigned himself to death.

When the surgeon came to examine the wound, it evidently appeared that it was not mortal: this joyful intelligence quickly circulated through the ship. As soon as the painful operation of dressing was over, Admiral Nelson immediately sat down, and that very night wrote the celebrated official letter, that appeared in the gazette. He came on deck just time enough to behold the conflagration of L'Orient.

The Bay of Aboukir was covered for a week with the floating bodies of the slain, exhibiting a most painful and horrid spectacle; and, though men were continually employed to sink them, many of the bodies, having slipped off the shot, again appeared on the surface. It was a great mercy to our brave countrymen, considering the excessive heat of the weather, that some pestilential disorder did not take place in consequence.

Captain Benjamin Hallowell, of the Swiftsure, who had ever been on terms of the most intimate friendship with Sir Horatio Nelson, finding his brother-officers eager to outvie each other in sending various presents to the admiral, that had been made from the wreck of L'Orient, actually ordered his carpenter to make a coffin, solely from the wreck, both as to wood and iron. His orders were punctually obeyed; and, one being finished with considerable elegance from the materials of L'Orient's main-mast, it was

presented to the admiral, with an affectionate and polite note. Sir Horatio Nelson highly appreciated the present of his brave officer ; and for some months had it placed upright in his cabin. At length, by the tears and intreaties of an old servant, the admiral was prevailed on to allow its being carried below : when he afterwards shifted his flag to the *Foudroyant*, and in expectation of meeting the French fleet, the coffin was carefully conveyed on board.

Nelson was now at his height of glory : congratulations, rewards, and honours, were showered upon him by all the states, princes, and powers, to whom this victory gave a respite. The Grand Signior and his brother, the Czar, the kings of Naples and Sardinia, sent him jewels and letters, acknowledging his unequalled services to the common cause. In England, he was created Baron Nelson of the Nile and of Burnham Thorpe, with a pension of 2000*l.* for his own life, and those of his two immediate successors. When this was moved in the House of Commons, General Walpole expressed an opinion that a higher degree of rank ought to be conferred. Mr. Pitt replied, he thought it needless to enter into that question. "Admiral Nelson's fame would be co-equal with the British name, and it would be remembered that he had obtained the greatest naval victory on record, when no man would think of asking whether he had been created a baron, a viscount, or an earl." True, indeed, whatever title had been bestowed, he who received it would have been Nelson still ; that name he had ennobled beyond all addition of nobility—it was the name by which England loved him, France feared him, and Italy, Egypt, and Turkey, celebrated him, and by which he would continue to be known while the present kingdoms and languages of the world endure. It depended upon the degree of rank what should be the fashion of the coronet. That it concerned him no otherwise, might be conceded to Mr. Pitt and his colleagues ; but the degree

of rank was the measure of their gratitude, though not of his services. This Nelson felt, and this he expressed with indignation among his friends.

We have neither room nor inclination to follow him through the subsequent transactions at Naples. The infatuated attachment which he there suffered himself to form for Lady Hamilton, occasioned the only stain upon his public character, *viz.* his consenting to the execution of the republicans, after a treaty had been entered into with them by Captain Foote, and the Turkish and Russian commanders, and also destroyed his domestic happiness for ever.* In the au-

* That Lord Nelson had hitherto been an affectionate husband, and as happy as he was amiable in all his domestic relations, is incontestibly proved by the letters to his family, inserted in the great life. Messrs. Clarke and M^rArthur, says the writer of the article in the Quarterly Review, vol. iii. p. 252, (when treating of the Lives of Nelson by Messrs. Clarke and M^rArthur; Charnock; Harrison; &c.) have placed this in its true light, by the evidence of these letters, and having shewn their own opinion upon this unpleasant subject clearly, and as concisely as possible; have, with commendable propriety, abstained from all petty details and recriminations of family disputes. Mr. Harrison's work is said to have been written in great part under Lady Hamilton's immediate eye. The manner in which he has attempted to serve a bad cause, cannot be too severely censured, and would justify the harshest epithets that could be bestowed upon a venal and unprincipled scribbler. This person, who comes publicly forward to injure as far as in him lies, and actually to insult Lady Nelson, delivers an opinion perfectly consistent with such conduct upon the transactions in the Bay of Naples. Mr. Stanier Clarke does his best to palliate those transactions, in a narrative which is even more confused than the rest of the book. This has called forth a second vindication from Captain Foote. "Nothing," says this injured officer, "can be more evident than the fact that a solemn capitulation had been agreed upon, formally signed by the chief commander of the forces of the King of Naples, by the Russian commander, and by myself, all duly authorized to sign any capitulation in the absence of superior powers. This was not a treaty of peace subject to ratification; it was not a truce liable to be broken; it was a serious agreement for surrender, upon terms which involved the lives and properties of men, who might have chosen to forfeit those lives and properties, had they not relied principally upon the faith of a British officer. Parts of the agree-

tumn of 1800, he left the Mediterranean,* and returned to England by way of Vienna and Hamburg, accompanied by Sir William and Lady Hamilton.

He arrived in England in November, and in the

ment were performed: and actual advantage was afterwards taken of those parts of the capitulation that had thus been executed, to seize the unhappy men who, having been thus deceived by a sacred pledge, were sacrificed in a cruel and despotic manner." The facts are certain and undeniable. They cannot be defended, they cannot be excused, they cannot by any sophistry be palliated. A faithful historian has no alternative but to relate them with sorrow and shame.

* *Presents to Lord Nelson for his Services in the Mediterranean, between October 1, 1798, and October 1, 1799.*

From his King and Country, a Peerage of Great Britain, and the Gold Medal.	
From the Parliament of Great Britain, for his own life, and two next heirs, per annum	£. 2000
From the Parliament of Ireland, the same as given Earl St. Vincent, and Lord Duncan, per annum	1000
From the East India Company	10,000
From the Turkey Company, a piece of plate of great value.	
From Alexander Davison, Esq. a Gold Medal.	
From the City of London, a Sword of great value.	
From the Grand Signor, a Diamond Aigrette, or Plume of Triumph, valued at	2000
From the same. a rich Pelisse, valued at	1000
From the Grand Signor's Mother, a Rose set with Diamonds, valued at	1000
From the Emperor of Russia, a Box, set with Diamonds, and a most elegant Letter, value	2500
From the King of the Two Sicilies, a Sword richly ornamented with Diamonds, and a most elegant and kind Letter	5000
Also the Dukedom of Bronte with an Estate, supposed, per annum	3000
From the King of Sardinia, a Box set with Diamonds, and a most elegant Letter	1200
From the Island of Zante, a gold-headed Sword and Cane, as an acknowledgment, that had it not been for the battle of the Nile, they could not have been liberated from French cruelty.	
From the City of Palermo, a Gold Box and Chain, brought on a Silver Waiter. Also the Freedom of the City of Palermo, which constitutes him a Grandee of Spain.	

January following received orders to embark again. During this interval he separated from Lady Nelson. Some of his last words to her were, 'I call God to witness there is nothing in you or your conduct that I wish otherwise.' But his attachment to Lady Hamilton was like infatuation, and its baneful influence hung over him during the remainder of his life. The Addington administration was just formed, and Nelson was sent to the Baltic under Sir Hyde Parker by the Earl of St. Vincent.*

The battle of Copenhagen requires less detail than that of the Nile, though it made the talents of Nelson, if that be possible, yet more conspicuous. The Danes were admirably prepared for defence. Upwards of one hundred pieces of cannon were mounted upon the crown batteries at the entrance of the harbour, and a line of twenty-five two-deckers, frigates, and floating batteries, was moored across its mouth. A Dane who came on board during the ineffectual negotiation that preceded hostilities, having occasion to express his proposals in writing, found the pen blunt, and holding it up, sarcastically said, 'if your guns are not better pointed than your pens, you will make little impression on Copenhagen.' He and his countrymen relied upon the fortifications of the Sound, as their outposts, but the Swedish batteries were silent, and the fleet passed without damage. The soundings were made under Nelson's own eye; day and night

* When the fleet sailed, it was sufficiently known that its destination was against Copenhagen: some Danish sailors, who were on board the Amazon frigate, went to Captain Riou, and requested that he would get them exchanged into a ship bound on some other service; 'they had no wish,' they said, 'to quit the British navy, but they intreated that they might not be led to fight against their own country.' There was not in our whole navy a man who had a higher and more chivalrous sense of honour and duty than Riou. The tears came into his eyes while the men were addressing him; he ordered his boat instantly, and did not return to the Amazon till he had procured their exchange. This anecdote is recorded in respect to the memory of as brave and honourable a man as ever died in battle.—*Quarterly Review*.

he was in the boat, till his health had nearly sunk under the unremitting fatigue. The action was fought on the 2d of April. Nelson had with him twelve ships of the line, with all the frigates and small craft; the remainder of the fleet was with the commander-in-chief, about four miles off. Three of his squadron grounded, and owing to the fears of the masters and pilots, the anchors were let go nearly a cable's length from the enemy. Had they proceeded they would have deepened their water, and the victory would have been decided in half the time. Of all the engagements in which Nelson had borne a part, this, he said, was the most terrible. It began at ten in the morning, and at one, victory had not declared itself on either side. A shot through the main-mast knocked a few splinters about the admiral. 'It is warm work,' he observed, 'and this day may be the last to any of us at a moment.' 'But mark you,' said he, stopping short at the gangway, 'I would not be elsewhere for thousands.' Just at this time, Sir Hyde made signal for the action to cease. It was reported to him: he continued walking the deck, and appeared to take no notice of it. The signal lieutenant meeting him at the next turn, asked if he should repeat it? 'No,' replied Nelson, 'acknowledge it.' Presently he called after him to know if the signal for close action was still hoisted, and being answered in the affirmative, said to him, 'Mind you keep it so.' He now walked the deck moving the stump of his right arm in a manner which always denoted great agitation. 'Doctor, you know,' said he to the surgeon, 'what's shown on board the commander-in-chief? No. 39!' He was asked what that meant. 'Why, to leave off action;' then shrugging up his shoulder as he repeated the words—leave off action! 'No, d—— me if I do! You know, Foley,' said he to the captain, 'I have only one eye, I have a right to be blind sometimes.—D—— the signal! hoist mine for closer battle; that is the way I answer such signals.—Nail mine to

the mast! Admiral Graves disobeyed that of the commander-in-chief in like manner, whether intentionally, or by a fortunate mistake, has not been explained. The squadron of frigates hauled off. At the moment the Amazon showed her stern to the enemy, Riou was killed—almost his last words had been an expression of regret at being obliged to retreat. ‘What,’ said he, ‘will Nelson think of us?’

About two, great part of the Danish line had ceased to fire, some of their lighter ships were adrift, and many had struck. It was, however, difficult to take possession of them, partly because they were protected by the batteries on Amak Island, and partly because an irregular fire was made on the English boats as they approached, from the ships themselves, the Danes being continually able to recruit their crews from the shore. This irritated him; ‘he must either,’ he said, ‘send on shore and stop these irregular proceedings, or send in fire-ships and burn the prizes.’ In this part of the battle the victory was complete, but the three ships a-head were still engaged, and exposed to a superior force. Nelson, with a presence of mind peculiar to himself, seized the occasion to secure the advantage which he had already gained, and open a negotiation. He, therefore, wrote thus to the Crown Prince: ‘Vice Admiral Lord Nelson has directions to spare Denmark when she no longer resists. The line of defence which covered her shores has struck to the British flag; but if the firing is continued on the part of Denmark, he must be obliged to set on fire all the prizes that he has taken, without having the power of saving the brave Danes who have defended them.’ A wafer was brought him for this letter; he ordered wax and a candle, saying, ‘it was no time to appear informal;’ and he affixed a larger seal than usual. Captain Frederick Thesiger was sent in with it. During his absence the remainder of the enemy’s line eastward was silenced: the Crown batteries continued to fire till the Danish General

Lindholm returned with a flag of truce, when the action closed, after four hours continuance. His message from the prince was, to inquire what was the object of Nelson's note? Nelson replied, 'it was humanity, he consented that hostilities should cease, and that the wounded Danes should be taken on shore, and he on his part would take his prisoners out of the vessels, and burn or carry off his prizes as he thought fit. He presented his humblest duty to the prince, saying he should consider this the greatest victory he ever gained, if it might be the cause of a happy reconciliation between the two countries.'

His proposal was accepted in the course of the evening, and a suspension agreed on for four-and-twenty-hours, during which it was resolved that he should land and negotiate in person with the prince. Accordingly, on the morning of the 4th he landed, a strong guard protected him from the people, whose admiration would not, perhaps, have else been sufficient to restrain the impulse of rage and vengeance. This battle, so dreadfully destructive to the Danes, was within sight of the city; the whole of the succeeding day was employed in landing the wounded, and there was scarcely a house without its cause for mourning. It was no new thing for Nelson to show himself regardless of danger, and it is to the honour of Denmark that the populace suffered themselves to be restrained. Some difficulty occurred in adjusting the duration of the armistice. He required sixteen weeks, giving like a seaman the true reason, that he might have time to act against the Russian fleet and return. This not being acceded to, a hint was thrown out by one of the Danish Commissioners of the renewal of hostilities. 'Renew hostilities!' said he to one of his friends, for he understood French enough to comprehend what was said, though not to answer it in the same language, 'tell him we are ready at a moment! ready to bombard this very night!' Fourteen weeks were at length agreed to. The death

of Paul intervened, and the Northern Confederacy was destroyed. For this signal service, in which Nelson appeared not less conspicuous as a statesman, than as an admiral, he was raised to the rank of Viscount. There was some prudence, perhaps, in dealing out honours to him step by step—had he lived long enough, he would have fought his way to a Dukedom.

When England was alarmed by preparations at Boulogne, which it would have become her to have despised, Nelson was appointed to a squadron on that station. His attack upon the flotilla failed, because the divisions did not all arrive in time, the enemy's vessels were moored by the bottom to the shore, and to each other with chains, and it was not possible to retain possession of those which struck, because as soon as this was attempted, the French, with a cruelty peculiar to that people, fired upon them, regardless of their own men. The peace of Amiens was concluded shortly afterwards, and when it was found equally incompatible with the honour and safety of the country to remain at peace with Buonaparte, Nelson went out as commander-in-chief to the Mediterranean. We must pass on to the concluding scene, the consummation of his labours and of his glory. After having watched the Toulon fleet for nearly two years, ready at any time to give them battle with an inferior force, they escaped him, formed a junction with the Spaniards, and ran for the West Indies. With ten ships and three frigates, he pursued eighteen sail of the line, and six frigates, with twelve thousand troops on board. There is just a Frenchman a-piece, he used to say to his captains, leaving me for the Spaniards; when I haul down my colours, I expect you to do the same, but not till then. The mere terror of his name compelled them to fly before him; false intelligence, which he, and he alone, suspected to be false, misled him, and they secured their return to Europe, whither they fled, without having

accomplished any other part of their purpose than that of reinforcing their own islands: ours were preserved from pillage, invasion, and not improbable conquest, by this pursuit, which is in all its circumstances unparalleled in naval history.

Having pursued them to Europe, he delivered over his squadron to Admiral Cornwallis, lest they should make for Brest to liberate that fleet, and place him between two fires; and then he returned to England, meaning to enjoy a little leisure with his friends. He had not been at Merton a month, when Captain Blackwood, on his way to the Admiralty with despatches, called at five in the morning, and found him already dressed. Upon seeing him, he exclaimed—“I am sure you bring me news of the French and Spanish fleets! I think I shall have yet to beat them!” It was as he supposed, they had liberated the squadron from Ferrol, and being now thirty-four sail of the line, got safely into Cadiz. “Depend on it, Blackwood,” he repeatedly said, “I shall give M. Villeneuve a drubbing!” But when Blackwood had left him, he wanted resolution to declare his wishes to his sister, and endeavoured to drive away the thought. He had done enough—“Let the man trudge it who has lost his budget,” said he. His countenance belied his lips, and as he was pacing one of the walks in his garden, which he used to call the quarter-deck, Lady Hamilton came up to him, and told him she saw he was uneasy. He smiled, and said, “No, he was as happy as possible, he was surrounded by his family, his health was better since he came home, and he would not give sixpence to call the king his uncle.” She replied, that she did not believe him; that he was longing to get at the combined fleet; that he considered them as his own property, and would be miserable if any man but himself did the business; that he must have them as the prize and reward of his two years long watching.

His services were as willingly accepted as they

were offered, and Lord Barham giving him the list of the navy, bade him choose his own officers. He reached Portsmouth only twenty-five days after he had left it; numbers followed him to the shore, and many when they saw him embark knelt down and blessed him, a proof of public love, of which, perhaps, our history affords no other example. The wind was against him, and blew strong, nevertheless such was his impatience to be upon the scene of action, that he worked down Channel, and after a rough passage arrived off Cadiz, on his birth-day, September 29, on which very day the French admiral, Villeneuve, received orders to put to sea the first opportunity. From this time till the 21st of October, when the battle of Trafalgar was fought, Nelson never came in sight of land; he feared that if the enemy knew his force they would not venture out, notwithstanding their superiority. This was the case: Villeneuve had called a council of war on hearing that Nelson had taken the command; and their determination was, not to leave Cadiz unless they had reason to believe themselves one-third stronger than the British force. Many circumstances tended to deceive them into such an opinion, and an American contributed unintentionally to mislead them, by declaring that Nelson could not possibly be with the fleet, for he himself had seen him only a few days before in London. Relying upon this, and upon their superiority, which was in truth sufficiently great, though they imagined it greater than it was, in an unhappy hour they sailed from Cadiz. On the 19th the signal was made that they were at sea. In the afternoon of the next day it was signified that they seemed determined to go to the westward; and that, said Nelson in his journal, they shall not do, if it be in the power of Nelson and Bronte to prevent them.

He had previously arranged his plan of attack. The confidence which he felt in his officers appears

strikingly in the manner with which he prefaced it; the business of a commander-in-chief, he said, being to lay his ships close on board the enemy as expeditiously as possible, and to continue them there till the business was concluded. Knowing his object to be that of a close and decisive action, the admirals and captains would supply any deficiency of signals, and act accordingly. The order of sailing was to be the order of battle, the fleet in two lines of sixteen ships, with an advanced squadron of eight, the fastest sailing two-deckers. The second in command having the entire direction of his line, was to break through the enemy; about the twelfth ship from the rear, he would lead through the centre, and the advanced squadron was to cut off three or four ahead of the centre. They were so to proportion this to the strength of the enemy, that they should always be one-fourth superior to those whom they cut off. The only difference from this plan on the day of action was, that the fleet bore up by signal in two columns. The British force consisted of twenty-seven sail of the line. The enemy's of thirty-three, and their superiority was greater in size and weight of metal than in numbers; four thousand troops were on board, and the best riflemen who could be selected were dispersed through the fleet.

Nelson never went into a battle without a full sense of its danger, and always seems rather to have prepared his mind for death, than to have banished the thought of it. On the morning of the 21st, he wrote a prayer in his journal, followed by an extraordinary memoir, in which he solemnly bequeathed Lady Hamilton as a legacy to his king and country. He left also to the beneficence of his country his adopted daughter, desiring she would use in future his name only. "These," said he, "are the only favours I ask of my king and country at this moment, when I am going to fight their battle. He had put on the coat which he always wore in action, and kept for

that purpose, with a degree of veneration: it bore the insignia of all his orders. "In honour I gained them," he said, "and in honour I will die with them." When it was certain that the enemy could not avoid an engagement, he became highly animated, saying, he should not be content with less than twenty of them! Captain Blackwood was walking with him on the poop, and he asked him if he did not think there was a signal wanting. The Captain replied, "he thought the whole of the fleet seemed very clearly to understand what they were about. He had, however, scarcely spoken, before that signal was made which will be remembered as long as the language and the name of England shall endure — Nelson's last signal was — ENGLAND EXPECTS EVERY MAN TO DO HIS DUTY. It was received with a shout throughout the fleet—an answering acclamation, made sublime by the feeling which it conveyed. "Now," said Nelson, "I can do no more. We must trust to the great Disposer of all events, and the justice of our cause; I thank God for this great opportunity of doing my duty." Captain Blackwood being about to return to his ship, took him by the hand, saying, he "hoped soon to return, and find him in possession of his twenty prizes." He replied, "God bless you, Blackwood, I shall never see you again."

It had been represented so strongly to Nelson, both by Captain Blackwood, and his own captain, Hardy, how advantageous it would be to the fleet for him to keep out of action as long as possible, that he consented at length to let the *Temeraire*, which was then sailing abreast of the *Victory*, be ordered to pass ahead, and the *Leviathan* also. They could not possibly do this if the *Victory* continued to carry all her sail; and so far was Nelson from shortening sail, that he seemed to take pleasure in baffling the advice to which he could not but assent. As usual, he hoisted several flags, that they might not be shot away.

The enemy shewed no colours till late in the action, when they began to feel the necessity of having them to strike.

In the prayer which Nelson wrote before the action, he prays that humanity after victory might distinguish the British fleet. Setting an example himself, he twice gave orders to cease firing upon the *Redoubtable*, supposing that she had struck, because her great guns were silent, and as she carried no flag, there was no means of ascertaining the fact. From this ship, whose destruction was twice delayed by his wish to spare the enemy, he received his death. A ball fired from her mizen top struck the epaulette on his left shoulder: he fell with his face on the deck. "They have done me at last, Hardy," said he, "my back bone is shot through." Yet not for a moment losing his presence of mind, he observed, as they were carrying him down the ladder, that the tiller ropes, which had been shot away, were not yet replaced, and ordered that new ones should be rove immediately; and that he might not be seen by the crew, he took out his handkerchief and covered his face with it, and the ensignia upon his coat. Had he but concealed them from the enemy, England perhaps would not have received with sorrow the tidings of the battle of Trafalgar. Certain by the sensation in his back, and the gush of blood which he felt every minute within his breast, that no human aid could avail him, after the wound had been probed, he ordered the surgeon to return to the wounded, and assist those to whom his services could be useful; "for," said he, "you can do nothing for me." The pain he suffered was so severe, that he wished himself dead. "Yet," said he, in a lower tone, "one would like to live a little longer too:"—doubtless, that he might hear the completion of the victory which he had seen so gloriously begun. Upon enquiring how many ships had struck, and hearing fourteen or fifteen certainly, but it was impossible as yet to ascer-

tain, "That's well," said he, "but I bargained for twenty;" and then he emphatically exclaimed, "Anchor, Hardy, anchor!" To this the captain replied, that he supposed Admiral Collingwood would now take upon himself the direction of affairs. "Not while I live, Hardy," cried the dying Nelson, ineffectually endeavouring to raise himself from the bed; "no, do *you* anchor, Hardy." He had foreseen the infinite importance of this; for, by the position in which the enemy waited for the attack, the shoals of Trafalgar and St. Pedro were under their lee; and the port of Cadiz, with the existing wind, open to them; and, on this account, he had, before the action, made signal to prepare to anchor. Presently calling Hardy back, he said to him in a low tone, "Don't throw me overboard;" and desired that he might be buried by his father and mother unless it should please the king to order otherwise. "Kiss me, Hardy," said he. Hardy knelt down, and kissed his cheek, and Nelson said, "Now I am satisfied. I have done my duty. Thank God! I have done my duty:" these words he repeatedly pronounced, and they were the last words which he uttered.

The death of Nelson was felt in England as something more than a public calamity. Men started at the intelligence, and turned pale, as if they heard of the loss of a dear friend. An object of our admiration and affection, of our pride and of our hopes, was suddenly taken from us, and it seemed as we had never till then known how deeply we loved and revered him. What the country lost in its great naval hero, the greatest of our own, and of all former times, was scarcely taken into the account of grief. So perfectly indeed had he performed his part, that the maritime war might from that day be considered at an end; the fleets of the enemy were not merely defeated, but destroyed; new navies must be built, and a new race of seamen reared for them, before the possibility of their invading our

shores could again be contemplated. It was not, therefore, from any selfish reflection upon our own loss that we mourned for him: the general sorrow was of a higher character. The people of England grieved that funeral ceremonies and public monuments were all which they could now bestow upon him whom the king, the legislature, and the nation, could alike have delighted to honour; whom every tongue would have blessed; whose presence, in every village through which he should have passed, would have awakened the church bells; have given school-boys a holiday; have drawn children from their sports to gaze upon him, and "old men from the chimney-corner," to look upon Nelson ere they died. The victory of Trafalgar was indeed celebrated with the usual forms of rejoicing, but they were without joy; for such was the glory of Nelson and the British navy, in great measure through his genius, that they scarcely seemed to receive any addition from this; that the most signal victory that ever was achieved upon the seas, and the destruction of so great a fleet, hardly appeared to add to our strength and security; for we felt ourselves as strong and secure while Nelson was living to watch them, as when they were destroyed.

There was reason to suppose, from the appearances upon opening his body, that in the course of nature he might have attained, like his father, to a good old age; yet *he* cannot be said to have fallen prematurely, whose work was done, nor ought he to be lamented who died so full of honours, and at the height of human fame. The most triumphant death is that of the martyr; the most awful, that of the martyred patriot; the most splendid, that of the hero in the hour of victory; and, if the chariot and the horses of fire had been vouchsafed for Nelson's translation, he could scarcely have departed in a brighter blaze of glory. He has left us, not indeed his mantle of inspiration, but a name and an example which are at

this hour inspiring hundreds of the youth of England; a name which is our pride, and an example which will continue to be our shield and our strength. Thus it is, that the great and the wise continue to live and to act after them*.

We now pass onward to the last solemn scene, which closed for ever from our eyes the remains of the first of heroes. On the 4th of December, about noon, the victory hove in sight at Portsmouth; and, at two o'clock, she came to anchor at St. Helen's, the tide not answering for her to proceed to Spithead. His lordship's flag was flying at half-mast; and, soon after the Victory's arrival, the port admiral made the signal for the ships at Spithead and in the harbour to lower their flags and pendants to half-mast. It had been arranged, that the Victory should immediately proceed round to Woolwich with the body; but, in consequence of her shattered state, it was afterwards expected that she would be under the necessity of landing his lordship's remains at Portsmouth, and that they would be conveyed thence to London by land. This, however, was otherwise ordered; and, having received the necessary repairs, with the body still on board, the Victory got under weigh for the Nore on the 10th of the month. On the evening of the 12th, she came to an anchor, a little to the westward of Dover, where she remained till the morning of the 16th, when she weighed anchor, and endeavoured to proceed; but, owing to the wind coming short, she was compelled to bring up on the South Foreland. She was not able to reach the Downs before the 17th. On the 19th she sailed direct for the Nore.

On the preceding Sunday, the 15th, the remains of Lord Nelson were taken from the vessel of spirits in which they had been immersed for preservation, and deposited in a plain elm coffin, which was placed

* See Quarterly Review, Vol. III.

in the after cabin of the main deck, under a canopy of colours. With the exception of a little discolourment on the left ankle, neither the features nor body had undergone a change of appearance. In this state the last tribute of respect was paid to his memory, by a number of visitors, who daily went off for that purpose, during the stay of the *Victory* in the Downs. On the outer coffin was the following inscription :

DEPOSITUM.

The Most Noble Lord HORATIO NELSON,
 Viscount and Baron NELSON of the Nile,
 and of
 Burnham Thorpe, in the County of Norfolk.
 Baron NELSON of the Nile, and of Hillborough, in the said county.
 Knight of the Most Honourable Order of the Bath ;
 Vice-Admiral of the White Squadron of the Fleet ;
 and
 Commander in Chief of His Majesty's Ships and Vessels in the
 Mediterranean.
 Also,
 Duke of Bronte, in Sicily ;
 Knight Grand Cross of the Sicilian Order of St. Ferdinand,
 and of Merit.
 Member of the Ottoman Order of the Crescent ;
 and
 Knight Grand Commander of the Order of St. Joachim.
 Born September 29, 1758.

After a series of transcendent and heroic services, this gallant Admiral fell gloriously, in the moment of a brilliant and decisive victory over the combined fleets of France and Spain, off Cape Trafalgar, on the 21st of October, 1805.

* For a most interesting account of the funeral and public honours paid to the memory of Lord Nelson, we refer our readers to the *NAVAL CHRONICLE*, Vol. XV. to which work we have been chiefly indebted for the foregoing article, and also for many other biographical articles found in the course of our volumes.

CHAP. XXXII.

Naval History from the Death of Lord Nelson to the end of the Year 1806.

ON the 21st of January, 1806, Parliament assembled: it was opened by commission, his Majesty's speech being read by the Lord Chancellor: the victory of Trafalgar, by which the maritime power of France and Spain had been so utterly destroyed, was the topic, on which his Majesty dwelt with the most emphasis and satisfaction: this victory was described as excelling in its nature and consequence, every maritime exploit recorded in the annals of the British navy. After dwelling on this view of the subject, his Majesty adverted to the death of the hero, by whose naval skill and bravery the victory had been principally achieved; and expressed his deep regret that the day of triumph should have been clouded by the fall of the heroic commander, at the same time calling upon parliament to fulfil his own wishes and those of the nation, by enabling him to annex to those honors which he had conferred on the family of Lord Nelson, the means of supporting them with due dignity, thus handing down to the latest posterity the memory of his name and services, and the benefit of his illustrious example. The success which Buonaparte had gained at the memorable battle of Austerlitz, was slightly alluded to, while the firmness of the Emperor of Russia was held out as affording hopes, that the liberation of Europe might still be effected, and its independence and tranquillity restored.

The address was moved in the House of Lords, by the earl of Essex, and seconded by Lord Carlton: a formidable opposition would probably have been made to it,

had it not been for the dangerous indisposition of Mr. Pitt. When parliament met, his indisposition was of such a nature, that scarcely any hopes were entertained, that he would survive many days. Earl Cowper adverted to this circumstance, and declaring that he concurred in the greater part of the address; but on the subject of continental alliances held a different opinion from that which was expressed in his Majesty's speech, he gave notice that on the following Monday he should move that it was highly expedient and important for the house to go into the full consideration of the present state of the country, and the causes which had produced it. The other members of the opposition actuated by the same motives as Earl Cowper put off any formal motion for the present, at the same time expressly declaring, that the address met their full approbation so far as it related to the service of Lord Nelson, and the rewards which were to be bestowed on his representatives, in consequence of those services, but that the sentiments which the speech and the address contained on the subject of continental alliances, appeared to them unfounded in policy, and hostile to the real interests of Great Britain. No amendment therefore being moved in the House of Lords, the address was agreed to without a division.

In the House of Commons, Lord Francis Spencer moved the address, and the motion was seconded by Mr. Ainstie. Lord Henry Petty, in his speech on this occasion, followed nearly the line of conduct which Earl Cowper had pursued in the House of Lords; he fully concurred in all that had been said respecting the battle of Trafalgar, and in all that his Majesty proposed, with the consent and by the assistance of parliament, to do for the heir of Lord Nelson; but on the other parts of the speech and address, he found himself compelled to entertain opinions different from those of his Majesty's ministers: these opinions he should state and support in a formal motion, of which he gave notice for the same day on which Earl

Cowper's was to come on in the House of Lords. After some conversation respecting the day, which Lord Henry Petty had fixed for his motion; the address was agreed to.

On Thursday the 23d of January, the addresses from both houses were presented to his Majesty; and on the same day, Mr. Pitt died; the intended motions of Earl Cowper and Lord Henry Petty were therefore deferred.

The friends of Mr. Pitt, after his death, found themselves so weak, and the opposition, consisting not merely of Lord Grenville and Mr. Fox, and their respective friends and supporters, but also of Lord Sidmouth and his party, so strong and formidable, that they declined continuing in power. A new ministry was therefore formed, of which Lord Grenville was the head, as first Lord of the Treasury. Mr. Grey was appointed first Lord of the Admiralty in the room of Lord Barham; and Mr. Sheridan succeeded Mr. Canning as Treasurer of the Navy. The command of the Channel fleet was given to Earl St. Vincent, with powers of a very superior and comprehensive nature and description.

The appointment of Lord St. Vincent to this command seemed to be the signal for his enemies to come forward against him on the subject of his management while he had been at the head of the Admiralty. On the 28th of January, Mr. Jeffrey, in the House of Commons, noticed the very voluminous nature of the papers which had been presented from the Admiralty, and on which he intended to have grounded his charges against Earl St. Vincent: he contended, that the motion of ministers that these papers should be printed, had no other object in view, but the procrastination of the question, of which he had given notice. Mr. Jeffrey still persevered in his charges, but said, that to support these charges it was not necessary, either to lay before the house all the papers which had been sent from the Admiralty, or to print

them. Admiral Markham and Mr. P. Moore maintained on the other hand, that if Mr. Jeffrey had a right to call for those particular papers, which he knew, or thought would support his charges, Earl St. Vincent had an equal right to call for such papers as would explain and justify his conduct, while he had been at the head of the Admiralty. The abstract of Mr. Jeffrey's argument, Mr. Moore contended, was simply this, "Let me produce all the papers I choose, but do not let the noble lord bring any whereupon to form his defence." As the sense of the house was decidedly against the charges being discussed till the necessary papers were printed, Mr. Jeffrey consented to withdraw his motion for the present.

In the month of April, Mr. Jeffrey again brought forward his charges against Earl St. Vincent; he began his speech with pledging himself to prove him guilty of culpable neglect and gross misconduct during the time he was at the head of the Admiralty. After a speech of nearly four hours, he concluded with moving, that the house do resolve itself into a committee, to consider of the charges which he had brought forward. The motion received scarcely any support from any part of the house, while the conduct of Lord St. Vincent was ably and strenuously defended by Lord Howick (the title which Mr. Grey had taken, on his father being created Earl Grey), Admiral Markham and Lord Garlies: on the question being put, Mr. Jeffrey's motion was rejected almost unanimously. After it was thus disposed of, Mr. Fox rose, and after a short speech, moved, "That it appears to this house, that the conduct of the earl of St. Vincent in his naval administration, has added an additional lustre to his exalted character, and merits the approbation of the house;" this motion was agreed to without a division.

Early in January, the House of Commons in a committee, voted one hundred and twenty thousand seamen and marines for the year 1806; and on the

24th of March, the supplies for the navy were voted: they amounted to 15,28,000*l.* exclusive of the ordnance. The committee of supply again sat on the 25th of April, when Lord Howick moved for an increase of pay to the navy: according to the scale of augmentation which he proposed, every ordinary seaman was to have an additional pay of sixpence *per* week, or two shillings *per* month, every able seaman one shilling *per* week, or four shillings *per* month; and the petty officers, who, Lord Howick said, were universally admitted to be very instrumental in preserving the discipline of the navy, were to have an additional pay of five shillings *per* month. Besides this increase of pay, Lord Howick's plan proposed a considerable addition to the number of petty officers, *viz.* captains of the fore-castle, of the masts, of the tops, and of the after-guard; and to each of these classes he proposed an increase of nine shillings and sixpence *per* month. Masters-mates, and warrant-officers were to receive an addition of six shillings *per* month; but in the case of the latter, this addition was only to be allowed while they were in actual service, as they were always retained, and received their usual pay during peace. In order to render the situation of the chaplains more useful, and at the same time more lucrative, Lord Howick proposed, that they should also act as school-masters in the navy, and that for this additional service, they should receive an additional allowance of twenty pounds a year. The commissioned officers were next to be considered: their pay had remained stationary ever since the time of Queen Anne; on every account, therefore, it was proper to increase it. The lieutenants pay at present was five shillings a day; to this Lord Howick proposed to add one shilling: to the pay of the captains, four shillings a day was to be added. The arrangement respecting the pay of the admirals was thus made according to Lord Howick's plan; the rear-admirals were to receive an addition of three shillings and six-pence a day: the vice-

admirals, five shillings: admirals, seven shillings; and admirals of the fleet, ten shillings a day. On this calculation, Lord Howick stated, that the addition under the several heads would stand thus :

Officers.....	£ 56,383
Warrant officers.....	7,310
Masters-mates.....	2,563
Petty officers.....	27,600
Lieutenants.....	26,800
Captains.....	27,904
Admirals.....	31,806
Able seamen.....	78,000
Ordinary seamen.....	30,000
	<hr/>
Total	£ 288,366

After the detail of this part of his plan, Lord Howick proceeded to the consideration of the case of disabled seamen. The funds of Greenwich hospital were amply sufficient for all demands upon them: but the funds of Greenwich chest were not so flourishing or ample; he therefore proposed an addition to the latter of from 14,000*l.* to 20,000*l.*: from this additional sum, each out-pensioner was to receive an increase to his allowance, to be regulated by the length of their services, their wounds and age. This addition to the Greenwich chest, however, was not to be made from the public purse, but by a grant of one shilling in the pound from all prize-money, and, with his Majesty's consent, by appropriating part of the droits of the Admiralty. No material opposition being made to this plan of Lord Howick's, it was agreed to, and carried into full execution.

We must now turn our attention to the proceedings on the trial of Lord Melville, the preliminary steps towards which we have detailed under the year 1805. In order that this trial might be conducted with due solemnity, Westminster Hall was fitted up for the occasion, and the House of Commons appointed managers to conduct it. As Mr. Whitbread had taken an active and leading part in bringing the charges be-

fore parliament, he was also most unremitting and zealous during the whole course of the trial. It began on the 6th of May; and after the court had been opened in the usual form, and with the usual solemnities, the charges against Lord Melville were read by a master in chancery. They consisted of ten articles: he was charged with receiving, previously to the 10th of January 1786, the sum of 10,000*l.* of the public money, which he positively refused to account for: with permitting Mr. Alexander Trotter to draw money from the Bank for other purposes, than those of the navy, and to place it with his private banker, in his own name, and under his own control: the next article charged him with having acted directly contrary to the law which had been passed to regulate the office of treasurer of the navy, by paying into the Bank of England, and placing there to his own account, large sums of the public money, and also by permitting Mr. Trotter to apply the public money to his own emolument: this charge also maintained, that Mr. Trotter with Lord Melville's consent or privity, mixed the public money, so placed in the hands of his private bankers, with his own money, in such a manner, that it was exposed to great risk, and completely put beyond the control of the treasurer of the navy. Lord Melville was also charged with permitting this practice to descend even farther: for Mr. Trotter, with the connivance of his lordship, placed the public money in the hands, and under the control of Mark Sprott, who employed it for his private benefit and emolument. The next article charged Lord Melville with participating in the illegal profit which Mr. Trotter derived from the use of the public money; inasmuch as he received the public money from Trotter, and applied it to his own use; and that, in order to conceal the advances which Trotter made to Lord Melville, and the considerations upon which they were made, the parties in the year 1803, agreed to destroy all vouchers and memorandums which had

passed between them. The next charge related to the sum of 22,000*l.* which his lordship had received from Mr. Trotter without interest, part of which was advanced from the public money, and part from the fund made up of the public money, mixed with that of Mr. Trotter, at his private bankers; he was also charged with having destroyed the books of accounts, in order to conceal this advance. The last article of importance charged Lord Melville, that while Mr. Trotter transacted his business, as his agent, "he was from time to time in advance to him in that respect from 10*l.* to 20,000*l.* which sums were taken from the money placed in the private bankers hands: that his lordship thus derived benefit from the illegal acts of Mr. Trotter, and that Mr. Trotter acted gratuitously for his lordship, in consideration of his lordship's connivance at the application of the public money to Mr. Trotter's emolument, without which connivance, Mr. Trotter would not have been able to make these advances."

To these charges Lord Melville pleaded not guilty; after which the proceedings against him were opened by a long speech from Mr. Whitbread; in this speech, the different articles were discussed and supported with considerable ingenuity and eloquence; and particularly that article which charged Lord Melville and Mr. Trotter with having destroyed all writings, vouchers and documents, which had existed between them, exonerating each other from all further demands. The principal witnesses in support of the charges were Mr. Trotter, and Mr. Mark Sprott, and though in the opinion of many, they failed in substantiating the guilt of his lordship to the extent, which Mr. Whitbread contended it existed, yet they amply, though reluctantly proved, that he had been very remiss in the discharge of his duty as treasurer of the navy, and that if he had exercised his usual acuteness, he must have suspected, at least, that Mr. Trotter was making an improper and illegal use of the public money.

As soon as the evidence was concluded, it was summed up by Sir Samuel Romilly, with great ability, and at the same time with a due share of candour. After Sir Samuel Romilly sate down, the Lord Chancellor called on the defendant for his defence. Lord Melville's counsel were Mr. Plomer and Mr. Adam; the former rose, and in a speech of considerable length, contended that none of the charges had been made out: he principally insisted on the nature of Mr. Trotter's evidence, being sensible that if he could shake that, he would do essential service to the cause of his client: this evidence, Mr. Plomer maintained, must be either totally admitted, or totally rejected." No partial distinction could be made on this subject; and if he was to be fully believed, Lord Melville's innocence on the main points charged against him was completely established; if he was to be disbelieved, the main pillar of the accusation was removed, and the superstructure must necessarily fall. Mr. Trotter having acted, under the general power of the office, was Lord Melville to be blamed for his abuse of it? Lord Melville never conceived the money, which had been drawn from the Bank of England to the private bankers, was for a greater amount than for the assignments made out. He had not the most faint idea or suspicion that any profit was made of this money, unless, perhaps, a very small *per centage*, which some banking-houses were in the habit of allowing. On one part of Mr. Trotter's evidence, Mr. Plomer dwelt with great force and effect: Mr. Trotter had deposed, that he had once suggested to Lord Melville the availing himself of the public money, with respect to India stock; and that his lordship had declined it with the strongest and most unequivocal indications of surprise and displeasure.

Mr. Plomer also manifested much ingenuity in rebutting the argument drawn against his client, from the destruction of the vouchers; this he allowed might have been entitled to some weight, had the vouchers

been of a public nature : but it surely was harsh and absurd to contend, that because two men held offices of public responsibility, they never were to settle and close their private accounts, and adopt the consequent measures of acquittal, and security usual on such occasions. He concluded his speech, with expressing his conviction, that on the whole of the evidence for the prosecution, their lordships would see no proof of corrupt, or criminal intention on the part of Lord Melville ; while any negligence which might fairly be imputed to him, would appear to have been abundantly punished without any addition, if indeed, on this account, it was competent for their lordships to inflict any.

After Mr. Plomer had sat down, Mr. Adam rose : he followed in his speech nearly the same arrangement and line of argument which Mr. Plomer had done, entering more at length, however, on the construction of the act of 1786 : this act, he contended, required merely that the money when imparted from the Exchequer, should be deposited at the bank, in the first instance, afterwards to be drawn, at the discretion of the treasurer, as the public service required.

In order to prove that Lord Melville, so far from being unfairly covetous of the public money, was rather of a contrary disposition, several witnesses were called, who deposed that he had refrained from receiving the salaries and profits of his office of third secretary of state, until the time of his resignation, amounting in all to twenty-six thousand pounds.

The case was terminated by a short speech from the attorney general, in the course of which, he particularly noticed the legal arguments of Mr. Plomer, and contended that they were fraught with error and danger ; as it was impossible for the most expert casuist and subtle reasoner to prove that Lord Melville had not violated the act of 1786.

“ The case being thus closed on both sides, their

lordships adjourned to the chamber of Parliament, and much time was occupied in discussions relating to the trial, during which the doors were closed to all who were not members of their house. The assistance of the judges in certain points of law was resorted to, and after a variety of animated and protracted debates, on the sixteenth day of the trial, their lordships proceeded to deliver their verdict. The Lord Chancellor interrogated every peer by name, beginning with the junior baron, and ending with the Duke of York (The Prince of Wales, on this day, not being present), with reference to every particular charge, whether Henry Lord Viscount Melville, was guilty of the high crimes and misdemeanors with which he was charged in it, or not guilty: to which the answer of guilty or not guilty, "upon my honour," was given by each member, placing at the same time, his right hand upon his breast.

The number of votes on each side was as follows:

Charge	guilty	not guilty	majority.
1.....	16	119	103
2.....	57	79	22
3.....	52	83	31
4.....	none	all	
5.....	4	151	127
6.....	48	87	39
7.....	50	85	35
8.....	14	21	107
9.....	16	149	103
10.....	12	123	111

When the votes were cast up on each particular charge, the Lord Chancellor acquainted Lord Melville that he was acquitted of the articles of impeachment, exhibited against him by the Commons, for high crimes and misdemeanors, and of all things contained therein.

It is not proper to dismiss this most important and interesting subject, without offering one short remark on the tendency and consequences of party feeling: throughout the whole of the proceedings against Lord Melville, it was but too evident, that the opposition

looked more to a triumph over him, and through him over Mr. Pitt, than to the securing the substantial ends of justice, or benefitting their country. In all their proceedings there was too much eagerness and precipitancy: and this eagerness and precipitancy into which their party feeling turned them, was one cause why they failed in their grand object. There can be little doubt, that many peers voted against the guilt of Lord Melville, partly at least, because they perceived that he was pursued with such unrelenting animosity. Had the opposition contented themselves with bringing forward only those charges, which, though involving a smaller degree of guilt, they could have supported with more substantial evidence; and had they, at the same time, repressed the violence of their joy, and moderated the sanguineness of their expectations, it is highly probable they would have done more good to the cause of justice, to their country, and to themselves.

In directing our attention to the naval transactions of the year 1806, we must not expect to find them conducted on that large scale, or attended with those momentous results, which distinguished the naval transactions of former years. The victory of Trafalgar, had so utterly crippled the maritime force of the enemy, that a very considerable length of time must necessarily elapse before he can bring forward a fleet nearly equal to that which was captured and destroyed on that occasion. But the British government did not, therefore, relax their vigilance. Admiral Collingwood was still engaged in closely blockading Cadiz; while the motions of the Dutch in the Texel, were watched by Admiral Russel. The flotilla still remained in Boulogne, but as the vessels of which it was composed were slightly built of materials not properly prepared, they, soon became very unfit for sea: even this consideration, joined to the increased probability that the flotilla was not designed by Buonaparte for actual use, did not prevent the Admiralty from stationing

a squadron of small and light vessels in the Downs, amply sufficient to watch the motions of the flotilla, and to meet and disperse them, if they should venture to leave Boulogne. As the French had some ships of war in Brest harbour, nearly ready for sea, this port also was watched by our cruisers with their wonted activity and vigilance.

Notwithstanding the loss which Buonaparte had sustained by the battle of Trafalgar, and the high probability that whenever his remaining ships ventured to sea, they would meet with a similar fate, yet the situation of his remaining West India Colonies determined him to run all hazards for their support and relief: accordingly towards the close of 1805, Admiral Villaumez, attended by Jerome, the brother of Buonaparte, sailed with eleven sail of the line and a number of frigates. This fleet afterwards divided into two squadrons, and proceeded by different routes towards the West Indies. As soon as its escape was known, government sent out instructions to the East and West Indies, and took the necessary measures to prevent its doing extensive or material mischief.

Admiral Duckworth at this time commanded in the West Indies: he had under him seven sail of the line; and as soon as he was apprized that the enemy's fleet were in that quarter of the world, he lost no time in getting through the Mona passage, and in proceeding off the town of St. Dominique. At six o'clock in the morning on the 5th of February, the enemy were discovered getting under weigh. At eight o'clock they were in a compact line, consisting of five ships of war, two frigates, and a corvette. As Admiral Duckworth knew that the other French squadron was also in these seas, he naturally concluded that the object of the enemy was, to unite, and he accordingly took such measures as he thought would effectually prevent their junction. By nine o'clock he had got so near the enemy as to render an action inevitable; he im-

mediately made the signal by telegraph, that the principal object of attack, would be the admiral and his second, and that the ships of his fleet should take their stations, and engage as they came respectively up. The Superb, Admiral Duckworth's own vessel, began the battle with the Alexander of eighty-four guns: the enemy, however, was soon compelled to sheer off, after having received three well-directed broadsides from the Superb. In the mean time, the Northumberland, that bore the flag of Rear-admiral Cochrane, was engaged with the Imperial of one hundred and twenty guns, the French admiral's ship; as the combat was very unequal, and the Northumberland was suffering from the heavy fire of the enemy, Admiral Duckworth, as soon as he had succeeded in making the Alexander sheer off, bore down to the support of Admiral Cochrane. The Imperial bore the fire of these two ships for about an hour, when being much shattered and completely beaten, she hauled directly for the land, the Superb following close after her: about twenty minutes before twelve, the French admiral's ship ran on shore, and the Superb, being only in seventeen fathom water, was obliged to haul her wind, in order to avoid the same fate. Another French ship the Diomede of eighty-four guns, also ran on shore. The Alexander, after she had sheered off from the Superb, fell in with the lee division of the British fleet, commanded by Admiral Louis, who immediately attacked her, and soon compelled her to surrender. Le Jupiter of seventy-four guns, and Le Brave of the same force were also taken: the killed and wounded on board the enemy's vessels were very numerous; the Alexander, having three-hundred; Le Jupiter, two-hundred; and Le Brave, two-hundred and sixty. The two frigates and the corvette escaped. On board the British fleet, there were only six killed, and fifty-six wounded, on board the Superb; twenty-one killed, and seventy-nine wounded on board the Northumberland; thirty killed

and wounded on board the Canopus; twelve killed, and thirty-seven wounded, on board of the Donegal; eight killed, and 11 wounded, on board the Atlas; and one killed, and thirteen wounded, on board the Agamemnon. As soon as possible after this engagement, Admiral Duckworth detached the Spencer, Donegal, and Atlas, with the prizes to Jamaica; while he himself with the Canopus, Acasta, and Magicienne, proceeded to attempt the destruction of the two French ships which had run on shore: this was completely effected in a manner highly creditable to the courage, as well as the humanity of the British; since the prisoners were all saved from perishing, notwithstanding a most tremendous sea was running at the time, and the whole service was performed to the satisfaction of Admiral Duckworth, and to the honor of Captain Dunn, to whom it was more particularly entrusted.

The other division of the French fleet, consisted of six sail of the line and three frigates: in its passage to the West Indies, it fell in with some transports with troops from Gibraltar, which it captured. Admiral Villanvez, who commanded this division, afterwards proceeded to St. Domingo, where he landed some troops; and having accomplished this object, for which he had been principally sent, he landed and plundered Montserrat, Nevis, and St. Kitt's. Soon after this, the French fleet were discovered near Barbadoes, by Admiral Cochrane; but as he had only four sail of the line, he did not deem it prudent to hazard an engagement with a force so much superior: he was further induced to decline an engagement when he first discovered the enemy, as he soon expected a reinforcement from the island of Tortola, which would have made him more than a match for them. But the elements effected that which the British expected to accomplish: a most tremendous hurricane arose, which completely dispersed the French

fleet: the admiral's ship, with the utmost difficulty, and in a most crippled state, reached the Havannah: the *Impetueux* directed her course, or was driven by the storm towards the coast of America, and took refuge in the Chesapeake: hither she was followed by the *Belleisle* and *Bellona*, two of Admiral Cochrane's squadron, when she ran ashore, and was burnt by the crew of the *Melampus*. Two other ships of the enemy were also destroyed on the coast of America; the *Castor* is supposed to have foundered at sea: and the *Veteran* alone, with Jerome Buonaparte on board, had the good fortune to escape and arrive, in August, in port L'Orient.

During the autumn of 1805, an expedition had been fitted out, the object of which was matter of various conjecture: it consisted of several ships of the line and frigates, under the command of Sir Home Popham, and a force of between four thousand and five thousand under Sir David Baird. Its destination was, the Cape of Good Hope. For some days after its arrival there, it was found impracticable to land the troops, on account of the violence of the swell; this, however, having abated, a landing was effected on the 6th of January, with little opposition or loss from the enemy, but attended with the melancholy circumstance of the oversetting of one boat, containing thirty-five men of the ninety-third regiment. When the British troops had ascended the Blue mountains, in their way to Cape Town, they discovered the Dutch army drawn up in two lines, consisting of about five thousand men, with twenty-three pieces of cannon: the enemy made a vigorous resistance for some time, but a charge by the Highland brigade forced them to a precipitate retreat. Immediately after this engagement, General Jansens, who commanded the Dutch, retired into the interior of the country, but, upon the surrender of Cape Town, which took place on the 10th, he acceded to the

proposals which were made to him by Sir David Baird, and the whole settlement was thus reduced under the sovereignty of Great Britain.

The British commanders, soon after the surrender of the Cape, received intelligence that the valuable and important Spanish colony of Buenos Ayres was in a very weak and defenceless situation: this intelligence seemed to justify them in dispatching an expedition against it from the Cape, notwithstanding their instructions and powers did not point at this object: they were still farther induced to plan and execute this expedition, as their new conquest was deemed perfectly secure, and the Dutch inhabitants at the Cape had received and treated the British rather as friends and deliverers, than as enemies and conquerors.

The squadron destined against Buenos Ayres, took on board about eleven hundred troops; and arrived off Cape St. Mary on the 6th of June. General Beresford commanded the land forces; and Sir Home Popham, who is thought principally to have recommended and planned the expedition, had the command of the fleet. After some deliberation whether they should endeavour first to make themselves masters of Monte Video, or proceed directly up the river against Buenos Ayres, it was determined to proceed against the latter place. When the squadron got near Buenos Ayres, the Spanish troops were observed posted on a hill, with a small village beneath them: it was naturally imagined that they would oppose the landing of the British troops: this, however, they did not attempt in the slightest degree. But as the town of Buenos Ayres could not be approached or attacked while the enemy occupied their position, it was necessary to dislodge them. The Spaniards did not wait for the British to come to close quarters with them; for as soon as the latter reached the bottom of the hill, they precipitately quitted their position, and fled towards the town. General Beresford followed them without loss of

time; and, in the course of a very few days, had the satisfaction of obtaining possession of Buenos Ayres by capitulation. When the town was taken, it contained a great deal of wealth, principally specie; a great part of this amounting nearly to one million of dollars, was, without delay, embarked on board of the *Narcissus*, and sent to England; there were still two hundred thousand dollars in the royal treasury, and the other property was supposed to amount to nearly three millions.

The principal operations of Sir John Stuart in the Mediterranean, and the glorious victory which he obtained on the plains of Maida, being purely military transactions, do not fall within the plan of this work; but the subsequent co-operation of Sir Sidney Smith with this gallant general, must arrest our attention before we proceed to notice the single actions of the year 1806.

Soon after the battle of Maida, the French armies advanced rapidly into Calabria; and Gaeta was the only place that seemed capable of standing out against them. In order to strengthen this place, and to animate the garrison, Sir Sidney Smith proceeded in the *Pompée*, and a small squadron under his command, to the coast of Calabria. He there opened a communication with the Prince of Hesse, who commanded in Gaeta, and conveyed to him the most essential articles, and the assurance of further support, as far as lay within his power. The Prince and the garrison were so animated with the presence and assurances of Sir Sidney Smith, that their resistance to the enemy, which had begun to slacken, was renewed with increased hope and vigour. The two commanders planned a sortie: a small party from the garrison were to embark, and land in the rear of the enemy's batteries to the northward, while the squadron were to co-operate in the mode which would most effectually render the sortie useful to the garrison, and destructive to the enemy. The sortie ac-

cordingly took place on the morning of the 15th of May, and was attended with complete success: the enemy were driven out of their trenches; one of their batteries taken, and the guns on it spiked; the boats of the English squadron, under the immediate direction and command of Captain Richardson, of the Juno, lending a zealous and active assistance. But this success only delayed the fate of Gaeta: the garrison was diminished by the fire of the French, and worn out by continued fatigue and exertion: the Prince of Hesse himself was severely wounded: it was every moment expected that an attempt would be made to take the place by storm; and, as this attempt was sure to succeed, a capitulation was entered into, by which, Gaeta was surrendered to Joseph Buonaparte, the new king of Naples.

In the meantime, Sir Sidney Smith having left Captain Richardson to co-operate with the garrison of Gaeta, resolved to dislodge the French from the island of Capri: he first summoned the commandant to surrender, and this not being complied with, he landed the marines and a body of seamen. As soon as the landing was effected, this small party pushed on, notwithstanding the obstacles and difficulties arising from the nature of the place, and at length gained the heights, the French commandant having fallen by the hands of Captain Stannus, who was at the head of the marines. As soon as the enemy were made acquainted with the death of their commander, they offered terms of surrender, which, after some hesitation, were agreed to by Sir Sidney Smith; and thus this important post came into our possession.

Lord Cochrane distinguished himself this year by the successful execution of a very hazardous enterprise in the Garonne, a river the most difficult, perhaps, in its navigation, of any on the coast of France. His lordship having received information that there were some corvettes in this river, resolved to attempt their destruction or capture; for this purpose he man-

ned the boats, and such was the ardour of the seamen and marines, that many more offered their services than could be employed: the first corvette which they attacked, mounted fourteen long twelve-pounders, and had on board ninety-five men; she lay twenty miles above the shoals, yet, notwithstanding the strength of this vessel, and the situation in which she lay, she was boarded, carried, and cut out. A general alarm was now given, and a sloop of war came up, which, after an hour's engagement, was compelled to sheer off, after having suffered considerable damage in her hull. While the boats were thus employed, three ships were observed bearing down on the Pallas (Lord Cochrane's vessel), which was lying at anchor: in a few minutes the anchor was weighed, and, though the crew of the Pallas was very inadequate even to the proper working of the ship, chase was given, and a national twenty-four gun ship, another of twenty-two guns, and a corvette of eighteen guns, were driven on shore. Thus, in a very short space of time, nine of the enemy's vessels were taken, burnt, or driven on shore; while, in this enterprise, none were killed on the side of the British, and only three wounded.

In the month of July this year, the river Garonne was the scene of another truly British exploit. Sir Samuel Hood dispatched a boat from each line of battle ship of the squadron under his command, to make an attack on two corvettes and a convoy which lay in the entrance of the river: the management of this enterprise was entrusted to Lieutenant Sibly. Soon after the boats left the squadron, a strong breeze from the west arose, which, increasing as they advanced, was much against them: from this cause, the success of the boats was not so complete as it otherwise would have been, as the enemy took advantage of the wind and tide, and made sail up the Garonne, whither it was impossible for the boats to follow them. Notwithstanding this obstacle, the boats

proceeded as far as Verdun road, and boarded and carried the French brig *Cæsar*, of eighteen guns and eighty-six men, after an obstinate resistance, in which Lieutenant Sibly was badly wounded in several places. After the vessel was captured, there was still much to be done in order to get her safely out of the river; but, by the skill and perseverance of Lieutenant Thomas Packer, who took charge of her, she was worked in safety past the batteries, which kept up a constant cross fire upon her for nearly two hours. In this enterprise the British had six killed and thirty-six wounded, including Lieutenant Sibly. Captain Burrows, of the *Constance* frigate, had under his command a small squadron, consisting of a sloop of war of sixteen guns, and a brig of fourteen, and was employed in cruising off St. Maloe's. A large French frigate was discerned attempting to proceed unmolested along the coast: as soon as she perceived the English squadron, she hauled close in with the rocks, and prepared by every means in her power for an obstinate defence: she was covered by a strong battery erected on an adjoining hill, as well as field-pieces and musketry employed by troops brought down for that purpose. These appearances served only to rouse the spirit of Captain Burrows and his brave followers; in a short time, the English squadron anchored within pistol-shot of the enemy, with springs on their cables: the engagement began, and was continued with great animation on both sides, for nearly two hours, when victory declared for the British. As Captain Burrows had fallen early in the engagement, Captain Thicknesse, of the *Sheldrake*, took the command, and sent his first lieutenant to take possession of the enemy. She proved to be the *Salamandre*, a French frigate built ship, mounting twenty-six long twelve and eighteen pounders, and manned with one hundred and fifty-men: she was carrying ship timber from St. Maloe's to Brest, at the time of her capture. The action had been fought so

near the shore, that, soon after it terminated, both the *Salamandre* and *Constance* took the ground: every exertion was made to get them off, but without success, as the troops on shore, perceiving the situation of the ships, opened such a fire as rendered it impossible for the people to shew themselves on deck. Another misfortune succeeded: the *Constance* having floated with the rising of the tide, was again drifted on shore by the wind, and driven further on the rocks: it was now absolutely necessary for the officers and crew to abandon, after having made a fruitless attempt to set her on fire. As, however, Captain Thicknesse could not bear the idea that she should fall into the hands of the enemy, he resolved to make another attempt to destroy her, as the tide rose, and she began again to float: this also proved unsuccessful, those who were employed on the service being either killed or made prisoners. As night was now coming on, and the situation of the *Seldrake* and *Strenuous* was by no means free from danger, Captain Thicknesse deemed it prudent to consult their safety, rather than to hazard any further attempt to rescue or destroy the *Constance*. He, therefore, drew off the coast during the night, and at break of day again stood in. By this time the *Constance* had become a complete wreck, and was lying in such a place and state, that it was utterly impossible for the enemy to get her off, or to make any use of her, though she could have been got off. The captured frigate was not lying so high up among the rocks, the British succeeded in setting fire to, and completely destroying her. About one hundred of the officers and crew of the *Constance* were saved; the rest were either made prisoners, or were killed in the second attempt to recover their vessel.

As the enemy did not dare to venture frequently to sea during this year, the British were compelled to seek and attack him in his own ports: besides the enterprises of this nature, which we have just record-

ed, there were several others, of which, our limits will permit us only to record the following: the *Arethusa*, Captain Brisbane, in company with the *Anson*, Captain Lydiard, discovered the Spanish frigate *Pomona*, of thirty-eight guns, and with a complement of three hundred and forty-seven men, within two miles of the Moro Castle, carrying all possible sail, in order to get into the Havannah. Captain Brisbane immediately gave directions to lay the enemy on board on coming up with her; but the *Pomona* having been joined by twelve gun-boats from the Havannah, anchored within pistol-shot of a castle mounting sixteen thirty-six pounders, in three fathoms and a half water. Captain Brisbane was, therefore, obliged to alter his plan, and to take measures for attacking the enemy: thus defended, he did not long hesitate, though the danger and difficulty were considerably increased by the circumstance of the attack being made with a lee-shore. As the *Arethusa* and *Anson* bore down to the attack, they suffered considerably from the raking fire of the gun-boats, the *Pomona* and the Castle reserving their fire till the British ships came to anchor. About ten o'clock the *Arethusa* was anchored close to the *Pomona*, in only one foot more depth of water than she drew; the *Anson* at the same time anchored on the larboard-bow of the *Arethusa*. The action now became general, but it did not continue long; in the short space of thirty-five minutes, the *Pomona* struck her colours, three of the gun-boats blew up, six were sunk, and three were driven on shore. The Castle still kept up a tremendous fire; indeed, after the capture of the *Pomona*, the fire rather increased, evidently in the hope of preventing the British from taking possession of her: in this, however, the enemy were disappointed; for, though red-hot shot were fired from the Castle, two officers, one from the *Arethusa*, and the other from the *Anson*, succeeded in taking possession of the *Pomona*; this frigate had just arrived from

Vera Cruz at the Havannah; and a very short time before the action began, the money belonging to the king had been taken out of her, and the frigate had been placed by the direction of the governor of the Havannah and the Spanish admiral, in a situation which they deemed perfectly safe; the freight belonging to the merchants, with the plate and different kinds of merchandise, not having been removed, were captured with the vessel. On board the Pomona, the captain and twenty men were killed; two lieutenants and thirty men were wounded. The Arethusa had two killed and thirty-two wounded: the Anson had none either killed or wounded.

We have had occasion more than once to mention Admiral Linois and his squadron in the East Indies: though he was shamefully beaten off in his attempt on the East India fleet, yet, in most of his other enterprises, he had been very successful, so as to have collected a very valuable booty. The Isle of France was the grand rendezvous for the enemy's ships in these seas; the place to which they resorted to repair and provision them, and to deposit the fruits of their good fortune: thither Admiral Linois in his own ship the Marengo, of eighty guns and seven hundred and forty-four men, in company with the Belle Poule, of forty eighteen-pounders and three hundred and twenty men, were steering their course, when they were intercepted by Sir John Warren, with one of the squadrons which had been sent out in pursuit of Jerome Buonaparte. The Marengo and Belle Poule endeavoured to escape, but after a running fight of nearly three hours, they were both compelled to strike their colours.

We have already related the ill success of the French fleet under Admiral Villaumez, which was dispatched for the relief of the West India islands; as, however, the state of these islands absolutely required reinforcements and protection, another squadron was dispatched from Rochefort towards the

close of the year: it consisted of five frigates and two corvettes, having on board about two thousand troops. Scarcely, however, had it put to sea, when it was discovered by Sir Samuel Hood, who immediately gave chase; for some time before he came up with the enemy, a heavy cannonading took place, the result of which was, that four of the frigates struck their colours. They were remarkably fine vessels, of very large dimensions, mounting twenty-eight eighteen pounders on their main decks, each having on board six hundred and fifty men, including troops; and full of stores, arms, ammunition, and provisions.

We are always happy when we have an opportunity to record the successful bravery of those vessels which are equipped and prepared rather for the purposes of commerce than of warfare: such an opportunity occurs this year, and with a relation of the event alluded to, we shall close the naval operations of 1806. Eleven sail of the Jamaica fleet proceeding homeward without convoy, were attacked by a French privateer; they soon compelled her to sheer off; and, having learnt that three vessels of this description were in pursuit of them, they took such measures as they thought would best insure their protection and safety. the captain of one of the merchant-vessels was appointed commodore, and all the vessels were put in the best state of defence. Scarcely had they made these arrangements, when the privateers made their appearance; the merchant-vessels were manœuvred, and fought with a wonderful degree of cool and persevering courage, so that, after about an hour's firing, the enemy were glad to sheer off.

As there was no object so near the heart of Mr. Fox as the establishment of a secure and honourable peace, he had not been many months in power before he opened negotiations with the French government for this purpose: in the summer of 1806, Lord Yarmouth first, and afterwards the Earl of Lauderdale, were employed on this most important un-

dertaking; but all their efforts were in vain. There appeared so much disingenuousness on the side of France, and there was so much natural and necessary suspicion on the part of Great Britain, that in an early stage of the negociation it was apparent to most people, that peace was still far distant: Mr. Fox, however, was unwilling to see this and while he lived his efforts were unremitted, and his hopes of a favourable issue, though not so sanguine as heretofore, still existed, and were fondly cherished: on his death, in the autumn of 1806, the negociation became still less pacific in its character, and was soon afterwards completely broken off; Buonaparte having proceeded to the army which he meant to lead against Prussia, even before Lord Lauderdale quitted Paris.

By the death of Mr. Fox, Lord Howick was appointed in his place as secretary of state for the foreign department, and Mr. Thomas Grenville became first lord of the Admiralty. As the parliament had not been dissolved when the administration of Lord Grenville and Mr. Fox commenced, it was thought a proper opportunity now to appeal to the nation, by calling a new parliament, in order to sanction the measures which government had taken for the establishment of peace, and the motives and reasons which had induced them to break off the negociation. Accordingly, a new parliament was assembled on the 15th of December, 1806: some days were necessarily occupied in the choice of a speaker, and in swearing in the members: on the 19th of that month, this business having been completed, his Majesty's speech was read by the lord chancellor. In this speech his Majesty informed the parliament that he had ordered all the papers relative to the late negociation to be laid before them, from which he had no doubt they would be convinced that he had been sincere in his desire of peace, and in his efforts to bring it about, but that the demands of the enemy were such as were totally incompatible with the ho-

nour and interests of Great Britain. He next adverted to the war between Prussia and France; and after disclaiming any interference in bringing this about, gave it as his opinion, that the King of Prussia was absolutely forced into the contest: he lamented its unfavourable issue, but still hoped that means might be found, if not to re-establish the independence of Europe at least to limit the power and progress of France. The King of Sweden, who had always manifested a chivalrous opposition to France, and the Emperor of Russia; who still adhered to this country, were the subjects of commendation. His Majesty concluded with avowing the difficulty and awfulness of the crisis in which Great Britain, as well as the rest of Europe, was placed; but as the great sources of British prosperity and strength were still unimpaired, and as the British nation had been at no time more united in sentiment or action, or more determined to maintain inviolate the independence of the empire, and the dignity of the national character, he trusted, with an humble reliance on divine Providence, that this country would still be a blessing and defence to Europe; and he expressed his full assurance of receiving support from the wisdom of the deliberations of parliament, and from the tried affection, loyalty, and public spirit of his brave people.

In the House of Lords the address was moved by the earl of Jersey, and seconded by Lord Somers: it was, according to custom, an echo of his Majesty's speech. Lord Hawkesbury next rose, and objected to several parts of the address, particularly to those which related to the negociation; he did not, however, move any amendment; the question for the address was therefore carried in the House of Lords *nem. con.* In the House of Commons, the Honourable Mr. Lambe moved the address, and the motion was seconded by Mr. John Smith: as soon as this gentleman sat down, Mr. Canning rose, and in a long, animated, and eloquent speech, went over the

address, almost every part of which he disapproved : he blamed the whole conduct of the negociation, as well as the absurdity of entering on it, in the hope of its terminating in peace ;—the behaviour of his Majesty's ministers towards Prussia, both before the war broke out between that country and France, and after hostilities had commenced, Mr. Canning accused ministers of not seeing the approach of war between these countries till long after it was visible to every body else ; and reproached them with being the dupes of Buonaparte, in supposing him pacific, and continuing the negociation after he had actually left Paris to head his army against Prussia. After the Prussian army was destroyed, he said, they sent a few military men to its assistance, and he supposed, when the Prussian monarchy was no more, they would, perhaps, send an army. After this speech, Mr. Canning proposed by way of amendment another address, totally different from that which had been already moved. This brought up Lord Howick, who combated Mr. Canning's arguments and statements with considerable ingenuity and force ; and after a few words from Lord Castlereagh, as Mr. Canning did not press his amendment, the original address was carried *nem. con.*

Not many months of the year 1807 had passed over, before it was evident that the ministry were in a very tottering state : they had come in evidently without enjoying the favour or confidence of the king ; and even while in power his Majesty did not bestow on them that confidence, which, as his ministers, they had a right to expect. Besides these unfavourable circumstances, many of the old ministry had access to his Majesty, and it is natural to suppose that they did not help to remove or weaken the royal dislike to the Grenville administration. As, however, it was generally supposed there was no other set of men who had talents and influence enough to carry on the affairs of the state, and as

the nation in general were disposed to view the Whigs in a favourable point of light, they would probably have continued in power, had they been more cautious, and looked rather to what was practicable and what would benefit themselves, than to what was merely proper and just. It lies beyond the plan of the present work to enter into a detail of the causes, real or supposed, avowed or latent, which brought about a change of ministers: it is sufficient here to remark, that all the members of administration, with the exception of Lord Sidmouth and his party, were anxious to extend the full benefits and privileges of the British constitution to the Roman Catholics; that before they brought this subject into parliament, they conceived that his Majesty, not only was fully acquainted with their plans and designs, but completely approved of them. In this, however, they were lamentably mistaken; his Majesty's conscience took the alarm; he was convinced that the admission of the Roman Catholics to the privileges of the British constitution was directly contrary to the oath which he had taken at his coronation: and he therefore set himself directly and firmly against the plans and designs of his ministers. They, on the other hand, had gone too far to recede; and to maintain their consistency and honour, had no other alternative but to resign their places.

In the month of April, 1807, a new ministry was accordingly formed, of which the duke of Portland, as first lord of the treasury, was ostensibly at the head; but the leading and efficient man was Mr. Perceval, who was appointed chancellor of the exchequer. The situation of first lord of the Admiralty was given to Lord Mulgrave. It has been long customary to place at the head of the Admiralty a person not professional; as it is supposed that the other members of the board, being for the most part naval characters, will be able to advise the first lord; but it was a new circumstance to place at the head of

the Admiralty a military man, such as Lord Mulgrave was ; and this, as well as other appointments, which were not very well sorted, seemed to indicate that the new administration was not composed of men of very great or very useful and appropriate abilities and talents. It was soon apparent from some divisions in the House of Commons, that the new ministry had not that decisive majority there, without which it is impossible that any set of men should command the confidence of the people, or carry on smoothly and successfully the affairs of the nation. An attempt was made to thin the ranks of the opposition, by the threat of a dissolution of parliament, which was held out by Mr. Canning : but this manœuvre not succeeding, parliament was actually dissolved in the month of April.

The new parliament met on the 22d of June ; and on the 26th of that month his Majesty's speech was read by commission : the most remarkable feature in this speech consists in the hopes and prospects which it held out of beneficial consequences from continental alliances, notwithstanding all the disasters which had hitherto attended them. The rupture which had taken place between our ally the Emperor of Russia and the Sublime Porte is next noticed and lamented ; and his Majesty deeply regretted the failure of his mediation for the purpose of settling the differences between these powers : as the agitation of the Catholic question had introduced into the nation a spirit by no means charitable, his Majesty commanded the commissioners to state to parliament, " that he was deeply impressed with the peculiar importance, at the present moment of cherishing a spirit of union and harmony amongst his people ;" as such a spirit would most effectually promote the prosperity of the country at home, and give vigour and efficacy to its councils and arms abroad. The address was moved by the earl of Mansfield in the House of Lords, and by Lord Newark in the

House of Commons; the debates were long and violent, as the late ministry felt rather sore, both at their own dismissal and at the measure of dissolving the parliament, which their opponents had resorted to, in order to secure a large majority; their object was fully accomplished; for in the house of Lords there were one hundred and sixty for the address, and only sixty-seven against it; and in the House of Commons the votes for the address were three hundred and fifty, while those against it were only one hundred and ninety-five.

The supplies for the year 1807 had been voted during the Grenville administration; they amounted to 45,841,340*l.* 11*s.* 8*d.*: of this sum, however, 5,314,275*l.* was to be deducted, as the Irish proportion of supply and civil list, leaving for Great Britain 40,527,065*l.* 11*s.* 8*d.* The supply for the navy, exclusive of ordnance for sea-service, amounted to 16,977,837*l.* 9*s.* 3*d.*: the supply for the ordnance for the sea-service was 421,500*l.*

As the new ministry had found great fault with the Grenville administration for not supporting the King of Prussia in his war with France, and for having been equally remiss, when hostilities commenced between Buonaparte and the Emperor of Russia, they determined to avoid the error which they imputed to their opponents. In the autumn and winter of 1806, two very sanguinary battles had been fought between the French and Russians at Pultusk and Eylau; in both of which little advantage had been gained on either side, while the loss both of the French and Russians was enormous. During the severity of the winter on the confines of Russia, the hostile armies were inactive; but it was well known to the British ministry that Buonaparte meant to open the campaign in 1807 with redoubled effort and vigour: the only mode by which they could be of essential service to the cause of Russia was by sending an armament to the Baltic; if a British force could be landed

in the rear of Buonaparte, it might have prevented his advancing against Russia with all his troops; and in case he was defeated, it might have impeded and harassed his retreat. A large body of troops were therefore collected, consisting partly of foreign and partly of British soldiers: the foreign troops arrived first at Stralsund and in the Isle of Rugen; but before the remainder could be embarked, the British ministry learnt that the fate of Russia was decided by the battle of Friedland, and the consequent treaty of Tilsit.

The nation was very much surprised when they found that the embarkation of the troops still went on; and the real object of the expedition was not conjectured, till accounts arrived that it had proceeded to Copenhagen, for the purpose of taking possession of the Danish fleet and stores. There was much difference of opinion respecting the policy and justice of this measure: ministers and their advocates contended that they were perfectly justified in what they were doing; that they would have been even criminal, if they had not attempted to gain possession of the Danish fleet. They maintained that this fleet if it were not taken possession of by us, would unavoidably fall into the power of Buonaparte, and be employed by him against this country: that Denmark was totally unable to prevent the seizure of her fleet; that there was even reason to suppose, that in order to keep well with Buonaparte, she would willingly yield it to him: that in either case, whether the fleet were likely to be taken by Buonaparte, or given up to him, it must be considered equally as hostile to this country; and therefore that the strong law of necessity and self-preservation, not only justified, but called for its previous seizure by us. On the other hand, it was contended, that by taking forcible possession of the fleet of Denmark, we were acting exactly on the principle which we reprobated in the French; that while we called upon Europe to repro-

bate and resist this principle in our enemy, we ought carefully to abstain from any thing in the least resembling it: that the plea of necessity could be no justification, unless that necessity was supreme and self-evident: that in the present case it was neither, since it could not be maintained that our safety would be endangered, even if Buonaparte got possession of the Danish fleet, and it was by no means certain that Buonaparte could obtain possession of it. Such is a brief outline of the arguments of those who justified and of those who reprobated the expedition against Copenhagen.

The command of the land-forces, which amounted to twenty thousand men, was given to Lord Cathcart, while Admiral Gambier had the command of the fleet, which consisted of forty-two ships of war, twenty-two of which were of the line. Before this formidable expedition began to act against Denmark, our resident at Copenhagen endeavoured to persuade the Danish government quietly and peaceably to surrender their fleet; but all his arguments were in vain. On the 16th of August, therefore, the army was landed at Wisbeck, in the island of Zealand, about eight miles from Copenhagen. A proclamation was immediately issued, in which the British commanders pointed out the object for which they come; lamented the necessity of the case; expressed their hope that the fleet would still be surrendered without bloodshed; but at the same time declaring their determination to obtain it by force, if it were not peaceably given up; and that in such a case, the innocent blood that would unavoidably be shed, must fall on those only who advised resistance to a measure thus dictated by imperious necessity.

This proclamation had no effect: the Danish government resolved to defend their fleet, and to convince the world that they could also have defended it against Buonaparte, and thus to deprive the British

ministry of one of the arguments by which they justified the expedition against Copenhagen.

Arrangements were made by Lord Cathcart and Admiral Gambier for the mutual operation of the army and fleet: the frigates and gun-boats which could approach nearest to the city took advantage of a favourable breeze to station themselves near the entrance into the harbour, in such a position that they might throw shells into Copenhagen; and while the troops under the command of Sir Arthur Wellesley, were advancing against the city by land, and were defeating the Danish troops that were opposed to them; the operations by sea were equally active and successful. The Danes had recourse to the same mode of defence and resistance that they had adopted when Lord Nelson made his attack upon them: a great number of gun-boats and praams, supported by the Crown Battery, and a block-house, offered a formidable resistance to the British squadron: but though the Danes at first succeeded in obliging the advanced ships of the British fleet to retire beyond the reach of the red-hot shot, the latter soon resumed their station, and in their turn were successful against the gun-boats and praams. As it was of the utmost importance to silence these boats, batteries were erected on shore, which opened a dreadful fire against them; and one of them being blown up, the Danes were compelled to retreat with considerable loss. In the mean while the main body of the besieging army was gradually gaining ground: they had advanced within four hundred yards of the ramparts, and even carried and turned against the enemy one of their strongest redoubts. Still the Danes seemed determined to hold out, and every preparation was made to bombard their capital; by the 31st the platform was raised, and the mortar batteries nearly ready for action. At this critical period, the British commanders determined to make one further effort to induce

the Danish government to capitulate; a summons was accordingly sent to General Pieman, who commanded Copenhagen, offering him the same terms which had been originally proposed; these, however, were still refused.

The bombardment, therefore, commenced, both from the mortar batteries, and from the bomb vessels; and in a very short time, the city was in flames in different places; the bombardment continued with little interruption or intermission from the morning of the 2d of September, till the evening of the 5th: by this time great part of the city was consumed, and it was but too evident, that if the bombardment were continued a few days longer, the whole would be reduced to ashes. The Danish commandant, perceiving what must be the result, and having done what he conceived his duty, sent out a flag of truce, on the evening of the 5th, requesting a suspension of hostilities for twenty-four hours, in order that there might be time to prepare the terms of capitulation. The reply was that no terms of capitulation would be listened to, which were not grounded on the basis of the entire and unconditional surrender of the Danish fleet. To this General Pieman agreed; and in the night between the 6th and 7th, the articles were settled, and on the following morning the capitulation was ratified. According to these articles, the British were to be put into immediate possession of the citadel and the dock-yards: all the ships of war and the naval stores were to be delivered up; a mutual restoration of prisoners was to take place; private property was to be respected; no interruption was to be given to the civil and military officers in the discharge of their respective duties; and in the space of six weeks, the citadel was to be restored to the King of Denmark, and the whole island of Zealand was to be evacuated by the British army.

In consequence of this capitulation, we were put in possession of sixteen ships of the line, fifteen fri-

gates, six brigs, and twenty-five gun-boats; which were nearly all ready for sea; there were besides, several vessels on the stocks, which we were at liberty to destroy, take to pieces, or carry away. A vast abundance of stores of all kinds which are necessary to equip or build a fleet, were found in the arsenals, so that it was necessary to load all the ships of line and frigates, which were delivered up, with masts, spars, and timber: after all, a great quantity remained, so that ninety-two transports were employed to bring them to England.

Whatever opinions may be formed respecting the justice and policy of this expedition against Copenhagen, there can be but one opinion respecting the mode in which Lord Cathcart conducted it: while he did all that his duty as an officer required, he was throughout the whole of the operations attentive to the suffering Danes: he levied no contributions; not the slightest military excess was committed; and had it not been that the British army were engaged in bombarding their capital, the Danes might have believed them to have been friendly, and not hostile troops. Even after the surrender of Copenhagen, the English were not quartered in it for some days; the Danish troops remaining in possession of all the gates, but that which was connected with the citadel. No interference took place with the internal regulations or the police of the city; and in short, every thing was done to tranquillize the minds of the inhabitants, and to prove how reluctantly the British government had proceeded to the accomplishment of what, they conceived themselves called to by imperious necessity. But all was in vain to reconcile the Danish government or people, to the bombardment of their capital, and the seizure of their fleet in time of peace; and the result was a war between Denmark and Great Britain.

The influence of the French with the Sublime Porte has been for many years very great; and though it

was broken off by Buonaparte's invasion of Egypt, yet it soon was recovered and brought into its former state of vigour and activity. In consequence of this influence, the Turkish government was induced to declare war against Russia; nor could the circumstance of Russia being the ally of Great Britain, that power which had stepped forth to restore Egypt to its lawful masters, weigh with the Grand Seignior, when set in opposition to the intrigues of the French ambassador at the Porte, and the dread of Buonaparte. As the mediation of this country had been offered in vain to reconcile the difference between Russia and Turkey, the British government resolved to have recourse to the force of arms for this purpose. It was supposed that Constantinople might be easily bombarded; and that even the appearance of a British fleet in the Dardanelles, would so intimidate the Porte, that they would listen to any terms for adjusting their differences with Russia.

Accordingly, seven sail of the line were put under the command of Admiral Duckworth, with which, a frigate, and two sloops, he proceeded on the 19th of March against Constantinople; the passage to this city is defended by the outer and interior castles: the fire of the former had little effect on the British fleet: but when it arrived in the narrow passage between Sestos and Abydos, the fire from the castles which defended this passage, was very heavy and destructive: as the passage is narrow, the ships were obliged to sail within point blank shot of the guns of the enemy; and those which passed first were a good deal damaged. They, however, returned the fire in such an effectual manner, that the castles slackened in their fire, and thus the vessels which formed the rear of Admiral Duckworth's fleet, passed through with comparatively little damage.

Sir Sidney Smith was next sent against a small Turkish squadron, which was lying at anchor to the north east of the castles; and he succeeded in driv-

ing on shore, and destroying the whole of it; as soon as this object was accomplished, a detachment of marines was sent on shore, who spiked the guns of a strong battery on Point Resques.

Hitherto, every thing had succeeded, and there was every prospect that the Turkish government would be brought to pacific terms, by the negotiation, of Mr. Arbuthnot, who had been ambassador at Constantinople, and was now on board the fleet, when that gentleman was taken ill, and the negotiations were necessarily suspended. In the mean time, the Turks had prepared formidable means of defence, and unfortunately the state of the weather was such, that Admiral Duckworth could not get his fleet into a proper situation for commencing offensive operations, if they should be necessary, against the city. The Turks soon perceived this, and their means of defence being now in a state of considerable forwardness, they declined any further negotiation, and bade defiance to the utmost that the British fleet could do. Notwithstanding, Admiral Duckworth must have been convinced, that his fleet was quite harmless, and must continue so, till a favourable change of weather should take place, he yet repeated his threats of bombarding Constantinople; but threats the Turks knew were all that was in his power; and though they did not absolutely reject all negotiation in words, yet their conduct and delays sufficiently proved that they were not in earnest.

While Admiral Duckworth was thus inactive, the Turks had lined the whole coast with a chain of batteries: twelve line of battle ships were ready for sea, filled with troops; and an immense number of smaller vessels, among which, were several fire vessels, had been collected. Admiral Duckworth, now fully perceived the critical situation in which he was placed: he might, indeed, notwithstanding this immense force, succeed, should the weather become favourable, in

bombarding Constantinople; but unless the bombardment should prove completely successful, in forcing the Turks to pacific terms, the injury he might do to the city, would not compensate for the damage which his fleet must necessarily sustain; and with this damaged and crippled fleet, he must re-pass the Dardanelles, now rendered infinitely stronger than they were when he came through them. These considerations pressed strongly on the mind of Admiral Duckworth, and moved him to abandon the enterprise; on the other hand, it seemed disgraceful to fly from such an enemy: it seemed disgraceful to return into the Mediterranean, after having passed the Dardanelles for the express purpose of bringing the Turkish government to terms, and after having spent so many days in venting threats, that by his departure, he plainly proved he could not put in force.

There can be no doubt that the mind of Admiral Duckworth was harassed and grieved by the situation in which he was placed; it was, however, absolutely necessary to come to a speedy decision; and on the 1st of April, he weighed anchor. In re-passing the Dardanelles, many of the vessels of the fleet received very serious damage in their hulls, masts, and rigging. The Windsor Castle was struck by a granite shot of eight hundred pounds weight; nearly three hundred officers and men were either killed or wounded in this ill-planned expedition.

The grand fault in the planning of this expedition was, the omission of sending troops on board the squadron; had a sufficient number of these been employed, they might have been landed for the purpose of taking possession of, or destroying the castles, which defended the passage of the Dardanelles. By this measure, not only would the safe and secure return of the fleet have been effected, but success by land, added to the bombardment of their capital by sea, would probably have induced the Turkish government to have entered into a negotiation. This expe-

dition was severely censured at home, nor could all the ingenuity of the ministers who planned it, give a satisfactory answer to the question, why were not troops sent, and the castles occupied or destroyed.

It seemed as if the Turks should have more cause than most other nations to boast of their success against Britain; for while the admiral was thus fruitlessly employed against Constantinople, General Frazer, with about five thousand men, embarked at Messina, in thirty-three transports, in order to take possession of Alexandria. As this expedition was purely of a military character, we should not detail it here, were it not for the circumstance that its failure was in some degree connected with the naval expedition against Constantinople. At first, every success that could be expected, or wished for, attended General Frazer: the castle of Aboukir was taken, and as a corps of Albanians were expected to assist in the defence of Alexandria, the cut between the lakes by which they were expected, was likewise occupied by the British army: the consequence of these operations was, the surrender of Alexandria by capitulation, on the 21st of March.

As it would have been impossible to have kept possession of Alexandria long, unless Rosetta was also reduced, a detachment was sent against this latter place: the officer who commanded this detachment, was so imprudent as to enter Rosetta with his whole force, without having previously reconnoitred it. No opposition was made to his entrance: but no sooner had the British troops got within the walls, than they were assailed from every quarter. The Turks and Albanians had posted themselves in every place where they could annoy their enemies; a heavy fire of musketry was kept up from every window and roof, so that the British commander was speedily compelled to evacuate the place, after having had nearly three hundred men killed or wounded. As Alexandria must soon have experienced all the horrors of a famine, if Ro-

setta were suffered to remain in the power of the Turks, another detachment, much stronger than the former, was sent against it: this was still more unfortunate; for before the British troops, which had gone by two different routes, could unite, seventy large vessels full of troops were seen descending the Nile; and though the retreat, which this necessarily occasioned, was conducted with great firmness and order, yet one detachment of the British was completely cut off, and the whole loss in killed, wounded, and missing, consisted of at least one thousand men.

As it was resolved still to retain possession of Alexandria, it was absolutely necessary to adopt some means by which it could be supplied with provisions; and these means by great prudence and great efforts, were much more successful than was anticipated. Though no farther attempt was made against Rosetta, Alexandria continued in our power till the month of August; about this period, it was ascertained that a very large force was collecting at Cairo, for the purpose of attempting its re-capture. On the 8th of that month, the governor of Egypt appeared before the town, at the head of a formidable force of infantry and cavalry. As the possession of Alexandria, merely without our being able to advance into the country, could be of little service to Britain, a flag of truce was sent out, on the advance of the Turkish army, proposing to give up the place, provided the British prisoners were delivered up, and the British army were permitted, without molestation to evacuate Egypt; these terms were immediately acceded to, and thus terminated the attempts of Britain against the Turkish dominions.

As soon as the capture of Buenos Ayres was known at the Cape, from which place the expedition that had accomplished it, had sailed, a reinforcement was sent out; and the same measure was adopted by the British ministry on the intelligence reaching England. The latter reinforcement was under the command of Sir

Samuel Auchmuty ; and Sir R. Sterling was at the same time sent out to supersede Sir Home Popham in the command of the squadron on that station. Before, however, even the reinforcement from the Cape, reached the coast of South America, General Beresford, who commanded in Buenos Ayres, had been compelled to surrender the lately acquired conquest : as the troops from the Cape were not numerous, they could not undertake any operations for the purpose of again obtaining possession of the settlement, till the reinforcement from England arrived. This did not reach the river Plata, till the 5th of January, 1807 : on the junction of these two corps, it was resolved to attempt the reduction of Monte Video, before they proceeded up the river against Buenos Ayres : this place was taken by assault, notwithstanding a most vigorous resistance on the part of the Spaniards, and the very great difficulties to which, from local and unforeseen circumstances, our troops were exposed.

As the Grenville administration was anxious to secure and extend our conquests in this part of South America, besides sending out Sir Samuel Auchmuty, they soon afterwards dispatched General Crawford, with nearly five thousand men, under the protection of four ships of the line : he was directed to wait at Port Praya, where Admiral Murray was to join him with two more ships of the line : the latter, however, was detained in port by unfavourable winds, and General Crawford was much blamed for leaving Port Praya, before he arrived. He was, therefore, superseded, and General Whitelock was appointed to the command of the expedition : he left England in March, and as soon as he arrived in the river Plata, an attack on Buenos Ayres was resolved upon. This attack, perhaps, has no parallel in British history for the total want of foresight and skill with which it was planned, for the confusion with which it was carried into execution, or for the

disgraceful consequences which it produced. The utmost bravery of the British troops, under circumstances the most galling and harassing, was rendered completely useless, by the folly or cowardice of the commander-in-chief. The result was, that General Whitelock, was glad to except the conditions proposed to him by Liniers, who commanded in Buenos Ayres: these conditions were, that the British prisoners should be delivered up; that the attack on the town should be discontinued, and that the river Plata should be evacuated within the space of two months by the British troops. Thus, this conquest which promised such benefit in a political and commercial point of view, was wrested from Britain, by the total incompetency of the man, whom the ministry had appointed to command the expedition. The feelings of indignation which the news of this disaster roused among all ranks and classes of the people in Great Britain, and the trial, which in consequence, the ministry found themselves compelled to institute, which ended in the merited disgrace of General Whitelock, can only be hinted at in this work.

Another trial, however, which took place this year, must be more particularly noticed, as it related to the conduct of a naval commander. Sir Home Popham was no favourite of the Grenville administration; and as he had laid himself open to reprehension, by proceeding from the Cape to Buenos Ayres, without instructions or orders from home to that effect, it may be supposed that they were not backward in bringing him to a court martial for his conduct on this occasion. The evidence examined during this trial, sufficiently proved that Sir Home Popham engaged in this expedition without orders, and the sentence of the court was, that the conduct of Sir Home Popham was highly censurable, but in consideration of some favourable circumstances, they only adjudged him to be severely reprimanded.

At several times, and on several occasions during

the first revolutionary war between Great Britain and France, the former power, and the United States of America had nearly come to an open rupture; but partly by the wisdom and moderation of Washington, while that great man was president, and partly by mutual explanations and concessions, actual hostilities had been avoided: the causes, however, of mutual jealousy still existed, and many circumstances occurred, during the second war with France, which increased and exasperated them. As the object of Buonaparte was the destruction of British commerce, he passed several decrees, which he hoped would accomplish this object; the principal of these were promulgated at Berlin and Milan, and thence are denominated the Berlin and Milan Decrees. According to them, every neutral vessel, which suffered itself to be searched by a British cruiser, was declared to be *denationalized*, and was liable to seizure on her arrival in a French port. To meet and oppose these decrees, the British government issued several orders in council, by which it was declared, that no neutral ship should be permitted to enter a French harbour, unless she had previously called at a British port, and paid there certain transit duties: the whole of the French coast was by another order in council declared in a state of blockade. As the operation of these orders in council was evidently injurious to America, the jealousy between that country and Great Britain, was still farther increased: but there was yet another cause of animosity between them. Great numbers of British seamen, in order to save themselves from being impressed, and at the same time to obtain higher wages, went on board American ships; many of them even deserted from the British navy. The American government considered and treated every man as a citizen of the United States, who had been under its protection for a certain number of years: this regulation, our seamen thought would secure them from being seized as British subjects, but as it only

embraced the cases of such as had been for some years in the American service, other measures were adopted; and certificates of American birth, or citizenship, were liberally granted to almost all who applied for them.

The evil was now become so extensive and alarming, that the British government were resolved to check it; and the naval commanders had orders to search American ships for British seamen; the Americans were, by no means, disposed to admit of this right of search: and, in the year 1806, a shot having been fired from the *Leander*, for the purpose of bringing an American vessel to, unfortunately killed one of the seamen. This year a more serious occurrence took place from the same cause. It had been ascertained, that several British seamen, who had deserted, had been received on board the American frigate *Chesapeake*, Commodore Barron. In consequence of this, the British admiral, who commanded on that station, sent orders to the captain of the *Leopard* to intercept the *Chesapeake*, and take the deserters out of her. When Captain Humphries met with the American frigate, he sent a boat on board, stating, that he was ordered to search for deserters, who he knew were in the *Chesapeake*; his request not being complied with, the *Leopard* fired several shots, and no attention being paid to these, a broadside was next fired. The *Chesapeake* returned an irregular fire; and when a second broadside was given her, she struck her colours. As soon as this took place, Captain Humphries searched her, and five or six deserters were found on board of her. Great irritation was produced in America, on the intelligence of this event, and the first measures that were taken by the government were decidedly hostile: in a short time, however, this particular cause of dispute was in a great degree, done away, by the concessions of the British ministry, or, perhaps, more properly speaking, it was absorbed in other causes of a more serious and extensive nature,

which eventually produced a rupture between the two countries.

Of the single actions which took place this year, two are particularly deserving of notice. Captain Mackenzie, in the hired armed brig *Anne*, on the 20th of November, fell in with and captured the Spanish lugger privateer *Vansigo*, pierced for fourteen guns, but having on board only six four pounders, with forty-five men. A few days afterwards, as the *Anne* was entering the Straits of Gibraltar, ten of the enemy's gun-boats were observed rowing towards her. Captain Mackenzie soon perceived that it was impossible for him to get away from them; he, therefore, made every proper disposition to receive and repel their attack; fortunately they did not all come up with the *Anne* at the same time; she thus had an opportunity of crippling those which arrived first, before the others could come to their support; at ten o'clock, she was engaged with them all, and by eleven, two had struck their colours, and one was completely disabled. Captain Mackenzie, however, did not deem it prudent to take possession of his prizes, as he had already on board the *Anne*, forty-two prisoners, while his own crew consisted only of thirty-nine men. He, therefore, having disabled his opponents, resolved to take advantage of this circumstance and escape; accordingly a little after eleven o'clock, he applied the sweeps, and got the vessel round; at the same time, continuing his fire with such effect, that the gun-boats which had not previously struck, made off as fast as they could. During the whole of this unequal combat; unequal, not only when the comparative force is considered, but also when the small complement of men on board of the *Anne* is taken into the account; all the crew of Captain Mackenzie's vessel behaved in such a manner, as to call from him, in his official despatches, the most warm and cordial commendations.

The other action, to which we alluded, took place

between the Windsor Castle packet, in her passage from England to Barbadoes and the Leeward Islands, and a French privateer; this action is deserving of notice on several accounts; as well for the bravery and skill with which it was fought, as for the modest and manly manner in which it is related by Mr. Rogers, the acting captain of the packet. The privateer, expecting to meet with no resistance, ran up alongside of the packet, and, in very opprobrious terms, commanded her to strike her colours; finding these commands not obeyed, the privateer attempted to board, but she was repulsed with the loss of eight or ten men: the ships still, however, continued locked together; and, though Captain Rogers could not make use of the exertions of all his crew, part of them being employed in taking care of the mails, yet the vessel was fought under all these disadvantageous circumstances with great spirit and bravery. The enemy made another attempt to carry the packet by boarding; but just as he was about to put this attempt into execution, a six pounder carronade, loaded with double grape, canister, and one hundred musket balls, was brought to bear upon him, and killed and wounded a great number of his men. Captain Rogers now resolved in his turn to board the privateer, and, with only five men, he succeeded in driving the enemy from his quarters, and by four o'clock in the afternoon, the privateer was completely in his possession. She proved to be *Le Jeune Richard*, mounting six six-pounders, and one long eighteen pounder; she had on board, at the commencement of the action, ninety-two men, twenty-one of whom were found dead on her deck, and thirty-three wounded. The exertions of Captain Rogers were still required; for the surviving crew of the privateer were superior in numbers to the crew of the packet; he, therefore, was obliged to order them from below, one by one, and place them in their own irons, as they came up. The

packet had three men killed, and ten severely wounded in this engagement.

During the course of the year 1807, one of the most wonderful and useful improvements in machinery ever discovered, was introduced into the dock-yards at Portsmouth; we allude to the mode of making all kinds of blocks for ships, by means of the machinery which was invented by M. S. Brunel, Esq. Not only are the blocks by this method manufactured with much less labour, and in a much shorter space of time, than by the old method, but they are made much more exact, and in a much more accurate and substantial manner. A full account of all the parts of the machinery would be out of its place here, besides occupying too much room; but it may be found in Dr. REE'S *Cyclopædia*, under the article MACHINERY.

1808. The speech, at the meeting of parliament, which took place on the 31st January this year, was unusually long, and embraced a great variety of topics; - the known or supposed articles of the treaty of Tilsit were first adverted to, as from their alleged character, the justification of the attack upon Zealand, and the seizure of the Danish fleet were to be justified. The speech contended, that, in compliance with the articles of this treaty, a powerful and general continental alliance was to be formed, both against the commerce and the naval rights and existence of Great Britain; that the knowledge of this intended alliance had induced his Majesty to take the step which he had done, against Denmark. Regret was then expressed, that this court should have been so irritated by the seizure of its fleet, as to commence immediate and violent hostilities against Great Britain. During the course of 1807, the designs of Buonaparte had begun to manifest themselves; and as he had always been inimical to the Portuguese government, on account of its well-known and long-tryed attachment to this coun-

try, there was good reason to apprehend, that the French army in Spain, would proceed against Lisbon, and seize the Portuguese fleet; indeed Buonaparte made no secret of his designs; he demanded the delivery of the Portuguese fleet; this demand the Portuguese government immediately communicated to the British ministry, and his Majesty expressed his satisfaction, that, by this timely communication, not only had the fleet of his ally been placed beyond the reach of the common enemy, but the prince regent of Portugal also, along with his fleet, had gone to the Brazils, rather than submit to the demands of France.

The disposition of Russia, Austria, and the Ottoman Porte, towards Great Britain, was then adverted to; and his Majesty regretted, that over all these powers the influence of France was so great and complete, that they were in a state of hostility with Great Britain. Russia, indeed, after she had, in fact, yielded herself up to France, offered her mediation to bring about a peace; this mediation, though preferred by a power, by no means likely to be impartial, because she was no longer independent, his Majesty did not reject, but, as might have been foreseen, it was completely fruitless. The only power on the continent who had resisted the offers of Buonaparte, and who remained unintimidated by his menaces, was the king of Sweden; him, his Majesty had still the satisfaction to possess as his ally.

The disputes between Great Britain and America were next adverted to: commissioners had been mutually appointed to discuss these, and bring about an amicable termination of them; but though these commissioners had agreed on a treaty of commerce and amity; the President of the United States had refused to ratify it. While things were in this unsettled state, the affair of the Chesapeake took place, which his Majesty most sincerely lamented and characterized as an unauthorized act of force, for which his Majesty

did not hesitate to offer immediate and spontaneous reparation ; notwithstanding this pacific and conciliatory disposition on the part of his Majesty, the United States still cherished a hostile feeling, which his Majesty hoped would give way to sentiments of moderation and friendship.

The measures which had been taken to distress France, were the next topics of the speech ; the power having passed a decree, by which the whole of his Majesty's dominions were declared to be in a state of blockade ; his Majesty had retaliated in such a manner, as he trusted would not only render the French decrees of no avail, but turn upon the enemy those distresses and evils, which he intended and hoped to have inflicted upon us. The speech thus concluded : " The eyes of Europe, and of the world are fixed upon the British parliament : if, as his Majesty confidently trusts you display in this crisis of the fate, of the country, the characteristic spirit of the British nation, and face, unappalled, the unnatural combination which is gathered around us, his Majesty bids us to assure you of his firm persuasion, that, under the blessing of Divine Providence, the struggle will prove successful and glorious to Great Britain. We are lastly commanded to assure you, that, in this awful and momentous contest, you may rely on the firmness of his Majesty, who has no cause but that of his people ; and that his Majesty reciprocally relies on the wisdom, the constancy, and the affectionate support of his parliament."

We have dwelt thus long upon this speech, because it will lay before our readers a sketch of the relative situation of Great Britain and Europe, at once luminous and complete : and because several topics, which do not fall properly within the scope of a Naval History, but which, nevertheless, are incidentally connected with it, are here given in a brief manner.

The earl of Galloway moved the address in the House of Lords in a long speech, in which he went

over all the parts of the speech; this motion was seconded by Lord Kenyon, who confined himself principally to that part which related to the preservation of the fleet of Portugal, and the emigration of the prince regent to the Brazils. The duke of Norfolk next rose, and in very strong language reprobated the attack upon Zealand, and the seizure of the Danish fleet: he concluded by moving as an amendment, that the clause respecting the expedition to the Baltic in the address should be omitted. Lord Sidmouth, who still adhered in several points to the opposition, seconded the amendment of the duke of Norfolk. The expedition was strenuously defended by the earl of Aberdeen, and attacked by Lord Grenville; this latter peer, in his speech, adverted also, at great length, to the mediation of Russia, and concluded by moving another amendment, "That it would neither be respectful to his Majesty, nor becoming the dignity of the house, to give an opinion as to the propriety of rejecting the Russian mediation, till the papers relative to that question, were before the house:" both this amendment, and that of the duke of Norfolk were negatived without a division. A protest against the decision of the house respecting the seizure of the Danish fleet, was entered and signed by the duke of Clarence, Lord Rawdon (the earl of Moira), the earl of Lauderdale, Earl Grey, Lord Holland, the duke of Norfolk, Lord Sidmouth, and Lord Erskine.

In the House of Commons, the address was moved by Lord Hamilton, and seconded by Mr. Ellis; but though the expedition to the Baltic was reprobated by the opposition in very strong terms, and though they also objected to the other parts of the address, no regular amendment was moved, and the question was carried without a division.

In the course of this session the expeditions to the Baltic and to the Dardanelles were frequently discussed; particularly the latter: the expedition to the

Baltic, as having originated with the present ministry was most vigorously attacked by the opposition; but the expedition to the Dardanelles, having been planned and executed, while the Grenville administration were in power, was reprobated as in every point of view weak and futile, by Mr. Perceval and his friends. As we have already given a statement of the objections which were urged against the plan of the expedition to the Dardanelles, we shall not here advert to the discussions on this subject in parliament, further than to remark, that the opposition made a very weak and insufficient defence. With respect to the debates on the Baltic expedition, we should also pass them over, having already given an abstract of the arguments for and against it, were it not for the speech of the marquis of Wellesley on the subject; as he was generally supposed to be the person who recommended and planned the enterprise, and as he put forth all his abilities in the justification of it, in the speech which he delivered in the House of Lords, it may be proper to give an outline of it.

He began by endeavouring to prove, that as it was the interest, so it was within the power of Buonaparte to seize the Danish fleet; but it was said Denmark could defend itself; could Denmark defend Zealand, after she was deprived of Holstein? Even granting that we lent our powerful aid to protect the passage of the Belts, yet this aid, if Denmark were willing to accept it, could be given only during the summer; it would be impossible for our fleets to remain in these narrow and dangerous seas, during the winter. There could therefore be no doubt of Buonaparte's intention to gain possession of the Danish fleet; and as little doubt that Denmark was totally unable to prevent the accomplishing his designs; but it might be farther urged, that even allowing France got possession of the Danish fleet, no injury of a serious nature would accrue to Britain: this might have been the case formerly, but now that the whole

of the Continent was subdued, and subdued for the express purpose of effecting the downfall of England's naval supremacy, the case was widely different. Thus, the marquis contended, he had made out the necessity of the measure: he next proceeded to enquire whether the principles on which the expedition had been undertaken and executed were contrary to the law of nations, as laid down and acted on, in old times, before the bond by which it had united all civilized nations, had been burst asunder by the French Revolution: the law of nations could never interfere with the right of security; indeed it was absolutely founded upon this right; and this right could not be controlled or limited by any of the rights of neutrality. Thus viewing the subject, the marquis contended, that in every respect the expedition against Copenhagen was justifiable: the only point which remained to be considered was, whether it was politic as well as just; whether we had not purchased security, and defeated the plans of the enemy, at too great an expense, by thus sacrificing our national honour and character. A general cry, it was said, was raised against England, on account of this expedition against Copenhagen; we were condemned by the voice of Europe. But how could the voice of Europe be known? how could it be ascertained what were the real sentiments of Europe respecting this expedition? Buonaparte no doubt reprobated it; not because of its principle, but because of its effect: he could not blame us for doing that, which he had done so frequently himself, without those reasons which justified our conduct; but he was disappointed; we, by a necessary act of self-preservation had done that, which he intended to have done, solely for the purposes of ambition, and to carry into execution his schemes of hatred and revenge against this country. But as he was so much interested in condemning the expedition to Copenhagen, and as he possessed the uncontrolled

power of Europe. Could Europe be said to utter her own free and real sentiments on this occasion? The whole conduct of Great Britain, ever since the commencement of the French Revolution, had most clearly and unequivocally proved, that her object was the salvation of Europe; and Europe must be convinced, that if Great Britain were conquered, or even greatly weakened by France, all hopes of her recovered independence and happiness were utterly at an end. If, therefore, as the marquis trusted, he had proved, the seizure of the Danish fleet was necessary to the safety and security of Great Britain; and if the safety and security of Great Britain were regarded, as he believed they were, by Europe, as indispensable to her liberation from the tyranny of France; then Europe, instead of reprobating the expedition to Copenhagen, must applaud it, and view it as a measure essentially connected with her own good. This speech of the marquis of Wellesley made a great impression on the house and on the country at large; and though it failed completely to justify the expedition, yet it went a great way in lessening the popular objections which had been urged against it.

As whatever relates to the commerce of Great Britain must affect her maritime character, we shall now advert to the debates in parliament respecting the orders of council. It has been already remarked, that Buonaparte, by his decrees, had declared the whole island of Great Britain to be in a state of blockade; and in his Majesty's speech at the opening of parliament, measures were hinted at as about to be taken, which would not only render these decrees completely harmless, but actually turn them against France herself. These measures were founded on a bold principle; they proceeded on the idea that Great Britain could do better without the commerce of France, than France could do without the commerce of Great Britain; that therefore Buonaparte, when he declared that he would not admit any British co-

lonial produce or manufactures into his dominions, should be taken at his word; and that the orders of council should have for their object the still more complete exclusion of all merchandise from France. The British orders in council, as has been remarked, gave rise to frequent and violent debates in both houses of parliament; they were discussed in several points of view; in the first place, as effecting neutrals: in the second place, with regard to the injury which they would actually inflict on France; and in the third place, with respect to the consequences which they would produce on our own commerce and manufactures. In the House of Commons, the most strenuous and able advocates for the orders in council were the Chancellor of the Exchequer, Mr. Stephens, and Sir William Grant, the Master of the Rolls; while they were opposed by Lord Henry Petty, Dr. Lawrence, and in some respects, by Mr. Windham. As the Master of the Rolls seldom delivers his opinion in the house, and as his great acuteness, and impartiality were well known, his sentiments on this question were attended to, with respect and deference. Dr. Lawrence preceded him in the debate, and contended, that though Buonaparte might have been guilty of injustice, that would be no justification of the house in imitating his acts. We ought, said he, on every account to resist such an enemy, not by acts of violence and outrage, but by acts of calm and dignified courage: in the contest with him, we had hitherto derived a great advantage from the purity of our views and the justice of our conduct; and this advantage we ought not slightly or rashly to give up. Dr. Lawrence concluded his speech with contending, that the orders in council could not be justified on the ground that they were measures of retaliation, since the French decree of the 21st of November, 1806, had never been acted upon so as to require such retaliation.

Sir William Grant admitted the truth of the doctrine which had been laid down by Dr. Lawrence in

some degree and in certain respects; but he thought it ought to be modified. If the enemy departed from justice, we were justified in retaliating in substance, though we were not bound to adhere to the form. With respect to the effects which our orders in council produced on neutral nations, he observed, that he could not suffer his country to perish, merely because the measures which were necessary for its preservation might press upon neutral commerce, which Buonaparte himself had been the first to violate: "There was no contract without a reciprocal obligation; and if neutrals did not oblige the other party to adhere to the law of nations, they could not complain of us, for not adhering to it." Upon these grounds, the Master of the Rolls declared, he saw no reason to impeach either the justice or the policy of the orders in council.

In the House of Lords, the orders in council were opposed principally by Lord Auckland, Lord Erskine, Lord King, Lord Grenville, and Lord Lauderdale; Lord Erskine opposed them principally on the ground that they were decidedly against the law of nations; Lords King, Auckland, and Lauderdale considered them chiefly in their commercial character; while Lord Grenville took a comprehensive view of them in every point of light. They were ably defended by Earl Bathurst and Lord Hawkesbury. In this debate Lord Sidmouth and his party steered a middle course: he did not entirely condemn, nor did he completely approve of the orders in council, but he wished they might be referred to a committee, that he might have an opportunity of fully investigating this important subject. There can be little doubt that if this country had been able strictly to adhere to the orders in council, France must have suffered very considerably; but it was soon perceived that in a commercial country like this, the voice of the merchants was louder than the voice of patriotism, and that a minister who wished to keep them on his side, must yield to their interests, the interests of the

country at large: we could not cripple the commerce of France without at the same time crippling our own commerce; and when the merchants began to feel this, they were anxious to do away in fact, though not in name, the orders in council. The minister also had another most weighty reason for rendering the orders in council a dead letter; it was impossible that the commerce of the country should suffer, and the revenue continue unimpaired. These two considerations united, introduced the system of licences, by which in fact trade was carried on between this country and the Continent, notwithstanding the decrees of Buonaparte, and the orders in council of the British court. As these licences were generally granted to neutral ships, or to ships, more properly speaking, belonging to countries that had the name of neutrality, while in fact they were entirely under the control of Buonaparte, this deviation from the orders in council had a manifest tendency to encrease the naval means of our enemy, and to render the seamen of the Continent intimately acquainted with our shores and harbours; while, on the other hand, though our merchants and manufacturers were thus relieved by finding a vent for their goods, our shipping, not being employed in carrying these goods, was little benefited by the license system.

There is still another view of this subject to which we must advert, before we dismiss it; and this view of it we shall take for the same reason, which has induced us to dwell so long upon this topic; namely, that it is intimately connected with the commercial and maritime history and interests of this country. America had complained most bitterly of the orders in council; and her complaints were not removed by the introduction of the licence system: by this system she was still as far as lay within our power deprived of all intercourse with the Continent, while we ourselves, the nation actually at war with France, carried on a commercial intercourse with the enemy;

which we totally denied to a neutral nation. This conduct, connected with the frequent causes of irritation which existed and operated between the United States and Great Britain, rendered the differences between them still wider, more numerous and more difficult to be adjusted; and we shall find in the history of the following years, the consequences of these differences on our commerce, and consequently on our maritime power and prosperity.

The number of seamen voted for the service of the year 1808, amounted to one hundred and thirty thousand, including fourteen hundred royal marines: the supplies for the navy were 17,496,047*l.*: the total supplies for the year amounted to the sum of 48,319,807*l.*

On the 1st of January 1808, the state of the British navy was as follows: in commission seven hundred and ninety-five ships of war, of which one hundred and forty-four were of the line; twenty, from fifty to forty-four guns; one hundred and seventy-eight frigates; two hundred and twenty-six sloops of war, and two hundred and twenty-seven armed brigs, &c.: besides which, there were building and in ordinary, such a number of ships, as made the total amount of the British navy, exclusive of cutters and other small vessels, one thousand ships of war, including two hundred and fifty-three of the line; twenty-nine, from fifty to forty-four guns; two hundred and sixty-one frigates, two hundred and ninety-nine sloops, and two hundred and fifty-eight armed brigs.

At the commencement of the year 1808, Buonaparte to all appearance had nearly completed his schemes for the subjugation of Europe: Austria was humbled, Prussia, in fact, destroyed as an independent nation, and the emperor of Russia, though still formidable, had, at the peace of Tilsit, delivered up himself entirely to the views and interests of Buonaparte. The king of Spain had long been the subservient tool of the French emperor, who in that country,

either by means of his agents, or by the mere signification of his pleasure, could employ its resources as he pleased : but Buonaparte, fortunately for mankind, had a weak and paltry, as well as a daring and extensive ambition : he was not contented with possessing the real dominion of Spain ; he was anxious to root out by degrees all the old sovereigns of Europe, and to substitute his own family in their stead. Joseph Buonaparte was already placed on the throne of Naples ; but this throne Buonaparte designed for Murat : and Joseph was to be transferred to Spain. In his schemes against this country, there was a strange mixture of precipitancy and ignorance of the Spanish character, with his usual foresight and vigour : under various pretences, some of them very plausible, he had introduced into Spain, a great number of French troops : these were dispersed in such parts of the country, as he thought would best further his plans. Charles IV. however, appears to have had at last some suspicions, that the views of Buonaparte were hostile to him personally ; but being an extremely weak man, and entirely under the guidance of the prince of Peace, who was a creature of Buonaparte, he did not act with that decision and vigour which his critical situation required. At last, either alarmed for his fate, or instigated by Buonaparte, he made such preparations for his flight from Madrid, as led the people to suppose he was about to emigrate to the Spanish American colonies : an insurrection took place : his departure was prevented : and he abdicated the throne in favour of his son Ferdinand VII. As this had not been in the contemplation of Buonaparte, and was hostile to his plans, his agents at Madrid used every endeavour to procure from the royal parents a formal protest against the abdication of the throne. At the same time, they impressed on the new monarch the necessity of proceeding to the frontiers, in order to meet the French emperor, whom they represented on his way to the peninsula. Ferdinand. for a long time, was either

incredulous or suspicious on this point ; but at last he suffered himself to be persuaded to proceed towards Bayonne. As he conceived that his absence would be of very short duration, he left at Madrid a supreme junta of government ; when he arrived at Burgos, he was informed that the departure of Buonaparte for Spain had been delayed, but that if he advanced farther towards the frontiers, he would undoubtedly meet him. Whatever doubts or suspicions now crowded on the mind of Ferdinand, he had committed himself so completely into the power of the agents of Buonaparte, that he could not well escape or recede ; he was indeed inticed further on, by intelligence that Buonaparte was anxious for an interview, and by the express declaration of one of his principal agents, that he would suffer his head to be cut off, if within a quarter of an hour after Ferdinand arrived at Bayonne, the emperor did not recognize him as king of Spain and the Indies. Ferdinand was weak and timid ; and by no means equal to the arduous and delicate circumstances in which he was placed : he crossed the frontiers of his kingdom, but scarcely had he set his foot on French territory, before he was convinced that all that had been told and promised him was false, and he felt his suspicions of perfidy and treachery encreased and strengthened. At Bayonne he did indeed meet Buonaparte, but his reception was such as might have been anticipated : he was in fact, the prisoner of him whom he expected to have recognized as his protector. As soon as the departure of Ferdinand for Bayonne was known, the people expressed very unequivocally and strongly their dissatisfaction and alarm : disturbances took place, or were threatened and brooding in almost every part of Spain : in vain did the French troops endeavour to keep the populace down by force, or the Spanish nobles, who were in the interest of Buonaparte, by the influence of their rank and character. The people having been once deceived, and entertaining a

most decided and violent antipathy against the French, were roused to a sense of their real danger. The prince of Peace was particularly obnoxious to them, and either to pacify them, or because this minister had not exactly and faithfully fulfilled the commands of Buonaparte, he and his principal partizans were imprisoned.

Ferdinand was not long kept in ignorance of his fate; early in the month of May, General Savory came to inform him, that the emperor had irrevocably determined that the Bourbon family should no longer reign in Spain; that it should be succeeded by the family of Buonaparte; and therefore that his Imperial Majesty required Ferdinand, in his own name and that of all his family, to renounce the crown of Spain and the Indies, in favour of the dynasty of Buonaparte. At first Ferdinand was inflexible, and Buonaparte was obliged to have recourse to new stratagems to accomplish his purpose: Charles IV. therefore, and his queen were invited to come to Bayonne, that they might assist in the final arrangement of affairs: when they arrived, a negotiation between the father and the son commenced, the object of which was to procure from the latter the absolute and unconditional renunciation of all right to the Spanish throne: still Ferdinand was obstinate, at least he did not yield so readily and soon as Buonaparte could have wished. Another stratagem was therefore hatched: and the queen was persuaded to disgrace herself, that she might bastardize her son.

Suspicious of what was actually going on at Bayonne were excited at Madrid; and on the 2d of May, a dreadful insurrection took place: the French, either alarmed for their safety, or glad of an opportunity of oppressing the Spaniards, made a most dreadful carnage in the metropolis; not however, without having suffered very much themselves. Besides having recourse to these violent measures, the French party had gained over the council of Castile, who endea-

voured to persuade the people to be quiet and contented with their condition, and to prepare their minds for the change of government, which was about to take place. On the 25th of May, Buonaparte issued a proclamation to the Spanish nation, in which he expressly told them, "Your princes have ceded to me their right to the crown of Spain: your nation is old: my mission is to restore its youth:" and on the 29th of the same month, an imperial decree was communicated to the council of Castile, informing them of the measures which the emperor, by virtue of his rights to the crown of Spain, had taken for fixing the basis of the new government of the kingdom; and announcing that the grand duke of Berg was to continue viceroy in the mean time.

While some of the most ancient families among the grandees of Spain lent themselves in the most degrading and abject manner to the designs of Buonaparte against the independence and liberty of their country, the great mass of the people were true to their sovereign and to themselves; and when Buonaparte conceived that all his plans had succeeded, when his brother Joseph had taken possession of his new kingdom, a most formidable insurrection broke out in all the provinces of Spain, not immediately under the control of the French armies: at first this insurrection was without plan or connection; but as soon as its real character and extent were known, provincial juntas were formed, and a supreme central junta was established. It is to the honour of Great Britain, that notwithstanding many circumstances which have always kept up a dislike and jealousy between it and Spain, and notwithstanding these feelings on the part of the Spanish nation, had been increased by our capture of their frigates, at the commencement of the war, yet to this country they looked first, and principally for support and assistance in their sacred cause. When the insurrection first broke out, a French fleet consisting of five sail of the line, of seventy-four

guns, one frigate, with four thousand seamen and marines on board, was lying in Cadiz. Admiral Collingwood who commanded the English squadron off this port, offered his services for its reduction; but the Spanish wished to have all the glory of this enterprise to themselves: the French ships lay in the canal of the arsenal in such a position that they were out of the reach of the cannon of the castle, as well as of the Spanish squadron off Cadiz: but the Spaniards were not to be discouraged; they equipped gun-boats and bomb vessels, and erected tremendous batteries on the Isle of Leon, and near Fort Louis, and by means of these, they soon compelled the French admiral to surrender.

As the French were quite unprepared for so general and formidable an opposition to their power, their forces were scattered over a large part of Spain; and these they could not immediately collect and bring to act against the insurgents: the preservation of their fleet at Cadiz was however an object of such great importance, that orders were sent to the troops in Portugal which borders on this part of Spain to proceed to Cadiz for this purpose. As soon as their advance was known, General Spencer, who had come from Gibraltar with a considerable force, to assist the Spaniards, at the request of Don Morla, the governor of Cadiz, set sail for the Guadiana, by which river the French must have entered Spain, and landed his troops at Agamonte; Admiral Purvis at the same time sending three ships to the mouth of the same river.

The insurrection of the Spaniards animated and roused the Portuguese to attempt to shake off the French yoke: the force which the enemy had at Lisbon, was considerable, but this did not deter or keep down the Portuguese; they too looked for assistance from the English: deputations were sent from every part of this kingdom to Admiral Sir Charles Cotton, who commanded the British fleet on that station, soliciting succours: the reply of the admiral to their re-

quest was manly and frank; “agreeably to your desires, I send you ships, troops, arms, and ammunition: and have given orders for hoisting the flag of his Royal Highness the Prince Regent of Portugal, around which the whole Portuguese nation ought instantly to rally, and take up arms in a cause, at once so just and so glorious: to secure success, unanimity is necessary. Unite yourselves with your brave friends and neighbours, the Spaniards. Suffer not yourselves to be either intimidated with threats, or seduced by promises. From the experience of some months you must have learnt how to estimate the friendship of the French. It is to the fidelity and succours of the English, seconded by your own energies, that you are to owe the restoration of your prince, and the independence of your country.”

The British government most zealously and nobly seconded the views of its commanders; as soon as the Spanish deputies arrived in England, peace was proclaimed with Spain; the Spanish prisoners to the number of several thousands, were set free, clothed, and sent home, to join their countrymen in resistance to the common enemy: the British arsenals, fleets, and squadrons, were declared to be at the service of Spain. Instructions were sent out to all the captains and admirals on the coasts of that kingdom to lend the patriots every kind of assistance they should require, and which it was within their power to bestow.

As Buonaparte had long meditated the dethronement of the Spanish monarch, he had, in some respects, concerted his measures wisely for that purpose: the army of Spain was not numerous, nor in a high state of discipline. The most efficient and formidable part of it, commanded by the marquis of Romana, he had drawn to the north of Germany, where they were for a considerable length of time kept in complete ignorance of what was going on in their own country—as it was of the utmost conse-

quence, that these troops with their brave and patriotic leader, should be restored to Spain, in the hour of her peril and enterprise, measures were taken by the British government for that purpose. The great difficulty consisted in getting intelligence conveyed to the marquis of Romana, of the state of Spain, and of the plan for liberating his army, as various methods had already been used for this purpose, without effect. "At length a Scottish clergyman was found, in whose honour, good sense, and enterprising disposition, the utmost confidence could be placed. This gentleman, disguised as a low and travelling tradesman, went by the way of Heligoland, and having overcome many obstacles with the utmost patience, prudence, and fortitude, at length arrived at the place, where the marquis and his troops were stationed. Having ascertained the person of the marquis, he was obliged to watch incessantly for an opportunity of addressing him, without exciting the suspicion of the numerous spies by whom he was surrounded. The venerable agent at last was obliged, as if by accident, to jostle the marquis in the street, in order to attract his attention. Having done so, he apologized, as if ignorant of the person whom he addressed, and concluded with offering to sell him some excellent coffee. The marquis treated this offer with contempt, and signified that he supposed he was speaking to a smuggler. The minister of the gospel, however, persevered in recommending his coffee, and in the course of the conversation, found means to intimate, that he was not a smuggler, but a gentleman. "We'll soon see that (said the marquis) and then asked him if he could speak latin. The minister answered in the affirmative, and a conversation ensued, apparently about coffee, as the gestures of both were calculated to deceive all who might observe them. The marquis was then duly informed of every thing that had occurred in Spain, of the assistance the British

government had rendered, and of the readiness of his Britannic Majesty to adopt any measure that might be thought practicable for effecting the rescue of himself and his troops; that they might join their heroic countrymen in resisting the base attempts of France to enslave them."

The execution of the plan for the liberation of the Spanish troops, which had been thus adroitly and successfully communicated to the Marquis Romana, was entrusted by the British government to Admiral Keats who commanded in the Baltic; and the execution was carried through with nearly complete success. The marquis himself came first to London, where he was received both by the ministers and the nation with that respect and honour which his character and his patriotic views and objects so justly deserved: all his troops, except three regiments, were conveyed by the British fleet, along with their stores, arms and artillery, direct to Corunna, and were thus enabled to support and strengthen the sacred cause of their country against the tyranny and ambitious views of Buonaparte. One Spanish regiment, however, nearly two thousand strong was stationed in Jutland, under such circumstances, and in such a situation, that it was utterly impossible for it to escape, either by its own force, or by the assistance of the British: there were also two regiments in the Island of Zealand, which were not so fortunate as to regain their native country: they were commanded by the French General Frision, upon whom they rose: at first they were successful, killing one of his aide-camps by his side: but the assistance of the Danes being called in, which they to their discredit and dishonour lent in this infamous cause, the Spanish troops were disarmed: after this had taken place, General Frision stepped forth, and commenced an elaborate harangue, the purpose and object of which was, to persuade them to take the oath of allegiance

to King Joseph : he was however listened to with contempt ; his eloquence had no effect upon them ; and while he was in the very act of haranguing them, one of the soldiers, roused by indignation, and regardless of the consequence, went close up to the general, and fired a pistol at him, which, however, missed him.

We have dwelt perhaps, rather more fully on the circumstances which produced and distinguished the commencement of the Spanish Revolution, than the nature and object of a naval history may seem to have required ; but it is an event too striking in its character, not to have been thus detailed ; besides, as it gave opportunities for British naval valour and skill to be frequently and successfully exerted in defence of the Spanish Patriots (of which we shall in the subsequent part of our history have many instances to record) it would have been improper not to have detailed the circumstances that produced and distinguished the commencement of the Spanish Revolution ; in this detail, it will be remarked, that we have passed over all or nearly all the events, which are of a purely military character ; and have confined ourselves either to those that are generally and strikingly interesting, or which are connected with British naval history.

During the remainder of 1808, there is only one other event connected with the insurrection in the peninsula, which, as bearing in some small degree a naval character, requires our notice. The British government did not hesitate to offer every assistance in their power to the Spaniards ; not only were they amply and most freely supplied with all kind of military stores ; but a large army, consisting of about ten thousand men, sailed from Cork, on the 12th of July, under the command of Sir Arthur Wellesley : this armament landed at Corunna, and was offered to the Spaniards for their assistance : from some cause not well explained, they declined the offer ; but the Junta

of Galicia recommended that the troops should go to Portugal, which had been plundered, and was at that time, in a great measure, occupied by a large force under Junot. After some delay, the British troops were landed in Portugal, and the French were defeated, first at Roleia, and afterwards more completely at Vimeira. The disgraceful convention of Cintra, instead of the destruction of the enemy, was the result of this glorious battle; by this convention it was agreed, that the English government should be at the expence of transporting the whole of the French army to any of the ports between Rochfort and L'Orient. When the army arrived at France, it was to be at liberty to serve again immediately. All the property of the army, as well as the property of the individuals of the army, was to be sacred and untouched. It might either be carried off into France, or sold into Portugal. In the latter case, full security was to be given by the British to the purchasers; that the property they had would not be taken from them, nor they themselves molested on account of the purchase. A preliminary treaty had been entered into immediately after the battle of Vimeira, between Sir Arthur Wellesley and General Kellerman, which in all the articles, except the 7th, formed the basis of this convention; by the 7th article, it was agreed that the Russian fleet, which was lying in the Tagus, should be permitted either to remain in that river unmolested, or to return to Russia. Admiral Sir Charles Cotton absolutely refused to ratify this article; and afterwards entered into a separate convention with the Russian admiral, Siniavin: this convention consisted of two articles; by the 1st of these articles, it was agreed, that "the ships of war of the Emperor of Russia in the Tagus (of which a list was annexed to the convention) should be delivered up immediately to Admiral Cotton, with all their stores, for the purpose of being sent to England, there to be held as a deposit by his Britannic Majesty, to be

restored to his Imperial Majesty, within six months after the conclusion of a peace between his Britannic Majesty and his Imperial Majesty the Emperor of all the Russias: the other article stipulated, that Vice-admiral Siniavin, with the officers, sailors, and marines under his command, were to return to Russia, without any condition with respect to their future services; and were to be conveyed there in men of war, or proper vessels, at the expence of his Britannic Majesty.

In the month of December the Danish Islands in the West Indies, St. Thomas, St. John, and their dependencies; and afterwards Santa Cruz, were reduced, without resistance, by Rear-admiral Sir Alexander Cochrane and General Bowyer.

A contrivance of great simplicity, and at the same time of wonderful utility, for preserving the lives of shipwrecked mariners, was this year invented by Captain Manby: he has since improved upon it in some respects; but the following will sufficiently illustrate its nature, and prove its beneficial character: A vessel was anchored in the Thames upwards of one hundred yards from the shore, before a committee of general officers of artillery, and several officers of the navy; for the purpose of effecting a communication with a ship supposed to be stranded on a lee shore, and bringing the crew in perfect safety from the wreck: a rope was projected from a royal mortar across the ship supposed to be stranded, by which was hauled on board by the crew a large rope, to be made fast to the mast-head, and kept at a proper degree of tension for a cot to travel on it by a tackle-purchase, that likewise admitted of the vessel's rolling: at the same time was sent to the ship a tailed block, with a small rope rove through it; each end of the small rope was made fast to the end of the cot, that conveyed it to the ship, and brought a person in perfect safety to the shore. The whole service was performed in a quarter of an hour.

This contrivance has, it is said, been frequently made use of, under circumstances, in which, by any other mode it would have been absolutely impossible to have saved the lives of ship-wrecked mariners, and it has uniformly succeeded.*

HISTORICAL MEMOIRS OF
SIR ANDREW MITCHELL, K. B.
 ADMIRAL OF THE BLUE SQUADRON.

THIS respected officer, a native of one of the southern counties of Scotland, was born about the year 1757, and received his education at the High School of Edinburgh. His early years had not the advantage of paternal direction; for, while very young, he had the misfortune to lose his father, by which event the sole care of his youth devolved on his mother. Being intended for the navy, he was placed on the quarter-deck of the Rippon, a sixty-gun ship, then commanded by Commodore, afterwards Admiral Sir Edward Vernon, with whom he proceeded to India, in the year 1776. The time passed on, in the usual routine of service, until the summer of 1778; when, the French having declared in favour of the Americans, a more interesting scene was opened to the contemplation of our young seaman. Intelligence of hostilities having been received in India, preparations were made for an attack upon Pondicherry; and, on the 10th of August, the squadron of Sir Edward Vernon, being on a cruise off Coromandel, fell in with the French squadron under M. Tranjolly. An action ensued, which was continued with great spirit for two hours, and for his exertions in it, Mr.

* We are sorry to be obliged to say, that the experiment made, in May, 1812, in Hyde Park, before a large concourse of people, completely failed.

Mitchell, who had some time been a lieutenant, was made post in the *Coventry*; an appointment which was confirmed by the Admiralty, on the 28th of October, 1778.

On the 12th of August, 1782, while Sir Edward Hughes's squadron was refitting in Madras Roads, Captain Mitchell in the *Coventry* fell in with the *Bellona*, a French forty-gun ship, off the Island of Ceylon. He immediately attacked her, notwithstanding his own inferiority of force; and, after an action of two hours and a half, compelled her to make sail and sheer off. He pursued her with the greatest eagerness; but the *Coventry*, having sustained much damage in her masts and rigging, was not able to come up with the *Bellona*, before, to Captain Mitchell's great astonishment, she joined the French fleet, which was lying at anchor in Battacalo Road. Two of the enemy's line-of-battle ships got under weigh and chased the *Coventry*; but she outsailed them, escaped, and joined Sir Edward, at Madras, on the 16th. Sir Edward Hughes thought so highly of this exploit, as to make it the principal subject of an official letter to the Admiralty. Captain Mitchell's bravery, in his action with the *Bellona*, did not pass unrewarded, as, a short time after, he was promoted to the *Sultan*, of seventy-four guns, in which he engaged the enemy under Sir Edward Hughes.

The war in India may be regarded as forming a complete epoch in the life of the late Sir Andrew Mitchell. He proceeded thither in the humble station of midshipman, and arrived there previously to the commencement of hostilities: he attained the honourable rank of post captain, as a reward for his seamanship and activity on that station; and, having been employed in much important service during the whole of the contest, he remained there until the restoration of peace.

Such a period of service had not been barren of profit; and, having acquired a very considerable sum

of prize-money, he returned to Europe, to hail his native island, with redoubled satisfaction, as he had the prospect of independence full before him. What must have been his disappointment, when, soon after his arrival in London, he found that his agent, to whom he had entrusted his property, had been more occupied in feeling the pulse of a district of Scotch boroughs, with a view to a general election, than in attending to the interest of his clients; and that, of the fortune, which years of toil and danger had been spent in acquiring, scarcely a wreck remained!

The general peace which now reigned throughout Europe afforded, to the greater portion of our naval officers, a long period of relaxation; and, amongst many others, Captain Mitchell remained unemployed till the time of the Russian armament in 1790. He was then appointed to the *Asia*, of sixty-four guns, one of the fleet which assembled at Spithead, under the command of Admiral Earl Howe. The differences, however, between this country and Russia having been amicably settled, the *Asia* was paid off, and Captain Mitchell was again without a ship, until after the commencement of hostilities with France. In the month of February, 1795, he commanded the *Impregnable* of ninety guns, one of Lord Howe's fleet, which escorted the East and West India, and other convoys, through the Channel, and afterwards proceeded to cruise off Brest and in the Bay.

The above was the last private command which he held; as, on the 1st of June, 1795, he was promoted to the rank of Rear-admiral of the blue squadron; on the 20th of February, 1797, to the same rank in the white; and, on the 14th of February, 1799, to be vice-admiral of the blue. The first time, however, that his flag was hoisted, was in the month of April, 1799, on board the *Zealand*, of sixty-four guns, at the *Nore*.

Early in the summer of 1799, the British government conceived the plan of an attack upon Holland;

preparatory to which, the vice-admiral, to whom the naval part of the expedition was entrusted, under Lord Duncan, shifted his flag from the *Zealand*, to the *Isis*, of fifty guns, then lying in the Downs. A strong squadron of men of war, with a vast number of transports, were assembled; and an army, amounting to about 27,000 men, was collected and marched down to the coast, under the orders of his Royal Highness the Duke of York, and the late General Sir Ralph Abercrombie. Vice-admiral Mitchel, immediately that he received his appointment, repaired to the coast, and, partly by the zeal of the inhabitants, partly by the skill and assistance of the officers of the sea-fencibles, he succeeded, with almost inconceivable celerity, in embarking the different divisions of the army. On the 12th of August, he sailed from Yarmouth Roads, with the first division of the troops, his squadron in the whole consisting of about two hundred sail, and joined Lord Duncan, then cruising in the North Seas, on the 15th. From the tempestuous weather, and adverse winds which ensued, the squadron were unable to reach the coast of Holland before the 20th of the month.

The badness of the weather, and contrary winds, occasioned a considerable delay in the landing of the troops. On the 26th of the month, however, the fleet anchored along the coast, from the mouth of the *Texel* as far as *Gallants Oze*; and, by three o'clock on the following morning, the troops were all in the boats. The debarkation was speedily and successfully effected, under cover of a warm and well-directed fire from the gun-brigs, sloops of war, and bomb-vessels, of the squadron. The enemy made very little opposition to the landing; but a severe conflict soon after ensued, which terminated in a complete rout of the Dutch, who retired to their former possession at *Keeten*.

The surrender of the *Helder* opened the *Texel* to the British fleet; and Admiral Mitchell having ob-

tained pilots, and all requisite information, prepared for an attack upon the remainder of the Dutch squadron, which he threatened to follow "to the walls of Amsterdam." The enemy were soon discovered, lying at anchor, in a line at the Red Buoy, near the Vlieter; and, to give a more commanding appearance to his proceedings, at five o'clock on the morning of August the 30th, Admiral Mitchell hoisted a signal for action, formed a line of battle, and stood towards them. Two of the line of battle ships, the *Rattvisan* (Russian) and *America*, and the *Latona* frigate, took the ground; notwithstanding which, the vice-admiral entered the *Mars Diep*, and continued his course along the *Texel*, towards the *Vlieter*. Having drawn near to the Dutch fleet, he sent Captain Rennie, of the *Victor*, with a peremptory summons to Admiral Storey, requiring him to hoist the flag of the prince of Orange, or to take the consequence of a refusal. On his way, Captain Rennie picked up a flag of truce, with two Dutch captains, who had been dispatched by their commander to Admiral Mitchell. He carried them on board the *Isis*; and, at their earnest request, after a few minutes' conversation, Admiral Mitchell agreed to anchor in a line, a short distance from the Dutch squadron. He then sent the officers back to their admiral, with positive orders not to alter the position of the ships, nor to do any thing whatsoever to them, and in one hour to submit, or take the consequences. In less than the time prescribed, they returned, with a verbal message of submission, and bearing Admiral Storey's written reasons for acceding to the summons. Possession was immediately taken of the Dutch fleet, consisting of one ship of seventy-four guns, four of sixty-eight, two of fifty four, two of forty-four, one of thirty-two, and one of sixteen, in all, eleven sail. A British officer was sent on board each of them, in order to maintain peace and order among the crews; Admiral Mitchell issued a manifesto, announcing their being taken pos-

session of in favour of the stadtholder; and, a few days afterwards, the Dutch ships of war were escorted to England by six sail of British ships of the line, and two Russians.

Such a loss as the Dutch had sustained by sea could scarcely be compensated by any success on land; but, unfortunately for them, their forces were, for some time, obliged to retreat with the same rapidity that the English advanced. On the arrival, however, of the French general, Brune, with a considerable body of troops, the Dutch were enabled to make a stand; and, having possessed themselves of a strong position at Purmirind, which afforded them the means of acting on the rear of the advancing army, a check was given to the successes of the English. A negotiation shortly after ensued, in the course of which, General Brune contended for the restoration of the Batavian fleet, which had been acquired by the bravery and good conduct of Admiral Mitchell, with the whole of the stores and ships' crews. This, however, was resisted by the duke of York, who threatened, in case of necessity, to cut down the sea-dykes; a measure which would have inundated the country, and destroyed its fertility. At length, by a convention signed on the 20th of October, the evacuation of the country, by the British and Russian armies, was agreed upon, and carried into execution by the 19th of November; on which day the Dutch resumed their possession of the Helder. The retreat of the military force was followed by the evacuation of the Zuyder Zee, by Vice-admiral Mitchell, who, with his flotilla, and a great part of the fleet, returned to Yarmouth. The skill, bravery, and attention, with which the vice-admiral had conducted the naval part of this important expedition, met with the highest approbation of government.

On the 9th of January, 1800, his Majesty, as a particular mark of his royal favour and approbation, was pleased to confer upon Admiral Mitchell the

ensigns of the Order of the Bath. The city of London also voted him their thanks, and presented him with a sword valued at one hundred guineas.

In the same year, he served under Lord Bridport, in the Channel fleet, with his flag in the Windsor Castle, of ninety-eight guns. On the 1st of January, 1801, he was made vice-admiral of the white, and for some time continued to command a division of the Channel fleet, under Admiral Cornwallis, but without any farther opportunity of displaying his professional talents.

In the month of November he was sent with a detachment of the Channel fleet, to Bantry Bay, in Ireland, where he for some time continued to cruise; but, in December, on some of the ships being ordered to sail for the West Indies, under the command of Rear-admiral George Campbell, symptoms of mutiny were discovered on board of that officer's flagship, the *Temeraire*. The most violent and daring acts of disobedience were displayed; but, by the spirited firmness and exertion of the respective officers, the mutiny was happily suppressed; and the ringleaders, to the number of twenty, were secured and brought round to Portsmouth, by Sir Andrew, to be tried. On the arrival of the fleet at Spithead, a court martial was assembled, of which Sir Andrew was the president. The greater part of the ringleaders were afterwards found guilty and executed.

In the spring of 1802, Sir Andrew Mitchell was appointed commander-in-chief at Halifax, and repaired thither in the *Leander* of fifty guns. On the 33d of April, 1804, he was made vice-admiral of the red squadron; and, on the 9th of November, 1805, admiral of the blue.

In the year 1803, Sir Andrew lost his first wife, who died at Bermuda, whither he had been sent for the benefit of his health. He subsequently married a lady of Halifax, the daughter, we believe, of the judge-advocate there; but with her he was destined

to enjoy only a very short portion of happiness. He went to Bermuda, early in the present year, with the hope of recovering from an indisposition under which he had for some time laboured; but, being seized with an illness, which lasted only a short time, he died on the 26th of February, 1806, and was buried there with military honours.

SIR RICHARD PEARSON, KNT.

CAPTAIN IN THE ROYAL NAVY, AND LIEUTENANT-GOVERNOR OF GREENWICH HOSPITAL.

THIS gentleman was born at Lanton Hall, near Appleby, in Westmoreland, in the month of March, 1731. He first went to sea, from Dover, in the year 1744; and, in the spring of 1745, he embarked in the royal navy, on board his Majesty's ship *Dover*, in the Downs, and went in her to the Mediterranean, to join his relation, Captain Wilson, who then commanded the *Seaford*, a sixth-rate, of twenty or twenty-four guns. He joined the *Seaford*, at Corsica, and continued to serve in that ship till the peace of Aix-la-Chapelle, in 1748. In consequence of that event, promotions but rarely took place; and it was not until the year 1755, that Mr. Pearson was made a lieutenant. He was then appointed to the *Elizabeth*, of sixty-four guns, by Lord Anson. In April, 1757, he proceeded in her to the East Indies, as third lieutenant, with Commodore (afterwards Admiral) Stevens, who took out a small squadron, as a reinforcement to Admiral Pocock. Remaining in the *Elizabeth*, he served in the three general actions with the French fleet, off Pondicherry; in one of which he received a dangerous wound, by part of a cannon-shot, which struck the muzzle of the gun that he was pointing, broke in three pieces, and killed and wounded five men. One piece of this shot grazed Lieutenant Pear-

son's side, broke two of his ribs, and bruised him so much inwardly, that he was not able to stand, or walk alone, for three months after the accident; yet he did not leave his quarters till the close of the action, an hour after he had been wounded!

At the reduction of Pondicherry, and previously, on the night of the 1st of January, 1761, when the monsoon unexpectedly broke upon our fleet, while it was blockading that town, Lieutenant Pearson served as the commander-in-chief's first lieutenant.

By the sudden death of Admiral Stevens, which occurred at Bombay, on the 21st of May, 1761, Lieutenant Pearson lost his promotion. His commission, which had been made out for the *Tiger*, a sixty-gun ship, was left unsigned; from which unfortunate circumstance, he lost twelve years rank as post captain; upwards of a hundred officers getting on the post-list before him, who must otherwise have been his juniors.

At the reduction of Manilla, in 1762, he served as first lieutenant in the *Lenox*, of seventy-four guns, Captain Jocelyn; after which he returned to England, with Sir William Draper, and Captain Kempenfelt, in the *Seahorse*.

During the succeeding four or five years of peace, Lieutenant Pearson obtained no employment; but, in 1769, he went out, as first lieutenant, with Commodore Forrest, on the Jamaica station, to succeed to the first vacancy. At Jamaica, however, by the death of Commodore Forrest, he nearly experienced a disappointment similar to that which he had encountered at Bombay, in 1761. In the month of August, 1770 (subsequently to Commodore Forrest's decease) on the death of Captain Tonyn, he was made commander in the *Phoenix*, by Captain Stirling, then senior officer on the Jamaica station; but was afterwards superseded, by order of Captain Carket. On due representation of his case, however the lords commissioners of the Admiralty, conceiving it to be

particularly hard, thought proper to appoint him to the *Druid* sloop.

In the month of June, 1773, when the king reviewed the fleet at Spithead, his Majesty was pleased to promote Captain Pearson to post rank. In 1776, being appointed to the *Garland*, a twenty-gun ship, he proceeded, with a large convoy, to Quebec; where, at the requisition of Sir Guy Carleton, he remained two years and a half, as commanding officer, in the river St. Lawrence.

From the nature of his situation and employment on this station, he incurred a very heavy expense, without possessing the slightest chance of emolument. His services, however, were rewarded by the thanks of the lords commissioners of the Admiralty; and, on his return to England, by an appointment to the *Serapis*, of forty guns.

In the *Serapis* (September, 1779) with the Countess of Scarborough, hired armed-ship, Captain Pearson was ordered to convoy the Baltic trade; a service in which he had the good fortune to save a convoy, estimated at upwards of 600,000*l.* from falling into the hands of the enemy. Great, however, as was the intrinsic value of the convoy, to France it would, at that time, have been immense; as she was then transporting hemp, masts, &c. from Amsterdam to Brest, by land-carriage, at an incredible expense; a striking proof of her being in the utmost want of naval stores. The glory of the action, from which the advantage accrued, was also great; as, with two ships, carrying only sixty-four guns, and three hundred and eighty men, Captain Pearson protected the fleet of merchantmen entrusted to his care, against the vastly superior force of four ships of the enemy, carrying one hundred and twenty-six guns and one thousand one hundred men, and commanded by that notorious freebooter, John Paul Jones.

Captain Pearson's personal bravery in this action is almost without example: he defended the *Serapis*

for an hour after he had been left alone on the quarter deck; every man on board, himself excepted, having been either killed or wounded!

The service which he rendered his country, in this remarkable engagement, was universally acknowledged. On his return to England, his Majesty was graciously pleased to confer upon him the honour of knighthood; and the towns of Hull, Scarborough, Lancaster, Appleby, Dover, &c. the Russia Company, and the Royal Exchange Assurance Company, amply testified their gratitude, by presenting the freedoms of their corporations, and donations of plate.

Subsequently to his gallant defence of the *Serapis*, the incidents of Sir Richard Pearson's professional life were but few. Soon after his return to England, he was appointed to the *Alarm*; and, after that, to the *Arethusa*; but, we believe, he was favoured with no farther opportunity of increasing the fame which he had already acquired.

The last fourteen years of Sir Richard's life were passed in Greenwich Hospital, and in the year 1800, he succeeded the late Captain William Locker, as lieutenant-governor; a situation which he enjoyed till his death, which took place in the month of January, 1806.

SIR THOMAS LOUIS, BART. K.M.T. & K.S.F.

REAR ADMIRAL OF THE WHITE SQUADRON.

THIS gallant officer was born at Exeter, about the year 1759, and in 1770, before he had completed his twelfth year, he embarked on board the *Fly* sloop of war, Captain Graham, in the capacity of a midshipman; and, in the year following, holding the same humble rank, he was removed into the Southampton frigate, then commanded by the late Admiral John Macbide, as Captain. It was in the year 1772,

while Mr. Louis belonged to the Southampton, that that ship, accompanied by the Seaford frigate, Captain Davies, and the Cruiser sloop of war, Captain Cummings, conveyed the unfortunate Queen of Denmark from Elsinour to Stadt.

Mr. Louis continued in the Southampton till 1774: though without the opportunity of witnessing any service of importance. In that year, he was removed into the Kent, of seventy-four guns, Captain Fielding; and also served again in the Fly sloop of war, the Southampton, and the Orpheus, frigates. In 1775, he experienced another removal into the Thetis frigate, in which he made a voyage to St. Helena, under his first commander, Captain Graham. He remained in the Thetis till the month of July 1777, when he was made a lieutenant in the Bienfaisant, of sixty-four guns, Captain Macbride. Shortly after he became a lieutenant, he was in Admiral Keppel's action with the French fleet, under the Comte D'Orvilliers, on the 27th of July, 1778. Notwithstanding the English fleet, in the aggregate, sustained a loss of one hundred and thirty-three killed, and three hundred and sixty-five wounded: on this occasion, the Bienfaisant escaped without a single man being hurt; a circumstance which must be attributed to her position in the line being such as to prevent her from taking any decisive part in the engagement.

Mr. Louis became first lieutenant of the Bienfaisant in 1779; and, at the latter end of that year, sailed in her with the squadron which had been appointed, under the command of Admiral Rodney, for the relief of Gibraltar. On their passage out, they had the good fortune to fall in with, and, after a chase of a few hours, to capture the whole of a Spanish convoy from St. Sebastian, bound to Cadiz, laden with naval stores, provisions, &c. under the escort of seven ships and vessels of war belonging to the Royal Caraccas Company. The Bienfaisant, which was still commanded by Captain Macbride, captured the Guipus-

coana of sixty four guns, the commanding ship of the convoy.

On the 16th of January, 1780, the Spanish squadron, under the command of Don Juan De Langara, appeared in sight of the English. The general result of the action was, one Spanish ship, the Phœnix, of eighty guns, and three of seventy, were taken, and sent to England; two others of seventy guns each, were also taken, but were afterwards run on shore and lost near Cadiz; the St. Domingo of seventy guns, was blown up in the engagement; and the remainder, consisting of four ships of seventy guns each, and two frigates of twenty-six, escaped into Ferrol or Cadiz.

In this engagement, it was the lot of Lieutenant Louis to witness some very warm work, as the ship which blew up, was, at the moment of her destruction, in action with the Bienfaisant. The destruction of the St. Domingo was not the only important circumstance of the action, as it related to the Bienfaisant; for, ship to ship, she afterwards compelled the Phœnix of eighty guns, having the Spanish commodore's flag on board, to strike. The engagement had commenced during a tremendous storm, which lasted the whole of the night; and, after the explosion of the St. Domingo, the Bienfaisant and the Phœnix were completely separated from the rest of their respective companions.

Lieutenant Louis was appointed prize-master of the Phœnix, the finest ship ever built by Spain. Notwithstanding her dreadfully shattered state, he succeeded in carrying her safely into Gibraltar, where he arrived three days before Admiral Rodney, who had entertained considerable fears that the Phœnix had sunk soon after the action. It blew a hard gale of wind on a lee-shore, in a very dark night, when Lieutenant Louis took possession of her; and the moment after he and his men had got on board, the boat which had brought them was swamped.

From the very severe drubbing, she was, indeed, an absolute wreck; but, by the activity and skill of Lieutenant Louis, united to his conciliatory manners toward the Spanish officers, who, in consequence, afforded their cordial assistance, the prize was safely conveyed into port.

Sir George Rodney was so much pleased with the seamanship displayed by our officer on this occasion, that he offered, either to take him to the West Indies, and promote him to the first vacancy there, or to give him an acting captain's commission, to carry home the *Phoenix*, afterwards called the *Gibraltar*, in the hope that the lords of the Admiralty would confirm him, or, at all events, promote him to the rank of commander. Lieutenant Louis accepted the latter proposal; and, accordingly, about the middle of February, the relief of Gibraltar having been effected, he sailed for England with the rest of the Spanish prizes, and part of the fleet, under the command of Rear-admiral Digby. On the 23d of the month, they discovered, and gave chase to, a French convoy, consisting of thirteen sail, escorted by two sail of the line, *Le Prothée* and *L'Ajax*, of sixty-four guns each, armed *en flate*, and a frigate. They were bound to the Mauritius, from Brest, and laden chiefly with naval and military stores. The enemy were brought to action; but the weather being extremely boisterous, and a dark night coming on, *Le Prothée* and three of the convoy were all that fell into the hands of the English. *Le Prothée*, however, happened to have some specie on board, which was, of course, highly acceptable to the captors.

Not being so fortunate as to obtain the much wished for promotion on his arrival in England, Mr. Louis was ordered to return to the *Bienfaisant*. In the course of a few weeks, that ship was dispatched into the St. George's Channel, chiefly with the view of falling in with *Le Comte D'Artois*, a large private French ship of war, which was known to have sailed

from Brest, on a cruise in that quarter. It was not, however, until the 13th of August, that the *Bienfaisant* fell in with the object of which she was in quest. An engagement commenced that lasted for an hour and ten minutes; at the expiration of which, *Le Comte D'Artois* surrendered, having sustained a loss of twenty-one killed, and thirty-five wounded; her rigging, masts, and yards, having also been very much injured. The captain, *Le Chevalier De Clonard* himself, was slightly wounded. Compared with this, the loss of the *Bienfaisant* was very trivial; she having only three killed, and twenty-two wounded, most of them in a very slight degree. The *Charon* came up toward the close of the action, but was so trivially concerned in it, as to have had only one man slightly wounded.

Le Comte D'Artois was not destined to be a *solitary* captive; for, in the course of the following month, September, the *Bienfaisant* also captured *La Comtesse D'Artois*, another French privateer.

At the close of the year 1780, Captain Macbride having been removed into the *Artois* frigate of forty-four guns, which had been taken from the French a few months before, Lieutenant Louis was particularly applied for by his old commander, with whom he accordingly went. *D'Artois* was considered to be, at that time, the finest vessel of her class in the world; but Lieutenant Louis had not belonged to her above two months, when, early in 1781, on the earnest recommendation of his gallant Captain, he was promoted to the rank of commander, in the *Mackworth* armed ship. In this vessel he continued during the whole of 1781, giving convoy to the trade from Plymouth to the Bristol Channel and back, in company with the *Lady Mackworth*, another armed ship.

Captain Louis, in the year 1782, was sent to Ireland, as the regulating officer at Sligo, and at Cork, where he raised five thousand of the men, whom the Irish parliament had voted for the use of government. He

remained on that service until the 20th or 22d of January 1783, when he was promoted to the rank of post captain, by Admiral Keppel, just at the conclusion of the American war.

In 1793, he was again selected by his old commander, Admiral Macbride, to be his captain in the *Quebec* of thirty-two guns, on the Downs station. Captain Louis was afterwards appointed to the *Cumberland* of seventy-four guns. During the time of peace, he had resided in the vicinity of Torbay : and so much was he respected by every person, and beloved by every seaman in that neighbourhood, that he was enabled to man the *Cumberland* almost entirely with volunteers, who, from personal attachment, were anxious to place themselves under his command. He did not remain long in the *Cumberland* ; as, in the spring of 1794, we find him commanding the *Minotaur*, a new seventy-four gun ship, under the orders of Rear-admiral Montague, in the Channel fleet. Admiral Macbride afterwards hoisted his flag on board the *Minotaur*, which, during the year, was chiefly employed in cruising off the coast of France. In the month of February 1795, Captain Louis, still in the *Minotaur*, was employed in the fleet under the command of Earl Howe, which escorted the East and West India, and other convoys, clear of the Channel, and afterwards cruised off Brest and in the Bay.

Captain Louis was in the Channel fleet, under Lord Bridport, in May 1797 : after which he was ordered into the Mediterranean, to join the fleet, then under the command of Admiral Sir John Jervis. On the 30th of April 1798, Admiral Nelson, who had joined Earl St. Vincent on the preceding day, off Cadiz, was detached into the Mediterranean, with a small squadron, consisting of three sail of the line, two frigates and a sloop of war ; and, shortly after, Captain Louis sailed with a squadron under Captain, afterwards Sir Thomas, Troubridge, to reinforce him.

A junction was formed between the two squadrons on the 8th of June, when Admiral Nelson found himself at the head of thirteen sail of the line, a fifty gun ship, two frigates, and a sloop of war. The long cruise which succeeded in quest of the French fleet, and its result, have been already described.

Captain Louis, in common with the other captains of the fleet, received the thanks of parliament, accompanied by a gold medal emblematical of the victory. He was also presented with a sword by the city of London.

In the summer of 1799, Admiral Nelson having returned to the Mediterranean, Captain Louis, with Captain Troubridge, was dispatched by his lordship, to take possession of the Roman territory. Having entered into articles of capitulation with the French general, Grenier, a detachment of two hundred seamen and marines was landed from the *Minotaur* and *Culloden*, for the purpose of taking possession of *Civita Vecchia*, *Cornatto*, and *Tolfa*; while Captain Louis and General Bouchard proceeded to take possession of Rome on the same terms.

For this service, Captain Louis was afterwards presented with the insignia of the Sicilian Order of St. Ferdinand and of Merit.

During the remainder of the war, Captain Louis continued in the Mediterranean; a circumstance which enabled him to witness the capture of those ships which had escaped from the battle of *Aboukir*. In the course of the year 1800, after the unfortunate destruction of the *Queen Charlotte*, he had the honour of receiving Lord Keith's flag in the *Minotaur*; and in the spring of 1801, he was still farther gratified, by his lordship's selecting him for the service on the coast of Egypt. Captain Louis returned to England at the latter end of 1802, and retired on half-pay on the peace establishment.

At the commencement of the present war, his services were again called for, and he was appointed to

the Conqueror, another new seventy-four, in which ship he remained until his promotion to the rank of rear-admiral of the white squadron, which took place on the 23d of April 1804. He then hoisted his flag in the Leopard of fifty guns, and commanded on the Boulogne station during the whole of that year.

In the month of March 1805, the rear-admiral was particularly applied for by his much esteemed and much-lamented friend, Lord Nelson; and was appointed to serve under him in the Canopus of eighty guns, one of the prizes at the battle of the Nile, on the Mediterranean station. Rear-admiral Louis was the companion of Lord Nelson in the arduous task of chasing the French fleet to the West Indies and back; after which he was detached by his lordship, with seven sail of the line to Tetuan Bay, on a service of special importance. To this absence of Rear-admiral Louis from the main fleet, has generally been attributed the circumstance of Admiral Villeneuve's venturing out from Cadiz; a circumstance to which we are indebted for the most brilliant victory that ever graced our annals.

On returning from the Mediterranean, he fell in with Vice-admiral Sir J. T. Duckworth, who having received intelligence of a French fleet being in the West Indies, took our gallant officer under his command, and pursued them. He had the good fortune to come up with them off the town of St. Domingo, on the 6th of February, in the present year. Never was victory more complete or decisive.

For the share which Rear-admiral Louis bore in the action off St. Domingo, he received the thanks of both houses of parliament; and was presented, by the committee of the Patriotic Fund, with a vase, valued at 300*l.* with an appropriate inscription. A short time afterwards, his Majesty was also pleased to raise him to the dignity of a baronet of the United Kingdom of Great Britain and Ireland, by patent, bearing date the 29th of March 1806. Since that period,

his Majesty has likewise been farther pleased to grant his royal licence and authority, that he, the said Thomas Louis, and the heirs male of his body, to whom the dignity of baronet shall descend, in virtue of the limitations in his Majesty's letters patent of creation, may bear supporters to the armorial ensigns of Louis.*

Sir Thomas Louis, after the service which he had performed in the West Indies, returned to his station in the Mediterranean, where he remained for some time, and then came to England.

Sir Thomas had been sedulously occupied in superintending the equipment of a secret expedition of great importance, when the news arrived, that the French squadron, of which Jerome Buonaparte's ship, the *Veteran*, had formed a part, was on its return to Europe from the West Indies. In consequence of this intelligence, the military force of the expedition was disembarked; and Sir Thomas Louis, in the *Canopus*, with ten other ships of the line, put to sea early in the month of September, with a view of intercepting the above-mentioned squadron.

During this cruise, he captured the enemy's frigate, the *President*, of forty-four guns. In October, he joined Lord Collingwood before Cadiz, and was afterwards detached, under Sir John Duckworth, on the expedition which ended so unfortunately in the Dardanelles. On the return of Admiral Duckworth, Sir Thomas Louis was left with the British naval force before Alexandria, after that city was taken possession of by General Frazer. While on that station, he was seized with a complaint in his bowels that ended in a mortification, which put an end to his life on the 17th of May 1807. His remains were sent to Malta, to be interred near those of General Abercrombie. He was an active and courageous officer, and in all the actions in which he was engaged, he acquitted himself with humanity, ability, and integrity.

* Vide London Gazette, July 6 1806.

SIR HYDE PARKER, BART.

SIR HYDE being destined by his father for the navy, as well from the strong inclination which in his earliest youth he manifested towards a maritime life, as the natural predilection possessed by his parent in favour of a service on which he undoubtedly reflected much honour, was entered, when extremely young, on board the *Lively* frigate, a ship at that time commanded by Captain Parker, under whom he afterwards served in 1757, in the capacity of midshipman or mate, on board the *Squirrel*. Having been advanced to the rank of lieutenant, by commission bearing date, January 25, 1758, he was appointed to continue as before under the command of his father in the *Brilliant*, to which ship he had been some time before promoted, and on board which Sir Hyde himself having of course served as a petty officer or midshipman, continued subsequently engaged in different ships on the most active services during the whole remainder of the war. Captain Parker having, in 1760, been appointed to the *Norfolk*, of seventy-four guns, a ship then under orders of equipment for the East Indies, his son again removed with him into that ship, and accompanied him to the East Indies, where, after his arrival on the station, which was at that time one of the most active and desirable existing for a young and enterprising officer, he served progressively under the command of his father, on board the *Grafton* and the *Panther*.

In the latter ship he was present in the memorable and successful expedition undertaken against Manilla, and after the reduction of that important place was engaged in the pursuit and capture of the Spanish Acapulco ship, the circumstances attending which

event are by no means uninteresting. The British commander-in-chief, the late Admiral Cornish, having been informed, on the surrender of the place, that the galleon called the *Philippine*, bound from Acapulco to Manilla, was said to have arrived off Cajayagam, between the Embocadero and Cape Spiritu Santo, and being fearful that, on receiving information of the surrender of the port, whither her course was to be regularly directed, she might return back, or by some other alteration of course escape him, came very properly to an immediate resolution of dispatching a sufficient force in quest of her. Captain Parker in the *Panther*, and Captain (afterwards Sir Richard) King, in the *Argo*, were appointed to this service. They accordingly quitted Manilla on the 4th of October, and on the 30th of the same month fell in with a very large ship, to which they consequently gave chase, under the immediate and absolute persuasion that it was the identical ship which they were sent in pursuit of. When, however, it surrendered, and Captain Parker had taken possession of his prize, he was astonished to find, that it was not the ship of which he had been sent in pursuit, but the *Santissima Trinidad*, which had sailed from Manilla for Acapulco three months before. The prize having encountered a very severe gale of wind, three hundred leagues to the eastward of the Embocadero passage, was dismasted, and being consequently compelled to put back for refitment, had proceeded no further in pursuit of her voyage.

The ship which on this occasion fell into the hands of the English, was equal in magnitude to a British first-rate, was pierced for sixty-guns, but when captured had no more than thirteen mounted, seven of which had been taken out of the hold even during the continuance of the action itself; a strong and completely incontrovertible proof of the security in which the crew, consisting of eight-hundred and ten men, considered themselves in respect

to the shot of their assailants, or they undoubtedly would not at such a crisis have taken such cool measures for their defence. The Cargo of the *Trinidad*, though far inferior in value, to what was expected on board the *Philippine*, was nevertheless said to have exceeded half a million sterling.

On the 18th of July in the year ensuing, Mr. Parker was advanced to the rank of post captain; but owing to the cessation of hostilities which had then taken place, as well in regard to France as to Spain, he had no opportunity of distinguishing himself, or even of holding any naval command. In this state of inactivity he was under the necessity of remaining till the year 1775, when, in consequence of the dispute which had then reached a most serious height between Great Britain and the American colonies, he was appointed to the *Phoenix*, a small two-decked ship, mounting forty-four guns, in which he was immediately afterwards ordered on that station. Hostilities had actually commenced long before Captain Parker reached the place of his destination; and the fury with which the contending parties assailed each other, appeared to forebode the most active employment for an able and enterprising mind. Captain Parker, therefore, had very soon an opportunity of distinguishing himself, as he did in the most conspicuous manner at the attack of different posts and batteries necessarily preparatory to that of New York itself.

The address, activity, and gallantry displayed by Captain Parker on these occasions, added to those successes which his similar conduct at preceding periods had procured, obtained for him the high favour of his sovereign, who conferred on him the honour of knighthood. During the two succeeding years he continued on the same station, and though very actively concerned in all the various events which took place in that quarter, was not fortunate enough to meet with any second occurrence by which he could

more materially add to that reputation which he had already so justly acquired, except by maintaining on all occasions, and confirming that high estimation in which his character was held. Without repeating the events that occurred in the contest with America, in which Sir Hyde took a part, we may observe that towards the close of September, 1780, he was ordered out on a cruise, and had the misfortune to be involved in the dreadful consequences of a most tremendous hurricane, which nearly desolated that part of the world.

Of this calamity, as far as related to Sir Hyde and his crew, the following concise account is officially given by Sir Peter Parker, who then commanded in chief on the Jamaica station.

“ On the 4th of last month (October), at half-past five in the morning, his Majesty’s ship the *Phœnix* was wrecked on the Island of Cuba, about three leagues to the eastward of Cape Cruz, in a most dreadful hurricane; and according to Sir Hyde Parker’s representation, if she had not been driven on shore she must soon have foundered. All the ship’s company were happily saved except twenty, the greater part of whom were lost with the main-mast, and washed overboard. Sir Hyde Parker dispatched his first lieutenant, Mr. Archer, in one of the ship’s boats, to Montego Bay for assistance; and by the 11th all that remained of the ship’s crew, to the number of two hundred and forty, were embarked on board of his Majesty’s sloop the *Porcupine* and three shallops, and arrived safe in Montego Bay the 15th inst.

The conduct of Sir Hyde on this melancholy and distressing occasion, was exemplary in the highest degree. As soon as the people who survived the loss of the main-mast and other casualties attendant on the disaster, had reached the shore in safety, the utmost exertions were immediately made to preserve a sufficient quantity of provisions and ammunition, which being secured, together with four of the car-

ronades belonging to the ship, a temporary work or redoubt of earth was thrown up in a spot favourable to defence, in which the crew firmly prepared to brave the efforts of the enemy, should they make their appearance before the expected succour arrived, which was to transport them to the arms of their countrymen and friends. The want of necessity in respect to bringing it into action, by no means diminished the splendor of the resolution and means taken to render it effectual, for there is certainly no less a degree of merit due to the spirited preparations for defence, than there is to the defence itself.

Sir Hyde, deprived, as we have seen, by inevitable misfortune, of his command, returned to England after a very short continuance at Jamaica, and almost immediately after his arrival was appointed to the *Latona*, a new frigate of thirty-eight guns, esteemed among the first of her class then built. The conduct of the *Hollanders*, with respect to Britain, and the assistance rendered by them to the French, the Spaniards, and the Americans, had long given umbrage to the British government, and it became immediately necessary to send a squadron into the North Sea, as well for the protection of the British commerce from privateers or other depredators, as to oppose whatever more formidable force the newly declared enemy should find it possible to equip. The chief command of the armament, which had risen from an originally very inconsiderable force, commanded by Commodore Keith Stewart, till it amounted to seven ships of two decks, four stout frigates, and a cutter, was bestowed on Vice-admiral Hyde Parker, father to Sir Hyde, who was himself ordered to join the squadron with the frigate he then commanded.

The protection of the Baltic fleet was the first object intrusted to this armament, which, when on its return homeward with its charge, had the fortune to fall in with a Dutch squadron of superior force, outward bound, on a service exactly similar to that in

which Mr. Parker had been himself engaged. The contest was obstinate, and the victory disputed by the Dutch, with that firmness and determined bravery which appears to have almost uniformly marked their conduct in every war in which they have been for many years engaged as principals, or as fighting their own immediate cause.

It is related as an anecdote of Sir Hyde, that the instant the action had so far ceased as to render it justifiable for him to approach the flag-ship without breach of orders or the regulations of the service, he bore down to the Fortitude, and in that solicitous tone of affection and filial regard which exalts the character of a hero beyond itself, inquired for his parent. The admiral with equal warmth, and in a manner peculiar to himself, assured his son of his personal safety, and the dissatisfaction he felt at not being able to pursue the advantage he had gained in that manner he most ardently desired.

Immediately almost after the return of the fleet into port after the encounter, Sir Hyde was promoted from the *Latona* to the *Goliath*, a new ship of seventy-four guns, under her first equipment for service.

When hostilities had ceased, Sir Hyde did not quit his command, the *Goliath* being retained in commission, as a guardship on the peace establishment. He was on his first appointment to this new occupation, stationed at Sheerness: but after a few months' continuance at that port, the *Goliath* was ordered to be refitted at Chatham, and was afterwards sent round to Plymouth, where it continued only till the month of October, being then dispatched, in consequence of an economical arrangement made by the Admiralty Board, to save the expense of transports to Gibraltar, with a number of troops, for the purpose of shifting such a part of the garrison as had been stationed there during the preceding war, and had served there a longer time than was generally customary. Sir Hyde sailed on the 14th of October, 1783; and after his

return to England was ordered to Portsmouth, where the *Goliath* remained stationed as a guardship during the time usually allotted to such commands, particularly in time of peace.

In the year 1787, when the interference of France was materially apprehended with respect to the dispute between the Stadtholder and the republican faction formed in the United Provinces, Great Britain, having determined to espouse the cause of the former, and support the form of government then existing, found it necessary to equip a considerable number of ships, in order to be ready to counteract any such attempt. Among the officers first selected for command on this occasion, was Sir Hyde, who was appointed to the *Orion*, a ship of seventy-four guns, launched but a very short time before, and afterwards ordered to be equipped at Woolwich. The controversy being very speedily settled by the march of a Prussian army into Holland, the *Orion* was immediately put out of commission, and Sir Hyde once more retired into private life.

Ever foremost in the hour of probable contest, when the dispute suddenly took place with Spain, in regard to the British settlement at Nootka Sound in 1790, Sir Hyde was appointed to the *Brunswick*, a new ship also, and of the same force of the two last which he had commanded; but this storm blowing over, in consequence of the very spirited measures adopted by Britain, as expeditiously as the former had done, Sir Hyde resigned his command, and never held any subsequent one as a private captain. On the commencement of the war with France, and the promotion of flag-officers which immediately followed it, Sir Hyde was, on the 1st of February 1793, advanced to the rank of rear-admiral of the white squadron, and immediately subsequent to the promotion accepted the station of first-captain to Vice-admiral Hood, who was appointed to command a very formidable fleet ordered into the Mediterranean,

not only to counteract any attempt that might be made in that distant quarter against the possessions of Great Britain or her Allies, but also, if any occasion should offer, to attack those belonging to France herself.

The events which took place during the time Lord Hood, and afterwards Lord Hotham held that command, have already been noticed. The surrender of Toulon, and the different interesting events which took place during the time it continued in the possession of Great Britain and her Allies, the invasion and complete reduction of the Island of Corsica, and the two different encounters in which Admiral Lord Hotham almost fruitlessly endeavoured to engage the French fleet, first in the month of March, and secondly in the month of July 1795, were all of them occurrences extremely interesting to a man of gallantry and zeal for the service of his country; and it is but justice to observe, that Sir Hyde availed himself of those opportunities to the utmost of his power.

Sir Hyde having been advanced, on the 12th of April, 1794, to be rear-admiral of the red squadron; and moreover, on the 4th of July following, to be vice-admiral of the blue, quitted his station of captain of the fleet on board the *Victory*, and hoisted his flag on board the *St. George*, of ninety-eight guns, as commander of a squadron or division of the fleet. He held that post at the time of the action just mentioned, and on the 1st of June subsequent to it, was promoted to be vice-admiral of the red. No other material occurrence took place during the remainder of the time that Sir Hyde continued to command in the Mediterranean fleet, except the second skirmish, still more trivial than the first, which took place with the French fleet, on the 13th of July succeeding his last promotion.

In the year 1796, Sir Hyde returned to England, and was almost immediately after his arrival appointed to command in chief on the Jamaica station.

After continuing full three years in the West Indies, Sir Hyde returned to England, and was appointed, immediately on his arrival, second in command in the main or Channel fleet. The caution both of the French and Spaniards, notwithstanding they had some time before entered the harbour of Brest, with nearly the whole naval force possessed by both countries combined, had prevented them from ever hazarding those ships which have hitherto escaped from the fury of the British fleet when at sea. His occupation, therefore, in this line of service, passed over without any memorable occurrence, or creating any national interest. Toward the close of the year 1800, the emperor of Russia, the once warm and strenuous opponent of France, and her political system of government, suddenly changed his system and his opinions, equally eager and active in the contrary scale of action to that in which he had before appeared. He was not contented with the single manifestation of his own particular displeasure, but by threats, by promises, and various diplomatic artifices, contrived to engage the northern powers of Denmark, Sweden, and Prussia, as parties in the same quarrel. The flame soon grew too violent and fierce to yield to the common method of repression; a fleet of considerable force was accordingly equipped with the utmost expedition and sent into the Baltic. The result has been given in the Life of Lord Nelson, to whom, unquestionably, the chief merit was due.

We may, however, observe, that in this business, Sir Hyde Parker had the chief command of the fleet destined for the Baltic, and on the occasion hoisted his flag on board the London. After the conclusion of the treaty, which was produced partly by the memorable engagement at Copenhagen, and partly by the *sudden* death of Paul, emperor of Russia, who had played a very extraordinary part on the political stage, from the period of his ascending the throne, Sir Hyde struck his

flag, and was not afterwards occupied in any active situation in the naval service of his country. On the 14th of Feb. 1799, he had been raised to the rank of admiral of the blue, and in 1804, he was farther promoted to be admiral of the white. In the following November, he was made admiral in the red squadron. He died March 16th, 1807.

SIR THOMAS TROUBRIDGE,

REAR-ADMIRAL OF THE WHITE SQUADRON.

THIS brave officer entered the sea-service as midshipman, on board the *Sea-horse*, Captain Farmer, with whom he proceeded to India, in the year 1773. He remained in India till some time after the arrival of the intelligence of the general peace of 1783. Of the manner in which he was employed during this period, we have very little information; a circumstance proceeding, in some measure, from the aversion which he always felt from speaking of himself or of his services. It is probable, however, that he was engaged in the action with *Tranjolly*, in August 1778, and in some, if not all, of the subsequent encounters with the French admiral, *Suffrein*.

On the 1st of January 1783, having passed the intermediate ranks of lieutenant and master and commander, he was made post in the *Active* frigate, of thirty-two guns. In the month of April following, when General Stuart's attack upon *Cuddalore* had been resolved on, Captain *Troubridge*, in the *Active*, with Captain *Halliday*, in the *Isis*, Captain *White*, in the *San Carlos*, Captain *Sir R. J. Strachan*, in the *Naiade*, and Captain *Buller*, in the *Chaser*, was appointed to cover and protect the *Pondicherry*, *Minerva*, and *Harriet*, store-ships, which *Sir Edward*

Hughes, the commander in chief, had directed to carry military stores and provisions for the service of the army.

Captain Troubridge afterwards commanded another ship in India, with the name of which we are unacquainted; and, when Sir Edward Hughes returned to England in 1784, he accompanied him as his flag-captain in the Sultan.

In 1790, Captain Troubridge was appointed to the Thames frigate, of thirty-two guns, in which he proceeded to the East Indies; and, in the autumn of the following year, in consequence of Commodore Cornwallis having received intelligence that some neutral ships, under Imperial and French colours, were expected to arrive on the coast of Malabar, from Europe, laden with ammunition and ordnance stores for the use of Tippoo Sultan's army, he was employed with a squadron, for the purpose of examining all the suspicious vessels that might arrive. This squadron brought to, and searched several French ships, but without discovering any merchandise or stores of a contraband nature. The *Resolu*, French frigate, with two merchantmen in company, resisted an attempt to board, and discharged a broadside into the *Phoenix*, which led to an action that lasted five and twenty minutes; when the *Resolu* struck, having twenty-five men killed, and forty wounded. The *Phoenix* had six killed, and eleven wounded.

Captain Troubridge soon afterwards returned to England; and, in 1793, he was appointed to another frigate, the *Castor*, of thirty-two guns. On the 10th of May 1794, while convoying fourteen sail of vessels from Guernsey and Jersey, bound to Newfoundland, he had the misfortune to be captured in the bay, with the whole of the convoy, by a French squadron. His captivity, however, proved but of short duration; as, on the 29th of the same month, the *Castor* was

retaken, by the Carysfort frigate, Captain Francis Laforey, then on a cruise in the bay.*

* The number of men (200) was equal in the *Castor* and the *Carysfort*; but, while the former had thirty-two guns, the latter had only twenty-eight. The action was well fought, for an hour and fifteen minutes; in the course of which, the enemy had sixteen men killed, and nine wounded; the *Carysfort*, one killed, and sixteen wounded.

On the arrival of the *Carysfort* and her prize in port, the principal officers and commissioners of the navy put in a claim for the ship, &c. the same of right belonging to them, for the use of his Majesty. To this claim, an opposition was made on the part of the commander, officers, and crew, of the *Carysfort*. The French captain, in answer to the fourth interrogatory, stated, that he had been appointed to the command of the *Castor* by the French admiral, commander of a division of the naval army of the French republic, by whose orders and commission he took possession of her at sea, as of a ship of war in the service of the republic; the said admiral having been invested with the power and authority to condemn prizes, and to arm, fit out, and equip, such ships as he might take, and think calculated for the purpose as ships of war in the service of the French republic, without first sending them to France to pass through any formal process; and that the said frigate, the *Castor*, had been so armed, equipped, and fitted out accordingly. The question therefore was, whether, under the circumstances of the case, the re-captors should have the whole of the prize, or only proportional salvage?

Sir James Marriot, judge of the high court of Admiralty, in a speech of some length, in which he made several observations on the unequal distribution of prize-money in like cases between his Majesty's ships of war and privateers, wherein the latter are entitled to a sixth, as salvage for re-captures, while the former have only one eighth; at the same time instanced, that in former wars, ships belonging to his Majesty, re-taken by his Majesty's ships, were entitled to only a salvage of one eighth. But, as there is a general sweeping clause in the latter part of the section in the present prize act, which says, "That if any ship or vessel re-taken, shall appear to have been, after the taking of his Majesty's enemies, by them set forth as a ship of war, the said ship or vessel shall not be restored to the former owners or proprietors, but shall, in all cases, whether re-taken by his Majesty's ships, or by any privateer, be adjudged a lawful prize for the benefit of the captors." Sir James Marriot accordingly pronounced, that the whole value of his Majesty's ship the *Castor*, re-captured under the circumstances in question, should be adjudged to be lawful prize to the captors.

Soon after his liberation, Captain Troubridge was appointed to the *Culloden*, of seventy-four guns; in which, in February 1795, he sailed with the fleet under the command of Earl Howe, to escort the *East*, and *West India*, and other convoys, clear of the Channel; and was then for some time employed in cruising off *Brest*, and in the Bay. In May, he joined the Mediterranean fleet, at that time under the command of Vice-admiral *Hotham*; and, in the indecisive action of the 13th of July, he consequently bore a part.

Captain Troubridge continued on the Mediterranean station; and, on the morning of the memorable 14th of February, 1797, he was the first that descried the Spanish fleet; of the approach of which, Sir *John Jervis*, the commander in chief, had been the day before apprized, by the arrival of Commodore *Nelson*, in *La Minerve*. In the action which ensued, the *Culloden* was eminently distinguished, as is evident from a private letter of Sir *J. Jervis* to the first lord of the Admiralty, inserted below.* This letter shews

* "MY LORD,

Feb. 16, 1797.

"The correct conduct of every officer and man in the squadron on the 14th instant, made it improper to distinguish one more than another in my public letter, because I am confident that, had those who were least in action been in the situation of the fortunate few, their behaviour would not have been less meritorious. Yet to your lordship it becomes me to state, that Captain Troubridge, in the *Culloden*, led the squadron through the enemy in a masterly style, and tacked the instant the signal flew; and was gallantly supported by the *Blenheim*, *Prince George*, *Orion*, *Irresistible*, and *Colossus*. The latter had her fore and fore-top-sail yards wounded, and they unfortunately broke in the slings in stays, which threw her out, and impeded the tacking of the *Victory*. Commodore *Nelson*, who was in the rear on the starboard tack, took the lead on the larboard, and contributed very much to the fortune of the day, as did Captain *Collingwood*; and, in the close, the *San Josef* and *San Nicholas* having fallen foul of each other, the Captain laid them on board, and Captain *Berry*, who served as a volunteer, entered at the head of the boarders, and Commodore *Nelson* followed immediately, and took possession of them both."

the estimation in which Captain Troubridge's services were holden by his commander in chief.

Captain Troubridge, with the rest of the officers of the fleet, had the honour of receiving the thanks of both houses of parliament, and of being presented with a gold medal, emblematic of the victory, to be worn in uniform.

Very soon after the battle off Cape St. Vincent, the commander in chief had reason to suspect, that the viceroy of Mexico, with an immense treasure, had taken shelter in the harbour of Santa Cruz, in the island of Teneriffe, and that the town of Santa Cruz itself was an assailable object. He accordingly detached the *Terpsichore* and *Dido* off Santa Cruz, to reconnoitre, and adopted every other means within his power to obtain the requisite information. Commodore Nelson, too, who was ultimately appointed to command the attack, was indefatigable in his exertions to acquire all possible intelligence relating to the subject.

On the 15th of July, after the attack had been fully determined on and arranged, Rear-admiral Nelson was detached to Santa Cruz, with a squadron of eight ships, of which three were seventy-fours.

Captain Troubridge was fixed upon to command the seamen and marines who were to be landed at Teneriffe; and, on the 20th of the month, when the squadron was within thirteen leagues of the island, he received the orders, given in the note below.*

* “ *To Thomas Troubridge, Esq. Captain of his Majesty's Ship Culloden, and Commander of the Forces, ordered to be landed for taking Santa Cruz, dated Theseus, at Sea, July 20, 1797.*

“ SIR,

“ I desire you will take under your command the number of seamen and marines named in the margin, who will be landed under Captains Hood, Miller, Fremantle, Bowen, and Waller, and the marines under Captain Thomas Oldfield, and a detachment of the royal artillery under Lieutenant Baynes, all of whom are now embarked on board his Majesty's frigates *Seahorse*, *Terpsichore*,

Of the unfortunate failure of this expedition, occasioned by a variety of unforeseen circumstances, we have already given an account; but it redounds highly to the credit of every officer and man concerned, that the failure resulted not from any defect in the plan of attack, or from any error or incapacity of execution. In addition to the dreadful surf which the men had to encounter in landing, the extraordinary great force with which they afterwards had, unexpectedly, to contend, was such as defied every hope or possibility of success; and nothing but an uncommon adroitness and presence of mind, could have prevented every individual of the party from being made prisoners. Captain Troubridge, as will appear from his letter, had a most arduous and delicate duty to perform. To this letter we have more than once had occasion to refer, and shall now give it in the note.*

and Emerald. With this detachment you will proceed as near to the town of Santa Cruz as possible, without endangering your being perceived; when you will embark as many men as the boats will carry, and force your landing in the north-east part of the bay of Santa Cruz, near a large battery. The moment you are on shore, I recommend you first to attack the battery; which, when carried, and your post secured, you will either proceed by storm against the town and mole-head battery, or send in my letter, as you judge most proper, containing a summons, of which I send you a copy; and the terms are either to be accepted or rejected in the time specified, unless you see good cause for prolonging it, as no alteration will be made in them: and you will pursue such other methods as you judge most proper for speedily effecting my orders, which are, to possess myself of all cargoes and treasures which may be landed in the island of Tenerife. Having the firmest confidence in the ability, bravery, and zeal, of yourself, and of all placed under your command, I have only heartily to wish you success, and to assure you that I am your most obedient and faithful servant,

“HORATIO NELSON.”

* “*Captain Troubridge to Sir Horatio Nelson, K. B. dated Culloden, July 25, 1797.*”

“SIR,

“From the darkness of the night I did not immediately hit the Mole, the spot appointed to land at, but pushed on shore under

Rear-admiral Nelson, in referring Earl St. Vincent to the above letter of Captain Troubridge, for the

the enemy's battery close to the southward of the citadel; Captain Waller landed at the same time, and two or three other boats. The surf was so high many put back; the boats were full of water in an instant, and stove against the rocks, and most of the ammunition in the men's pouches was wet. As soon as I had collected a few men, I immediately advanced with Captain Waller to the square, the place of rendezvous, in hopes of there meeting you and the remainder of the people; and I waited about an hour, during which time I sent a serjeant, with two gentlemen of the town, to summon the citadel. I fear the serjeant was shot on his way, as I heard nothing of him afterwards. The ladders being all lost in the surf, or not to be found, no immediate attempt could be made on the citadel; I, therefore, marched to join Captains Hood and Miller, who, I had intelligence, had made good their landing, with a body of men, to the south-west of the place I did. I then endeavoured to procure some account of you and the rest of the officers, but without success. By day-break we had collected about eighty marines, eighty pikemen, and one hundred and eighty small armed seamen; these I found were all who remained alive that had made good their landing; with this force, having procured some ammunition from the Spanish prisoners we had made, we were marching to try what could be done with the citadel without ladders, when we found the whole of the streets commanded by field-pieces, and upwards of eight thousand Spaniards and one hundred French under arms, approaching by every avenue. As the boats were all stove, and I saw no possibility of getting more men on shore, the ammunition wet, and no provisions, I sent Captain Hood with a flag of truce to the governor, to declare, 'I was prepared to burn the town, which I should immediately put in force, if he approached one inch farther;' and at the same time I desired Captain Hood to say, 'It would be done with regret, as I had no wish to injure the inhabitants; that if he would come to my terms, I was willing to treat;' which he agreed to. I have the honour to send you a copy of them by Captain Waller, which, I hope, will meet with your approbation, and appear highly honourable. The following parley was sent with the flag of truce:—*'Santa Cruz, July 25th.* That the troops, &c. belonging to his Britannic Majesty, shall embark with all their arms of every kind, and take their boats off, if saved, and be provided with such other as may be wanting: in consideration of which, it is engaged on their part, that they shall not molest the town in any manner, by the slips of the British squadron now before it, nor any of the Islands in the Canaries, and prisoners shall be given up on both sides. Given under my hand and word of honour, SAM. HOOD. Ratified by I. TROUBRIDGE and J. ANTONIO GUTIERREZ.'

proceedings of that officer, observes : “ I cannot but express my admiration of the firmness with which Captain Troubridge and his brave associates supported the honour of the British flag.”

Captain Troubridge was subsequently employed with Earl St. Vincent, in blockading the port of Cadiz, &c. and, in May 1798, he was detached with a squadron of ten seventy-fours and a fifty-gun ship, to reinforce Sir Horatio Nelson, who had been previously sent on a cruise, with three sail of the line, two frigates, and a sloop of war.

Captain Troubridge's orders from Earl St. Vincent, for proceeding with this reinforcement, were dated, before Cadiz, May 24; and the very prompt manner in which they were executed, as appears by the following extract from Captain Berry's narrative, reflected the greatest credit on the commander in chief, and also on the senior officer of the squadron :

“ It was only characteristic of the general tenour of Lord St. Vincent's command, that every ship destined to compose the squadron of reinforcement, was ready to put to sea from Cadiz Bay at a moment's notice; and it is a fact which is worthy of permanent record, as illustrative of the energy and activity of British seamen, that, as soon as Sir Roger Curtis, with the squadron under his command from England, was visible from the mast-head of the admiral's ship, Captain Troubridge with his squadron put to sea, and was actually out of sight on his course to the Straits of Gibraltar, before the former cast anchor at the British station off Cadiz Bay.”

Sir Horatio Nelson, had been for some time unsuccessfully employed in quest of the French squadron, which had sailed from Toulon with Buonaparte. Captain Troubridge joined him at sun-set, on the 8th of June. It was not, as we have already seen, till the 1st of August, that the enemy's fleet was discovered in the harbour of Alexandria.

The result is well known. It happened most un-

fortunately for Captain Troubridge, that his ship, the *Culloden*, in standing in for the van of the enemy's line, grounded upon the tail of a shoal, running off from the island, on which were the mortar and gun-batteries of the enemy; and, notwithstanding all the efforts of her gallant commander and crew, she could not be got off till the morning of the 2d of August; when it was found that she had suffered considerable damage, and that she could scarcely be kept afloat, with all pumps going.—Captain Troubridge, in a letter to Earl St. Vincent, dated August 16, 1798, thus relates the particulars of this unfortunate event:—

“ Your lordship will have heard by Sir H. Nelson's letters, and Captain Berry, of the misfortune that befel the *Culloden* just as I got within gun-shot of the enemy. As we had no knowledge of the place, and the soundings continuing regular as we stood in, I did not conceive the smallest danger; the man at the head calling out eleven fathom when she struck. The only consolation I have to support me in this cruel case is, that I had just time to make the signal to the *Swiftsure*, and *Alexander*, which saved them, or they must inevitably have been lost, as they would have been further on the reef from their hauling considerably within me. Every exertion in my power was used to save his Majesty's ship; but it was long doubtful whether I should be able to keep her afloat after I had got her off; the rudder was gone, and she was making seven feet water an hour. However, by great labour, on the third day we got a new rudder made and hung, and with thrummed sails reduced the leak considerably. The false keel is gone, and probably part of the main, as she struck very hard for nine hours with a heavy swell. All the gripe I can see is off. I shall use every exertion to patch the poor *Culloden* up again, and I flatter myself I can still fight a good battle in her, if opportunity offers. I am now fagging hard at the leak, and the

first harbour we make I must and will patch the old ship up, and make her last as long as your lordship has the command. Two pumps going I shall not mind, we are fully equal to that. I endeavour, and, I believe, succeed in making my men believe that the leak is nothing; for they dance every evening as usual.

“ Sir Horatio will have given your lordship all the particulars of this business in a much superior manner to what I could do. This stroke may induce the French to listen to moderate terms of peace. I took a courier of Buonaparte’s with all the letters; they every one seem to have been written in a desponding state. The captain, Barré, who commands L’Alceste, is a son of the late Duke of Orleans by Madame Barré. I have now upwards of twenty officers prisoners on board, not one of whom acknowledges a Supreme Being, or seems to have any principle. Robbery and murder are no crimes with them. Hal- lowell, and myself, took possession of the island of Bequieres, and brought off from it two thirteen 1-half inch mortars, and four guns.*”

The generous sympathy of the hero of the Nile is well depicted in the following passage, from the work to which, in the composition of this memoir, we are so much indebted. It also serves to shew the high estimation in which Captain Troubridge was deservedly holden by his admiral:—

“ In the first interview which Nelson had with his early shipmate and friend, Captain Troubridge, after the action, he thus endeavoured to cheer the mortified spirit of that great and intrepid officer:—‘ Let us, my dear Troubridge, rather rejoice that the ship which got on shore was commanded by an officer, whose character is so thoroughly established in the service as your own.’ ”

The unfortunate circumstance of the Culloden get-

* *Vide CLARKE and M’ARTHUR’S Life of Lord Nelson.*

ting on shore, proved, however, a source of much subsequent uneasiness and vexation to her commander. In common with the other officers concerned in the action, Captain Troubridge, received the thanks of both Houses of Parliament; and also the gold medal, presented by his Majesty on the occasion: but it appears, by the letter below * from Lord Spencer to Lord Nelson, that, respecting the latter honorary token, there was some difficulty:—

A more serious difficulty, though not immediately relating to Captain Troubridge, arose from the Culloden's going on shore. The first lieutenants of all the line-of-battle ships engaged, were promoted to the rank of master and commander; but, from the accident of the Culloden, she was not actually in the engagement, and her first lieutenant was consequently, by the etiquette of the service, excluded from the promotion. On this mortifying subject, Lord Nelson, after his return from Leghorn, where Captain Troubridge had also been actively employed, thus urgently expressed himself, in a private letter to Earl St. Vincent:—

“ I received yesterday a private letter from Lord Spencer, of October 7, declaring that the first lieutenants of all the ships *engaged* would be promoted. I sincerely hope this is not intended to exclude the first lieutenant of the Culloden; for heaven's sake, for my sake, if it be so, get it altered. Our deary

“ *Admiralty, December, 25, 1798.*

* “ I am happy to find that the Culloden was capable of being continued in service, as I well know the value you so deservedly set on Captain Troubridge's assistance. In the strict execution of the king's orders, respecting the medals to be given on occasion of the battle of the Nile, Captain Troubridge, not having actually been in action, would have been excluded; but I am very happy to tell you, that I have been expressly authorized by his Majesty to present him with a medal, as well as all the other captains in the line on that day, for his services, both before and since, and for the great and wonderful exertions he made at the time of the action, in saving and getting off his ship.”

friend Troubridge has endured enough, his sufferings were, in every respect, more than those of any of us; he deserves every reward which a grateful country can bestow on the most meritorious sea officer of his standing in the service. I have felt his worth every hour of my command; and had before written to you my dear lord on this subject, therefore I place Troubridge in your hands."

The liberal-minded interference of the commander-in-chief (Earl St. Vincent) on this occasion, appears, from the following passage in a letter of Lord Spencer to Lord St. Vincent, dated October 9, 1798, to have ultimately led to the most satisfactory result:

"The exception of the first lieutenant of the Culloden was necessary, on account of that ship not having got into action from the circumstance of being aground; I am, however, so fully convinced of the merit both of Captain Troubridge and his officers on all occasions, that I beg you would be so good as to give the first vacancy of commander that arises, to the first lieutenant of the Culloden."

Captain Troubridge, in the Culloden, with the Alexander, and La Bonne Citoyenne, arrived at Naples, on their return from Alexandria, about the middle of September; and, in four or five days, they were joined by Admiral Nelson, in the Vanguard. At the close of the year, Lord Nelson appears to have been much hurt at the appointment of Sir Sidney Smith to a command in the Mediterranean.

About the same time, in a private letter which his lordship wrote to Earl St. Vincent, he says:—"As soon as I can get hold of Troubridge, I shall send him to Egypt to endeavour to destroy the ships in Alexandria. *If it can be done, Troubridge will do it.*"

Captain Troubridge accordingly appears to have been afterwards employed in the blockade of Alexandria, till the 5th of March, 1799, when he left the continuance of that service to Sir Sidney Smith, and returned to Lord Nelson, at Palermo. In writ-

ing to his lordship, he subsequently gave the following account of the manner in which he had discovered and taken a person, who had been sent by Buonaparte to mislead the Turks:—

On the 14th of February, 1799, I detained the caravella that had at last been permitted by the French to leave Alexandria; and, having received information from a spy on board her, sent for the captain and shewed him a firman from the Grand Seignior, taking care not to let him read it. I told him it was a hatter-sheriff for the head of a traitor: on this he appeared alarmed, and acknowledged he had a Mons. Beauchamp on board, habited like a Turk, and a French pilot. I immediately sent and seized the ambassador, as they called him, and his Greek servant, and by sharpening an axe and playing him off with the hatter-sheriff, I so alarmed the Greek domestic, that he shewed us where they had concealed their instructions from Buonaparte, on board the caravella. It appeared to me that the Grand Seignior would do this fellow more *justice* than we could; I therefore sent him in the Swiftsure to Rhodes, recommending him strongly for decapitation.*”

Immediately after his return from Alexandria, Captain Troubridge was intrusted with the command of a small squadron. Lord Nelson's ever-active mind had projected a plan for blockading Naples, and for obtaining possession of the ships in the bay, and of the adjacent islands. Their Sicilian Majesties highly approved the proposition, but wished that his lordship should remain at Palermo. “Sir John Acton also recommended, in the name of their Majesties, that the blockade of Naples should be entrusted to the command and care of *the excellent Captain Trou-*

* See Clarke and M'Arthur's Life of Lord Nelson: it is wonderful with what *sang-froid*, Captain Troubridge speaks of the life of a fellow-creature, still more astonishing, that an Englishman should recommend a tyrant's interference to effect that which law, even naval-law, could not perform.—Ed.

bridge, in whom they placed the highest confidence. 'I therefore send you,' added he, 'by their Majesties' orders, an official letter for that officer to take the command of the operations in the Bay of Naples, for the recovery of the adjacent islands, according to the manner you mentioned some days ago. In the course of a very short time, Captain Troubridge was in complete possession of the city, and also of Ischia and Capri.

The arduous nature of the service in which Captain Troubridge was now employed, can be conceived only by those who were present, and who participated with him in its toils and fatigues. All the principal opposers of the old government, that were taken in the island were secured and distributed amongst the ships of his squadron, to await the sentence of their arbitrary judges. Captain Troubridge solicited the presence of a Neapolitan judge, to try the offenders; but it seemed to be the wish of the ministry, to cast the well-merited odium of every execution* upon the English; and some time elapsed before he could obtain the object of his desires. On some of the prisoners, however, *justice* falsely so called, was more summarily inflicted by the inhabitants; and the letter below†, which Captain Trou-

* These executions were perpetrated under the orders, or by the sanction of Nelson and Troubridge, to gratify the base revenge of the Neapolitan court, and of Lady Hamilton, and in defiance of an express treaty entered into by an English officer, Captain Foote. See our *Life of Nelson*, page 43, of the present volume.

† "SIR,

"*Salerno, April 26, 1799.*

"As a faithful subject of my king, Ferdinand IV. whom God preserve, I have the glory of presenting to your Excellency the head of D. Charles Granozio di Giffoni, who was employed in the administration directed by the infamous commissary Ferdinand Ruggi. The said Granozio was killed by me in a place called Li Puggi, district of Ponte Cagnaro, as he was running away. I beg your Excellency would accept the said head, and consider this operation as a proof of my attachment to the Royal Crown:

"I am, with due respect, the faithful subject of the king.

"J. M. N (a)."

(a) *Vide* CLARKE and M'ARTHUR'S *Life of Lord Nelson*.

bridge received early one morning, with his accustomed basket of grapes for breakfast, from the shore, exhibits a striking instance of the ferocity of the Italian character, and which letter we insert to transmit to posterity the infamy of the writer as recorded by his own hand.

On the 12th of May, whilst Captain Troubridge was thus engaged, L'Espoir arrived at Palermo, with the news that the French fleet had been seen off Oporto; and, on the same night, she was dispatched by Lord Nelson to Procida, with orders for Captain Troubridge to join him, with the whole of his squadron, excepting one line-of-battle ship, and the frigates; it being his lordship's intention to detach them for the safety of Minorca. In consequence of subsequent information, that the French fleet comprised upwards of thirty sail, nineteen of which were of the line, Lord Nelson again sent to Captain Troubridge, to join him with all his line-of-battle ships, and, if possible, with one of the frigates.

On the 20th of the month, the desired junction having been effected, Lord Nelson left Palermo, and sailed with the Vanguard, Culloden, Zealous, Minotaur, Haarlem, St. Sebastian, and Swallow, a Portuguese corvette. His lordship, however, was disappointed in his expectation of falling in with the enemy; and, on the 30th of May, after his return to Palermo, he thus expressed himself, in a letter to Earl St. Vincent:

“The Vanguard anchored here yesterday; but it has been so calm, that, except the Emerald, none have yet got in. After two days I hope they will all be as ready for service as our means allow of. I have our dear Troubridge for my assistant, in every thing we are brothers. Hood and Hallowell are as active and good as ever: not that I mean to say any are otherwise; but you know these are men of resources.”

The French having evacuated Naples in June, Lord

Nelson returned hither, from Palermo. His lordship's next object was, to dispossess the French of the castle of St. Elmo; and, for that purpose, a strong detachment of seamen and marines from the squadron, was landed, under the command of Captain Troubridge, who, for the first seven days, was assisted by Captain (afterwards Sir Alexander) Ball, in the *Alexander*. He was afterwards supported by Captain Hallowell, of the *Swiftsure*; and, during the siege, which lasted from the 3d to the 12th of July, when the castle capitulated, Captain Troubridge derived essential service from a party of Russians and Portuguese, by whom he was joined.

Lord Nelson, in his letter to the Admiralty, announcing the surrender of St. Elmo, thus compliments his gallant friend:—"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."

Captain Troubridge was afterwards dispatched by Lord Nelson, to take possession of the Roman territory. On the 29th and 30th of September, "having entered into articles of capitulation with the French general, Grenier, a detachment of two hundred seamen and marines, was landed from the *Minotaur* and *Culloden*, for the purpose of taking possession of *Civita Vecchia*, *Cornatto*, and *Tolfa*; while Captain Louis, and General Bouchard, proceeded to take possession of Rome on the same terms."

For these and his former services, Captain Troubridge had the honour of being presented with the Sicilian Order of St. Ferdinand and of Merit; and, on the 23d of November, in the same year (1799) he had the further honour of being created a Baronet of Great Britain.

Sir Thomas Troubridge continued in the Mediterranean till July, 1800, when he returned to England,

and was appointed Captain of the Channel fleet, under Earl St. Vincent.—A few months afterwards, he was nominated to be one of his Majesty's Lords Commissioners of the Admiralty; a post which he continued to occupy, with credit to himself, and advantage to his country, till the month of May, 1804.

On the 23d of April preceding, Sir Thomas had been promoted to the rank of rear-admiral of the blue squadron; and, in April, 1805, he was appointed to the command of the *Blenheim*, in which he sailed from Portsmouth, on the 27th of that month, to take the command in the Indian Seas, to the eastward of Point du Galle, in the Island of Ceylon. In the promotion which took place, on the 9th of November following, after the lamented fall of his beloved friend and associate, Lord Nelson, he was made rear-admiral of the white. In March, or April, 1806, he was appointed commander-in-chief at the Cape of Good Hope.

The only intelligence deserving of notice, that was received, respecting Sir Thomas Troubridge, since the period here-mentioned, was a letter from an officer on board the *Harrier* sloop, dated Table Bay, March 13, 1807. This communication stated, that the *Harrier* lost sight of the *Blenheim* and *Java*, on the afternoon of the 1st of March, during a hard gale off the *Mauritius*, in longitude 64 degrees, 11 minutes, and latitude 20 degrees, 21 minutes. "The night," says the writer, "was dreadful beyond description; it blew a perfect hurricane, with a most tremendous sea. The *Blenheim* was in a very decayed state, and was particularly bad in her hull. The *Java* was badly manned, and extremely crank. The principal hope is, that they have got into some harbour in the Island of *Madagascar*."

This hope has long since completely vanished; and can only deplore the untimely fate of a commander, who, for skill, bravery, and every seaman's virtue, has not certainly left his superior.

Before, however, we close this memorial of his services, we would wish to add something more substantial than our own feeble praise. The voice of the departed Nelson yet lives, to eulogize his friend, the partner of his perils and of his glories!—That illustrious man, in a letter to Earl St. Vincent, under the date of June 15, 1798, says:—"Troubridge possesses my full confidence, and has been my honoured acquaintance of twenty-five years standing." In another letter to Lord St. Vincent, dated August 10, 1798, after the battle of the Nile, in a moment of depression, he thus writes:—

"Although I keep on, yet I feel that I must soon leave my situation up the Mediterranean to Troubridge; *than whom we both know no person is more equal to the task.* I should have sunk under the fatigue of refitting the squadron, but for him, Ball, Hood, and Hallowell: not but that all have done well, but these are my supporters."

At the latter end of the succeeding month. Lord Nelson, after his return to Naples, thus expresses himself, in a private letter to Earl St. Vincent:—

"Dear Troubridge, whom we went to visit yesterday, is better than I expected; the active business, and the scolding he is obliged to be continually at, does him good. I am not surprised that you wish him near you; but I trust you will not take him from me. *I well know he is my superior; and I so often want his advice and assistance.*"

GEORGE NICHOLAS HARDINGE, ESQ.

LATE CAPTAIN OF THE SAN FIORENZO.

GEORGE NICHOLAS HARDINGE was born upon the 11th of April 1781, at Kingston-upon-Thames. He was the second of many sons to the Rev. Henry

Hardinge, rector of Stanhope, in the county of Durham, then vicar of Kingston. His mother is a daughter of the late James Best, Esq. of Boxley, and of Chatham, in Kent.

Henry Hardinge is the second of three sons to the late Nicholas Hardinge, Esq. of Canbury-house, near Kingston-upon-Thames, who was, for several years, first clerk to the House of Commons, and, at a later period, became joint secretary of the treasury, in which post he died, A.D. 1758.

Jane Harding, his widow, sister of the late Earl Camden, survived her husband for almost half a century, and closed her interesting life in her 89th year, May 17 A.D. 1808.

George Hardinge, Esq. late one of the judges in Wales, and her Majesty's attorney-general, was Henry's eldest brother. He was godfather to this nephew, and adopted him, when a child, into his own family. With his brother Henry's consent, he took upon him the parental office of educating his favourite, and sent him to Eton school at the age of nine or ten years. He designed him for his own profession of the law. In this early period, his parts, though bright in some views of them, were, in general, thought more lively than solid; and almost in the same proportion that he was admired for his wit, he was deficient in learning, or in the memory of serious impressions. He was averse to all study, and gave no promise, either of talents, or of ambition to acquire useful knowledge.

But his countenance was uncommonly beautiful, and his manners, though undisciplined, were so prepossessing, that he was perhaps too general a favourite. His uncle has confessed that "he loved him in those days, not wisely, but too well." He had a peculiar turn for humour, and made acute remarks, though in a desultory manner. But in those early and playful habits, none, who saw much of him, could fail to discern a character of an independent spirit, and

that affectionate warmth of heart, which became, in the sequel of his life, a ruling principle of its character.

At the age of eleven or twelve he took up and pursued a most violent desire for the sea-service. It arose in part from conversations, when at home, with his uncle Richard, then a captain of an East Indiaman; but it commenced in the advice, rather playfully than seriously intimated, by Sir John Borlase Warren, who saw him accidentally at Eton school, and assured him, that "he was better calculated for a naval hero than for a lawyer."

Before the lot was determined, his relations reasoned with him in a dispassionate and serious manner, by laying open to him, without reserve, the subordination, the labours, and the perils of the naval service. He persevered, and was firm to his purpose.

He became, in 1793, a midshipman on board the *Meleager*, Captain Charles Tyler, an officer, as much revered and beloved as the naval service could ever boast; a man of perfect honour, and of the most engaging manners, who combined in his character the hero and the gentleman. It was to the animating and graceful example, as well as the parental solicitude of his captain, that his relations have ascribed the wonderful change which five years produced in his mind.

He was to accompany that experienced, able, and spirited officer, Lord Hood, into the Mediterranean, as part of his fleet. This was another and peculiar advantage to his naval school. At first, even after he had thus embarked in the service, and with such avidity, he took a dislike to it, with caprice like that of boys, and especially those who have been much indulged; he complained of it peevishly, and wished himself at home again, that is, he wished himself, not more admired and caressed, but less controlled. But when this impression was obliterated from his mind, by the affectionate, though firm, conduct of his naval parent, and, when that mind began to ex-

plore its own powers, the character of it was new made: it became distinguished, not by courage alone, but even by talent, engrafted upon the habit of diligence, and upon a high spirit of ambition to excel, which ripened the dormant resources of an admirable capacity. I remember, that he said, at an early period, "I had rather serve under a captain or an admiral of a marked character, than make a fortune, early or late in the common routine. I have an ambition to see great abilities near me, in hopes to improve myself by observing them." He made himself an adept in the tactics of his profession: he loved its enterprise, and he encountered all its perils with a naval hero's disciplined valour.

He remained in actual service, almost unremitted, for those critically interesting years of his life; a part of it was occupied in the able and gallant assistance of Lord Hood, and of the naval armament under him, to aid the Corsicans, A.D. 1794. Upon the occasion of those incidents, he wrote a letter, still preserved by his correspondent, in which he gave a lively, but at the same time, an able and luminous report of the enterprise. It was accompanied by a rough but spirited sketch of a naval manœuvre, in elevating cannon from the ships to an eminence of stupendous height, upon cliffs almost perpendicular. In this letter, he first marked the peculiar eloquence of style, upon serious topics which never deserted him in the sequel of his life. Many of his letters to his friends are beautiful compositions. Mr. Pitt saw the letter from Corsica, was delighted with it, and said, that "it was a most extraordinary performance at so youthful an age." Indeed, of an earlier date was a letter of his pen conceived and expressed in a manner very superior to his time of life, and in the same line of description, with a difference that marked something better than style or spirit; the compassionate benevolence of his nature. In Corsica, the services of Captain Tyler were so distinguished, that, when *La Minerve*, a forty gun

frigate, had been captured, had been sunk, and chiefly, by his exertions, had been weighed up again, the command of her was given to him. She acquired the name of the *San Fiorenzo*, in honour of the Corsican town and fort of that name. To that newly acquired vessel the midshipman was transferred.

Having passed the remainder of that year in the *San Fiorenzo*, he served under the same captain, who never could part with him, on board the *Diomede*, of sixty-four guns. In 1795, she formed a part of Sir William Hotham's fleet, and was engaged in the action which had the effect of cutting off the *Ca Ira* of eighty guns, and the *Censeur* of seventy-four. The success of that enterprise was partial; but this defect arose from the enemy's conduct, who, though in a full state of preparation, would not meet our squadron, which had undergone the severe discipline of its Mediterranean service, yet had courted them to a battle, which they declined. The naval conduct on our part was honoured by a vote of thanks in both houses of parliament.

Our midshipman had served in other actions prior to this. In the very first of them, his captain used these memorable words; "My two boys behaved like veterans." The other boy was Roger Savage. They were bosom friends, and both of them reflected honour upon him, who loved them as if they had been his own sons, and was loved as a parent by them.

A little anecdote may here be related, as tending to display the character of the youthful hero. While in the Mediterranean, he met with an accident, which he related in the margin, at the end of a long and amusing letter to one of his relations, and the marginal addition written in a hand so diminutive as with difficulty to be read: "By the way, I forgot to tell you, that I have lost the joint of a middle finger, by an accident in returning to the ship."

When upon the Italian coast, and at rest from active service, he enjoyed the peculiar advantage of go-

ing on shore to Naples, where Sir William Hamilton, one of the most courteous and accomplished of men, received him in a manner the kindest imaginable. He took the opportunity of these and of similar excursions, to furnish his attentive and curious mind with an ample store of general knowledge, of experience, and of discernment into the characters of men, very singular in his profession, and at his age. He acquired even a taste for the arts. Having a most powerful memory, he retained with clearness and precision whatever images had glanced upon him. At other times, and on board, he had read modern history, and had become so versed in it, as never to be at a loss in recurring to its prominent features and revolutions.

He returned home to England in the spring of 1798, before he had reached his eighteenth year; and now instead of the volatile, the undisciplined, rude, and childish boy, he returned, a youth full of high spirit, but unassuming, discreet in his behaviour, pleasing in his manners, affectionately benevolent, remarkably sensible, and well informed.

His countenance, and even the cast of his features, had become so entirely changed, that not a person would have known him to be the same, by a shadow of resemblance in the man to the boy. His relations playfully called him the impostor, and he took the name: he sometimes varied the description, and signed Mahomet. His manners won every heart. Though his uncommon beauty when a boy was no longer to be seen, it left him the better substitute of a most interesting countenance, which united the character of animated sense, to a benevolent expression, the faithful interpreter of an affectionate and glowing heart.

He was not on shore above a month or two in England, before he was called into naval service again, but under the same captain, on board the *Aigle* frigate, and, with his friend Savage, accompanied him in his way to the east. Upon the Isle of Planes, off the African coast, he was wrecked on board that

rigate, and barely escaped with his life. He wrote an account of this calamity, in a tone of modest and christian heroism, which gave the unequivocal impression of a serious and well disciplined courage. He was for a little time shifted on board the Excellent, and then received as an occasional guest by the Earl of St. Vincent, his commander-in-chief, who detained him but a little time; and in order to furnish a better opportunity for enterprise, placed him on board the Theseus, Captain Miller, who perished at the siege of Acre, universally regretted. Our hero was in the very ship at the time of its fatal explosion: he was going to the cabin; a few steps further would have made him another victim of that awful and lamented catastrophe. During this memorable siege, which recalled the days of chivalry, he was employed in the command of a gun-boat, and was honoured with public thanks by the hero of that brilliant service. He was, after the loss of Captain Miller, for some little time on board the Tigre, Sir Sidney Smith, and was off Alexandria, when he received his commission as lieutenant. On account of this rank, and of his local services upon that coast, he was honoured with a gold medal. He was then ordered home, and put on board the Foudroyant, as a supernumerary lieutenant. There he took part in the celebrated action with the Guillaume Tell.

Upon the 22d of March 1801, we find him at Minorca, on board the Santa Teresa. At that time it appears, that he solicited from Lord Keith a first lieutenant's appointment on board a war-sloop, named by himself, Lord Keith promised compliance with his request, if he chose to remain in that part of the world; but acquainted him, that Lord Spencer had wished him nearer home, at the request of his friends. In consequence of this hint, of course, he returned, but more and more improved in the wisdom of professional experience, and the discipline of public spirit.

When Earl St. Vincent had become first lord of

the Admiralty, he retained his predilection for the midshipman, though he had never met with him since they parted in the Mediterranean. He called him "a noble creature," and said, "if I live and keep my office, he shall not complain that I desert him." He obtained for him, in May 802, the rank of master and commander, which he followed up with an appointment, as captain of the *Terror* bomb, in March 1803. He had scarcely been fledged in this command, before he made himself the favourite of Captain Owen. Under that enterprising officer, he had the honour to serve, and spoke of him in the most glowing terms of panegyric. I cannot forbear in this place, to give a little specimen of his youthful style, in its comic playfulness. In one of his letters to a sister, he marked at the same time his contempt for gasconade, and his turn for humour. It was meant as a banter upon some of the gazettes. After he had paid, in a serious part of the same letter, just homage to this admired officer, he adds the following report :

(COPY.) *Terror, off Boulogne, August 1803.*

" We have knocked a few houses down—
 ——— Killed—fifty or sixty old women !
 ——— Lost—all our crockery and glass !
 Deafened by the mortars for a week.

THE CAPTAIN OF THE TERROR."

But, in the following September, he signalized his valour, skill, and judgment, under that accomplished and most able officer, Sir James Saumarez ; who, in the London Gazette of September 1803, spoke of him in the following terms : " The various services, on which Captain Macleod, of the *Sulphur*, and Captain Hardinge, of the *Terror*, have been employed, have been already sufficiently known ; but I will venture to assert, that in no one instance, could they have displayed greater zeal and gallantry than on the present occasion." It is evident, from the admiral's allusion to the former services of Captain Hardinge, that he had then obtained a high character.

The Earl St. Vincent was much pleased that his favourite had begun so well. In a letter to a relation, dated September 24 1803, the captain says that “ * * * * , who never loses for a moment the sight of his interest or of his credit, has received a letter from Earl St. Vincent, which honours and gratifies him by marking in the kindest manner, that he is affectionately interested for his welfare.”

It happened, that, by the exertions in the attack upon Granville, the *Terror* became so crippled, as to be of no farther use for active and foreign service: she was turned, as he expressed it, into a *sea-watchman*, being only used for signals.

He had scarcely arrived off the Texel, under Admiral Thornborough, before he captured the Dutch war-sloop *Atalante*, under circumstances of such heroism, ability, and persevering spirit, that he was expressly made a post captain for it, and obtained a sword of a hundred guineas value, the almost immediate gift of the committee at Lloyd's coffee-house.

The letter of Captain Hardinge to Admiral Thornborough was of Spartan brevity; but in an epistle in the note* to one of his relations, he gave scope to his feelings.

* “ MY EVER DEAREST FRIEND, *Scorpion, April 1804.*

“ I am on my way to the *Nere*, after six days of severe, but unrepented fatigue, and have sixty Dutch prisoners on board. We are accompanied by the *Atalante*, a Dutch war-brig, of sixteen guns, prize to us.

“ I was ordered on the 28th to reconnoitre at *Vlie*, and perceived a couple of the enemy's brigs at anchor in the roads; desiring to reach them with my ship, on account of the shoals that surrounded the entrance, I determined upon a dash at the outermost one in the boats, if a good opportunity could be found or made. It came unsolicited, March 31. Preparing to embark, we, accidentally, were joined by the *Beaver* sloop, who offered us her boats, to act in concert with ours; we accepted the re-enforcement, under an impression, that it would spare lives on both sides, and would shorten the contest. At half-past nine in the evening, we began the enterprise. Captain Pelly, an intelligent and spirited officer, did me the honour to serve under me, as a volunteer, in

About this period, Earl St. Vincent, that firm and affectionate patron of his naval son, resigned, and

one of his boats. We had near sixty men, including officers, headed by your humble servant, in the foremost boat. As we rowed with tide-flood, we arrived alongside the enemy at half-past eleven. I had the good fortune, or, as by some it has been considered, the honour, to be the first man who boarded her. She was prepared for us with board nettings up, and with all the other customary implements of defence. But the noise and the alarm, &c. so intimidated her crew, that many of them ran below in a panic, leaving to us the painful task of combating those whom we respected the most.

“ The decks were slippery, in consequence of rain; so that grappling with my first opponent, a mate of the watch, I fell, but recovered my position, fought him upon equal terms, and killed him. I then engaged the captain, as brave a man as any service ever boasted; he had almost killed one of my seamen. To my shame be it spoken, he disarmed me, and was on the point of killing me, when Mr. Williams, the master, came up, rescued me at the peril of his own life, and enabled me to recover my sword.

“ At this time, all the men were come from the boats, and were in possession of the deck. Two were going to fall upon the captain at once. I ran up, held them back, and then adjured him to accept quarter. With inflexible heroism, he disdained the gift, kept us at bay, and compelled us to kill him. He fell, covered with honourable wounds.

“ The vessel was ours, and we secured the hatches, which, headed by a lieutenant, who has received a desperate wound, they attempted repeatedly to force.

“ Thus far, we had been fortunate; but we had another enemy to fight; it was the element; a sudden gale, and shifted against us, impeded all the efforts we could make; but as we had made the capture, we determined, at all events, to sustain it, or to perish. We made the Dutch below surrender; put forty of them into their own irons, and stationed our men to their guns; brought the powder up, and made all the necessary arrangements to attack the other brig. But, as the day broke, and without abatement of the wind, sea was off, at such a distance, and in such a position, that we had no chance to reach her. In this extremity of peril, we remained eight and forty hours. Two of the boats had broken adrift from us, and two had swamped alongside: the wind shifted again, and we made a push to extricate ourselves, but found the navigation so difficult, that it required the intense labour of three days to accomplish it. We carried the point at last, and were commended by the admiral for our perseverance.

“ You will see in the gazette, my letter to him; I aimed at modesty,

Viscount Melville succeeded. Captain Hardinge, having lost the command of his war-sloop, on account of his new rank, was of course to wait for some frigate, when it could be obtained for him, which occurred in August 1804, when he was appointed captain of the *Proselyte*. She had been a Newcastle collier, and had been patched into the name of a twenty gun frigate, which she ill deserved. He was ordered immediately to the West Indies, with a convoy: this injunction with his accustomed alacrity, was obeyed in the outset, but ere he left Portsmouth, his relations interfered, and successfully, against this project for his advancement to the appointment either of ship or of climate. They deprecated the effect of the West Indian climate upon his very sanguine habit; and they had received a discouraging impression of the ship from naval men. Their exertions obtained his removal into another frigate, and a more acceptable scene of action.

He was, however, to be again devoted to misfor-

and am a little afraid, that, in pursuit of that object, I may have left material facts a little too indefinite, if not obscure.

“The *Atalante's* captain, and four others, are killed; eleven are wounded, and so dreadfully, that our surgeon thinks every one of them will die.

“To the end of my existence I shall regret the captain. He was a perfect hero; and, if his crew had been like him, critical, indeed, would have been our peril.

“The *Atalante* is much larger than my vessel, and she mounted sixteen long twelve-pounders; we have not a single brig that is equal to that calibre. Her intended complement was two hundred men, but she had only, as it happened, seventy-six on board.

“I expect your joy by the return of post—ever affectionately and gratefully yours,”

“G. N. HARDINGE.”

“P.S. In two days after the captain's death, he was buried, with all the naval-honours in my power to bestow upon him. During the ceremony of his interment, the English colours disappeared, and the Dutch were hoisted in their place. All the Dutch prisoners were liberated; one of them delivered an *éloge* upon the hero they had lost, and we fired three volleys over him as he descended into the deep.”

tune. The *Valorous*, conferred upon him, January 1805, had been described both to himself and the Admiralty board, as one of the best ships in the service: but she was, in truth, so desperate, that, after peril of his life in the experiment, he convinced the commissioners, who were to examine her, by the ordeal of a hard gale very near home, how incompetent she was, to any use in that class of ships. Upon the report made by them, she was cut down into a war-sloop.

Lord Melville resigned, and Lord Barham succeeded; at the instance of Earl Camden, the first cousin to his father, Captain Hardinge was honoured with an offer of the *Salsette*, a thirty-six gun frigate, which Lord Barham described as newly built, of teak wood, at Bombay, and as being ready, at all points, for the captain's instant command of her, on his arrival there, equipped and manned. He accepted the offer most gratefully, and sailed as a passenger on board the *Bellefleur*, Captain Byng.

At the Cape of Good Hope, he volunteered his aid, and commanded the marines: "This will detain me," said he, "from the *Salsette*, whom I long to embrace; but what cannot be averted, must be encountered with fortitude." Again his name found its way into the gazette. On his arrival at Bombay, he discovered the *Salsette*, or at least a new frigate of that name, and the only one he could find, *just begun to be formed!* He repaired immediately to Madras, and presented his letters of credence to Sir Edward Pellew, who was the naval commander-in-chief. His admiral consoled him for the disappointment, and assured him, "that it was a mistake of the name, for that instead of the *Salsette*, then just born, the new frigate intended for him was the *Pitt*, which had been called the *Salsette*; that she was then cruising off the Isle of France, under the command of Captain Bathurst, as her provisional captain; that she would return to Madras in a few months, and that Captain Hardinge,

should be then put into complete possession of her." With his pen he altered the name of Salsette into that of the Pitt; he offered him, in the mean time, an immediate command of the St. Fiorenzo, a very admired frigate in her day, but superannuated and crippled. When Captain Bathurst returned, he induced the admiral to continue him in the command, and leave Captain Hardinge in the other frigate. After some unprofitable cruises, and after one of them, in particular, which in a gale endangered his life, she was ordered in to repair, and the captain was, of course, to sit with his hands before him. He had frequent promises of active employment, but remained captain of that crazy vessel, and without hopes of seeing "one enemy's face." He had begun a very animated letter in the course of last year, with transports of joy, under the impression, that he was in actual chase of La Piedmontaise, which had been the terror of the Indian Sea, and, though speaking with modesty of himself, expressed a zealous hope to rescue the settlement from so mischievous a neighbour, by the help of his crew, whom he described, as if he loved every one of them to his heart, and as if they were his children. But she outsailed him, and escaped.

When the St. Fiorenzo had been repaired at Bombay, in October 1807, that is, had been rendered, as her captain expresses it, "*barely effective, but not eligible, and rather safe than sound,*" the admiral, with all his efficient naval force, having left that part of the east, Captain Hardinge, as the senior officer then at Bombay, was offered in the December following, the advantage of carrying treasure to Bengal. Though he had not made one capture since he took the *Atalante*, in March 1804, and though he had incurred heavy expences in his baffled course to the east, he would have rejected this offer, if the admiral could then have substituted an arrangement more congenial to his naval spirit. But under the existing circumstances, he accepted the offer, and was to receive a thousand

guineas for the freightage of this treasure. It was in the performance of that humble task that we find him at Port de Galle, in February 1808.

In his letter from thence, bearing date February 8th, 1808, he despairs of enterprise, and is returning to Bombay. He was ill-prepared for a conflict, except in the resources of his own personal heroism, assisted and sustained by that of his crew, who loved him, as he loved them.

“ On Friday, the 4th of March 1808, his Majesty’s ship *St. Fiorenzo*, Captain Hardinge, sailed from Point de Galle, Ceylon. On the 6th, at 7 A.M. she passed three Indiamen, the *Metcalf*, *Devonshire*, and *Charlton*, and soon after saw a frigate bearing north-east. The *St. Fiorenzo* immediately hauled her wind in shore, and made all sail, being, at that time, in lat. 7 degrees 32 minutes north, and 77 degrees 58 minutes east. She made the private signal, which was not answered, and at five shewed her colours, which the stranger took no notice of; at 11. 40. P.M. ranged alongside of him on the larboard tack, and received his broadside. After engaging ten minutes within a cable’s length, the enemy made sail ahead out of the range of the *St. Fiorenzo*’s shot. She ceased firing, and made all sail after him, continuing to come up with him till day-light; when, finding he could not avoid an action, he wore, as did the *St. Fiorenzo*, and at twenty-five minutes past six re-commenced the engagement, at the distance of half a mile, gradually closing with him to a quarter of a mile. The fire was constant, and well-directed on both sides, though that of the enemy slackened towards the latter part of the action. At 8. 15. P.M. the enemy made all sail. The *St. Fiorenzo*’s main-topsail-yard being shot through, the main-royal-masts, both main-topmast stays, the main-spring-stay, and most of both standing and running rigging and sails cut to pieces, and cartridges fired away, she ceased firing, and employed all hands in repairing the damages, and fitting

her again for action. They kept sight of the enemy during the night, and at 9 A.M. on the 8th, being perfectly prepared for action, she bore down on him, under a press of sail; he did not endeavour to avoid the *St. Fiorenzo*, until she hauled athwart his stern, to gain the weather-gage, and bring him to close fight; when the enemy hauled up also and made all sail; but perceiving the *St. Fiorenzo* coming up fast with him, and that a battle was unavoidable, he tacked, and at 3 P.M. they passed each other on opposite tacks, and commenced action within a quarter of a cable's length: when the enemy was abaft the *St. Fiorenzo's* beam, he wore, and, after an hour and twenty minutes close action, struck his colours. She proved to be *La Piedmontaise*, French frigate, commanded by Monsieur Epron, capitaine de vaisseau; she mounted fifty guns, long eighteen pounders, on her main deck, and thirty-six pound carronades on her quarter deck. She had five hundred and thirty Frenchmen on board, and near two hundred Lascars. She sailed from the Mauritius on the 30th of December. In the action she had forty-eight men killed, and one hundred and twenty-two wounded. The *St. Fiorenzo* had eighteen killed, and twenty-five wounded; among the former, her commander, who unfortunately fell by a grape-shot, the second broadside in the last action. Lieutenant H. G. Massay was badly wounded just before the enemy struck. Moreau, the second captain of *La Piedmontaise*, was severely wounded in the third action, and either threw himself, or caused himself to be thrown, overboard. *La Piedmontaise* had her rigging cut to pieces, and her masts and bowsprit so wounded that they went by the board during the night. Lieutenant Dawson succeeded Captain Hardinge, and brought the *St. Fiorenzo* and *La Piedmontaise*, her prize, into Columbo on the 12th of March."

The death of Captain Hardinge was sincerely regretted by all who knew him. In Lieutenant-general Maitland's "general orders," on the following day, he

speaks of “the action as second to none in the splendid annals of British valour;” and says, “he feels it his duty, as representing his sovereign in this island (Ceylon), to direct that the flag at the flag-staff of this fort be hoisted half-flag high; and that minute guns be fired, agreeably to the number of years Captain Hardinge had so honourably lived, when most unfortunately for his friends and for his country, his career was cut off.” In testimony of the zeal, courage, and perseverance of Captain Hardinge, manifested by him on divers occasions, his Majesty conferred upon his relations, a new armorial bearing, to commemorate for ever the conduct and glory of this brave officer.

CAPTAIN CHARLES LYDIARD.

Young Lydiard entered the royal navy as a midshipman, in the year 1780, in the flag-ship of Admiral Darby, who then commanded the Channel fleet, and from that time served as a midshipman under several commanders, on various stations, both abroad and at home, during thirteen years.

During the two last months of the above-mentioned period, he did duty at the out-post of Toulon, Fort Mulgrave, together with young Macnamara, a deserving, gallant, but unfortunate, officer, who was blown up in the *Ardent* man of war, in the Mediterranean, in 1794. They entered the service together, and, from a similarity of disposition, became attached in the warmest manner. It might be tedious to mention the many instances of personal valour evinced by them, in the hazardous* and arduous duty in

* During the short period of two months at this fort, the people were replaced twice, or more, to almost the amount of the number first sent to it; and upon the evacuation of the place there were

which they were engaged: indeed, so highly were their services estimated by the commander in chief, that they were both promoted the day following the evacuation of that place, and Lydiard was appointed first lieutenant of the *Sincere*, Captain Shields. He served with this officer until the following October, and his services were distinguished by his success in cutting out vessels from the enemy's coast, when the *Sincere* was laid up. He then, preferring an active situation, applied to the commander in chief to be removed, and was accordingly appointed a lieutenant of the *Captain*, of seventy-four guns, in which ship he served in the two general engagements which followed in the Mediterranean; the *Captain* being the leading ship in the first engagement.

In July 1795, Captain Shields obtained the command of the *Southampton* frigate, and wishing Lydiard again to be his first lieutenant, their joint application procured him the appointment. Shortly afterwards, the command of the *Southampton* devolved upon Captain Macnamara. It was impossible for that discerning officer not to perceive the superior good qualities of head and heart which Lydiard, the early friend of his brother, possessed: he sympathised in the feelings of his beloved relative, and his generous heart panted to be instrumental in the promotion of one, whose uncommon merit he could so well appreciate. Lydiard, from the well-known gallantry of his captain, and the interchange of sentiment which immediately followed his union with the brother of his early friend, was happy in the prospect which an unlimited cruise offered, under the command of such an enterprising character. It will be unnecessary to enumerate the repeated dangers which the *Southampton* faced in this cruise: one fact will

only five or six (including the two officers) who were of the first party, the rest having been all killed or wounded. They might be said to have been in continual action night and day the whole time.

suffice to illustrate the daring and determined character of the commander of this small frigate, who, for fifteen days, blockaded the French frigates *La Vestale* and *Le Brun*, with several gun-boats, a convoy to a fleet of corn ships, in the port of Genoa; and, notwithstanding the immense superiority of the enemy, it was not until the evening of the fifteenth day, that they had the satisfaction of seeing the whole of them venture out, when the *Southampton*, by the most skilful management, brought *La Vestale* and *Le Brun* to action, which was so well maintained on the part of the *Southampton*, as to cause *La Vestale* to strike her colours, and *Le Brun*, with the corn ships under convoy for France, went off, leaving *La Vestale*, whose force was double that of the *Southampton*, to her fate.

At the moment of hoisting out the boats to take possession of the prize, the fore-mast of the *Southampton* being much wounded, went by the board, and *La Vestale*, taking advantage of this disaster, re-hoisted her colours, and went off before the wind. On this occasion, as well as in every other occurrence of his life, Lydiard proved the superiority of his mind, and amiable disposition, and felt much more for the cruel disappointment of his captain and brave associates, than for himself. When recovered from their chagrin, the gallant captain and his lieutenant cheered each other, and looked forward to other opportunities of realizing their hopes in the service of their country. And it was not long before another offered of adding fresh laurels to the wreath they had already woven: Lord St. Vincent, then Sir John Jervis, admiral and commander in chief of the fleet off Toulon, in the evening of the 9th of June, 1796, discovered a French cruiser working up to Hieres bay, within the islands, and immediately singling out the *Southampton*, called her commander on board the *Victory*, pointed the ship out, and directed him to make a dash at her through the Grand Pass. The

Southampton instantly got under weigh, and went in, in view of the entire British fleet, which, with agonizing suspense, witnessed the boldness of an attempt, that scarcely any thing but complete success could have justified. The noble admiral, on this occasion, even refused to give a written order for the enterprise; he only said to Captain Macnamara, "bring out the enemy's ship if you can; I'll give you no written order; but I direct you to take care of the king's ship under your command." This enterprise was executed in a most masterly manner, and, as Sir John Jervis's letter expresses it, with "admirable skill and alacrity." It is impossible to do justice to the merit of the officers and ship's company of the Southampton in this achievement. We cannot give a better idea of its formidable nature, than by an extract from Captain Macnamara's public letter to Sir John Jervis.*

* SIR, *"Southampton, off Toulon, 10th June, 1796.*

"In obedience to the orders I received from you on the Victory's quarter-deck last evening, I pushed through the Grand Pass, and hauled up under the batteries on the N.E. of Porquerol with an easy sail, in hopes I should be taken for a French or neutral frigate, which I have great reason to believe succeeded, as I got within pistol-shot of the enemy's ship before I was discovered, and cautioned the captain through a trumpet not to make a fruitless resistance, when he immediately snapped his pistol at me, and fired his broadside. At this period, being very near the heavy battery of Fort Breganson, I laid him instantly on board, and Lieutenant Lydiard, at the head of the boarders, with an intrepidity no words can describe entered and carried her in about ten minutes, although he met with a spirited resistance from the captain (who fell) and a hundred men under arms to receive him. In this short conflict, the behaviour of all the officers and ship's company of the Southampton had my full approbation, and I do not mean to take from their merit by stating to you, that the conduct of Lieutenant Lydiard was above all praise. After lashing the two ships together, I found some difficulty in getting from under the battery, which kept up a very heavy fire, and was not able to return through the Grand Pass before half after one o'clock this morning, with L'Utile corvette, of 24 guns, French six-pounders commanded by G.oyen Francois Veza, and 130 men, 25 of whom were killed and wounded.

"I have the honour to be, &c.

"J. MACNAMARA."

Thus returned safe the Southampton, with L'Utile, her prize, to the great joy of the fleet, which heard the roaring of the cannon of the batteries opposed to her during the night; and Lydiard was instantly promoted, and appointed to the command of the ship he had so gallantly captured, to the gratification of his captain, and the whole fleet, which witnessed the bold exploit.

Captain Lydiard, after executing various duties in the Adriatic and other seas, was, in 1797, ordered home with a convoy, and L'Utile being found unfit for his Majesty's service, was paid off in September of that year. In May 1798, he was commissioned to the Fury bomb, and was, in the following November, appointed to the command of the Kite sloop, and served in the North Seas until the 1st of January, 1801, when he was advanced to the rank of post captain, and of course superseded in the Kite. Upon his promotion, he was not so fortunate as immediately to obtain a command; and, with much reluctance, retired from those active scenes of professional duty, which his ardent mind led him to wish might be continued in a wider sphere. He lamented also that he should be losing that time, in which he might best serve his country.

It was not till December 1805, that he was appointed to the command of the Anson frigate, and sailed with a convoy to the West Indies on the 24th of March, 1806, where an opportunity soon presented itself of again distinguishing the gallantry of Captain Lydiard, in company with Captain Brisbane, of the Arethusa, off the Havannah, on the 14th of August 1806, by the capture of the Spanish frigate Pomona, of thirty-eight guns and three hundred and forty-seven men, and the destruction of twelve gun-boats, each carrying a twenty-four pounder, and one hundred men, forming a line with the Pomona, under cover of a battery, mounting sixteen thirty-six pounders. The formidable force opposed to the English in

this action, will evince the determined bravery of the British commanders, who did not hesitate an instant in resolving to attack them in their strong position, and on a lee-shore. Captains Brisbane and Lydiard communicated their resolution to each other in passing, while standing in for the enemy; and the two ships cheered each other, the *Arethusa* leading. Neither of the British ships fired until they came within pistol shot of the enemy's line, when the *Arethusa* opened a heavy and well-directed fire; in five minutes afterwards, the *Anson* came up, and commenced a tremendous attack upon the Spanish frigate, which soon caused her to strike her colours. She stood the fire of the British twenty-five minutes. Three gun-boats were blown up, six sunk, and three perfectly wrecked in the action. The two frigates then let go their anchors, and soon silenced the fort, while they took possession of their prize. The Spanish frigate had her captain killed, and it is believed that upwards of two hundred Spaniards perished in the action; the loss of the British was trifling. The fort fired red hot shot, which set fire to the *Arethusa*, but was soon extinguished by the judicious exertions of her officers.

On the 15th of September following, the *Anson* cruising off the Havannah alone, fell in with and engaged a French eighty-four gun ship, bearing the flag of Admiral Villainez, which escaped into the Havannah, under circumstances that display the skill and valour of the commander of the *Anson* in the highest degree. In order the better to explain Captain Lydiard's views in so bold an undertaking, we shall, in the note,* make an extract from his very modest public letter to Admiral Dacres, commander-in-chief at Jamaica, on the occasion.

* "Yesterday, at day-light, the Havannah, bearing west-south-west, distant five leagues, discovered a large ship about six miles ahead; all sail was immediately made in chase; the wind being

The French ship, they were informed the next day from the Havannah, had twenty-seven men killed and wounded, among whom were three or four officers. She had been dismasted, and parted from her squadron in a gale of wind, about a hundred leagues north of Porto Rico.

Captain Lydiard, on first perceiving the ship to be of the line, and bearing a flag, had hoped she might prove to be the one commanded by Jerome Buonaparte, and, as expressed in his letter, "that she had been weakened by a previous action," being under jury masts, and endeavouring with all possible speed to get into the Havannah. This idea was much strengthened by the endeavours on the part of the enemy to avoid him. The Anson, with all possible sail set, was not able to get up with the Foudroyant before one o'clock, at which time, she was so near the land, and so skilfully placed by the pilots from the shore, that it was impossible for the Anson to pass under her stern without getting aground, and being exposed to the fire of the Moro Castle, consequently, she was obliged to engage her to windward; the wind being also light and variable, combined to render the nautical skill of Captain Lydiard unavailing.

The Spanish seventy-four, San Lorenzo, with an innumerable host of gun-boats, got under weigh from the Havannah, for the assistance of the Foudroyant, and was in sight during the action.

very light and variable, it was one P.M. before we closed with her, and then she was not free from the Moro Castle. After half an hour's action, nearly calm, finding she had not been weakened by a former one, as I hoped had been the case, and the ship drifting fast on shore, I was obliged to haul off.

"I should be wanting in justice to the officers and ship's company of the Anson, if I did not express to you my strongest approbation of their conduct. I am sorry to add, that we have lost two valuable seamen killed, four dangerously wounded, and nine slightly, the sails and rigging much cut.

I have the honour to be, &c.

"CHARLES LYDIARD."

These circumstances clearly shew the disadvantages under which the Anson engaged the enemy: had Captain Lydiard commanded a ship of equal force, more could not have been done. Indeed, circumstanced as the French ship was, had he met with her in the middle of the ocean, he would have boarded her; for certainly no frigate in the service could be better prepared for such an enterprise: her state of discipline, and the enthusiasm which her gallant commander was so capable of inspiring, was irresistible. No officer in the service appears to have had a better idea of British courage in assault, for his own experience had taught him, that no insulated numbers can resist its power in manual conflict; and his observations on the success of boarding in general had rendered this mode of warfare, where practicable, his most favourite one. He could well perceive that the naval victory of Cape St. Vincent was accelerated by Lord Nelson boarding two ships; the battle of Trafalgar was facilitated by the Temeraire taking two ships of the line in ten minutes by boarding, in the beginning of the engagement. The re-capture of the Hermione, by Sir Edward Hamilton, and a renowned list of boat enterprises, all accomplished by boarding, shew plainly what we might have expected, had circumstances been less adverse to the views of the gallant commander of the Anson, in her action with the Foudroyant.

Upon Captain Lydiard's return to Port Royal after his action, as above stated, he had the honour of publicly receiving the compliments and thanks of the admiral, upon the quarter-deck of the flag-ship, for the singular boldness, skill, and address which he had displayed.

No sooner had the Anson been refitted, than she was again selected, with three other frigates, under the command of Captain Brisbane (as commodore), of the Arethusa, to reconnoitre, and if possible to

sound the minds of the inhabitants of Curaçoa, upon the suggestion of an alliance with this country : but the gallant Brisbane, and his equally gallant partner in this expedition, soon formed a plan for curtailing this mode of proceeding, and determined at all risks, by a *coup de main*, either to capture the island, or to perish in the attempt. With this resolution, having arranged their plan of attack, they proceeded in their course for the island, and reached the entrance of the harbour just at the dawn of day, on the 1st of January, 1807.

In order to inform the reader, who may not be acquainted with the amazing strength of Curaçoa on the sea face, we shall give some account of the difficulties which they had to contend with ; and, at the same time, shall avail ourselves of such statements of the facts, as the different official, and other communications upon the subject, will furnish us with.

The harbour was defended by regular fortifications of two tier of guns, Fort Amsterdam, alone, mounting sixty-six pieces of cannon, the entrance only fifty yards wide, and so circumstanced, that it is impossible for a ship to return by the same wind that takes it in. Athwart the entrance of the harbour was the Dutch frigate Kenaw Hatslau, of thirty-six guns, and Surinam, of twenty-two guns, with two large schooners of war : a chain of forts was on Misleberg commanding heights ; and that almost impregnable fortress, Fort Republique, within the distance of grape-shot, enfilading the whole harbour. The cool determined bravery of British seamen perceives obstacles only to surmount them, and with this determination the squadron entered the harbour. The Arethusa, Captain Brisbane, leading ; followed in close line by the Latona, Captain Wood ; Anson, Captain Lydiard ; and Fisgard, Captain Bolton. When the headmost ship got round the point of the harbour's mouth, the wind became so unfavourable that she could not fetch in ;

but to return was impossible; it was too late. What a trying moment! At that instant, however, there came on a squall, in which the wind shifted two points in their favour, and they proceeded close together.

The enemy were panic struck at such unexpected gallantry, and all was confusion. A severe and destructive cannonade now commenced, and the Dutch frigate was boarded by Captain Brisbane, when the *Latona* instantly warped along-side and took possession, and Captain Brisbane proceeded to the shore. The *Surinam* was boarded from the larboard bow of the *Anson*, while her starboard guns, were firing at the batteries; and Captain Lydiard, upon securing the *Surinam*, went directly on shore, and landed at the same moment with Captain Brisbane: immediately debarking their respective officers and ship's companies, they proceeded to storm the forts, citadel, and town, which were by seven o'clock completely in their possession, and at ten o'clock the British flag was hoisted on Fort Republic. Captains Brisbane and Lydiard were the two first upon the walls of Fort Amsterdam: indeed too much cannot be said in praise of the almost unparalleled bravery displayed by the officers and men of all the ships on this occasion. It may be truly said to be "perfectly in union with every thing glorious in the past, and an example of every thing glorious to the future." The loss of the enemy amounted to about two hundred killed, while our loss consisted only of three seamen killed and fourteen wounded. The Dutch commodore fell early in the action, and the captain of the *Surinam* was mortally wounded, the first lieutenant severely, besides many others.

Captain Lydiard sailed for Jamaica with the prisoners, amounting to three hundred and the captured colours, and arrived safely on the 10th of January, to the pleasing astonishment of the comman-

der-in-chief, who had calculated that no less a force than ten sail of the line and ten thousand land forces would be necessary for the capture of an island which had been so subdued by so trifling a force as bore no comparison to it. The gallant participator in this glorious event was instantly sent home with the dispatches relating to it, and the captured colours, and arrived at the Admiralty on the 21st of February, 1807. Upon his arrival, he was hailed by his grateful countrymen with every demonstration of respect, and afterwards had the honour of an introduction to his sovereign, from whom he experienced peculiar attention. Captain Brisbane was knighted, and each captain was presented by the king with a medal, in honour of his superior merit, and the services which he had rendered to his country.

Captain Lydiard had permission for the device of the medal to be inserted in his arms, and to descend to his heirs. The Board of Admiralty also thought proper to express their thanks for his gallant and spirited action with the *Foudroyant*; and, on account of the capture of the *Pomona*, and the taking of *Curaçoa*, the patriotic fund at *Lloyd's* were pleased to present him with one hundred guineas, for the purchase of a piece of plate.

The *Anson* was ordered by the Admiralty to return to England, and Captain Lydiard to resume the command. Upon her arrival at Plymouth, he instantly joined her, and was received by his brave officers and ship's company with every mark of joy and respect. Nothing could be more grateful to the feelings of this meritorious officer than the public testimony of regard shewn for him by his gallant ship's company. His attention on all occasions to their comfort and their welfare, taught them to consider him as their common father; while his example in the most zealous attention to his duty, inspired them with sentiments favourable to that state of discipline which the *Anson*

had acquired, and which no ship in the service ever surpassed.

The *Anson*, after such a series of services in the West Indies, was obliged to undergo a thorough repair; on which occasion, the want of men for the different ships in that port, subjected him to the mortification of seeing his brave crew drafted into other ships, and of being supplied with landsmen and others, in every respect the reverse of those he had lost.

The *Anson* was now ordered for Channel service, and stationed off the Black Rocks. Her rendezvous, in case of necessity, was Falmouth, where she had frequently taken refuge in tempestuous weather. Her commander had often regretted that she was appointed to such a station, being a bad sea boat. She had been originally a sixty-four, and was cut down; but carried the same masts, rigging, and sails, as when a line-of-battle ship. She rolled very deep, and was by no means calculated for such a station. She was, however, as Captain Lydiard had frequently expressed, a famous fine weather man of war; and her weight of metal, in his mind, still kept her equal to an enemy of her original class.

We are now come to that period of the life of our heroic commander, when all the hopes which he had fondly entertained, from the brilliant career he had already run, of his future success, and of the advantages which his country had reason to expect from him, were, alas! extinguished.

For the following account of the loss of the *Anson*, we have taken the best information of the particular circumstances, that we could collect from the survivors, and more especially from Captain Sullivan, who was a volunteer on board the *Anson*. We have also been made acquainted with several articles respecting the melancholy catastrophe, by Captain Lydiard's steward, who was more immediately about his person, to the last moment of his existence.

“ On the 27th of December, 1807, cruising off the Black Rocks, and perceiving the approach of a gale, kept a look out for the commodore in the Dragon. The next morning (Monday), the gale increasing from the S.W. and not perceiving the Dragon in any direction, at nine o'clock shaped our course for the Lizard, with a view of getting into Falmouth. At twelve o'clock all hands upon deck, the sea running very high, two bow ports on the starboard side washed away by the violence of the sea, also a port abreast the main-mast, by which means she shipped a great deal of water. The captain sent for the master at this time to determine the situation of the ship, and at half past twelve o'clock, or thereabout, land was seen about two miles distant, but, from the extreme thickness of the weather, we could not ascertain what part. Captain Lydiard ordered the ship to be wore to the S.E. not thinking it safe to stand in any nearer under such circumstances of weather. Soon after one o'clock the master wished him to run in again and make the land which was supposed to be the Lizard, and that if we could make it out, we should get into Falmouth. Captain L. asked if it could be done without risk; he (the master) said he thought it could. The ship was then wore, but the weather still continuing thick, we had a cast of the lead, and having twenty-seven fathom, we were convinced we must be to the westward of the Lizard, and immediately wore ship again, and made all sail. Soon after three o'clock, as the captain was going to dinner, he looked out of the quarter gallery, from whence he saw the breakers close to us, and the land a long distance a-head. The ship wore instantly, and Captain Lydiard's mind was made up to come to an anchor; for had we kept under weigh, the ship must have struck upon the rocks in a few hours. The Top-gallant masts were got upon deck, and she rode very well until four o'clock on Tuesday morning, when the cable parted.

The other anchor was immediately let go, and the lower yards and top-masts immediately struck. At daylight the other cable parted, and we were then so close to the land, that we had no alternative but to go on shore, when Captain L. desired the master to run the ship into the best situation for saving the lives of the people, and fortunately a fine beach presented, upon which the ship was run. Shortly after she struck, the main-mast went, but hurt no one. Captains Lydiard and Sullivan, with the first lieutenant, were resolved to remain by the ship as long as possible: many people were killed on board; the first lieutenant and a number of others washed overboard. It was the captain's great wish to save the lives of the ship's company, and he was employed in directing them the whole of the time. He had placed himself by the wheel, holding by the spokes, where he was exposed to the violence of the sea, which broke tremendously over him, and from continuing in this situation too long, waiting to see the people out of the ship, he became so weak, that, upon attempting to leave the ship himself, and being impeded by a boy who was in his way, and whom he endeavoured to assist, he was washed away, and drowned." Thus perished this gallant officer, to the sincere regret of all who had the happiness of knowing him.

His servant had repeatedly entreated him to leave the ship, which he as often refused to do, while he thought his exertions could be instrumental in the preservation of the lives of any of his ship's company.

This unfortunate officer might truly be said to have sacrificed his life to the high sense of duty which at all times, and on all occasions, determined his conduct. The great fatigue which he had undergone, from want of rest, and continued exertion during the night and day preceding the fatal event, had much weakened him: and although his indefatigable mind

bore him up to the last moment, his bodily strength was too much reduced, by such incessant exertion, to equal the effort necessary for the preservation of his own life.

Captain Lydiard's body being found, was interred with military honours at Falmouth, attended by Admiral Sir Charles Cotton and General Spencer, with all the naval and military officers of the expedition at that port, the captains of packets, the mayor and corporation of the town; and was afterwards removed to his family vault in the parish church of Haslemere, Surrey.

CHAP. XXXIII.

Naval History from the Year 1809, to the end of the Year 1812.

PARLIAMENT met this year on the 13th January 1809: the speech was delivered by commissioners; and the first topic adverted to in the speech was, the offer of peace which had been made to his Majesty, by Russia and France; this offer his Majesty had refused, because it called upon him to desert his allies in Spain; and as his Majesty continued to receive from the Spanish government, the most strong and solemn assurances that they would persevere in the cause in which they were embarked, for the restoration and defence of their legitimate monarch, and their national independence, his Majesty was resolved to continue to them his most strenuous assistance and support. The success of the British troops in Portugal was next adverted to, with sentiments of satisfaction and exultation; while the convention of Cintra was spoken of, as having caused the deep regret of his Majesty. The king of Sweden, the only monarch who continued warmly faithful to Great Britain and to the cause of the continent, was highly applauded; and his Majesty trusted, that his parliament would enable him to continue the aid which he had afforded to that sovereign. As Great Britain, by the campaign in Portugal, had now embarked more immediately and on a greater scale than formerly, in the continental war, his Majesty concluded his speech by expressing his hope that parliament would, with as little delay as possible, consider the most effectual measures for the augmentation of the regular army.

When the address had been moved and seconded in the House of Lords, by the Earl of Bridgewater, and Lord Sheffield, the Earl of St. Vincent rose and objected to it in strong and pointed language; he reprobated the convention of Cintra; the transports, for the procuring of which ministers took to themselves such great merit, and for which they had paid such enormous sums, "were at last employed to convey the rascally ruffians, whom Junot commanded, to that part of France which was nearest the boundaries of Spain, that they might, as speedily as possible, be again brought into action, with more effect, against our soldiers. So that those devils, added his lordship, are, at this moment, harassing the rear of our retreating army." His lordship, notwithstanding the severity of his speech, and his total disapproval of most parts of the address, did not move an amendment; but at the termination of it, having declared that it was probably the last time he would trouble their lordships, and with that, wishing their lordships a good night, he instantly walked out of the house. Several speeches were delivered by the leading members of the opposition, in the House of Lords, turning principally on the convention of Cintra; but no amendment was moved. In the House of Commons also, the debates on the address were long and animated, but they terminated without any division.

On the 12th of May, the house having resolved itself into a committee of ways and means, the supplies for the year were voted; they amounted in the whole to 47,588,024*l.*; of which the supplies for the navy were 18,986,867*l.* The number of seamen voted this year was the same as for 1808; *viz.* one hundred and thirty thousand, including thirty-one thousand four hundred royal marines; the estimate for the number of seamen and marines was also exactly similar; but in the comparative amount of some of the branches, a little alteration was made. In 1808, the allowance for wear and tear of ships was taken at 3*l.* per

man per month: and the estimate for victuals was taken at *l.* 19*s.* per man per month. This latter estimate had been found to fall greatly short of the actual expenditure; while the estimate for the wear and tear exceeded the expenditure. In 1809, therefore, a guinea was taken from the allowance for wear, and added to the allowance for victuals.

Early in this session, Sir Charles Pole called the attention of the house to the last report of the commissioners of naval revision; by which it would appear that, on the 9th of December 1806, the unsettled cash account amounted to the enormous sum of 10,985,100*l.* In May 1806, the commission agents were in arrear 2,740,803*l.*; on the 9th of December, the same year, the cash accounts of the foreign agents were in arrear 6,554,922*l.* There were instances, in which accounts had not been settled till twenty-two years after they were closed. All these were in the victualling office branch, and Sir Charles Pole, having stated them at full length, concluded by moving, "that this house is of opinion, that neither of the plans recommended by the commissioners of naval revision in their tenth report, nor any other, will be attended with any material good, unless all the members of the victualling board be men of real ability, professional knowledge, and uninterrupted industry; and unless, as recommended in their first report, repeated in their second, and again enforced in their tenth, in the choice of them, no other circumstance should be regarded, than that of their being the fittest men, that could be found for the execution of the various duties they are to undertake."

This speech and motion called up Mr. R. Ward, one of the board of Admiralty; who contended that the object was, to cast an indirect censure on that board: he, therefore, opposed the motion. Mr. Wellesley Pole stated, that the noble lord at the head of the Admiralty, having in view that paragraph in the report, which Sir C. Pole had made the ground

of his motion, had actually called for his naval advisers, for the express purpose of recommending the fittest persons to fill those stations, and that they had done so accordingly, under the very terms of the report : and since these appointments, no arrears had accumulated ; while no less a sum than 6,000,000*l.* had been investigated and settled. After some further debate, the previous question being put, it was carried without a division.

When the marine mutiny bill was brought in, Sir Charles Pole made some observations on that valuable corps. It now amounted to more than a fourth of the line, and yet its state and importance were scarcely known to parliament. The royal marine artillery was also in a very neglected state : this corps had been established in 1804, and, if properly attended to, might be made very efficient and useful ; it ought to be augmented ; and every squadron of his Majesty's ships, on foreign stations, ought to be furnished with a company of these artillery men and officers. Sir Charles Pole concluded his speech by adverting to the slow progress of promotion in the marine corps. Officers were now serving as captains, who had entered the service in the American war. These observations called up Mr. R. Ward, and Mr. Wellesley Pole ; they both admitted the merit and the services of the marine corps, and stated, that it was the intention of the board of Admiralty to afford them every practicable and reasonable allowance.

As Austria was this year engaged in a war with France, the British ministry resolved to make a diversion in her favour ; for this purpose, preparations began to be made early in May ; and it was soon evident, that the expedition was to be formed on a very extensive scale, though the precise object of it was not then surmised. About the end of July, there were collected troops to the number of upwards of forty thousand men ; there were also thirty-nine sail of the line, thirty-six frigates, and an immense

number of gun-boats, bombs, and small craft: the number of the men in the army and navy did not fall short of one hundred thousand. This immense armament assembled in the Downs; and it now began to be said that it was destined against Flushing, in order to destroy the French ships and arsenals there, while, at the same time, it acted as a diversion in favour of Austria. The enemy seem very early to have learnt its object and destination, and to have taken their measures of protection and defence accordingly. To the command of such an expedition, more numerous and formidable than Britain had ever sent out, and which was of sufficient force, if conducted with enterprise and skill, to have accomplished the most grand and extensive undertakings, the nation expected that a general would be appointed of known and tried activity, experience, and valour; they were most bitterly disappointed, when the Earl of Chatham was appointed to the command; and few, after that circumstance was known, anticipated either glory, or success, but confined their hopes to the speedy and safe return of their countrymen. Sir Richard Strahan had the command of the fleet.

This armament sailed in two divisions on the 28th and 29th of July; Flushing was invested on the 1st of August: on the 13th the batteries were completed: and the bombardments immediately commenced from the frigates and smaller vessels. On this occasion, an invention, called the Congreve rockets, was employed, which made dreadful destruction in the town. The materials of which these rockets are composed, is not known: as soon as they touch any object, the fire breaks out, and it is almost impossible either to guard against it, or to quench it. On the 15th of August, General Monnet, who commanded Flushing, requested a suspension of hostilities, which was granted, and the surrender of the town took place soon afterwards. This conquest would have been achieved much sooner had proper precautionary measures been taken by

the British; but every thing they did, and every thing they neglected to do, proved that there had been little previous plan, little previous knowledge of the state in which the enemy were, and little activity or skill in carrying into execution what had been injudiciously planned and prepared. The Island of Cadsand was the only place from which the garrison of Flushing could possibly derive reinforcements; this island our great naval force might have enabled us to reduce, upon our first entrance into the Scheldt; and yet this object so obviously and highly necessary, was neglected and overlooked; the consequence was, that on the 4th, 5th, and 6th of August, the enemy passed over three thousand men from Cadsand to Flushing.

Flushing had held out much longer than was anticipated; and the object of the enemy, in this protracted resistance, was soon too well known: although there were but few regular troops in the neighbourhood, yet a very large army, consisting principally of the national guards, was assembled in the neighbourhood of Antwerp: all the forts on the Scheldt which it would be necessary to pass before our armament could arrive at that city, were put in the best state of defence, and every preparation was made both by sea and land, to prevent the further progress and success, either of our navy or army. And in order that if we did, after all, get as high up the Scheldt as Antwerp, and succeed in gaining possession of that city, we might be disappointed, at least in some degree, all the naval stores that were deposited there, were removed. In short, while on the side of the enemy, every thing indicated activity, enterprise, and comprehension of mind, on the side of the British, every thing manifested languor, indolence, and weakness of understanding.

The French soon took care to inform the Earl of Chatham of the preparations which they had made to receive him, if he proceeded against Antwerp; probably the reports of their preparations were greatly exaggerated. But they were of such a nature, that it

was thought prudent to abandon the design of pushing up the Scheldt, for the reduction of the fleet, and destroying the arsenal and dock-yards at Antwerp; the greater part of the armament returned to England on the 14th of September. But infatuation still guided the counsels of the commander; for at this season of the year, when it was known to every smuggler, and almost every seaman who had ever heard of the Island of Zeeland, that the most destructive disorder always raged, it was resolved to leave part of the troops, without any sufficient object in view. The consequence was what might naturally have been anticipated: towards the middle of September, the disorder had made such progress, and became so fatal, that the average number of deaths in our army at Walcheren, was from two hundred to three hundred in a week. Still there was indecision respecting the retaining possession of this useless, this destructive conquest: at the very time when the disorder was most fatal, a requisition was made for five hundred of the peasantry of the island to be employed in strengthening the ramparts of Flushing; and about the end of October, one hundred men arrived from England for the same purpose; but at the very time, when transports were loading in the Thames, with bricks and other materials for repairing and strengthening the fortifications of Flushing, orders were sent out for its evacuation, and, on the 23d of December, we finally and completely left this most fatal conquest. It afterwards appeared by returns laid before the House of Commons, that nearly one half of the British army was either lost or sick; and the expedition is said to have cost the nation twenty millions sterling. No comment is requisite on this expedition.

The French navy was so much reduced by the battle of Trafalgar, that they had not even yet been able to put to sea with any thing resembling a fleet; and the few line of battle ships which still remained,

were closely watched by our vessels. This year, an opportunity occurred of destroying some of them; and it was embraced with the usual alacrity of British seamen. A French squadron, consisting of nine sail of the line and some frigates, was understood to be lying in the roads of Aix, under the protection of the forts of that island. The attempt to destroy this fleet was committed to the direction of Lord Gambier, who employed Lord Cochrane on the occasion: for this purpose, a number of frigates, fire ships, and other small vessels were employed. On the 10th of April, the fire ships joined the fleet, and the next night they were sent into Aix Roads, each manned and conducted by a lieutenant and five men: there were sixteen of them, and some of them of a larger construction than usual. As soon as the fire ships got within the roads, the French vessels cut their cables, and run on shore in the Isle of Aix; by this means, the fire ships were enabled to effect little, and it was ascertained that the destruction of the enemy must be accomplished by other means. Great skill, however, as well as courage, was necessary for this purpose: the place where the French ships lay, was strong, both by nature and by art; they lay, apparently, almost as secure, as ships would have been in Portsmouth harbour: they were under the protection of two batteries, each of which had three tiers of guns, twenty-nine each, all of heavy metal. The intricacy of the navigation was great, and threatened serious obstacles: in some places there was not more than four fathoms water. A little after two o'clock, Lord Cochrane advanced in the *Imperieux*, to attempt the destruction of the enemy; he soon got near three sail of the line: the *Calcutta*, one of them, almost immediately struck her colours; and before five o'clock, the *Aquilon*, and *Ville de Varsovie*, had followed her example. By this time the British ships were only in five fathoms water: Admiral Gambier, however, at first thought he could

accomplish the destruction of the remainder of the French squadron, and for this purpose he dispatched some more fire ships, and all the boats of the fleet with Congreve's rockets: but on the 13th, the *Cæsar*, and some other line of battle ships had taken the ground, when Lord Gambier thought it prudent to abandon all further attempts against the enemy. It was found impracticable to destroy the line of battle ships which lay near the entrance of the river Charente, from the difficulty of the navigation, and the strong manner in which they were protected. The French fleet consisted of *L'Océan*, of one hundred and twenty guns, which was run on shore; the *Foudroyant*, of eighty-guns; *Cassard*, of seventy-four guns; *Tournelle*, of seventy-four guns; *Regulus*, of seventy-four guns; *Jemappe*, of seventy-four guns; and the *Indienne* frigate, were also driven on shore; several of them were afterwards totally destroyed, and all greatly damaged, by the situation in which they lay.

As we were now at war with Russia, and as this power was carrying on her hostile designs against Swedish Finland, we had a strong fleet in the Baltic, for the purpose of chastising Russia, and protecting our ally. In this sea, the Russians had a strong flotilla, which was principally employed in protecting their coasts, and in conveying troops against Finland. In the month of July this flotilla took up a position under Percola Point. The British fleet in the Baltic was under the command of Admiral Saumarez; and as soon as he arrived in the Gulph of Finland, he sent Captain Martin in the *Implacable*, with the *Melpomene*, to watch the motions and the operations of the Russians. As soon as Captain Martin discovered the situation of the enemy's flotilla, he determined to attempt something against it; "in order (as he expressed it) to impress these strangers with that sense of respect and fear, which his Majesty's other enemies are accustomed to shew to the British flag."

The boats were accordingly manned for this enter-

prise, and put under the direction of Lieutenant Hawkey. The enemy, when they perceived they were about to be attacked, took a position of extraordinary strength, within two rocks; from which they could pour a destructive fire upon the boats as they advanced: this, however, only served to stimulate Lieutenant Hawkey and his brave companions: they did not deign to fire a gun, till they actually touched the enemy; they then boarded the flotilla sword in hand, and carried all before them. Of eight gun-boats, each mounting thirty-two and twenty-four pounders, and having on board forty-six men, six were brought away, and one was sunk: they had under their protection twelve vessels laden with powder and provisions for the Russian army; these were all captured. In short, the success of the enterprise was most complete, and it was achieved in a manner which could not fail to answer the object of Captain Martin, in inspiring the Russians with the same respect and awe for the British name, which our other enemies feel. Lieutenant Hawkey, who so nobly headed this enterprise, died the death of a hero, in its execution: his last words were "Huzza, push on, England for ever." "No praise, (says Captain Martin) from my pen, can do adequate justice to this lamented young man: as an officer, he was active, correct, and zealous, to the highest degree: the leader in every kind of enterprise, and regardless of danger, he delighted in whatever could tend to promote the glory of his country."

We shall detail another gallant action in the north of Europe, before we proceed to the naval affairs of the south. Lord George Stewart commanded the *Amiable*, in a cruize off the coast of Germany, near the mouth of the Elbe. He frequently sent part of his men on shore, for the purpose of gaining information respecting the force and operations of the French: while they were on shore on the 26th of July, they were nearly made prisoners by a detach-

ment of French troops from Hanover: Lord George Stewart, therefore, resolved to attempt to intercept this detachment, if possible; and he accordingly landed a body of seamen and marines. He learnt from the inhabitants that there were about two hundred and fifty of the enemy in a small town two miles distant: this, it was resolved instantly to attack. The seamen and marines were formed in two divisions: the object of one of these was, to take a battery of four twelve-pounders, which commanded the Wesel in flank, while the remainder advanced to attack it in front. Although the enemy had many advantages in the village they occupied, they evacuated it, immediately on the approach of the British, who now directed their whole attention against the battery: from this, they expected a formidable resistance; but as soon as the French perceived that the seamen and marines were resolved to carry it, and that nothing would deter them from this enterprise, they abandoned it also. The battery was then taken possession of, and the guns rendered useless: the powder was brought off, together with six waggon loads of confiscated merchandise. The distance from the village, out of which the French were driven, to Cuxhaven, where the detachment from the ship landed, is twenty-eight miles: and in twenty-four hours from their departure, the whole had returned on board without the loss of a single man.

Our naval force off the coast of Spain, continued to afford every possible assistance to the cause of the patriots, and to harass the operations of the enemy. About the end of October, a French squadron, consisting of three sail of the line, and four frigates, with twenty large transports, ventured to sail from Toulon, for the relief of Barcelona, which was closely pressed by the Spanish army. Lord Collingwood commanded the British fleet in the Mediterranean, and was generally employed in blockading Toulon; as, however, he was sometimes obliged to

leave that port, the French had taken advantage of his absence, and put to sea. He, however, soon learnt this circumstance, and their route, and dispatched a division of his fleet after them: the line of battle ships and frigates were destroyed, while the transports ran for shelter to the Bay of Rosas; in this bay, they were under the protection of some armed ships and gun-boats, nevertheless, they also were attacked and destroyed.

In the month of June, Marshal Ney was defeated by the Spaniards at the bridge of Payo: in consequence of this defeat, he found himself under the necessity of relinquishing Corunna and Ferrol: but as his army was still near these places, the inhabitants were afraid to open a communication with the British fleet off this part of Spain. This fleet was commanded by Admiral Hotham, who resolved to take advantage of the absence of the enemy, by destroying the batteries and lines on the sea-side, which rendered it dangerous for the British to land or approach the coast, while it was in possession of the enemy. A detachment of seamen and marines were therefore directed to go on shore, who dismounted the cannons and mortars on the sea-lines at Corunna, offering at the same time, any service in their power, to the Spanish patriots.

The castle of San Felipe, near Ferrol, was still in possession of the French; and as the commander of it had given orders to fire on any English ships or boats that might attempt to pass it, the marines and seamen were again landed, and took possession of the castle, preceded by a flag, bearing the name of Ferdinand VII. and the Spanish Patriots: the British, both here and at Corunna, were received by the people with the loudest acclamations of joy, and experienced every accommodation that gratitude could bestow upon them.

An expedition was fitted out this year from the Island of Sicily, against the Islands of Zante, Cephalonia, &c.

it consisted of one thousand six hundred troops, under the command of Brigadier-general Oswald; the naval part of the expedition was entrusted by Admiral Collingwood, to Captain Spranger, of the *Warrior*. It left Messina on the 23d of September, and arrived off Cephalonia, on the 28th.; here it waited till some reinforcements joined it, after which, the squadron anchored in the Bay of Zante, without reach of the nearest battery. The next morning, the batteries being silenced, a division of the army was landed in the most perfect order, about three miles from the town: while the troops were advancing against the town, the gun-boats were employed in keeping the enemy in check, till the second division had disembarked, when the whole army invested the castle, into which all the troops of the enemy had retired. A proclamation was immediately issued to the inhabitants, pointing out the objects for which the British were come, and calling upon them to assist in the expulsion of the French: this was received with great joy by the people, and the enemy perceiving that they had no chance of resistance or relief, surrendered the castle: thus the whole islands were reduced, the people liberated from the oppression of the French, and the government of the Septinsular republic was restored.

In the West Indies, Admiral Cochrane, and Sir George Prevost resolved to attack Martinique: On the 30th of January, the armament employed for that purpose, entered the Bay of St. Lucia in that island, and one division of the army was immediately landed. The Fort of Cape Soloman was taken possession of, without opposition; but Pigeon Island held out till the 4th of February, when it surrendered at discretion; the enemy having lost nearly sixty men during the bombardment. While one division of the army were thus employed, the other division, under the command of General Maitland, had on the 2d of February, a general action with the enemy in the neighbour-

hood of Sourrier; a height, which afforded a commanding situation for attacking Fort Bourbon: as this fort was of the utmost importance, it was obstinately defended by the French, but they were finally driven from it, after making several charges against our troops, who always received and repulsed them, at the point of the bayonet. Fort Bourbon held out for some days after this action, and with its surrender, the whole island fell into our possession. In the West Indies this year, the city of St. Domingo also fell into our power, without the slightest resistance on the part of the French.

The French privateers at Goree, on the coast of Africa, annoyed the British there excessively: this circumstance induced Major Maxwell, of the royal African corps, to plan an expedition against this place: he also entertained hopes of being able to reduce the French colony of Senegal: but before he could put these plans into execution, it was necessary to wait for the arrival of a British squadron, which was soon expected.

On the 24th of June, Commodore Columbine arrived, and Major Maxwell having communicated to him his intention of attacking Senegal, he coincided in the opinion, that its reduction was practicable. The principle difficulty that presented itself, arose from the shallowness of the water at the mouth of the river: to remove this difficulty, some light vessels and boats were procured, and a detachment was embarked on board the Agincourt transport. On the 7th of July, the expedition anchored off the bar; and by great exertions of the navy, the troops were got over it, but a schooner and sloop, containing a great quantity of provisions and ammunition were lost. The enemy were prepared for defence; they had erected a formidable line, twelve miles up the river, having a battery, in front of which, several vessels were moored, erected there, and a strong boom drawn across the river. This fort was bombarded by the Solbay fri-

gate, and Derwent sloop of war, with great effect, though during the bombardment, the former run aground. It was resolved to carry the troops up the river, to assist in the reduction of this fort; they were accordingly embarked, and proceeded till nearly within gun-shot of the enemy. Every preparation was now made for an attack, of the issue of which there could be no doubt, when the French commandant offered to surrender: the next morning the garrison laid down their arms; it consisted of one hundred and sixty regular soldiers, and two hundred and forty militia and volunteers.

We shall conclude our account of the naval events of 1809, with the attack made on Noli, by Captain Rogers, of his Majesty's ship *Kent*. As he was running along the coast from Genoa, to Cape Del Mille, he discovered a convoy, under the protection of a gun-boat, at anchor, close to the beach, abreast of the town of Noli: it consisted of ten sail of coasters deeply laden. Captain Rogers formed his plan immediately, and resolved to put it into execution, before the enemy could collect his force to protect the convoy: he, therefore, dispatched his boats, but when they came to the convoy, it was found impossible to bring them out without landing, as most of them were fastened to the shore by ropes from their keels and mast heads. Under these circumstances, it was absolutely necessary, if any thing was to be accomplished, for the crews of the boats to land: this they did, notwithstanding they were exposed to the fire of a gun-boat, and of several other guns, which were on the shore. As soon as the boats came into shallow water, the seamen and marines leapt from them, and rushed forward upon the enemy, with their wonted impetuosity. The enemy had drawn up a considerable force in an adjoining grove, where they had placed two field pieces: the royal marines directed their efforts against these, drove off the enemy, and took possession of the field pieces, which they brought off. The gun-

boat also, by this time, was taken by the British, and the vessels which composed the convoy, were freed from the ropes, by which they were fastened to the shore, and brought out. Only one seaman was killed, and one badly wounded in this enterprise.

The disputes between great Britain and America still continued: the embargo act was indeed repealed by Congress, but another act, prohibiting all intercourse either with France or Great Britain was passed: by the provisions of this act, in case either France or England should so revoke or modify her edicts, that they should no longer violate the neutral commerce of the United States, then the suspended trade might be renewed with the nation so revoking or modifying her edicts, while the act was to continue in full operation and force against the other nation. A treaty indeed had been signed between Great Britain and America, on the part of the former, by Mr. D. Erskine, our plenipotentiary at the United States: as soon as the signing of this treaty was known, an immense number of American vessels entered the British ports; but unfortunately the proceedings of Mr. Erskine were disavowed: ministers alleged that he had exceeded his powers, and gone contrary to his instructions. This only served to widen the breach between the two countries, and to encrease their mutual jealousy and ill-will.

In the month of January, the *Britannia* East India ship sailed from her anchorage between Dover and the South Foreland, (on her way to Portsmouth) and was soon after caught by a violent gale between the west and south-west. As the weather was extremely thick, the lights could not be perceived, and the pilot was under the necessity of steering entirely by the reckoning and the lead: he concluded that the ship was quite clear of the Goodwin Sands, when she struck on the north-eastern extremity of the southernmost of those sands. We have mentioned this circumstance, because it was the occasion of that cele-

brated geographer, Major Rennell, drawing up a paper on the effects of westerly winds, in raising the level of the British Channel, with an abstract of which, as it is a subject essentially connected with the safety of the British navy, we shall conclude our history of the year 1809.

Major Rennell, some years ago, communicated to the Royal Society some observations on a current that often prevails to the westward of Scilly ; and, in these observations, he hinted at an opinion, that strong westerly winds raised the level of the British Channel ; and that the super-incumbent waters escaped through the Straits of Dover, into the then lower level of the north sea.

His thoughts were called more directly and completely to this interesting and important subject, by the loss of the *Britannia*, which he attributed to a current, produced by the running off of the accumulated waters. The difference between the reckoning and the actual situation of the ship at the time she struck, he supposed, was owing to the northerly stream of current, which caught the ship when she drifted to the back, or eastern side of the sands.

The first circumstance which he brings forward in proof of the high level of the Channel, during high winds, between the west, and south-west, is, that at such times, the height of the tides in the southern parts is greatly increased : in the second place, the form of the upper part of the Channel is such, as to receive and retain for a time, the principal part of the water forced into it ; but a part of this water is continually escaping by the Straits of Dover, where it produces a current ; and this current, greatly disturbs the reckoning of such ships as navigate the strait, when thick weather prevents the land, or the lights of the Foreland, or the North Goodwin from being seen. In the third place, experienced persons are of opinion, that strong south-west winds, cause the flood tide throughout the Channel, to run an hour or

more longer, than at common times; *i. e.* a current overcomes the ebb tide for an hour: in stormy weather, in the mouth of the Channel, the extraordinary rise of tide is ten feet, which is one half more than it is in common spring tides.

Major Rennell further proves, that owing to the form of the opposite shores, at the entrance of the Straits of Dover, the current on the English side, taking the direction of the shore, between Dungeness, and the South Foreland, sets generally to the north east; while the shore of Boulogne, running almost due north, gives a direction to the current accordingly: this shore also presenting a direct obstacle to the water impelled by the westerly winds, will occasion a higher level of the sea there than elsewhere; and of course a stronger current will set towards the Goodwin.

“It must be inferred, therefore,” observes Major Rennell, “that a ship, passing the Strait of Dover, at the back of the Goodwin sands, during the prevalence of strong westerly or south-westerly winds, will be carried many miles to the northward of her reckoning; and if compelled to depend upon it, may be subject to great hazard from the Goodwin.”

We may just observe, that many branches of science might be applied much more extensively and directly than they hitherto have been, to the benefit of our navy and shipping in general: we have already had occasion to remark, that in the science of naval architecture, the French are greatly superior to us; indeed, even they have not gone so far, as they might do; and it is a singular, and not a very creditable thing, that while most other kinds of machines have been improved by the application of philosophy, that most useful machine a ship, is built and rigged nearly in the same manner in which it was a century ago.

1810. In the speech which was delivered by commission at the opening of parliament, on the 23d of

January, his Majesty adverted to the expedition to the Scheldt, in very cautious and measured terms: nothing could be inferred from what the speech contained or implied, of disapprobation or disappointment, respecting the conduct or result of it; on the contrary, the destruction of Flushing, and the occupation of the Island of Walcheren, were represented as the principal, if not the only, objects which were in view when the expedition had been planned, and, therefore, the inference was left to be drawn, that it had been successful. At the same time, his Majesty informed parliament, that all the papers relative to this event should be laid before it. The other topics on the speech related to the situation of Sweden; the expulsion of the French from Portugal; the victory of Talavera; the determination which the Spanish government had formed, to assemble the cortes, which his Majesty trusted would animate that nation to fresh and greater exertions. His Majesty's speech concluded with adverting to the relative situation of Great Britain and America; at present, there was a suspension of intercourse, but he trusted it would be renewed on a satisfactory and permanent footing.

After the address in the House of Lords had been moved and seconded, the house was surprised by Earl St. Vincent rising: he began, by stating his reasons for having made his appearance there again, after, at the commencement of last session, he had bade them farewell: at that time, he thought that his age and infirmities would prevent him from again presenting himself before their lordships; but the untoward and calamitous events which had happened since that period, induced him, if his strength would permit, to trouble them with his sentiments on the present occasion. His lordship then touched upon the battle of Talavera, which he denied was a victory; and, after adverting to several other topics, not immediately connected with the address, he expressed, in very strong language, his sentiments respecting the

expedition to Walcheren; he concluded with assuring the house "that it was high time that parliament should adopt strong measures, or else the voice of the country would resound like thunder in their ears."— Lord Grenville next rose, and, after a speech of considerable ability, moved an amendment to the address, the purport and object of which was, to reprobate the expedition to Walcheren, and to pledge the house to "institute, without delay, such rigorous and effectual inquiries and proceedings, as duty impelled them to adopt, in a case where their country had been subjected to unexampled calamity and distress."

His Majesty's ministers, particularly Lords Harrowby, Mulgrave, and Liverpool, endeavoured to defend the expedition to Walcheren; according to them, it was wisely and judiciously planned; it was ably executed; part of its objects were accomplished; and all would have been done, had not the winds delayed the sailing of the armament. They did not see the necessity or propriety of Lord Grenville's amendment, as his Majesty, in his speech, had been graciously pleased to inform the house, that all the necessary papers should be laid before it: and till that was done, it would be ridiculous to go into an inquiry. On a division, there appeared for Lord Grenville's amendment 92; against it 144.

An amendment, nearly similar to that of Lord Grenville, was proposed in the House of Commons by Lord Gower: the debate was long, animated, and keen: it was principally distinguished by the speech of Mr. Canning. This gentleman and Lord Castlereagh had quarrelled, in consequence of the former expressing a very low opinion of the talents of the latter, whom he represented as by no means qualified for the situation which he held: the result of this quarrel was, that they both resigned. Mr. Canning, in his speech, alluded very sarcastically to the conduct of the administration, which he had quitted;

and, as the planning and execution of the expedition to Walcheren had fallen principally within the management of Lord Castlereagh, he was particularly severe on it. Mr. Perceval, in his speech, adverted to the appointment of Lord Chatham; he contended that it was unfair to prejudice the public mind against him; that it would be time enough to censure him when his misconduct had been proved. On a division, there appeared for the amendment 167, against it 263.

The nation were a good deal surprised to learn that ministers intended to move a vote of thanks to Lord Gambier for his conduct in Aix, or Basque roads: more than suspicion had gone abroad, in the first place, that all the merit of the enterprise belonged to Lord Cochrane; as, however, he was under the orders of Lord Gambier, this could have been no objection against thanking the commander in chief; but it was also rumoured and believed, that Lord Cochrane was willing and able to have done much more than had been done, if Lord Gambier would have permitted him: Lord Cochrane had expressly declared, that the admiral had not done all that he might have done, and that through his neglect or delay, part of the enemy's fleet had made its escape, which would otherwise have been destroyed.

On the 29th of January, Lord Cochrane moved for the minutes of a court-martial, which had been held on Lord Gambier, in consequence of the charges which Lord Cochrane had brought against him: by this court-martial he had been acquitted, Lord Cochrane contended on insufficient grounds; and if he had the minutes of the court before the house, he pledged himself to prove his assertion. This motion was opposed by the chancellor of the exchequer, who moved, as an amendment, that the word "minutes," in the original motion, should be left out, and the word "sentence" inserted in its stead. In the course of the debate, it was asserted that Lord Gambier's defence was contradicted by itself; that his official

letters and his own witnesses contradicted it; and that the chart of the position of the enemy's ships which had been produced before the court-martial, was false and fabricated. These assertions were pointedly denied, and Lord Cochrane himself was charged with having formed his charts and log-books in favour of the evidence to be adduced before the court-martial. In his reply, Lord Cochrane took notice of this charge, and made it an additional reason, why the conduct of the affair in Basque roads should be again investigated; he concluded in these words: "If, Sir, there were no other reasons for the production of the minutes which I have called for, but that I am now put upon my defence; that accusations are made, which, in justice to my feelings and character, I must refute, I humbly submit to the house, that, in justice to me, they ought now to be produced, and I trust, that for reasons more important to the country, they will not be refused. Sir, I shall not detain the house longer than to assert again, all that I have pledged myself to prove, and to stake every thing that is valuable to man, on the issue. If the minutes are granted, I shall expose such a scene as will, perhaps, make my country tremble for its safety. I intreat the house well to consider that there is a tribunal to which it is answerable; that of posterity, which will try all our actions, and judge impartially." When the house divided, there appeared for the amendment that had been proposed by Mr. Perceval, 171, against it 19; so that Lord Cochrane's motion was lost by a majority of 152. As soon as this business was thus disposed of, the chancellor of the exchequer proposed a vote of thanks to Lord Gambier, for his eminent services in destroying the French fleet in Basque roads; this was opposed by Lord Cochrane and Sir Francis Burdett, but was carried by a large majority; there appearing for it 161, against it only 39. Some conversation took place in the House of Lords, when the vote of thanks was moved

there; but there was no direct and formal opposition to it.

On the 26th of January, the attention of the House of Commons was called to the expedition to the Scheldt, by Lord Porchester: he began by adverting to the promise which ministers had made, of laying the necessary papers before the house: it might, perhaps, be contended, that he ought to have waited till these papers were forthcoming; but his object was, simply to pledge the house to go into inquiry; and, for this purpose, what was already officially known respecting the expedition, was sufficient. He did not wish to put ministers upon their trial, before the means of their defence were ready; but he could not suffer the country to remain in doubt, whether such ministers were to be tried. Lord Porchester then went into great detail, to prove that there were ample grounds for inquiry. He first adverted to the delay in sending out the expedition. "We had been told," he said, "that, before the troops could be sent to Holland, it was necessary to wait for the arrival of transports from Lisbon. But why were those transports at Lisbon? For the use of Sir Arthur Wellesley's army, in case it should be defeated:—So that ministers combined their plan with such peculiar judgment and felicity of arrangements, that a defeat in Portugal would have prevented the expedition to Holland." In every respect, Lord Porchester contended the expedition was blameable: if meant as a diversion in favour of Austria, why was it sent to Walcheren? if meant as purely a British object, why had it not proceeded to Antwerp? What had it done? it had, indeed, destroyed Flushing, and a few ships and stores there. But at what expence of blood and treasure were these objects accomplished; and why was more not done? He would tell the house, the expedition was ill planned; had it sailed ever so soon, it never could have succeeded to that degree, as to justify the expence and risque; and, after being ill planned, it

was equally ill executed. What could be expected from Lord Chatham? his character could not be unknown to ministers; if they even did not know that he was positively unfit, did they know, or imagine, that he was actually fit? To command any expedition, and especially an expedition of such magnitude, the success of which, absolutely depended upon activity and enterprise, no man ought to have been selected, of whose talents and fitness there was even a shadow of a doubt; no man, whose talents and fitness had not been most thoroughly tried. Lord Porchester, in the concluding part of his speech, adverted to the retention of Walcheren, after the objects of the expedition had been given up; and to the consequences of that retention at that unhealthy season of the year: yet, unhealthy as it was, he had heard of the sick and wounded soldiers being most severely distressed for want of bedding, clothing, and even necessary provisions and medicines: Lord Porchester, therefore, considered himself justified in moving that "a committee be appointed to inquire into the policy and the conduct of the late expedition to the Scheldt."

This motion was principally objected to by ministers, on the ground, that it would be unfair to come to any vote, before all the necessary papers and documents were before the house: on their production, ministers were prepared to defend their conduct: they were prepared to prove that the expedition had been ably planned; that the delay in its sailing was unavoidable; that it had actually accomplished some of the objects for which it was sent; and that unforeseen and uncontrollable difficulties alone prevented it from succeeding finally and completely. On a division of the house, Lord Porchester's motion was supported by 195, while there were only 186 against it. A committee of the whole house, therefore, was appointed to inquire into the causes of the failure of the expedition to the Scheldt.

When the papers relative to this expedition were

laid on the table of the House of Commons, there was found among them a narrative, drawn up and signed by Lord Chatham, which his lordship had laid before his Majesty, without the intervention of any minister; in this narrative, beside the objectionable mode in which it had been introduced to his Majesty's notice, there were some reflections on the naval part of the expedition. As it was possible that Lord Chatham might have presented other papers in the same manner, Mr. Whitbread moved, "that an humble address be presented to his Majesty, praying that he would be graciously pleased to order, that there be laid before the house, copies of all reports, memoranda, narratives, or papers, submitted at any time to his Majesty, by the earl of Chatham, relative to the late expedition." This motion, after long and warm debates, was carried; there being 178 for it, and 171 against it. On the 26th of February, the chancellor of the exchequer reported to the house that his Majesty had been waited upon with the address, to which he had been graciously pleased to direct the following answer to be given. "The earl of Chatham having requested his Majesty to permit him to present his report to his Majesty, and having also requested that his Majesty would not communicate it for the present, his Majesty received it on the 15th of January last, and kept it till the 10th of February, when, in consequence of a wish expressed by the earl of Chatham, on the 7th of February, to make some alterations in it, his Majesty returned it to the earl of Chatham. The report as altered, was again tendered to his Majesty by the earl of Chatham, on the 14th of February, when his Majesty directed it to be delivered to his secretary of state, and his Majesty had not kept any copy or minute of it, as delivered at either of these times; nor had he at any time any other report, memorandum, narrative, or paper, submitted to him by the earl of Chatham, relating to the late expedition to the Scheldt."

On the 2d of March, Mr. Whitbread moved a vote of censure on the earl of Chatham, for having, by private communication to his Majesty, accompanied by a desire of secrecy, unconstitutionally abused the privilege of access to his sovereign, and thereby afforded an example most pernicious in its tendency to his Majesty's service, and to the general service of the state." The debate was postponed till the 5th of March, when the chancellor of the exchequer moved the previous question: on a division, there appeared for the chancellor of the exchequer's motion 188, against it 221. Mr. Whitbread upon this, agreed to withdraw his strong vote of censure, and to adopt an amendment proposed by Mr. Canning: "That the house saw with regret, that any such communication as the narrative of Lord Chatham, should have been made to his Majesty, without any knowledge of the other ministers: that such conduct was highly reprehensible, and deserves the censure of the house." This amendment was carried: Mr. Whitbread next moved that the resolutions agreed to, be laid before his Majesty, which was also carried.

The evidence relating to this expedition occupied the committee till the middle of March: on the 21st of that month, Lord Porchester submitted to the house two sets of resolutions: the first related to the folly and impolicy of the expedition; the second, to the retention of the Island of Walcheren, after the great object of the expedition had been abandoned as impracticable: there were eight heads under the first set of resolutions, and seven heads under the second set. The debate was extremely long, continuing four days: during the debate on the first day, General Crawford, in a speech of uncommon length, contended that the expedition was wisely planned, and judiciously executed; he should, therefore, move the previous question on those resolutions which merely stated facts; and to the resolutions of censure, he should oppose a decided negative. During

the last night's debate, Sir Francis Burdett was particularly severe on Sir Home Popham; it appeared in evidence, that to him was entrusted the conduct of the fleet up the Bathz; he attempted to go by the West Scheldt, until, by his failure, he found that he ought to have proceeded by the east branch of that river; and when, on the 24th of August, the expedition actually reached Bathz, a council of war was held, and the result of their deliberation was, a determination to return home. The chancellor of the exchequer contended that ministers were perfectly justified in planning the expedition: it was meant as a diversion in favour of Austria; and had not circumstances, over which the ministers had no control, occurred, it would not only have acted as a diversion, but accomplished the destruction of the arsenals and stores at Antwerp: ministers had been much blamed for retaining possession of Walcheren, after the great and leading object of the expedition had been abandoned; but they had retained it, in the expectation that they should have been able to have kept permanent possession of it, and if they had been thus able, much mischief must have resulted to the enemy. With respect to the charge of keeping the army there, when the season was so extremely unhealthy, it had been proved by the evidence of Dr. Blane, that the endemial distemper of Walcheren uniformly abated in October, and terminated in November.

On a division of the house, there appeared for the original resolution of Lord Porchester 227, against it 275.

Another division then took place, on the amendment which had been moved by General Crawford, approving the conduct of ministers, with respect to the policy of the expedition, which was carried, there being for it 272, against it 232.

The other resolution of General Crawford, approving of the retention of Walcheren, was also carried; there being for it 255, against it 232.

The opinion of the country by no means coincided with that of the House of Commons, either with respect to the policy of the expedition, or with regard to the wisdom of its execution: indeed, it may safely be said, that on no subject was ever the opinion of the country expressed so unanimously or strongly as on this most unfortunate expedition: and there can be little doubt, that the House of Commons would have coincided with the nation, had not Sir Francis Burdett drawn off the indignation of the people from the expedition to Waleheren, to the conduct of the house towards himself.

The supplies for the year 1810, amounted to 46,079,000*l.*; those for the navy, to 19,238,000*l.* In the debate on the supplies, the chancellor of the exchequer adverted to Buonaparte's expression of his wish, that all he wanted was, ships, colonies, and commerce; he was, by no means, in a situation to realize this wish; the orders in council, which had been so much reprobated, had had the effect of reducing the customs of France from 2,500,000*l.* to 500,000*l.* being a diminution of four fifths of their whole amount. Buonaparte, however, was resolved to persevere in his anti-commercial warfare; military governors were appointed at the ports on the maritime coasts of Germany, which had been annexed to France: and also at Dantzic, Colberg, and some other places in Prussia: the object was, to prevent the introduction of English goods and colonial produce. Dantzic was the headquarters of the army, which was employed against commerce; the English goods that were seized in the Hanse towns, and in the ports of Prussia, brought eight or nine millions sterling into the French exchequer. At last, finding all his efforts ineffectual, and that even the employment of an army for the purpose of excluding English merchandise, was also ineffectual, Buonaparte issued a decree, ordering it to be seized, and burnt: if any captain of a ship held intercourse with England, it was declared felony, and he was

liable to be punished with death ; while the owner of the ship was to be branded. At the same time, Buonaparte repealed the Berlin and Milan Decrees, so far as they respected America ; but, in such a manner, that the duties on the importation of colonial produce, amounted nearly to a prohibition ; while, notwithstanding the repeal of the decrees, American vessels were seized and condemned.

The dispute between Great Britain and America still continued, and was, indeed, aggravated, instead of drawing towards an amicable termination. Mr. Jackson had been sent out on the recall of Mr. Erskine, and his conduct gave great offence to the government of the United States ; so that Mr. Pinckney, the American resident at London, demanded his recall : this was complied with, and thus ended the third attempt which was made by the British government to accommodate the differences with the United States.

When the disputes with America had gone so far, that the government of that country had passed the non-intercourse act, many people were of opinion, that our West India Islands would suffer extremely by its operation ; but the contrary was the case : and this arose from several causes. In the first place, no nation on the face of the earth, is less disposed to abide by the decrees or orders of their government than the Americans, whenever, by breaking them, they can enrich themselves ; there is even reason for believing that those very men, who clamoured against Great Britain, and who incited their government to the measure of non-intercourse, were ready to act contrary to that measure ; at any rate the American ships did not cease to break the orders of their government, whenever they could do it with safety and advantage, either by supplying the West Indies, or our army in Portugal. In the second place, the American non-intercourse act was of great advantage to Canada, and consequently did not much in-

jure our West India Islands: Canada produces many of those articles, which the West India Islands used to procure from the United States, and though the supply from the latter was more abundant and cheaper, yet from Canada enough could be procured: but the supply from the United States being closed, the demand in Canada was greatly increased; consequently the trade and wealth of Canada increased also. In 1810, upwards of six hundred vessels arrived at Quebec for timber; some as lumber for the West Indies; but a great part of it for our navy: the quantity of corn produced in that colony was also greatly increased; and provisions of all sorts were sent to the West Indies. In the third place, the cutting off the supply from the United States, led the planters in the West Indies to turn their thoughts to raising lumber and provisions there; this, if it can be done, will be productive of two good effects; too much land is already under the cultivation of sugar: it will diminish the quantity, and render it more on a level with the demand; and next it will put the islands above dependence upon the United States for the necessaries of life, and give them the means of manufacturing their sugar.

We have already mentioned, that a small island, called Heligoland, near the mouth of the Elbe, was taken possession of by the British, principally for the purpose of being a depot for our manufactures and colonial produce; and as a convenient place from which it might be smuggled into the continent: as great advantages in these respects, had been derived from its possession, the British government resolved this year to obtain a similar depot in the Baltic: they, therefore, seized the small Danish island of Anholt, situated in the Cattegat, and fortified it.

The French still persevered in the siege of Cadiz; but as its internal defence was assisted by seven thousand British, in addition to one thousand five hundred Portuguese, and fifteen thousand Spaniards;

while, for its external defence, there was a strong British naval force: little fear was entertained of its fall. The allies, however, met with a very serious loss in the month of March, before this city; about the middle of that month, four Spanish ships of the line, one of which carried one hundred guns, and one Portuguese ship of the line, were driven on shore in the bay, and lost in a tempest. On board these ships were mostly English seamen, who must have perished, had it not been for the humane exertions of the French marines. The same tempest drove on shore thirty merchantmen, richly laden, which were also entirely lost.

As Cadiz was not considered in any danger, the British resolved, in conjunction with the Spaniards, to serve the cause of the patriots in another quarter. A French division was posted at Moguer, a town near Seville, on the river Huelva. The expedition destined against this force, consisted principally of Spaniards: but, along with them, Captain Cockburn was sent, who had the charge of the naval part of it. On the 23d of August, the armament having arrived within a short distance of the entrance of the Huelva, the Spanish general informed Captain Cockburn of his intention to disembark, as by land he could reach the enemy much sooner than by water. The troops were accordingly landed, and succeeded in completely defeating and dislodging the French.

The French had constructed strong batteries on the bay of Cadiz, which it was determined if possible to destroy, since, if they were completed, the city would have been greatly exposed to their fire. On this occasion, the English flotilla of gun boats was employed; and it completely succeeded in its object.

In the Mediterranean this year, an action took place, which greatly signalized those who were concerned in it. Captain Blackwood, with a small squadron of three seventy-four gun ships, a frigate, and a corvette, was cruising in that sea, when he discovered a French fleet of six sail of the line, one

of which was a three decker, and four frigates. Captain Blackwood, knowing that he could place implicit reliance on his crews, formed his determination immediately; the frigate and corvette, which belonged to his squadron, being in danger of being cut off, he drew up the other vessels in line of battle, and bore down on the enemy. As soon as he reached the foremost ship, he poured a broadside into her; the French were intimidated by the boldness of this manœuvre, and were either absolutely frightened by Captain Blackwood's squadron, inferior as it was, or they supposed that he would not have acted as he had done, unless Admiral Cotton, whom they knew to be in those seas, was near at hand to support him, in case the battle became general. They, therefore, declined the contest altogether, and sheered off for the harbour of Toulon.

In the Mediterranean also, this year, an expedition was sent against the small island of St. Maure, the ancient Leucadia; this island lies near Cephalonia, in the direction of Corfu, not far from the mouth of the Gulph of Lepanti. The land forces were under the command of General Oswald, while Captain Eyre, of the *Magnificent*, commanded the naval forces, consisting of that ship and the *Belle Poule* and *Imogene*. The expedition left Zante on the 21st of March, and reached the Island of Maure the same evening: the French, on the approach of the British, evacuated the town, and retired, one thousand strong, into the fortress, and strong field-works adjoining it: the first redoubt was soon carried, the enemy retiring into his next entrenchments, where he seemed resolved to defend himself. As it was of great importance to reduce this place as speedily as possible, the ships were employed; and Captains Eyre and Stephens distinguished themselves much in the attack; the enemy stood the contest but for a short time: their entrenchments were charged, and carried; and they were pursued at the

point of the bayonet from work to work, abandoning their camp, cannon, and even a strong position, which they might still have defended. On the 16th of April, the fortress surrendered : our loss was eleven killed, and thirty-three wounded.

The French had already been deprived of all their West India Islands except Guadaloupe ; against this an expedition was sent this year ; the land forces were commanded by General Beckwith ; the naval part of it by Admiral Sir Alexander Cochrane. On the 6th of February, the whole island surrendered to the British.

In the East Indies, conquests of much greater importance were made ; it seems to have been the plan and intention of Lord Minto, who was the governor-general of India, to reduce every thing belonging to the French in that part of the world ; and, having accomplished this, next to turn the British arms against the Dutch possessions. In pursuance of this plan, measures were concerted for the reduction of the Isles of Bourbon and France. The French frigates and privateers which infested the Indian Seas, always carried their captures to these islands ; and took refuge in them, when chased by our cruisers, or for the purpose of repair. It was, therefore, of great importance that they should be wrested out of the hands of the enemy. On the 21st of September, 1809, the batteries and guns at St. Paul's, in the Isle of Bourbon, were destroyed, and the public stores taken ; the reduction of the remainder of the island was next resolved upon ; for this purpose, a force of one thousand eight hundred Europeans, and one thousand eight hundred and fifty Seapoys, sailed from Madras ; and on the 20th June, 1810, they were joined by one thousand men from the Isle of Rodriguez : Lieutenant-colonel Keating had the command of the whole. On the 6th of July, they were all assembled at the appointed place of rendezvous, about fifty miles to the windward of the Isle of Bourbon. The

principal force of the enemy was in St. Denis, the chief town in the island: this it was resolved to attack immediately, as a protracted warfare was to be avoided by all means; before, however, the attack was made, a capitulation was offered by the governor, and agreed to by Colonel Keating; an immense quantity of ordnance and ammunition was found both in St. Denis and St. Paul.

It was not to be expected that the Isle of France would fall so easily or soon into the possession of the British; it was much stronger than the Isle of Bourbon, and of much greater importance to France: a force, therefore, proportionally larger was sent against it. Between nine thousand and ten thousand men were sent from the Cape of Good Hope, under the command of Major-general Abercrombie; Admiral Bertie commanded the naval part of the expedition. The whole fleet, including men of war and transports, employed in this enterprise, amounted to seventy sail. On the 29th of November a landing was effected under cover of the fire-ships; before, however, the troops could accomplish any thing, or indeed proceed against the enemy, it was necessary also to land the artillery, as a formidable opposition was expected. On the 3d of December, however, the French most fortunately rendered all further labour unnecessary, by proposing to capitulate. There was little difficulty or delay in adjusting the terms: General Abercrombie was induced to grant favourable terms, in consequence of the condition of the inhabitants, and from a desire to spare his own soldiers: the inhabitants had long laboured under the most degrading oppression and misery; the unhealthy season was approaching, which would necessarily prove fatal to many of his troops, if hostilities were prolonged. The terms of the capitulation, therefore, preserved to the inhabitants their religion and laws; and all private property was to be respected. The French troops were to be sent to France, not as pri-

soners of war, but free to act whenever their government might think fit to employ them; five large frigates, an immense quantity of stores, and valuable merchandise, besides other booty, rewarded the captors.

General Abercrombie, in his official despatches, observes, that the difficulty in finding a proper place for the debarkation of a number of troops, the whole coast being surrounded with breakers, had hitherto been considered as the grand obstacle to an attack upon the Isle of France; the difficulty, however, in this instance was overcome by the indefatigable labours of Commodore Rowley, aided by other naval officers, engineers, and pilots; they discovered a fit place for anchorage, and an opening in the surf sufficient to admit three ships abreast.

It seems to have been known in France that this island stood in need of succours: for a short time after it came into our possession a packet boat was decoyed by hoisting French colours; and by the despatches on board her, it appeared, that the governor was recalled, and that three frigates were to set sail from France, with reinforcements for the island.

As soon as the Isle of France was reduced, three frigates were sent on an expedition against Tamatava, on the coast of Madagascar; under the batteries of this place the French vessels were frequently victualled and repaired; and as these were now deprived of Bourbon and the Isle of France, it would become of more consequence to them. The expedition completely succeeded; and after the batteries were destroyed, some other small forts on the same coast were also taken and blown up.

While these things were going on against the French settlements, a detachment of an European regiment, with artillery, together with three hundred seamen from British ships of war, attacked the Dutch settlement of Amboyna, and took it on the 17th of February. Our seamen were particularly active and

successful in this part of the world. On the night of the 8th of August, a mere handful of them landed on Banda, one of the Dutch spice islands and took it; these seamen were headed by Captain Cole, of the *Caroline* frigate, and belonged to that ship. This capture was owing, in part, however, to a fortunate accident; the scaling ladders, which were applied to fort Belgia, were placed near some guns, the priming of which would not take fire, on account of the heavy rains: the Dutch garrison, perceiving this, were panic struck, and fled, leaving their commander and ten men killed. After some delay, an unconditional surrender of the island took place; the conquerors found about 400,000*l.* worth of spices, at the time of the capture.

Hitherto both success and glory attended our expeditions and enterprises in the East Indies; but one event took place there, in which, though there was great glory, there was unfortunately much disaster. Before the conquest of the Isle of France, an enemy's squadron, consisting of two frigates, a corvette, and an armed Indiaman were lying at anchor in the harbour Sud-Est in that island. His Majesty's ships, *Nereide*, *Sirius*, *Magicienne*, and *Iphigenia*, resolved to attack them there; while they were pushing, in order to take their stations alongside the enemy, the *Sirius*, *Magicienne*, and *Nereide*, unhappily grounded; and notwithstanding the utmost skill and gallantry were employed in the hopes of saving the ships, it was found impossible to get them off; two days were spent in unremitting exertions for this purpose; and at last, exposed as they were to the heavy fire from the batteries on shore, the *Sirius* and *Magicienne* were burnt by their crews; the situation of the *Nereide* was particularly hard; she had taken the ground in such a manner, as enabled the enemy to turn the whole fire of their ships on her; still she was fought long and bravely, and not till every officer and man on board was either killed or wounded

would Captain Willoughby, her brave commander, permit her to be surrendered.

An incident took place this year in the Indian Seas, which deserves our attention; it was "an act of the most stupid as well as savage ferocity and thirst of blood, overtaken with the most speedy, condign, and complete punishment. When Captain Harris, of his Majesty's ship, the *Sir Francis Drake*, was cruising towards the end of December, off the coast of Java, where he took a Dutch corvette, he came in sight, and was but a small distance from eight Malay proas. Captain Harris sent a party to visit them; and let them know, that if they were armed, it was the English commander's orders to take them or destroy them, but that if they were engaged only in peaceable commerce, they should not be molested. The Malays made not the least opposition or objection to the visit; but on the contrary engaged four of the English sailors, who had come on board one of the proas, to go down with them into the cabin, where they instantly massacred them, cut them in pieces, and hung up their bleeding remains among their cordage. Captain Harris, under the emotions excited by so treacherous and horrid a murder, wore the frigate nearer the shore, and poured his fire in the pirates, till not a vestige of them remained to be seen. The whole of those barbarous wretches, to the number of four hundred, were either killed or drowned."

On the 3d of May, the Spartan frigate, Captain Brenton, was cruising off Naples, when a French squadron came out of the bay for the purpose of attacking him; it consisted of a frigate of forty-two guns and three hundred and fifty men, a corvette, of twenty-eight guns and two hundred and sixty men, a brig of eight guns and ninety-eight men, a cutter of ten guns and eighty men, and eight gun boats, each carrying one twenty-four pounder and ten men. The Spartan was within sight of the city of Naples, so that the inhabitants could see the operations and

issue of the contest. The French squadron advanced boldly and confidently against her. Captain Brenton took the most judicious measures to repel this very numerous and superior force: it required, indeed, all the wonted skill and quickness of manœuvring, and likewise the cool and collected discipline and courage of British seamen to bring off the Spartan victorious. The enemy fought well; but they were compelled to give up the contest; and the inhabitants of Naples saw with astonishment, not unmixed with respect for British prowess, and dread of its effects, the frigate, after she had been severely crippled, escape under the protection of the batteries; and the corvette, cutter, and gun-boats, also much disabled, take refuge there also: the brig was captured. The whole force employed, on this occasion, against the Spartan, consisted of ninety-eight guns, and one thousand one hundred and eight men. Captain Brenton, and twenty-two men were wounded, and ten killed.

On the 26th of August, a most gallant and successful attack was made on several batteries on the coast of France, in the Bay of Agde, by the *Alceste*, Captain Maxwell. As the enemy now possessed scarcely any ships of force, whom our seamen had a chance of meeting and capturing at sea, this plan of storming their batteries was eagerly adopted, and most successfully pursued; and it is surprising how soon seamen, little accustomed to land operations of any kind, succeeded on these occasions, even when it was necessary to attack the batteries, principally or entirely on the land side. The chief object of these attacks, was either the destruction of the vessels, which might be lying under the protection of the batteries, or the removal of that defence which the batteries often afforded to the coasting vessels. The enemy, indeed, had now no other chance of carrying on his coasting trade, but by employing, for this purpose, vessels of little draught of water, which passed close under the shore, guarded during their passage,

either by flying artillery or by the batteries: to such a state was France reduced by British naval superiority and success. On the present occasion, there were lying under the batteries, in the Bay of Agde, a number of vessels, with very valuable cargoes, all of which were either captured or destroyed, after the batteries had been completely silenced.

Another attack was made on the French coast, under circumstances which called for the utmost presence of mind and resolution. A French convoy, principally laden with oil, was lying in a bay, apparently out of all danger of British enterprise; however, Captain Ayscough, of the *Success*, was of a different opinion, and he determined that the boats of his ship, and those of the *Espoir*, which was in company with him, should attempt their capture or destruction. The boats were accordingly manned and put off from the ships, the crews were eager to commence hostile operations, and in their eagerness and imperfect acquaintance with the coast, three of them struck, while pressing forward on a sunken rock, by which misfortune two men were drowned: in this condition, their ammunition being wet, the officers and men swam to the beach with cutlasses in their mouths: another misfortune overtook them, the enemy had secreted themselves behind some rocks, and were not perceived or suspected to be so near at hand, till they opened a heavy fire on the British, from two long six-pounders, and four wall-pieces. This unexpected salute only roused their courage; they leapt from their boats, rushed on the enemy, and intimidated them to such a degree, by this display of courage, that they deserted their guns, and retreated to the houses, which were near, from the windows of which they opened up a heavy fire of musquetry. But they were also dislodged from the houses, and fled for refuge into the adjacent mountains. The guns were now spiked, their carriages destroyed, and two vessels set on fire. When the British had accom-

plished this, they succeeded in recovering, and launching their boats, which had been swamped, and returned on board.

There remains only one more achievement to notice, and this deserves to be recorded, on account of the skill which it displayed in manœuvring and sailing the British vessel. M. Jacques Pertaud was one of the best sailors in the French maritime service; he was at first captain of the *Bellona* privateer, one of those which made such havoc among our East India shipping: he had, like all the other French naval officers, who distinguished themselves during the revolutionary wars, been brought up before the revolution; and for his conduct and success in the East Indies, he had been decorated by Buonaparte with the insignia of the legion of honor; after having been nine years captain of the *Bellona*, he came to Europe captain of the *Cannoniere*; and was afterwards appointed to the command of *Le Phœnix*, a ship privateer of Bourdeaux. This vessel was pierced for twenty guns, but she carried only eighteen English eighteen-pounder carronades: she had a complement of one hundred and twenty-nine men, composed of strong, healthy, active, stout young seamen. This circumstance, together with the very superior sailing of the privateer, and the experience, skill, and success of her captain, rendered her formidable and dangerous to our merchantmen. Fortunately, her run was not long; for on the 12th of September, a short time after she had left Passage, she was discovered by his Majesty's ship *Aigle*, Captain Wolfe: chase was immediately given: the French privateer tried her pursuer on every point of sailing; and probably would have escaped by her very superior swiftness; but after a chase of thirteen hours, in the course of which, the ships had run one hundred and thirty-four miles, a heavy gale of wind came on, which gave the advantage to the *Aigle*, who came up with the privateer, when she immediately struck. After her cap-

ture, she constantly headed the *Aigle*, plainly proving that had it not been for the fortunate accident of the gale of wind, she would not have been taken; she had been previously chased by four different vessels, but had escaped from all of them. She was a most beautiful, as well as a fast-sailing vessel, and remarkably well found in all respects.

This year, some British sailors and captains of ships, who were prisoners in France, had an opportunity of signalizing their enterprise, intrepidity, and humanity in a manner which excited the admiration of their enemies. A fire broke out in the town of Auxonne, where they were stationed, the inhabitants were so alarmed, that they neglected to take the proper measures to extinguish it: it had already done considerable damage, and was spreading rapidly, and threatened to consume the whole of that part of the town where it had broke out; when it was stopped by the British prisoners: the following is the report made by the minister of war to Buonaparte, and his determination on the occasion.

“ I have the honour to inform your Majesty, in consequence of the orders I received, that the number of English prisoners who distinguished themselves at the fire that broke out at the town of Auxonne, is twenty-one: to wit, twelve of the first class of captains of merchant vessels; three of the second class; four passengers; one merchant detained as an hostage, and a sailor; ten of them received hurts: *viz.* Messrs. West, Humble, Dobbins, Hurst, Fenning, and Topping, (rather severe ones) and Messrs. Moseley, and Welsh, (who had before saved a child from the flames at Arras) Robinson and Davies, less severely:—they are all recovered. Those who appear to have exposed themselves the longest, without having received any injury, are Messrs. Robert Atkinson, Macginnis, Pemberton, Delivet, and Smaile. Great praise is due to Messrs. Thornhill, Holby, Miller, Thomas Atkinson, and Collins; they also gave proofs of zeal, and

afforded great assistance. The account transmitted by the Prefect of the Cote D'Or, will put your Majesty in possession, if you will deign to look at fuller particulars, respecting the conduct of these prisoners, and the nature of the reward, which your Majesty seems inclined to bestow upon them.

Paris.

DUKE DE FELTRE."

" The minister of war will express to them my satisfaction: will order them to be paid a reward, amounting to six months pay, and will send them to their own country, under their promise not to serve until they are exchanged.

Antwerp.

NAPOLEON."

We have now to mention a circumstance which, though it may display the conduct of an individual in his Majesty's naval service, in a very unfavorable point of view, yet as proving that in Great Britain, no tyrannical proceeding can easily be concealed, and when known, will be punished, deserves to be recorded.

In the month of November, 1807, Jeffrey, a seaman, belonging to his Majesty's ship *Recruit*, commanded by the Honourable Captain Lake, went into the gunner's cabin, and took out a bottle with some rum in it: he had also, when sent on shore, broached a cask of spruce beer, which had been brewed for the ship's company. These two circumstances, in addition to his general character, which was represented to be that of a skulker, induced Captain Lake to treat him in a most unjustifiable and tyrannical manner. The *Recruit* soon afterwards was cruising off the Isle of Sombrero, when Captain Lake, asked the master what island it was, and whether there were not some thieves on board? to which the master replied, " Yes, there were two." Upon this, Captain Lake ordered him to send Jeffrey up to him; and when he came up, Captain Lake declared, that he

would not keep such a man on board his ship. Accordingly, he gave authority and directions to Lieutenant Mold to land Jeffrey, and return immediately to the vessel. When this circumstance came to the knowledge of the admiral, under whose command Captain Lake was, he reprimanded him, and ordered him to send and take the man off the island: but when some of the officers of the Recruit landed for that purpose, though they explored the island, they could not find Jeffrey. The island appeared to them a barren spot, covered in the middle with a little grass-weed: there was no house or inhabitant on it.

For this act of wanton tyranny, Captain Lake was brought to trial before a court-martial, in the beginning of February 1810. In his defence, he admitted that he had put the man on shore, but denied that he ever intended to put his life in jeopardy, as he conceived that the island was inhabited, that his object was merely to reform him, and he thought by landing him there, he would be made sensible of his want of conduct. The court-martial were of opinion, that the charge had been proved, and sentenced Captain Lake to be dismissed from his Majesty's service.

The business, however, did not end here: the case of Jeffrey was brought before parliament and the public, by Sir Francis Burdett and Mr. Whitbread: they concluded, that if Jeffrey had actually perished, in consequence of having been landed on this desert island, Captain Lake was, in fact, guilty of murder, and ought to be tried on that charge; that the sentence of the court-martial was, by no means, adequate to his crime; and that the first step to be taken was, to ascertain, whether Jeffrey was alive or not. Many enquiries were consequently made, both by the Admiralty, and by individuals; and many reports circulated: it seemed certain, that he was no longer on the island; nor did it appear, that he had perished there, as in that case, his remains would have been

found. The general report and opinion were, that he had been taken off, by an American vessel, and that he was alive in America. It is surprising, how much and how generally, the public were interested about him ; little or nothing was heard for some time but Jeffrey the seaman and his probable fate. The Admiralty gave directions, that every enquiry should be made in America, in order to ascertain, whether he was actually alive and there.

At last, on the 25th of October, Jeffrey arrived in London : the lords of the Admiralty immediately gave him a free discharge from the service ; and the friends of Captain Lake made him a compensation for the hardships which he had gone through : among other documents that had been brought forward, to prove that he had escaped from the island, and was in America, was a letter written in his name, but signed with a cross : those who knew him, and especially his mother, contended, that it could not be his, as he could write very well, and would therefore never have put a cross instead of his name to the letter. But, when he returned, he acknowledged that he had put the cross to the letter, though he could write ; as, he added, it was common, among sailors, to use the cross for shortness.

In his account of his sufferings and preservation, he said, that at first he did not believe it was intended to leave him on the island : he saw the ship the morning after he was put on shore, and expected every moment that a boat would be put off to take him on board. He suffered, at first, very much from thirst, and to allay it, he drank a considerable quantity of salt water, which only increased it. Most fortunately for him, some rain fell on the third day after he was put on shore, and the quantities that remained in the cavities of the rocks, supplied him while he continued on the island ; he was under the necessity of sucking it out with a quill. He saw great numbers of birds of the gull-kind, rather larger

than a goose ; but he could not catch any of them. He found only one egg, but it was in such a putrid state, that he could not eat it : the only food (if it may be called food), that he had, was some bark, which he found on the shore. He saw five ships pass by, while he was on the island, but at too great a distance for him to be visible to the people on board ; and the vessel by which he was at last taken off, would probably have passed on in the same manner, if the captain had not hove to, from motives of curiosity, to examine the birds, which were flying in great numbers about the island.

When the parliament is prorogued, it is customary in the proclamation issued for that purpose, to name a day for its reassembling, much earlier than it is intended it should actually meet for business : when this day arrives, another proclamation is issued, fixing on some future day for the meeting of parliament, and sometimes a further prorogation takes place : but the mere act of issuing the proclamation, though it is issued by the King in council, is not sufficient for the prorogation of parliament : the parliament indeed must meet, and when it is assembled, a commission, signed by the King, is read in the House of Lords, by commissioners appointed for that purpose, which commission is, in fact, the authority which prorogues parliament.

When the session was closed in the summer of 1810, parliament was prorogued till the 1st of November : a few days previous to that day, a proclamation was issued by the King in council, stating it to be the royal pleasure that it should be further prorogued. This proclamation was to have been followed, as usual, by the commission ; but the royal sign manual could not be procured for this purpose. The Princess Amelia, a favourite daughter of his Majesty, had long laboured under a severe complaint, which, though it occasionally, and for a short time, yielded to a youthful constitution, and the power of

medicine, always returned, and on every return, exhibited more dangerous and alarming symptoms. Her state preyed on the mental powers and feelings of the King; and towards the end of October, he was reduced into the same melancholy state, in which he had been in the year 1783. As, therefore, the sign manual could not be obtained for the commission, parliament was obliged to meet on the day appointed, the 1st of November: in the hope that his Majesty's malady would go off, they adjourned; but when they met again, finding that it did not abate, committees were appointed for the examination of the physicians in attendance on his Majesty: the result of this examination was, that though the physicians believed his Majesty would recover, yet they could not state how soon, and they were all of opinion, that he was totally incapable of exercising the royal functions. After considerable discussions, the Prince of Wales was appointed Regent, under certain restrictions, during the indisposition of his Majesty.

1811. Almost all parties in the nation expected that the Prince of Wales, as soon as he was appointed Regent, would dismiss the ministers of his father, and take to his councils those men who had long been his most intimate personal friends, and with whose political sentiments he was known to agree; but from some causes, partly declared and explained, and partly only conjectured, he acted otherwise; for as soon as he had been declared Regent, he announced to Mr. Perceval, and through him to the other members of the administration, that he intended to keep them in power, at the same time explicitly declaring, that his sole reason for this, was, his regard for his Royal Father. On the 12th of February, parliament was formally and regularly opened, the speech was delivered by commission, and was supposed to utter the sentiments and feelings of the ministers, rather than of the Regent. In the speech, the reduction of the Islands of Bourbon and Amboyna; the repulse of the

attack, which the enemy had made on Sicily; and the successes which had attended his Majesty's arms in Spain and Portugal, were principally insisted upon: the dispute between this country and America was also alluded to; and an earnest wish expressed that it might speedily be brought to an amicable termination, consistent with the honour of the kingdom, and the entire preservation of its maritime rights and interests. In adverting to domestic concerns, the speech noticed the commercial difficulties, under which the country laboured, and the defalcation of the revenue in Ireland; but as both these circumstances had arisen from incidental and temporary causes, it was to be hoped that the commerce of Great Britain, and the revenue of Ireland, would soon assume and retain their former station. The revenue of Great Britain had been particularly flourishing, even though no new taxes had been imposed, and this was sincere matter for congratulation. The speech concluded with expressing the Regent's anxious wishes, that he might be enabled to restore unimpaired, into his Majesty's hands, the government of his kingdom.

The opposition were placed in rather an awkward and curious predicament, as the Prince was still believed to be attached to them, and as it was even said, that by their advice he had retained his father's ministers, they could not oppose very violently or firmly the address, which was moved in reply to the speech; while, on the other hand, as the speech contained many things that they could not approve, they were disposed to object to it, and as they regarded it entirely as the speech of ministers, they thought they might venture on some opposition without offending the Prince. Accordingly, in the House of Lords, Earl Grosvenor objected to the speech principally on account of the meagreness of its information, and its total silence respecting many important objects; and to the address he objected, because it seemed designed

to pledge the house to a continuance of the war in the Peninsula, while there was not before the house sufficient information, on that head, to enable them to judge of its policy, or of its probable success. Nearly similar topics were insisted upon by Lord Grenville; who also touched upon the negociation with America, expressing his sense of the great importance of the issue, and his hopes that no further opportunity would be neglected of bringing about a thorough reconciliation. The address was defended principally by the earl of Liverpool: he defended the system which had been pursued in the Peninsula, as the best which could have been followed; and on this subject, he had no doubt, he should receive the support of the house, whenever it came expressly and fully before them. With respect to America, he had no hesitation in declaring, that government fully appreciated the value of that connexion; that they were disposed to act towards the United States in the most conciliatory manner; and that there was no political object for which they were more anxious than to establish the fullest and freest commercial intercourse between the two countries, the incalculable advantages of which both knew from experience. It was never the intention of the British government to provoke a contest with the United States. The measures which we were compelled to adopt, were for the purpose of vindicating and asserting our rights;—rights which involved the honour, the security, and the prosperity of the country. If the effects of these measures have incidentally fallen upon the commerce of America, it is not the fault of the British government. It is to be lamented that innocent parties should suffer by the arrangements we were compelled to adopt in defence of our honour and interests; but the sense of that honour, and of those interests, would never have allowed any other course to have been taken.”

When the report of the address was brought up in the House of Commons, some animated discussion

took place. Mr. Whitbread particularly objected to the speech and the address: the state of affairs in the Peninsula, which in them had been represented as so flourishing, appeared to him quite the reverse; and he could not consent to pledge the house and country to a continuation of such a hopeless contest. Mr. Perceval replied to Mr. Whitbread with a good deal of spirit, and no little personal acrimony: several other members spoke, but there was no division.

In the speech, the commercial distress of the country had been adverted to; and, on the 1st of March, the chancellor of the exchequer moved for a committee to consider of the present state of commercial credit in this country: on the 7th of March, the first report of this committee was brought up. It began with stating three points, to which they had directed their attention; 1st. the extent of the difficulties and embarrassments experienced by the trading part of the community: 2d. the causes to which these might be ascribed: and 3d. the expediency with a view to the present and future interests of the merchants and manufacturers, of affording any assistance by parliament. As every thing relating to the commerce of Great Britain is connected with its maritime prosperity, we shall give a brief abstract of the report of the committee. The cotton manufacturers of Glasgow and Paisley had presented memorials to the treasury, which had been followed by a representation from a meeting held in London on the 19th of February: the committee had examined evidence with regard to the facts and statements in these memorials, and they had found them to be substantially true. The general inference to be drawn was, that the principal part of the distress complained of, had arisen from the great and extensive speculations which had been carried on when the South American markets were first opened in the Brazils, to the adventures of the British merchants. Not only had those suffered who had exported goods to these markets, but also most

of those who had received goods from them; these goods consisted chiefly of sugar and coffee, with which the home-market was already overstocked; and, as the Continent of Europe was, in a great measure, locked up, no vent could be procured for them. The committee next adverted in their report to another cause, which might be regarded as connected with, and aggravating the existing distress: *viz.* the extent to which the system of warehousing the goods of foreigners, as well as of native merchants, for exportation, had been carried. The committee concluded with stating, "that the embarrassments experienced were of an extensive nature, and though most severely felt among the manufacturers and merchants in particular trades, yet they were so, in a considerable degree, in some other branches; it, however, did not appear that they existed in the woollen trade to a degree that would justify parliamentary relief. Though many circumstances created a difference between the present period and that of 1793, yet the distress was of such a nature as to render parliamentary relief highly expedient and necessary, and likewise productive of extensive and important benefit; they, therefore, recommended similar provisions as those of 1793, to be adopted in the present case, and that the amount of exchequer bills to be issued should not be less than, or exceed 6,000,000*l.* to be repaid by equal payments, from three months to three months, the first not commencing till the middle of January 1812.

When the report of the committee came before the House of Commons, much objection was made to the plan of relief which they recommended, and which the chancellor of the exchequer, in consequence of their recommendation, declared his intention of following. It was objected to, principally on the ground that it would be ineffectual: the case of 1793, it was contended, was not at all similar: when the stagnation of trade was only the usual consequence of the

commencement of a war; and when circumstances had adjusted themselves to the new state of things, commerce went on in its old and established way: whereas now the stagnation arose from causes, over which we had no control, and which must continue to operate still more powerfully every year, instead of diminishing, so long as Buonaparte was master of the Continent. Mr. Thornton particularly pointed out the difference between the two periods of commercial distress: 1st. in 1793, the paper credit gave way; but now the commercial credit: 2d. then the banks failed; now the mercantile houses: 3d. the most important difference was, that in 1793, the bank of England continued to make its payments in cash. The commercial credit bill was, however, passed by a very considerable majority in the House of Commons; and, in the House of Lords, no division took place on it.

Buonaparte, aware of our commercial distresses, was determined to follow up the system, which had already produced such effects: he, therefore, passed a decree, enjoining every individual, with whom was deposited, in whatever way, any merchandise, capital, or funds in money, appertaining to English commerce, to make declaration of the same to the Imperial Treasury, at the same time, announcing that every individual who should be found to possess enemy's property undeclared, should, besides giving it up, be bound to furnish triple security for its value, in order to answer for the penalties incurred.

The supplies for the year 1811, amounted to 54,508,453*l.*; those of the navy forming nearly one half of them: *viz.* 20,276,144*l.* exclusive of ordnance.

The war between Great Britain and Denmark, ever since the attack on Copenhagen, had been carried on with much bitterness on the part of the latter power, though on a narrow scale: the principal opportunity she possessed of displaying her hostile spirit

was, when our merchantmen or small vessels of war exposed themselves to the attack of her gun boats in the Baltic. A great number of these were constantly employed in this sea, and, under certain circumstances, they came to the attack with great advantage; besides this, the Danes fought with great obstinacy and courage, so that, even when we were victorious, our victory was not obtained without great loss. This year, the Danes resolved to carry on the war against us on a larger scale: the reduction of the island of Anholt had vexed them much, and they resolved to attempt its re-capture. The command of this important island was entrusted to J. W. Maurice, a captain in the royal navy; and, as soon as he learnt that the Danes were making preparations for attacking it, he took immediate measures to repulse them: the works on the island were completed, and piquets were nightly stationed on every part of it, in order to prevent surprise. The force with which the Danes came to the attack was very strong; it consisted of nearly four thousand men, embarked in a numerous and powerful flotilla. On the 9th of March, the piquets made the signal that the enemy were in sight; before Captain Maurice could get to the shore with his troops, the Danes had effected a landing, under the cover of darkness and a fog, and were advancing rapidly and in great numbers. As Captain Maurice was apprehensive that his small force would be out-flanked, he retreated into his batteries, the enemy following as if they were determined to carry them by storm; but a well directed fire of grape and musketry being opened against them, they fell back and sheltered themselves under the sand-hills. The enemy's gun-boats, in the meantime, began to fire on the works, while a body of six hundred men crossed the island to the westward, and took up a protected position on the northern shore; a third body attempted to carry the Massarene battery by storm, but were completely repulsed. They made, however,

another attempt, while the column to the south-east also pushed on, and the reserve appeared on the hills ready to support them. In this critical state of things, the situation of the British was rather alarming, when the commanding-officer of the Danes, while leading on his men with great gallantry, lost his life by a musket-shot. His troops were instantly panic struck; and, suddenly wheeling about, they took shelter among the sand-hills. At this period, Lieutenant Baker, in the Anholt schooner, anchored his vessel with great skill and gallantry, on their flank, and opened upon them such a well-directed fire, as greatly increased their alarm and confusion. The Danes could now neither advance nor retreat, but were compelled to surrender unconditionally. There were, however, still another body of men, whom it was necessary to attack; and against these, Captain Maurice advanced: as soon as they learnt the fate of their companions, they sought permission to embark without molestation; but, this being absolutely refused, they also laid down their arms, and surrendered themselves prisoners of war. The body of reserve still remained; but before Captain Maurice could arrive where they were, they had formed themselves on the beach, under the protection of fourteen gun-boats, towed close to the shore. As Captain Maurice had only forty men and four howitzers with him, he deemed it unsafe to attack the enemy, who re-embarked unmolested.

In this most gallant and successful defence of the island, there were only two killed and thirty wounded on the side of the British, while the enemy suffered very severely; between thirty and forty of their dead were buried by the conquerors, and twenty-three very severely wounded, were received into the hospitals.

Another gallant exploit was performed against the Danes on the 3d of August: four of their gun-boats were lying on the Danish coast, at the isle of No-dor-nay: these were attacked, boarded, and carried, not-

withstanding a tremendous fire by the boats of the squadron which was lying off Heligoland: our loss on this occasion was four killed and fourteen wounded.

The coasts of France were also the scene, this year, of several very brilliant and successful exploits by our cruisers and ships of war. Buonaparte, in order to inspect his maritime preparations, and especially the building of his ships of the line, visited the coasts of his empire; during this excursion, he came to Boulogne, where he seemed determined, by his presence, to animate his gun-boats to an attack of the British vessels off that port. The *Naiad* frigate was at that time cruising off Boulogne: and, on the morning of the 20th of September, Captain Carteret, who commanded her, observed a great bustle among the enemy's flotilla, which were moored along shore under the batteries: from the nature and degree of the bustle, he concluded that some great affair was in preparation. He knew that Buonaparte was in Boulogne; and about noon, he, accompanied by several of his officers, was seen in a barge, proceeding along the line of the flotilla to the centre ship; as soon as he reached this, the Imperial standard was hoisted, and, on his departure, it was pulled down again. Buonaparte next gave orders, that seven praams, each carrying twelve long twenty-four pounders, and one hundred and twenty men, should take advantage of the flood-tide, and attack the *Naiad*. Captain Carteret awaited the attack at anchor, with springs on his cables. The enemy came up successively within gun-shot, then gave their broadsides and tacked; they were afterwards joined by ten brigs, all of which followed the same mode for nearly two hours: at the end of this time, the *Naiad*, which had suffered but little, stood off for the purpose of setting to windward, in order that she might close with the enemy; but, before she could effect this, it fell calm, and the flotilla returned under the batteries to the eastward of Boulogne.

In the course of the night, the armed brigs *Rinaldo*, *Redpole*, and *Castilian*, with the *Viper* cutter, came to the assistance of the *Naiad*; and, in the morning, they perceived that the enemy intended to renew the attack; for this purpose, their flotilla, consisting of seven praams and fifteen smaller vessels, weighed and stood out. As Captain Carteret was convinced that they only meant to fire upon him at a distance, he ordered the *Naiad* to be got under weigh, and worked well to the windward, along with the armed brigs and cutter. His next object was, to draw the enemy gradually from the shore, which he did, by lying-to on the larboard tack: the enemy were thus enticed to a considerable distance; but, beginning to perceive the object of Captain Carteret, the French admiral tacked, and stood in again. As soon as Captain Carteret observed this, the English squadron bore up with the greatest rapidity, under a press of sail, not returning the enemy's fire till they got within pistol-shot; then they opened such a constant, heavy, and well-directed fire, as soon threw the flotilla into confusion. Captain Carteret directed his principal and most anxious attention to the praam, on board of which, the French admiral was; but the admiral was aware of his danger, and, instead of meeting it, and setting an example of firmness and bravery to his followers, he pushed under the protection of the batteries with so much rapidity, that the *Naiad* could not overtake him. One praam, on perceiving the danger of the admiral, had stood on to his support; and, against her, Captain Carteret ordered the *Naiad* to be steered, since he could not reach his principal object: she was not so fortunate as the admiral's praam; for the *Naiad* succeeded in running her on board, and, after an obstinate resistance, she was compelled to surrender. There were in her one hundred and twelve men, of whom, sixty were soldiers of the line. The rest of the flotilla were completely defeated, and put to the rout, but they succeeded in gaining the protection

of the batteries, though in a very shattered and disabled state.

On the 19th of August, his Majesty's sloop *Hawke*, Captain Bouchier was cruising off the coast of Normandy, when he discovered a convoy of French vessels; although they were under the protection of three armed brigs and two large luggers, he resolved to attempt their destruction or capture. After a very severe and obstinate engagement, fifteen sail of the convoy, two of the brigs, and two of the luggers, were driven on shore: several of the others had surrendered, when, unfortunately, the *Hawke* took the ground, by which circumstance, they were enabled to escape. As soon as the *Hawke* was got off, Captain Bouchier resolved, if possible, to complete his enterprise; he, therefore, manned his boats, and sent them to destroy or bring off the vessels which had run on shore; and, notwithstanding a heavy fire of musketry from the beach, he succeeded in bringing off a national brig and three large transports: the rest were so utterly broken up, that they could be of no service.

These enterprises on the coast of France increased the dread which the enemy entertained of the bravery of British seamen; and the following enterprise proved that to bravery, British seamen could unite stratagem, when it was necessary. His Majesty's ship *Diana*, Captain Ferris, and *Semiramis*, Captain Richardson, were off the mouth of the river Garonne, when four vessels, under the protection of an armed brig, were observed, on the inside of the shoals, at the mouth of the river. Captain Ferris immediately ordered the frigates to be disguised, which was done so effectually, that pilots were sent out to conduct them over the shoals, on the supposition that they were French. By the assistance of these pilots, they came to anchor between the Corduan lighthouse and Ryan, on the evening of the 24th of August; they were still nearly four miles from the convoy, and the boats

were employed to capture or destroy it: they succeeded in capturing and bringing them out. In the meantime, Captain Ferris, his vessel still being disguised, attacked the national brig and another that was stationed for the protection of the river; before he began this enterprise, however, the post-captain who commanded one of the brigs, came on board the *Diana*, supposing she meant to proceed farther up the river, offering his services; nor did he discover his mistake till he was ascending the quarter-deck. The *Diana* succeeded in taking the brig which lay nearest the mouth of the river; she proved to be the late English gun-brig *Teazer*, mounting twelve eighteen-pound carronades, and two long eighteen-pounders, with eighty-five men. Captain Richardson, in the meantime, was not idle; he drove on shore, and burnt, under the enemy's batteries, *Le Pluvier*, of sixteen guns and one hundred and thirty-six men. After these transactions, finished with so much spirit, the frigates, with their prizes, left the *Garonne* in perfect safety.

The Mediterranean and adjacent seas were the scenes this year of several actions, which deserve to be recorded. That of Captain Hoste and his brave companions deserves the first notice. On the 13th of March, five frigates and six smaller armed vessels, belonging to the enemy, sailed from Ancona with five hundred troops, in order to reinforce the garrison, in the Isle of Lissa: they were soon afterwards discovered by Captain Hoste, lying-to off the north point of that island. Captain Hoste at this time had under his command, a small squadron, consisting of the *Amphion*, *Active*, *Cerberus*, and *Volage*. The French commodore, Mons. Dubordieu, trusting to the superiority of his force bore down in two divisions to attack the English squadron: Captain Hoste had taken his measures to receive him, having formed his squadron into close line. At nine o'clock in the morning the action began, by an attempt, on the

part of the French commodore, to break the English line, but failing in this attempt, he endeavoured to manœuvre in such a manner, as to get round the van-ship of the English, and thus place her between two fires: here also he was foiled, for his reception was such, that his own vessel became utterly unmanageable, and went on shore on the rocks of Lissa. The rest of the French squadron were not dismayed by the fate of their commander; they still kept up the action with great spirit, but with no better success, for two of them were compelled to strike their colours; the remainder now endeavoured to seek safety in flight, and, being to windward, they hoped to effect their purpose. But the English squadron, notwithstanding it was considerably disabled, pursued them, and getting up with the sternmost, she surrendered. The other two frigates now crowded still more sail for the Port of Lessina, while the convoy dispersed in different directions. In this engagement, so honourable to the British, the French commodore's ship, *La Favorite*, of forty-four guns, was burnt, himself being killed in the engagement: the *Corona*, of forty-four, and the *Bellona*, of thirty-two guns, were taken; another frigate, the *Flora*, of forty-four, had actually struck her colours, but she afterwards took advantage of a favourable opportunity, and escaped. The loss of the English was fifty killed and one hundred and fifty wounded.

In the month of April, Captain Barrie, of the *Pomona* frigate, in company with the *Unitè* frigate, and the *Scout* sloop stood into the Bay of Sagone, in Corsica, with an intention of attacking a tower and battery, which protected the bay, and under which, some French vessels were lying. As, however, the enemy were prepared, Captain Barrie altered his plan, and, causing the ships to be towed in, he commenced an attack on the French vessels; and, after a severe cannonade of an hour and a half, the two larger of them were set on fire, and the flames communicating

to a third, they all blew up, and by the explosion, the tower and battery were destroyed.

In July, Captain Clifford, of the *Cephalus*, compelled a convoy of twenty-two sail, to take shelter in Porto del Infreschi, on the coast of Calabria; and immediately communicated the circumstance to Captain Napier, of the *Thames*, who in conjunction with Captain Clifford, undertook their destruction or capture. At five o'clock in the evening of the 21st of July, they arrived off the port, and loosing no time, they immediately entered it and came to an anchor: a line of gun-boats was moored across the mouth of the bay, for the protection of the merchantmen, these were soon silenced; and then a body of marines was landed, which took possession of a tower and eighty men which formed its garrison, although musqueteers stationed on the adjacent hills, kept up a constant and heavy fire. In the mean time, the boats which had been dispatched from the frigates, took possession of the whole of the convoy, and in less than two hours, without a man killed, and only five wounded, the ships were under weigh, with their prizes.

Three of the enemy's gun-boats, each carrying an eighteen-pounder, and having on board thirty-two men, were moored in the month of October, under the walls of a strong fort, near Positano, in the Gulf of Salerno. This circumstance coming to the knowledge of the Hon. Captain Duncan, who commanded the *Imperieuse* frigate, he determined to attack them. The enemy did not long stand the attack, but fled from their guns, and took shelter in a fort: one of the gun-boats was sunk, and Captain Duncan then endeavoured to dislodge the enemy from the fort: this, however, he could not accomplish by the fire of the frigate: he, therefore, landed a party of marines, who forced their way into the battery, though it was defended by treble their number, and put the enemy to flight: the guns were then thrown into the sea, the magazines destroyed, and the remaining gun-boats were brought off.

In the Adriatic, Captain Gordon, in the *Active*, in the month of July, captured and destroyed a considerable convoy of the enemy: they had taken shelter above the island, on which the town of Ragosnoza stands, in a creek on the main land: the entrance to this creek was narrow, and protected by three gun-boats. Captain Gordon, therefore, detached the boats from his ship on this enterprise, under the direction of Lieutenant Henderson: this officer, on approaching, perceived that the creek was commanded by a hill, of which he resolved to obtain possession; he, therefore, landed the marines, directing the boats to push for the gun-boats, the moment he should make a signal from the hill. This mode of attack completely succeeded; the whole convoy was seized, eighteen of which, and the gun-boats were brought away, and ten burnt. Only four of the British were wounded on this occasion, and none were killed.

The plan for reducing the colonies of the enemy in the East Indies, was carried on this year with great spirit and success. As soon as the islands of Amboyna, Banda, Bourbon, and France, were captured, Lord Minto turned his attention to the island of Java, and resolved to proceed himself on this expedition. Sir Samuel Auchmuty had the command of the land forces, and Rear-admiral Stopford, of the ships employed on the occasion. The Dutch were commanded by General Jansens, and as they had gained intelligence of the threatened attack, and were, accordingly, prepared, a formidable and protracted resistance was anticipated. The city of Batavia, however, was delivered up without resistance, by the burghers, the Dutch general having retired with his army up the country to Cornelis: here three thousand of his best troops were posted, defended by strong works. The British under Colonel Gillespie attacked them, and drove them in at the point of the bayonet: the main work was still in possession of the enemy, and they

had entrenched and guarded it by several redoubts and a numerous artillery. On the 26th of August, it was determined to carry this position by assault; and the enterprize being conducted in a most gallant manner, completely succeeded. The slaughter of the enemy was very great, and nearly five thousand of them were taken prisoners.

General Jansens succeeded in escaping with part of his troops to Samarang, and a body of troops were embarked on board the fleet for the purpose of attacking him there; but just as the attack was about to commence, it was discovered that he had again fled, and retired to a position on the road to Solo, the residence of the emperor of Java. As soon as Samarang was taken possession of, Admiral Stopford sailed with some ships for the harbour of Sourabaya. General Jansens was then attacked with such success, that he proposed terms of capitulation, which after some delay were acceded to, and thus the whole island of Java came into the possession of the British.

The disputes between Great Britain and America still continued, and a circumstance occurred this year, which it was feared would have produced actual warfare. The Americans, highly indignant at our ships of war for searching their merchant vessels, had given instructions to their frigates to resist it. On the 16th of May, about fourteen or fifteen leagues from Cape Henry, Captain Bingham, of his Majesty's sloop of war, the *Little Belt*, discovered an American frigate: he immediately gave chase, and he soon ascertained that the other vessel was bearing down upon him. Captain Bingham then hauled his ship to the southward, and the American frigate, which was the *President*, commanded by Commodore Rogers, followed in the same track. The latter gained fast on the *Little Belt*, and Captain Bingham now perceiving the American flag, brought to, and hoisted English colours: at the same time, to prevent surprise, the guns were

double shotted, and every preparation made for battle. Commodore Rogers, according to his own account, not being able to ascertain to what nation the other vessel belonged, took a position to windward of her, and about a quarter past eight got within hail. In these particulars both parties are entirely agreed; but they differ much in their account of the subsequent events. Captain Bingham thus relates them: "I hailed and asked what ship it was, he repeated my question; I again hailed and asked what ship it was, he again repeated my words, and fired a broadside, which I immediately returned." On the other hand, Captain Rodgers says, "I hailed what ship is that? to this enquiry no answer was given; but I was hailed by her commander, what ship is that? After a pause of fifteen or twenty seconds, I reiterated my first enquiry, and before I had time to take the trumpet from my mouth, was answered by a shot, that went into our main-mast." Commodore Rodgers further states, that, while he was giving an order to fire a shot in return, a shot was fired by the second division of his ship, which was immediately returned by three others in quick succession by the *Little Belt*, and soon afterwards by his whole broadside. The action now became general, and after it had lasted about three quarters of an hour, a suspension took place, the hailing was repeated, the ships recognized each other, and parted during the night. In the morning, the American captain sent a message on board the *Little Belt*, lamenting the occurrences, and offering Captain Bingham every assistance. This, however, was declined. In this unequal contest (the *President* mounting forty-four guns, and the *Little Belt* only eighteen) the latter had thirty-two killed and wounded.

There can be little doubt that this action was brought on entirely by the fault of the American commodore: it was by no means likely that Captain Bingham would provoke or seek an engagement

with such a superior force, especially, as no object existed which could prompt him to it. Commodore Rodgers was brought to a court-martial, and honourably acquitted; and the conduct of Captain Bingham was also approved of; the government of the two countries seemed disposed to pass over the business in a quiet manner. The British government, in order to prove that it still was anxious for an amicable adjustment, notwithstanding the dismissal of Mr. Jackson, and the affair of the Little Belt, sent out Mr. Forster to the United States, as envoy extraordinary and plenipotentiary. A long correspondence took place between him and Mr. Monroe, from which it appeared that our orders in council were the principal obstacle to the renewal of friendly intercourse between the two countries.

We lost several ships this year by stress of weather; on the 19th of November, the *Saldanha*, Captain Pakenham, sailed from Cork, to cruize off Lough Swilly, and afterwards proceeded on a cruize to the westward. On the 3d of December, a hard gale of wind came on, which increased on the 4th, and in the evening and night of that day, it blew a complete hurricane. About ten o'clock at night, the inhabitants of Rathmelton, observed through the darkness and the storm, a light passing rapidly up the harbour, the gale then blowing nearly right in. It was supposed this light was on board the *Saldanha*; for when day light broke, a ship was discovered completely wrecked in Ballymastaker Bay, on the west side of the harbour. Every soul on board had perished. The *Saldanha* was a new frigate, and one of the finest in the British navy, she had nearly three hundred men on board.

In the German ocean a still more dreadful loss was sustained. The *Hero*, of seventy four guns, Captain Newman, with the *Grasshopper* sloop, Captain Fanshawe, sailed from Wingo sound, with a convoy of one hundred and twenty sail, and the *Egeria*, and

Prince William armed sloop : a dreadful gale soon afterwards came on, which dispersed the convoy. In a heavy squall of snow and wind, the Grasshopper got upon a sand-bank, over which she fortunately drifted into deep water ; and after encountering great danger, she was carried into the Texel, and her crew made prisoners. The Hero was not so fortunate : in the night of the 24th of December, she was observed firing guns of distress, and burning blue lights ; and when day-light broke, she was lying on her beam ends, on the Haak sand, near the Texel island, completely dismayed : the crew, in this state, had all taken refuge on the poop and forecastle. A flag of truce was hoisted, and a gun fired ; on this, some vessels attempted to go out from the Texel to her assistance, but the flood tide, and the violence of the wind obliged them to return : shortly afterwards she went to pieces, and all on board perished.

Still further and greater calamity awaited the British navy this year. Admiral Reynolds, on board the St. George, of ninety-eight guns, had charge of the Baltic convoy : in consequence of dreadful gales of wind, while they were yet in and near the Belt, several of the merchantmen were driven on shore, and fell into the hands of the Danes ; and the St. George was obliged to cut away all her masts. In this condition she was taken under the care of the Defiance, of seventy-four guns, Captain Atkins, and they were proceeding on their voyage homewards. when on the morning of that day (the 24th of December), which had proved fatal to the Hero, they were both stranded on the western coast of North Jutland. The Defiance first run on shore : and in less than half an hour afterwards, went entirely to pieces ; all her crew were lost, except five seamen, and one marine, who got on shore, in a most exhausted state, on part of the wreck. As soon as the fate of the Defiance was observed, the St. George immediately let go her anchor, but while she was in the act of bringing up, her stern

took the ground. No assistance could be given from the shore; and all the boats which were hoisted from the ship, were driven from her, before the men could get on board of them, except one, into which twenty of the crew got, but it had scarcely left the ship's side, when it upset, and all perished. On the afternoon of the 25th, the admiral, the captain, and more than five hundred of the crew, were lying dead beside one another, on the quarter-deck, having perished through cold and fatigue: at this time eleven of the crew contrived to get on shore, on pieces of the wreck. Fifty still remained on board, alive, and their cries were heard till it was dark: in the night they all perished.

On board the *Defiance* and the *St. George*, nearly fourteen hundred men perished; so that, including those who perished in the *Hero* and the *Saldanha*, more sailors were lost this year to the British navy, by the fury of the elements, than have fallen in some of our most glorious engagements.

The loss of the *St. George* is attributed to the previous loss of her masts; but she was too long in the Baltic; at that season, ships of her size cannot be safe in that narrow and tempestuous sea; besides, it is said, that the *Defiance*, *St. George*, and *Hero*, committed a fault in not standing over to the British coast, immediately after having cleared the Scager Rack, a course which merchantmen from the Baltic uniformly pursue.

We shall conclude our account of the naval events of the year 1811, with some miscellaneous narrations of interest and importance. About the middle of February, the *Franchise*, which was convoying a fleet of transports, in the Channel, while in the act of wearing, unfortunately ran down the brig *John and Jane*, William Wishart, master, with two hundred and nineteen of the eleventh regiment on board, fourteen of her crew, fifteen women, and six children; in all two hundred and fifty-four; out of which, there

were saved only Ensign Duff, and twenty-two of the troops, Mr. Wishart, the master, his mate, and six of the crew; making in the whole, thirty-one saved, and two hundred and twenty-three drowned. The following account of this melancholy transaction is given by a survivor in the transport.

“ I was officer of the middle watch, which in consequence of the state of the weather, and of an order on the subject, had not been turned up. I was in bed, undressed, but not asleep (about three o'clock in the morning of the 21st) when I was alarmed by the report of a gun from the commodore's ship, the *Franchise*, Captain Allen. The report was so loud, that I knew she must be very near us. I ran on deck nearly naked, and found our vessel standing on her larboard tack, with part of the crew aloft reefing the sails, the wind blowing a violent gale. At the same time, seeing the *Franchise* running down upon us so very fast, as convinced me of our imminent danger, I ran below, to alarm my brother officers, all of whom were in bed. I returned upon deck immediately after the *Franchise* had struck our vessel, nearly a midship, almost dividing her. Those below joined me in a few moments, with the exception of Captain Grigby, who was prevented perhaps, by the rushing in of the water. The attempt to describe the scene that now presented itself, or the horror of our situation, at this awful moment, would be in vain. The melancholy pleasure of recording the heroic constancy and resolution of my companions, alone is in my power. This last and well-deserved tribute to their memories, may, in some degree soften the distress of their friends, and afford a slender consolation for their loss. Each officer appeared perfectly calm and resigned to a death, then appearing inevitable to all. After shaking hands, and mutually promising, if surviving, to acquaint their respective relations with the fate of their friends, they recommended themselves to God, and each prepared to meet his

destiny. A moment after, a second stroke from the Franchise, separated the transport, and with the greatest difficulty, after succeeding in fastening a rope round me, I was dragged on board the frigate, where I immediately fainted, and never after saw the wreck. The remaining officers and men (twenty-two of the latter only excepted) found a watery grave. Before I close this melancholy narrative, I should do justice to the uncommon devotion of Mrs. Donovan, wife of J. Donovan, of the third company. She had got upon deck with her child in her arms, and seeing the impossibility of being saved, insisted upon her husband, who had declared he would stay by her, to leave her and take care of himself. I am also bound to return my most grateful thanks to the officers and ship's company of the Franchise, who all exerted themselves to save us, in a manner far above my praise."

On the 13th of October, the Adamant, Captain Hedley, left Prince Edward's Island, with a cargo of timber. On the 19th, a violent hurricane arose, and the ship unfortunately upset, remaining for twenty minutes with her masts in the water; at last, she righted in part, the lee-edge rising above the water, while the larboard gun-wale was quite under. In this state, the sea made a clean passage, not only over her, but through the cabin, and down the hatchways, and washed all the provisions out. The crew, consisting of thirteen men and boys had fastened themselves to different parts of the ship, and had nothing to subsist on, but a little raw beef, two ounces of which were allowed to each person per day, and a small quantity of rum. As the water casks had been all stove, they were under the necessity of drinking their own urine. On the 23d, four of the crew had perished, and were thrown into the sea; the next day, the ship drifted in sight of land which proved to be Sable Island; and soon afterwards struck on the outer bar, where she lost her rudder, but did not

go to pieces. In this situation she continued for two days, during which, four more of the crew perished. On this island there were only eight people, who as soon as they saw the fate of the ship, endeavoured to assist her, as much as lay in their power; but before they could do any thing, they were obliged to bring a boat in a cart across the island. As soon as they had succeeded in getting out the survivors, they conveyed them to a house, and very prudently gave them at first, only milk; in a week they recovered their strength, but they had not an opportunity of leaving the island for seven months.

Extremely boisterous weather was experienced in the beginning of October, on the south-west coasts of England: during one of the gales of wind, a brig was observed in great distress between Portsmouth and Haile; soon after she was discovered, she went on shore to the Eastward of Haile bar: she had scarcely struck, when the captain, the mate, and two boys were washed overboard and drowned. There were only two more on board, who were observed by the persons assembled on the beach, to get one into the fore-mast, and the other into the main-mast: the latter falling into the sea, and carried the man with it. "Just at this time, a native of St. Ives, who was a very expert swimmer, stipped on the beach, and to the astonishment of all present, resolutely plunged into the waves, then going mountains high, carrying with him the end of a rope, which he proposed to fasten round the men, and thus enable the persons on shore, to extricate them from their perilous situation. This intrepid and humane individual had nearly reached the vessel, when the end of the rope slipped from him, and he was seen for some time endeavouring to gain the wreck of the main-mast, to which the almost drowned mariner still clung. At length he reached it, and as each wave washed over them, he was seen cheering the poor fellow, by clapping him on the shoulder. On seeing the danger to which

all three were exposed, a young man of Haile, named Burt, in opposition to the entreaties of his father, who trembled for the safety of his son, braved the fury of the storm, plunged into the billows, and providentially succeeded in conveying the rope to the first adventurer, who immediately fastened it round the almost exhausted sufferer on the main-mast; and having also fastened to him a rope from the ship, he was drawn on shore by the people on the beach. The other seaman on the foremast was got on shore in the same manner, and lastly their intrepid deliverers."

In the annals of the British navy, there are many instances of captured ships being re-taken, by the resolution and bravery of the prisoners. The following deserves to be recorded, as affording an example of truly British conduct, in a boy of about thirteen years of age: The *Fame*, a merchant vessel, belonging to Carron, in the Firth of Forth, on her voyage from London to Arbroath, was captured on the 25th of Oct. at one o'clock in the afternoon, off Shields; the vessel which took her, was the French privateer *Grand Fury*, of sixteen guns, four only of which were mounted and seventy-five men: six Frenchmen were put on board the *Fame*, and all her own crew taken out, except an old man and a boy: the Frenchmen were directed to carry her to a port in France; but on the day after she was captured, a strong gale came on from the south-east, which drove her out of her course, to the northward: the wind soon afterwards shifted to the north-east, and blew with increasing violence. The vessel was now nearly unmanageable, and drove into the mouth of the Firth of Forth. Neither the Frenchmen, nor the old man were acquainted with the navigation of this Forth, and, indeed, scarcely knew where they were; nor would the boy have ascertained the situation of the ship (as the compass was rendered useless for want of candles, which had been either all expended, or thrown overboard, and the vessel

was driving before the wind, without any attempt to steer her) had it not been for the light on the small island of Inch Keith. As soon as the boy descried this, he knew that the vessel was in the Firth of Forth, and he was permitted by the Frenchmen, to take the command and direction of her: he steered directly up the Forth, and as he passed the Rebecca, which was lying at anchor in St. Margaret's Hope, he hailed her, that he had six French prisoners on board, and demanded assistance, in order to get them secured. At first, they thought he was not in earnest, but on his repeating his statement and demand, a boat was sent off from the Rebecca, and the moment that it reached the Fame, the boy seized the Frenchmen's pistols, which he claimed as his right by conquest, and would not give them up to the Rebecca's crew. The prisoners acknowledged that the boy was an excellent steersman, and that he alone was the means of saving their lives, as well as the vessel and cargo.

Our readers we trust will pardon us for inserting the following, though not strictly within the scope of British naval history. In the month of July, the Brig Traveller, arrived at Liverpool, from Sierra Leone; she was the first vessel that ever reached Europe, entirely owned and navigated by negroes: she was owned and commanded by Paul Cuffee, the son of Cuffee, a negroe slave, imported into America. Her mate, and all her crew were negroes, or the immediate descendants of negroes. The captain was a citizen of the State of Massachusetts; where his wife (a negress) and six children resided. "When Captain Cuffee's father died, he left a family almost unprovided for, but he laboured hard to support them. He began trade in a small boat, and after a while, almost by himself, built a larger vessel, in which he worked some years with assiduity. Having met a person wishing to impart some knowledge of navigation, his ideas were enlarged, and with his prospects, he enlarged his efforts to succeed. Happily for him and his

family, his mind received religious instruction from the Society of Friends, and he attached himself to that respectable body, adopted their dress and language, and became a very respectable member of that community. When Mr. Clarkson's History of the Abolition of the Slave Trade fell into his hands, it awakened all the powers of his mind to a consideration of his origin, and the duties he owed to his people. With a view of benefiting the Africans, he made a voyage to Sierre Leone, and with the same object, he came to England." His countenance was agreeable, and his physiognomy interesting. As soon as he had transacted his business at Liverpool, he proceeded to London, for the purpose of conferring on his favourite topic, with the directors of the African Institution.

1812. As the Prince Regent had expressly declared that he had retained in office his father's ministers, solely from respect to his father, and not because he approved of their characters or measures, the public naturally expected, that when the restrictions expired, and when, of course, the probability of the king's recovery would be greatly diminished, he would dismiss the ministry, and take to his councils the friends of his youth, and those with whose sentiments on national affairs, he was always supposed to have coincided. Before, however, Mr. Perceval and his colleagues had been many months the Prince Regent's ministers, it began to be whispered, that by some means or other, they had succeeded in removing, in a great measure, his antipathy to them; and it was soon evident that this was the case; for the opposition were no longer loud in their praises of the Prince's conduct, and he himself no longer received and treated them with his usual affability and confidence.

The change in the opinions and conduct of the regent was so palpable and great, long before the period for taking off the restrictions arrived, that the public no longer looked forward to the removal of

Mr. Perceval and his colleagues. As the restrictions were to be taken off in February 1812, parliament assembled on the 7th of January. The regent did not open it himself; but in the speech which was delivered by commission, all those topics were touched upon, which might have been expected in a speech from his Royal Father. The war in the peninsula was spoken of in terms of high admiration; and the prosecution of it with vigour recommended to parliament; the capture of the Islands of Java, Bourbon, and Mauritius, were next introduced; and it was justly remarked, that, "by the completion of this system of operations, great additional security had been given to the British commerce and possessions in the East Indies, and the colonial power of France had been entirely extinguished." The difference between Great Britain and the United States of America was next adverted to, and the regent assured parliament that he would continue to employ such means of conciliation as might be consistent with the honor and dignity of his Majesty's crown and with the due maintenance of the maritime and commercial rights and interests of the British empire.

In the House of Lords, the address was carried *nem. con.*; though Lord Grenville objected to several parts of it, especially to the orders in council, which, he contended, had injured ourselves, while they had benefited the enemy; as, however, this topic would come before the house in a more regular shape, he should reserve what he had to say till that occasion.

In the House of Commons, Sir Francis Burdett contrived to move an address before Lord Jocelyn, who had been appointed by ministers to move one, could catch the eye of the speaker; the address of the baronet went directly in opposition to nearly the whole of the speech; but he was the only person who divided for it.

It was soon apparent, that the opposition intended

to make their great stand against ministers, on the orders in council; and the case which they hoped to make out was very strong. In consequence of the stoppage of all intercourse between this country and America, most of our manufactures were completely at a stand; the manufacturers had nearly all their capital locked up in goods which they could not dispose of; and the people whom they used to employ were nearly starving. Petitions representing this state of things came into the House of Commons from all the principal towns or districts, where the cotton and hardware manufactures were carried on. When these petitions were read, Mr. Perceval contended that the poverty and misery of the manufacturing classes were very much exaggerated: that bad as they were represented to be, they would have been worse, but for the orders in council; and that if these orders were repealed, their condition would not be bettered, as America would not be contented with the repeal of them, but would still persevere in excluding our manufactures, unless her other demands were complied with; that these demands were of such a nature, that no situation of misery at home could justify the British government in yielding to them. At first the language and tone of Mr. Perceval were very decisive and peremptory; but as the petitions became more numerous and urgent, and as they were supported by several members in the House of Commons, who generally voted with ministers, he at length yielded, and agreed that a committee should take them into consideration, and to examine witnesses on the subject.

The great points which the opposers of the orders in council wished to establish were, that manufactures were at a stand; that great misery existed in consequence; that the cause of the extinction of the manufactures, and the consequent misery was, the exclusion of our goods from the United States; that this market took off a very large proportion of our manufac-

tures ; that when it was shut, no other market was of any great moment ; that if it were open, trade would revive, and misery appear ; that the market of the United States was shut in consequence of the measures of our government, especially the orders in council. The ministers nearly conceded all these points, though not to the extent insisted upon ; for they denied that America took off such a large proportion of our goods ; and they maintained that other markets might be found : they also contended that the misery of the manufacturing classes was greatly exaggerated, though they did not deny that much misery existed ; this misery, and this want of trade, they were willing to remove, if it could be done consistently with the honour and the interests of the country at large. But when the two parties came to the remedy for the evils, there was great difference of opinion. The petitioners maintained, that the rescinding of the orders in council was the simple, the only, and would be an immediate, and effectual remedy : that as soon as they were rescinded, the American government would renew the commercial intercourse ; when called upon for their reasons for this belief, they referred to the declarations of the American government, which had always held out the orders in council as the main cause of their hostile measures ; they referred also, to letters which they had received from their correspondents in America, who were so confident that on the rescinding of the orders in council, the intercourse would be renewed, that they had desired goods to be shipped to any amount, the moment the British government had agreed to this measure. Ministers on the other hand contended, that America would not be satisfied with the repeal of the orders in council ; that though she had objected to these, there were other points, which could not be conceded, that she had also objected to ; that, therefore, it would be worse than useless to repeal the orders in council, since, if after their repeal,

America still continued hostile, they must be re-enacted; and in the mean time, our manufacturers, acting on the idea that America would be satisfied, would be injured to a great amount. A middle party, between the opposition and the ministers, though they were not so sanguine as the former, with respect to the beneficial consequences from the repeal, yet thought the measure should be tried, in order to shew our manufacturers, that government wished to better their situation, if possible, and to give the Americans a fair and honourable opportunity of adjusting their differences with this country.

The examination of witnesses respecting the effects of the orders in council on our manufactures, and the probable consequences of their repeal, had gone on but a very short time, when an event took place, which completely absorbed the thoughts and feelings of the nation. Mr. Perceval was shot in the lobby of the House of Commons, by a madman who considered himself aggrieved with respect to a petition, which he had presented, for losses he had sustained in Russia. Alarm and apprehension at first spread over the whole nation; and some thought that the agitation of the question, respecting the orders in council, had produced this dreadful catastrophe; this idea, however, was totally unfounded. Several weeks elapsed after Mr. Perceval's death, before a new ministry were appointed; for Lord Liverpool, and the rest of his colleagues were voted by the House of Commons incompetent. The regent endeavoured to form an administration through the medium of the marquiss of Wellesley, and Lord Moira, comprehending men of all parties; but these efforts failing, the Earl of Liverpool and his colleagues were again appointed, and the House of Commons gave them their support.

It was soon evident, that the death of Mr. Perceval had produced a wonderful change in the sentiments of ministers; the leading feature of Mr. Perce-

val's character, was firmness, approaching to obstinacy; Lord Liverpool, on the other hand, seemed disposed to yield every thing. The repeal of the orders in council was no longer opposed with the same violence it was before; but though ministers actually repealed them, it was done not in the most gracious or frank manner; the principle upon which they had been first enacted was still maintained, even in the paper by which they were repealed, and recourse to them was threatened, if the Americans should prove obstinate. We shall afterwards see what was the conduct of America, and then enquire, whether the advocates for the repeal, or those who opposed it, were justified in their opinion by the result.

On the 17th of January, Mr. Yorke, the first lord of the Admiralty proposed, that the number of seamen should be the same as last year; *viz.* one hundred and forty-five thousand seamen, including thirty-one thousand four hundred marines; the following sums were voted for the service of the navy; 3,345,875*l.* for thirteen months pay for the one hundred and forty-five thousand seamen; 4,453,000*l.* for provisioning them; 3,675,000*l.* for wear and tear of ships, and 659,750*l.* for the ordnance of the navy. On this occasion, Mr. Whitbread enquired into the causes of the loss of the *Hero*, and the *Defiance*, and *St. George*. Mr. Yorke, in reply, stated, that the loss of the *Baltic* convoy was entirely owing to the accidents of the wind and weather; the loss of the *Hero* was owing to a fault in the navigation, in not making allowances for the currents prevailing in those seas. With respect to the *Defiance* and *St. George*, after the former was sunk, the latter was driven on shore, but in the expectation that she would be able to weather the storm, the admiral did not shift his flag. The Admiralty had issued orders, that no ships should remain in the North Seas, after the 1st of November, but the weather had prevented the convoy from leaving till the 17th of that month.

On the 21st of February, in a committee of supply Mr. Yorke, after stating that the sum for the navy estimates would be 500,000*l.* less than last year, moved, that a sum not exceeding 1,038,514*l.* be granted for contingent expences of the Admiralty board. In reply to some observations, Mr. York expressed an intention to unite the duty of the school-master, to that of the chaplain; to increase the pay to 200*l.* a year, with a pension of five shillings a day after they had served ten years, to continue till they had obtained church preferment to the amount of 400*l.* per annum. In regard to the enemy's force about which he had been questioned, he said they would have twenty-five sail in the Scheldt, in the course of next summer, and thirty-five sail in the North Seas; they were also building ships at Toulon, in the ports of Italy, and in the Mediterranean.

Till the war broke out between Great Britain and America, few naval events occurred this year; and, of these few, only the following deserve our particular attention. About the end of March, Captain Harvey, of the *Rosario*, while cruising off Dieppe, observed a flotilla of the enemy, consisting of twelve brigs and one lugger, standing in shore: he immediately endeavoured to cut some of them off; but the commodore and the rest bore up to support them, and as the strength of the *Rosario* was not equal to the whole of them, he stood off to a brig, which was in the offing. This brig proved to be the *Griffon*, Captain Trollope, who joined in the attack on the flotilla: as soon as ever they began to harass the enemy's rear, they endeavoured to gain Dieppe, under a press of sail; but the British ships, by this time, having got sufficiently far to windward, ran into the very midst of the flotilla, and drove two of them on board each other; as soon as this was done, another was attacked and driven on shore; they thus proceeded with several of the remainder, till only two remained to leeward. The *Rosario* ran up to her, laid her on

board, and captured her. The Griffon gave chase to the remaining brig, and ran her aground near St. Aubin, under a very heavy fire from the shore. Some vessels of the enemy were seen anchoring close in shore; against these, Captain Trollope now directed his efforts, and in the most gallant and skilful manner laid one of them on board, cut her cables, and stood out under the fire of the batteries, and the other brigs. The whole of this spirited business was effected without any serious loss, only five men being wounded.

In the month of May, a most gallant action was performed off the coast of France by Captain Hotham of the Northumberland; having discovered two French frigates and a brig, steering under a press of sail for Port L'Orient, he endeavoured to cut them off: after several skilful manœuvres, he succeeded in getting near them, just as they were about to enter the harbour, steering parallel to them, at the distance of about two cables' length, he opened his fire, which was returned, not only by the fire of the enemy's ships, but also from three batteries, and for twenty-one minutes, was very destructive to the sails and rigging of the Northumberland. His next object was, to prevent the enemy from passing on the outside of a dry rock, and compelling them to pass between the Northumberland and it; this they were afraid to do, and in endeavouring to pass on the inside of the rocks, they all grounded. The Northumberland was now anchored in six fathoms and a half water, with her broadside on the enemy, at point blank range; they had all fallen on their broadsides, and the main-mast of one frigate and the brig were gone. In this situation, Captain Hotham kept up a constant fire upon them for more than an hour; by this time, they were dreadfully shattered, and one of them completely in flames. At five minutes before eight in the evening, this frigate blew up with a dreadful explosion; and at ten o'clock, the other frigate also was discovered to be on fire; and as the

brig was in such a state as to be completely unfit for service, even if she could be got off, Captain Hotham weighed anchor and got to sea. The enemy's vessels were, L'Ariane, and L'Andromache, of forty-four guns each, and the Mamaluke brig, of eighteen guns; during their cruise, they had captured thirty-six vessels. On board the Northumberland, there were five killed, and twenty-eight wounded.

It has already been observed, that the Danes annoyed our trade considerably by their gun boats; and as they ran into the creeks which line the coast of Norway, whenever our ships of war pursued them, it was difficult to destroy them; they were besides so numerous, that if during a calm, they got round a frigate, she had little chance with them. In the month of July, this year, Captain Stewart in the Dictator, with the brigs Podargus, Calypso, and Flamer, observed some Danish gun-boats among the rocks, near the Sleeve; the difficulty was, to get to them; and in attempting it, the Podargus grounded; and Captain Stewart was obliged to leave the Flamer to her assistance. The other vessels, after much difficulty, got near the enemy, and the Dictator's bow was run upon the land, with her broadside towards them; besides the gun-boats, they now discovered a Danish frigate, and some other vessels, all of which were lying close together. In half an hour the frigate was literally battered to atoms: the smaller vessels struck; and most of the gun-boats were completely beaten or sunk. As Captain Stewart was endeavouring to get to sea with his prizes, another division of gun-boats attacked him in such a situation that he could not fire upon them with any advantage. In this situation, he was obliged to abandon his prizes, and turn his attention entirely to the safety of his own squadron; he succeeded in getting out; there being nine killed, and thirty nine wounded on board the British, while the Danes acknowledged a loss of three hundred killed and wounded.

We must now direct our attention to the unpleasant subject of the dispute between this country and America; we have already detailed the various grounds of complaint urged by the United States, and mentioned that the opposition anticipated from the repeal of the orders in council, a termination to all the differences; while ministers, though they had agreed to the repeal, were by no means sanguine that it would satisfy America, or prevent a rupture; they were unfortunately correct in their opinion. About the middle of June, the president of the United States declared war against Great Britain. As soon as the intelligence reached this country, it was hoped that as war was declared before the repeal of the orders in council, and even before the death of Mr. Perceval, which would render the repeal probable, could be known, that the hostilities would not be of long duration. In this hope there has hitherto been proved to be nothing solid. Those who always contended, that America was unreasonable in her demands, and her government under French influence, wished the war to be prosecuted with vigour, in order, as they expressed it, that the Americans might be brought to their senses: they particularly wished, that every American vessel should be swept from the seas, and all their coasts strictly blockaded. They were, therefore, disappointed, when they found the British government tardy in taking decisive measures, and when a British admiral, Sir John Warren, was sent out; not to take, sink, burn, and destroy, but to negotiate. The British public, in general, did not much attend to these circumstances but the result of the first naval actions between our ships and the Americans, caused a deep and poignant sensation in every breast.

The first action was between the *Guerriere*, Captain Daeres; and the *Constitution*, Captain Hull; the former mounted thirty-six guns, the latter, like most of the American frigates, was nearly of the size

of a seventy-four, mounted nearly fifty guns, of very heavy metal, and was manned in proportion. The action took place on the 20th of August; it began at five minutes past five in the evening, and soon after six, the *Guerriere* lost her mizen-mast and became completely unmanageable; in this state, she fell on board the *Constitution*; and soon afterwards, her fore and main mast fell also. At half past six, the firing ceased, the *Guerriere* firing a gun to leeward, in token that she had surrendered; she lost fifteen killed, and sixty-four wounded; the *Constitution* had seven killed, and seven wounded.

It is scarcely possible to describe the joy and exultation of the Americans on the issue of this engagement; Captain Hull and his crew were received and treated with the utmost respect and gratitude; the gloom and dissatisfaction in this country were equally great and manifest. Few were disposed to blame the captain and crew of the *Guerriere*; they had fought well and bravely, though not successfully, against a very superior force; but the Admiralty were blamed, for not having larger vessels to meet the American frigates, which they must have known were much superior to our frigates. It was apprehended too, that the consequence of this defeat must be injurious to the spirit and confidence of our seamen; and if their spirit and confidence were once shaken, half our hold on the dominion of the seas was gone. The murmurs of the public had not subsided, when accounts were received of another disastrous naval action with the Americans.

The *Macedonian*, Captain Carden, fell in with the United States, Captain Decatur: the relative force of the two frigates was nearly similar to that of the *Guerriere* and *Constitution*. The action lasted for two hours and ten minutes, though Captain Carden, early in the engagement felt that the force of the enemy was so very superior, that he had no chance, unless something very fortunate occurred in his favour.

At last, nearly the whole of the Macedonian's masts and rigging being shot away, and a great number of her guns disabled, several shot between wind and water, and a very great proportion of the crew killed and wounded, while the enemy was comparatively little hurt, Captain Carden was under the painful necessity of surrendering, having one hundred and four killed and wounded.

It is painful thus to be obliged to terminate the Naval History of 1812, with an account of an action so disastrous; but we may be permitted to indulge the hope, that, if the desirable event of peace with America cannot be brought about consistently with justice, and honour, the British government will, at least, conduct the naval war between the two countries, in such a manner as may fully prove, that we shall not yield the sovereignty of the ocean, which we have wrested from all Europe, to the United States of America.

HISTORICAL MEMOIRS OF
THE RIGHT HON. LORD GARDNER.

VICE-ADMIRAL OF THE BLUE SQUADRON, MAJOR-
GENERAL OF MARINES, &c.

AMONG those who have contributed to place the British nation in the state of enviable security here described, the name of Gardner will long be mentioned with respect and admiration. He was born at Uttoxeter, in Staffordshire, April 12th 1742, and, like most persons who have obtained an eminent rank in the navy, he entered at an early period of life into the service. The commencement of his naval career was May 1st 1755, on board his Majesty's ship the *Medway*, of sixty guns, commanded by Captain Peter Dennis,* off Harwich, which ship, under Lord Anson's orders, convoyed George II. to Helvoetsluys. He was on board the same ship in 1757, when, in company with the *Eagle*, they took the *Duc D'Aquitaine*, ship of war, of sixty guns. May 29th 1758, he was on board the *Dorsetshire* of seventy guns, commanded by Captain Dennis, when she took the *Raisonné*, French ship, of sixty guns.

Mr. Gardner was also on board the *Dorsetshire*, November, 20th 1759, in the general engagement off Belleisle, between the English and French fleets, commanded by Sir Edward Hawke and the Marshal De Conflans; and Captain Dennis was one of those who particularly distinguished themselves on that memorable occasion. He is reported to have had the

* Captain Dennis was one of the lieutenants of the *Centurion*, and accompanied Lord Anson in his voyage round the world.

highest encomiums bestowed on him personally by Sir Edward Hawke, who, in the warmth of his gratitude, thanking him for his services, told him, in conjunction with Captain Speke of the Resolution, that they had behaved like angels.

Thus it was Mr. Gardner's good fortune to receive the rudiments of his nautical education in the school of those illustrious commanders, Anson and Hawke, under whose auspices it is well known, that many of the most eminent naval characters of the late and preceding war were formed.

On the 7th of March 1760, Mr. Gardner was advanced to the rank of lieutenant, and appointed to the *Bellona*, of seventy-four guns, commanded by Captain Dennis, whose favour he seems to have enjoyed in a peculiar manner. On the 14th of August 1761, when lieutenant on board the *Bellona*, then commanded by Captain Robert Faulkner,* he was present at the capture of the French ship *Le Courageux*, of seventy-four guns. The crew of the *Courageux*, out-numbered that of her opponent by one hundred and fifty men; but this disparity was, perhaps, more than compensated for, by the discipline and bravery of the British seamen, and the skill and judgment of their officers.

The success of this action probably hastened Mr. Gardner's promotion, for on the 12th of April 1762, we find him advanced to the rank of commander, and appointed to the *Raven* fire-ship. The preliminary articles of peace being signed between Great Britain, France, and Spain, in the early part of the month of November of the same year, it is probable that Mr. Gardner did not obtain any other command, or at least had no opportunity of advancing his fame.

On the 19th of May 1766, Mr. Gardner was promoted to the rank of post captain, and shortly afterwards was appointed to the *Preston*, of fifty guns, the

* See Vol. VII.

flag-ship of Rear-admiral Parry, who was sent out commander-in-chief on the Jamaica and Windward Island station. He removed towards the end of the summer 1768, into the *Levant* frigate, of twenty-eight guns, and continued on the Jamaica station till the year 1771, when he returned to England.

On her arrival in England, the *Levant* was paid off, and Captain Gardner remained unemployed till the year 1775, when he was appointed to the *Maidstone* frigate, of twenty-eight guns, and sent out to his former station, the Island of Jamaica. The period was now approaching, when the services of Captain Gardner were to be called into action.

In consequence of the American war, towards the end of the year 1778, Captain Gardner was ordered in the *Maidstone* to cruise off the coast of America, to intercept the commerce of the States, or prevent their receiving supplies from France. His vigilance soon gave him an opportunity of displaying his courage and professional skill. On the 3d of November, being distant about sixty leagues from Cape Henry, the *Maidstone* discovered a large ship about one in the morning, which Captain Gardner immediately chased, and about half past three brought into action, when the chase hoisted French colours. The engagement continued for about an hour with great spirit and resolution on both sides, when Captain Gardner found himself under the necessity of hauling off, in order to secure his masts, and repair the damages his rigging had sustained from the enemy's shot. At day-break, a second ship appeared to windward, supposed to be the enemy's consort, and bore down towards the *Maidstone*. When almost within gun-shot, she hove to, and made a private signal, which not being answered by the *Maidstone*, the stranger declined a contest, hauled her wind, and stood to the southward, leaving her consort to her fate.

The ship which Captain Gardner had engaged, was now nearly a league to windward, and having

repaired the damages of the Maidstone, as well as time and circumstances would permit, he wore ship, and about twelve o'clock renewed the action. After a second engagement of nearly an hour's continuance, the enemy struck her colours, and yielded to British valour. The captured vessel proved to be the *Lion*, a French ship in the merchant's employ, but equipped for war as well as for commerce. She carried forty guns, twelve, six, and fourteen pounders, and her crew amounted to two hundred and sixteen men; while on the other hand, the *Maidstone* carried only twenty-eight guns, nine and six pounders, with a crew of one hundred and ninety men. On board the *Maidstone*, four men were killed and nine wounded, one of whom died afterwards. The enemy's loss was more considerable, eight being killed, and eighteen wounded. Both ships were greatly damaged in their masts, sails, and rigging; and at the conclusion of the engagement, the *Lion* had seven feet water in her hold.

The *Maidstone* and her prize did not reach English harbour, in the island of Antigua, till the 22d of December, near seven weeks after the engagement: and then the proceeds of the *Lion's* cargo, as was expected and foreseen, were not so great by many thousand pounds, as they would have been, had she been sent to England.

Shortly after his arrival in Antigua, Captain Gardner was promoted, by Vice-admiral Byron, the commander-in-chief on that station, to the *Sultan* of seventy-four guns, as successor to Captain Wheelock, who had died a little time before. In the *Sultan*, Captain Gardner was engaged in the action off Grenada, with the French fleet, under the Count D'Estaing, on the 6th of July 1779, and acted as one of the seconds to the commander-in-chief, who, in his dispatches, speaks in the highest terms of Captain Gardner's share of the day.

That Captain Gardner bore an ample share in the

engagement is very apparent, for on board the Sultan sixteen men were killed, and thirty-nine wounded, a greater number than in any ship in the fleet.

Soon after this battle, the Sultan was ordered to Jamaica, from whence Captain Gardner returned to England, with a convoy under his care, the following year. His ship, soon after her arrival, was paid off, and Captain Gardner after remaining for a short time out of commission, towards the end of the year 1781, was appointed to the Duke, a second rate of ninety-eight guns, one of the ships ordered to reinforce Sir George Rodney's fleet in the West Indies. Captain Gardner sailed on this service, in company with the Valiant and Warrior; and had the happiness to join Admiral Rodney, previously to the memorable 12th of April. On this glorious day, the Duke was second to the Formidable, the flag-ship of Sir George Rodney, and Captain Gardner had the honour first to break through the enemy's line of battle. During one period of the action, the Duke, the Formidable, and the Namur, had to sustain the fire of eleven of the enemy's ships, and their loss of men was proportionally great. On board the Duke, thirteen men were killed, and sixty wounded; among the latter were one of the lieutenants, the master and the boatswain. The services of Captain Gardner were acknowledged by Admiral Rodney, in his official dispatches, and every officer in the fleet bore a generous testimony to his merits and spirited exertions. Peace being concluded early in the ensuing spring, Captain Gardner repaired to England, in company with most of the ships employed in the West Indies, and on his arrival the Duke was paid off.

It does not appear that Captain Gardner held any subsequent commission till the 8th of September, 1785, when he was appointed commander in chief on the Jamaica station, with the temporary rank of commodore. He hoisted his broad pendant on board the Europa of fifty guns, and continued at Jamaica dur-

ing the usual term of three years. On his return to England, Captain Gardner was, in 1790, appointed to the *Courageux*, of seventy-four guns, one of the ships put into commission on account of the dispute with Spain respecting Nootka Sound, but that business being settled without proceeding to hostilities, the *Courageux*, and the other ships which formed the armament, were paid off.

On the 19th of January 1790, Captain Gardner was appointed one of the commissioners for executing the office of lord high admiral, which honourable and important situation he continued to hold during four successive commissions, till the month of May, 1795, when he quitted the Admiralty board. In the year 1790, he was chosen one of the representatives in parliament for the borough of Plymouth; and at the general election in 1796, he was returned for the city of Westminster.

On the 1st of February 1793, immediately on the commencement of hostilities, a general promotion of naval officers took place, and Captain Gardner was advanced to the rank of rear admiral of the blue; and on the 22d of February, he had the honour to kiss his Majesty's hand, on being appointed to command a squadron, then under sailing orders for the West Indies.

Admiral Gardner hoisted his flag on the 6th of March, and the above squadron sailed from St. Helen's on the 26th of the same month. They arrived at Barbadoes on the 27th of April, without having met with any thing on their passage worthy of notice; and Admiral Gardner took the command on that station, as successor to Sir John Laforey, Bart. The Island of Tobago had surrendered a few days before his arrival, and an attack was meditated on Martinico; but the French had reinforced the place; and Admiral Gardner not having with him a sufficient body of land forces to co-operate with the fleet, nothing of moment was effected during that season, against the

possessions of the enemy in the Carribbean Sea. In the autumn Admiral Gardner returned to England, and his squadron was immediately attached to the Channel fleet under the command of Earl Howe. On the 12th of April 1794, Admiral Gardner was advanced to be rear of the white.

In the spring of the year 1794, the French had fitted out a powerful armament for sea, with the express intention of invading these kingdoms, and from this resulted the glorious victory of the 1st of June. The general bravery and good conduct displayed by the admirals and captains of the British fleet, on that glorious and important day, leaves no room for individual panegyric; nor would it be easy to select one commander on that never to be forgotten occasion, more distinguished than another. We can, therefore, only say, that Admiral Gardner was not only not inferior in deeds of valour to his gallant brothers "of the war," but equalled in "martial exploits," the bravest of a host of heroes.

On board the *Queen*, Admiral Gardner's ship, the number of slain was great. Captain Hutt lost a leg, and died on the 2d of July following; three lieutenants, a midshipman, and thirty-six men were killed, and sixty-seven wounded. In the action of the 29th of May, the *Queen* was in imminent danger. At one period of the engagement, she lay totally disabled, and the enemy, after wearing, pointed their heads towards her, which would have endangered the *Royal George*, and *Invincible* likewise; but Admiral Graves, in the *Royal Sovereign*, gathered about him as many ships as he could, and placed himself between the enemy and them. The van of the enemy engaged this little phalanx as they came forward, and in succession bore away before the wind; by which means, the *Queen* and her gallant commander and crew, were happily rescued.

On the return of the victorious fleet to port, Admiral Gardner received, with the other flag officers, va-

rious flattering marks of his Sovereign's favour. On the 28th of June he was appointed major-general of marines, and received on board the Queen Charlotte, from his Majesty's hands, a gold chain and medal, as a mark of his gracious master's royal approbation of his conduct in the actions of the 29th of May, and 1st of June. On the 4th of July, he was promoted to the rank of Vice-admiral of the blue, and on the 6th of the following month was created an English baronet. In the official dispatches of Earl Howe, the services of Admiral Gardner were particularly noticed; he received also, with the other commanders, the thanks of both houses of parliament, and addresses of congratulation from the city of London and other corporate bodies.

In the course of the service, on the 1st of June 1795, the anniversary of the glorious victory, Sir Alan Gardner was appointed vice-admiral of the white; and on the 23d of the same month, he was second in command, in the engagement off Port L'Orient, between the English and French fleets, commanded by Lord Bridport, and Admiral Villaret De Joyeuse. The French fleet was discovered at day-break in the morning of the 22d, and at seven o'clock the signal was thrown out for a general chase. The following day, the headmost ships of the British fleet came up with the flying enemy, and a running fight commenced, which ended in the capture of three ships of the line. The loss of men in Lord Bridport's fleet was comparatively trifling; and on board the Queen none were killed or wounded, that ship not having been able to get materially into the action. On the 3d of November, the same year, Sir Alan Gardner received the thanks of the House of Commons, for his conduct in the above action.

On the 14th of February 1799, Sir Alan Gardner was advanced to the rank of vice-admiral of the blue; and on the 30th of August 1800, he was appointed commander in chief of his Majesty's ships and vessels

employed on the coast of Ireland, a command which he held several years.

In reward of his long and meritorious services, Sir Alan Gardner was created on the 23d of December 1800, a peer of Ireland, by the style and title of Baron Gardner of Uttoxeter.

In 1807, he succeeded the earl of St. Vincent in the command of the Channel fleet, which, on account of ill-health, he was obliged to relinquish. After this, he was not called to active service, but died on the 1st of January 1809. He was universally allowed to be a most able and judicious commander, and had displayed, in ten actions, great courage, skill, and magnanimity. See NAVAL CHRONICLE, Vol. VIII. and XXI.

CAPTAIN HENRY INMAN.

CAPTAIN INMAN, the subject of the present memoir, was born at Burrington, a small village in Somersetshire, near Bristol, of which his father, the Rev. George Inman was vicar; and having enjoyed the advantages of paternal tuition, he commenced his naval career in the *Bartleur*, Captain Sir Samuel, now Lord, Hood, in the year 1776.

In 1778, Mr. Inman was removed to the *Lark* frigate, Captain Smith, then destined for the American station, and was in her when D'Estaing's squadron appeared off Rhode Island.

In consequence of the destruction of the *Lark*, Mr. Inman was then ordered on board the *Pearl* frigate, Captain J. Linzee, under orders for the West Indies, whence, in a short time, she was dispatched to England. Promoted to the rank of lieutenant, he was next appointed to the *Camel*, in which he again sailed to the West Indies; where, soon afterwards, he was removed into the *Santa Monica*. Lieutenant Inman

was in that ship when she unfortunately struck on an unknown rock, off Tortola, and lost all his property as he had already in the Lark.

After the action of the 12th of April, 1782, he joined the fleet under Sir George Rodney, and was sent, first on board the *Ville de Paris*, and subsequently into *L'Hector*, of seventy-four guns, Captain Bouchier. In the latter ship, he was destined to experience all the horrors to which a seaman can well be exposed ; as well as to prove his nautical skill, his undaunted courage, and his unwearied perseverance ; for, in the tremendous gale of September 1782, from which every ship of the fleet then returning to England, experienced some disaster, and which hurried many a brave fellow to a watery grave, the unfortunate *Hector* was a distinguished sufferer.

The *Hector* was an old ship ; and, from the battered and mutilated state to which she had been reduced by the battle of the 12th of April, it was found necessary, before she sailed from Jamaica, to take out twenty-two of her guns. Her masts had also been replaced by others of smaller dimensions ; and her short complement of men amounted to only three hundred, most of whom were invalids from the fleet, with constitutions shattered by the attacks of a West Indian climate. In this miserable condition, the *Hector* dropped so far astern, on the 22d of August, that she parted company with the fleet. To add to her distress an event shortly after occurred, which, at any other time, would have been a source of pleasure and exultation. On the evening of the 5th of September, she fell in with two French frigates, each mounting forty or forty-four guns, and having a complement of three hundred men, independent of a great number of land officers and troops. The weak state of the *Hector* was soon perceived by the frigates, which instantly bore down, and placing themselves, one upon her beam, and the other upon her quarter, commenced a furious cannonade. A most gallant resistance was

made ; but the slackness of the Hector's fire, and the slowness of her movements, gave the enemy frequent opportunities of raking her. Confiding in their numbers, they attempted, to board the Hector ; but they were nobly repulsed with great slaughter ; and after an action of six hours, they were compelled to seek safety in flight ; indebted for their preservation only to the crippled state of the Hector's masts. Forty-six of the brave fellows belonging to the Hector were either killed or wounded. Early in the engagement, Captain Bouchier received so severe a wound in the arm, that he was under the necessity of going below ; as was every officer, whose health had suffered him to appear upon deck, excepting the first lieutenant, Inman, on whom the command of the ship devolved. Captain O'Brien Drury was a passenger in the Hector ; and the conduct of Lieutenant Inman appeared to him so gallant, so persevering, so perfectly that of a British seaman, that he conceived a friendship for him, which terminated only in the death of its object.

The damages which the Hector had sustained in the engagement were prodigious. Her previously crazy hull was almost torn to pieces ; whilst her masts, sails, and rigging, were rendered useless by the shot. Her emaciated crew had performed prodigies of valour ; but they had yet to encounter calamities more serious and more dreadful. A few days after the action, a tremendous storm arose, in which the Hector lost her rudder, and all her masts. The leaks increased to such an alarming extent, that the hold was filled with salt water, and a great quantity of the provisions and fresh water was totally spoiled. This trying situation imperiously demanded the exertions of every individual on board ; but to keep the pumps constantly going, was a task greatly beyond the ordinary powers of the sickly and deficient crew of the Hector to perform. Lieutenant Inman, for the safety of the whole, was under the necessity of resorting to pistols to enforce his commands, which, at this time,

were more dreadful than death itself. Numbers of the crew were so exhausted, so completely worn out by incessant fatigue, that they dropped from their severe labours into the arms of death; while others, on being relieved, lay down amidst the torrent of water, which was thrown up, till they were again aroused to their duty. To beings in such a situation life can have no charm. What, then, must be the feelings of the officer, who, witnessing the rapid approach of his ship and men to destruction, finds the stimulus, which dire necessity alone compelled him to resort to, fail of its desired effect? For a fortnight, intreaties, commands, and threats, were almost unavailingly made use of; for a fortnight, Lieutenant Inman never enjoyed one hour's repose: to the few on board, who were not absolutely indifferent to life, hope was nearly extinct: some of the men preferring, even courting, death, to a continuance of their hardships. The only remaining sail had been fothered, and drawn under the ship, in the forlorn hope of diminishing the influx of water, but without the slightest effect; the decks were sinking, and some of the beams of the orlop deck had actually fallen into the hold. The sick died apace; the small quantity of spirits, which, for some time, had kept the remainder of the crew from perishing, was exhausted, and, for four days, they were reduced to the deplorable necessity of existing without either spirits or water. At this distressful period, a sail was providentially seen. Fully to estimate the value of such a discovery, is, perhaps, not possible, unless by those who have been in a situation precisely similar. Life, so late an object of indifference, is all at once desirable; the idea of friends, of all that is dear, rushes upon the mind; every link of nature is more firmly rivetted than before; and the chain that unites us to the world is again complete. Such, at least, were the effects which the prospect of deliverance produced on the wretched sufferers of the Hector. The active im-

pulse of hope invigorated their feeble frames ; and the pumps were once more manned, and worked with alacrity, till the approaching vessel came within hail. She proved to be the *Hawke* snow, a letter of marque belonging to Dartmouth, commanded by Captain John Hill from Lisbon, and bound to St. John's Newfoundland. She is thus minutely mentioned, because the conduct of her commander deserves to be commemorated in letters of gold. The distressed situation of the *Hector* was no sooner known to this humane and generous man, than, without calculating on the risk to which he and his crew might be exposed he applied himself to her relief. He remained by her all night, and in the morning he took Captain Bourchier and all that survived, about two hundred, on board. Lieutenant Inman saw every man out of the *Hector* before he quitted her ; and in ten minutes after, she went down ! An escape more providential, or more critical, cannot easily be conceived.

For the accommodation of the crew of the *Hector*, Captain Hill threw the greater part of his cargo overboard ; a proceeding which was rendered necessary by the smallness of his ship. The *Hawke*, however, was still so much crowded, that only a certain portion of her new inmates could be allowed upon deck at a time : an arrangement with which they cheerfully acquiesced. The evil most dreaded was that of famine ; as the provisions necessary for the voyage, with a small crew, could be but sparingly issued to a greatly increased number. A suitable portion of meat, and only half a pint of water, became, consequently, the allowance of each man daily. At this proportion, the last cask of water was broached, when land appeared ; and, the wind proving favourable, the ship fortunately reached St. John's the same evening.

From his great, and almost super-human exertions in the *Hector*, Lieutenant Inman, soon after his arrival in England, was attacked by a fever ; but he fortunately recovered, and a peace immediately ensu-

ing, he sought at his father's, a temporary enjoyment of that liberty and relaxation, which an eight years' absence had rendered greatly desirable.

At the time of the Spanish armament, relating to the possession of Nootka Sound, in 1790, his services were again called for, and he was appointed to the *Latona* frigate, Captain, now Admiral, Bertie. He remained in the *Latona* about a twelvemonth, when he was removed to the command of the *Pigmy* cutter, of fourteen guns, stationed at the Isle of Man. After remaining about two years at the Isle of Man, the commander of the *Pigmy* was removed into the *Victory*, the flag-ship of the commander-in-chief, then proceeding for Toulon. Active operations soon afterwards took place there; and, as a reward for the indefatigable zeal which Lieutenant Inman displayed, Lord Hood appointed him to command *L'Aurore* of thirty-two guns, one of the ships which he had assisted in bringing out of the harbour. *L'Aurore* was immediately stationed against a battery, in the vicinity of Hieres, where she continued, for a long time, engaged in the most arduous duty. That the reader may form some idea of this duty, it will suffice to state, that she expended no fewer than eight thousand balls during the first month, and twelve thousand the second; the enemy rebuilding in the night, what the frigate had destroyed in the day. This, it is obvious, was no common service; but Captain Inman had the credit of performing it completely to the satisfaction of the commander-in-chief.

After the evacuation of Toulon, *L'Aurore* sailed for Corsica, and then to Malta, where she took in thirty volunteers, to recruit her crew; which, from having nearly eighty men short of her complement, was very weak.

Captain Inman was removed from *L'Aurore* to the *St. Fiorenzo*, and, almost immediately after, to the *Romney*, which was ordered to England with convoy. Being in want of repairs, she was paid off on

her arrival, and her crew turned over to another ship. Captain Inman consequently returned, once more, to enjoy the sweets of domestic life; but his retirement was short, as, in 1796, he received an acting order for the *Lion*, of sixty-four guns. Having remained in her about six months, his next ship was *L'Espion*, an old eight and thirty gun French frigate, which was ordered to the mouth of the Clyde, as a guard-ship. While sailing down Channel, *L'Espion* encountered a most severe gale, which, with great difficulty, she weathered, so far as to be able to reach Sheerness. There, she was declared unfit to proceed again to sea, without a thorough repair; which, as she could not then receive, she was put in ordinary.

Captain Inman remained sometime unemployed. The next ship we find him in is, the *Bellicieux*, immediately after the mutiny at the *Nore*. Captain Inglis, the actual commander of the *Bellicieux*, having recovered from a serious indisposition, and rejoined his ship, Captain Inman was immediately appointed to the *Ramillies*, then one of the blockading squadron, off Brest, under the late Admiral Lord Gardner. On this service he was employed, throughout the winter of 1798, struggling with continued gales, which, for their violence, the oldest seaman had never seen exceeded. The excessively hard duty which they occasioned, frequently obliged all hands to be upon deck, during the whole twenty-four hours.

Having braved these hardships, the common lot of seamen, till the beginning of the year 1799, Captain Inman was removed into the *Andromeda* frigate, of thirty-two guns, one of the most beautiful models in the service, then cruising on the North Sea station. Towards the close of the year, the *Andromeda*, with most of the ships on the same station, was hurried off to the relief of the duke of York's army; in consequence of a convention entered into between his royal highness and General Brune, for the evacuation of Holland within a certain period.

Captain Inman was next occupied in the command of a squadron of cruisers, in the vicinity of the Elbe, for the purpose of checking the operations of the enemy in that neighbourhood. He afterwards proceeded to the blockade of Dunkirk, with two or three small frigates, besides the *Andromeda*; and captured *La Desirée*, of forty guns; to the command of which he was afterwards appointed; in which, when she had received some necessary repairs, he proceeded to join the fleet at Yarmouth, under the command of Admirals Sir Hyde Parker, and Lord Nelson. This fleet, destined for the attack upon Copenhagen, passed the Sound at the latter end of March 1801, and anchored off the Danish capital on the 1st of April. The whole of the light vessels, and some heavy ships, under Lord Nelson, went round the sands, and to the southward; whilst the other division, under Sir Hyde Parker, threatened the town and harbour to the northward. In the sanguinary conflict which ensued, on the 2d of April, when victory was dubious, even at the cessation of hostilities, *La Desirée*, in Lord Nelson's own words, "performed the greatest services:" and we are enabled to state, on the authority of an officer in the *Monarch*, the ship which suffered most in the action, that her fire was so astonishingly incessant, that the *Monarch's* men kept exclaiming, "Look at the frigate! Look at the frigate!" *La Desirée*, though stationed against a battery on shore, was particularly fortunate, as to the smallness of her loss; having only four men wounded, including her first lieutenant, Mr. King. The shot from the battery raked her; but as the guns were mostly pointed too high, the injury which she sustained was chiefly confined to her masts.

Captain Inman remained in *La Desirée* till the return of the armament to England, and the termination of hostilities with France. His ship was then ordered to fit out for the West Indies; but, as he had no wish to proceed thither in a period of inactivity,

he passed the temporary calm, produced by the peace of Amiens, with his family.

One of the very last public acts of Lord Melville was, the appointment of Captain Inman from the *Utrecht* to the *Triumph*, as fine a seventy-four as any in the service. Captain Inman immediately proceeded to join that ship, which was undergoing some slight repairs at Plymouth; and from thence he sailed for Cork, destined to command the expedition then preparing for the Cape of Good Hope. A great part of General Sir Eyre Coote's baggage was actually on board, when the *Triumph* received an order immediately to join the Channel fleet; some movements of the enemy requiring an additional force, and the *Triumph* being one of those ships, whose superior qualities, particularly in sailing, were eminently desirable.

Admiral Cornwallis shortly afterwards ordered the *Triumph*, and three other ships off Rochefort, to blockade a small squadron of the enemy's line-of-battle ships. Captain Inman continued thus employed, till the French and Spanish fleets, in Ferrol, indicated preparations for immediate sailing; when Admiral Sir Robert Calder, who was then blockading that port, ordered the four line-of-battle ships off Rochefort, to join him. In this situation were the enemy's fleets; the Rochefort squadron, of five sail of the line, to the eastward; and the Ferrol squadron, of fifteen sail of the line, in that port, ready for sailing, the moment that the French fleet should appear; forming of themselves a force vastly superior to that of the British. Thus circumstanced, Sir Robert Calder descried the Brest fleet, greater in number, by five sail of the line, than his own, besides a superiority in frigates. Fearful as the odds were, he immediately prepared for action.

One of the consequences of this action was, the trial of Sir Robert Calder. The advantages derived from the engagement seemed to have been forgotten;

and the admiral was tried, and censured for an error of judgment after obtaining a victory.

After the court martial, Captain Inman rejoined the *Triumph*, and sailed under Sir Richard Strachan, on a cruise off the Western Isles. Illness unfortunately induced him to relinquish the command of that ship, for the *Sea Fencibles* at Lynn; where he remained two years, till Lord Mulgrave, unsolicited, made him the offer of an appointment, as naval commissioner, at Madras. Captain Inman sailed for Madras, in the *Clorinde* frigate, on the 22d of February 1809. He reached that settlement on the 4th of July; and on the 15th of the same month, he fell a victim to the climate.

CUTHBERT LORD COLLINGWOOD.

VICE-ADMIRAL OF THE RED, &c.

THE subject of this memoir was born at Newcastle-upon-Tyne; he entered in the year 1761 into the service, under the protection and patronage of his maternal uncle, Captain (afterwards Admiral) Braithwaite, who had, at that time, the command of the *Shannon* frigate, in which he was made post on the 6th of April 1761; to whose regard for him, and the interest which he took in his improvement in all the branches of nautical science, he owed the foundation that was laid for his future advancement in the line of his profession. With him he served many years. We find him a midshipman in the *Gibraltar* in 1766, and from 1767 to 1772, master's mate in the *Liverpool*; when he was taken into the *Lenox*, Captain Roddam. By this brave and discerning officer, he was recommended to Vice-admiral Graves, and afterwards to Vice-admiral Sir Peter Parker.

He had been now thirteen years in the service with-

out promotion, so little did his prospects at first setting out in life keep pace with his merit, or forebode the honours to which he has since arrived. On the 27th of February 1774, he went in the *Preston*, under the command of Vice-admiral Graves to America, and the following year was promoted to the rank of fourth lieutenant in the *Somerset*, on the day of the battle of Bunker's Hill, where he was sent with a party of seamen to supply the army with what was necessary in that line of service, The vice-admiral being recalled, and succeeded upon that station by Vice-admiral Shuldham, sailed for England on the 1st of February 1776. In the same year, Lieutenant Collingwood was sent to Jamaica in the *Hornet* sloop, and, soon after, the *Lowestoffe* came to the same station, of which Lord Nelson was, at that time, second Lieutenant, and with whom he had been before in habits of great friendship. His friend Nelson had entered the service some years later than himself, but was made lieutenant in the *Lowestoffe*, Captain Locker, in 1777. Here their friendship was renewed; and, upon the arrival of Vice-admiral Sir Peter Parker to take the command upon that station, they found in him a common patron.

Captain Collingwood was employed in the spring of 1780, upon an expedition to the Spanish main, where it was proposed, by the river San Juan and the lakes Nicaragua and Leon, to pass by a navigation of boats into the South Sea. The plan was formed without a sufficient knowledge of the country, which presented difficulties that were not to be surmounted by human skill or perseverance. The river was difficult to proceed on from the rapidity of the current, and the several falls over the rocks, which intercepted the navigation, and the climate was deadly. No constitution could resist its effects. At the port of San Juan, Captain Collingwood joined the *Hinchinbrooke*, and took the command; but Captain Nelson, who was promoted to a larger ship,

had received the infection of the climate before he went from the port, and had a fever, from which he could get no relief until he quitted his ship and returned to England. And even here it was long before he recovered from the effects of a sickly climate, and the severe services to which he had been exposed. Captain Collingwood, by the strength of a better constitution, resisted many attacks, and survived most of his ship's company, having buried, in four months, no less than one hundred and eighty, out of the two hundred which composed it. The climate was alike fatal to the other ships employed on this expedition, which suffered in the same, or still greater proportion. The men on board the transports all died, and some of the ships having none left to man them, sunk in the harbour; but transport ships were not wanted, for the troops they brought were no more. They had fallen, not by the hands of an enemy, but sunk under the contagion of the climate.

He quitted this station in the August of 1780, and, in the following December, was appointed to the command of the *Pelican*, of twenty-four guns; but his continuance in this ship was but of short duration; for on the 1st of August in the following year, so fatal to the West India Islands, in a violent hurricane, and in the midst of a most tempestuous night, she was wrecked upon the *Morant Quay*. Here again Providence interposed to preserve his own and the lives of his ship's company; for the next day, not without extreme difficulty and peril, by the help of rafts made of the small and broken yards, they got on shore; and upon those small sandy hills, with little food or water, remained ten days, until a boat went to *Jamaica*, and the *Diamond* frigate was sent to their relief.

He was appointed next to the command of the *Sampson*, of sixty-four guns, in which ship he served to the peace of 1783, when she was paid off, and he

was appointed to the *Mediator*, and sent to the West Indies, where he again met his friend Nelson, who, at that time, commanded the *Boreas* frigate upon the same station.

In this ship, and upon this station, he remained until the latter end of 1786, when, upon his return to England, and the ship being paid off, he took the opportunity to visit his native country, and renew his acquaintance with his family and friends.

In retirement, after a service of five and twenty years, he continued to enjoy himself in Northumberland, until the year 1790, when, on the expected rupture with Spain, on account of the seizure of our ships at Nootka Sound, he was again called into employ in the armament then fitting out, and appointed to the *Mermaid* of thirty-two guns, under the command of Admiral Cornish, in the West Indies; but the dispute with Spain being adjusted without hostilities, and no prospect of immediate employment again at sea appearing, he once more returned to his native country.

On the breaking out of the war with France, in 1793, he was called to the command of the *Prince*, Rear-admiral Bowyer's flag-ship, with whom he served in this ship, and afterwards in the *Barfleur*, until the engagement of the 1st of June 1794. In this action he distinguished himself with great bravery, and the ship which he commanded is known to have had its full share in the glory of the day; though no notice was taken of his services upon this occasion, nor his name once mentioned in the official dispatches of Lord Howe to the Admiralty.

Rear-admiral Bowyer's flag, in consequence of the loss of his leg in this day's action, no longer flying on board the *Barfleur*, Captain Collingwood was appointed to the command of the *Hector*, on the 7th of August 1794, and afterwards to the *Excellent*, in which he was employed in the blockade of Toulon; and in this ship he had the honour to acquire fresh

laurels in the brilliant victory off Cape St. Vincent's, on the 14th of February 1797. In this day's engagement, which will ever stand pre-eminent among the many occasions on which the British flag has maintained its wonted superiority, in spite of numbers, rate, or weight of metal, the Excellent took a distinguished part.

So well did the Hero of the Nile know his value, that when the ship which Captain Collingwood commanded was sent to reinforce this squadron, he exclaimed with great joy and confidence in the talents and bravery of her captain, " See, here comes the Excellent, which is as good as two added to our number." And the support which he in particular this day received from this ship, he gratefully acknowledged.

He continued in the command of the Excellent, under the flag of Lord St. Vincent, till January 1799, when his ship was paid off: and on the 14th of February, in the same year, on the promotion of flag-officers, he was raised to the rank of rear-admiral of the white; and on the 12th of May following, hoisted his flag on board the Triumph, one of the ships under the command of Lord Bridport on the Channel station.

In the month of June 1800, he shifted his flag to the Barfleur on the same station; and, in 1801, was promoted to the rank of rear-admiral of the red, in which ship, and upon the same service, he continued to the end of the war, without any opportunity of doing more than effectually blockading the enemies' fleet in their own port, while they were proudly vaunting of their preparations for invading us; a service not less important to the honour, the interest, and the security of the nation, than those more brilliant achievements which dazzle the public eye, and meet the popular sentiment, which counts only upon victories, and estimates the talents and services of our naval heroes, rather by their good fortune than by

their merits; by the number of their prizes than by their judicious arrangements, and patient endurance of toil and peril in the prevention of mischief, and the execution of plans that furnish no opportunities to display the more shining talents and services which are the subjects of popular admiration and applause.

The *Bartleir*, among others, returned to Spithead on the 6th of May 1802, and Rear-admiral Collingwood had now an opportunity to visit his family and friends in Northumberland. But here it was not to be expected that he could long remain.

One year only had elapsed, when the king's message to parliament (March 8, 1803) announced the appearance of a new war; and on the commencement of hostilities, Admiral Collingwood was again called into service. On the promotion of admirals on the 23d of April 1804, he was made vice-admiral of the blue, and resumed his former station off Brest. The close blockade which Admiral Cornwallis kept up, requiring a constant succession of ships, the vice-admiral shifted his flag from ship to ship as occasion required, by which he was always upon his station in a ship fit for service, without the necessity of quitting his station and returning to port for victualing or repairs. On this station he remained, patiently enduring with his brave commander-in-chief and his squadron, all the hardships of war without the honour, all the toils and dangers of a tempestuous and perilous service, and all the mortifications which bravery must endure when disappointed of its opportunity to add to its own, and the honour of the British flag, the glory of annihilating this as it had done almost every other of the fleets of the enemy.

From this station the Vice-admiral was called in May 1805, to a more active service, having been detached with a reinforcement of ships to the blockading fleet at Ferrol and Cadiz. Here an opportunity presented itself for the exercise of much skill and talent to effect the object with a force so inade-

quate to the service, that it seems almost incredible that he should have been able to succeed in blocking up the French and Spanish fleets as he at one time did, off Cadiz, with only four sail under his command.

Perhaps it would be difficult to fix upon a period, or a part of the character of Lord Collingwood, which called for powers of a more peculiar kind, or displayed his talents to more advantage than the period and the service in which he was now employed. Left with only four ships of the line, to keep in nearly four times the number, that he should have been able with these to block up the port of Cadiz, and confine their fleet in their own harbour, is an instance of genius and address that is scarcely to be paralleled in the pages of our Naval History. It appears almost impossible so to have divided his little force as to deceive the enemy, and effect the object of his service: but this he did. With two of his ships close in as usual to watch the motions of the enemy, and make signals to the other two, who were so disposed, and at a distance from one another, as to repeat those signals from one to the other, and again to other ships, that were supposed to receive and answer them, he continued to delude the enemy, and led them to conclude that these were only part of a larger force that was not in sight, and by this *ruse de guerre* he kept them in, and not only secured his own ships, but effected an important service to his country, by preventing the execution of any plan that the enemy might have had in contemplation, and keeping them together for the glory of a future day.

On the return of Lord Nelson in the month of September he resumed the command, and Vice-admiral Collingwood was his second; and the commander-in-chief knew he should be well seconded in such a character. Arrangements were made, and such a disposition of the force under his command as might draw the combined fleets out and bring them to action.

At length the opportunity offered. The plan that was laid to lure them out succeeded. It fell to the lot of Vice-admiral Collingwood, in the Royal Sovereign, to lead his column into action, and first to break through the enemy's line ; which he did in a style that commanded the admiration of both fleets, and drew from Lord Nelson this warm and honourable testimony to the skill and bravery of the partner of his glory, " Look at that noble fellow ! Observe the style in which he carries his ship into action ! " While the vice-admiral, with equal justice to the spirit and valour of his friend, was enjoying the proud honour of his situation, and saying to those about him, " What would Nelson give to be in our situation ! " See our History, and the Life of Nelson.

On the death of Lord Nelson, the command of his conquering fleet, and the completion of the victory, devolved upon Vice-admiral Collingwood, who, as he had so often done in the early part of his life, now, for the last time, succeeded him, in an arduous moment, and most difficult service. He had succeeded him as lieutenant ; he had followed him in the ship in which he was promoted to the rank of master and commander ; he had been made post into the *Hinchinbrooke*, upon his friend's removal into a larger ship ; and now, at last, to close the scene, he succeeded him as commander-in-chief. The tender concern that he expressed upon this occasion, is no less honourable to the feelings of friendship, than his whole conduct, throughout the trying difficulties that devolved upon him, redounds to his character as a seaman. In his letter to the Admiralty, he says, " I have not only to lament in common with the British navy and the British nation, 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 on which he fell does not bring that consolation which perhaps it ought."

The Royal Sovereign had lost her masts in the action; none remained but the tottering foremast, which went in the subsequent gales. In this state of his own ship, the vice-admiral had been obliged to call the *Euryalus* to make his signals while the battle lasted, and after the action he shifted his own flag into this frigate. Many other of his ships were dismasted, all shattered, in thirteen fathoms water, off the shoals of Trafalgar; and, when he made signal to prepare to anchor, few of the ships had an anchor to let go, their cables being shot. Here was occasion for all his powers, and perhaps much as we have to be the subject of admiration and gratitude in the action itself, we have more to admire, and to call forth our grateful feelings to Providence, and to this active and experienced officer, as the instrument in the hand of Providence, in the subsequent services and exertions which saved the whole of our triumphant fleet, and so many of the ships and lives of the enemy from the imminent peril of their situation.

The humanity of the vice-admiral, who truly fulfilled the prayer of his noble friend and predecessor, "that humanity after victory might be the predominant feature in the British fleet," was no less conspicuous in his attention to the sufferings of the wounded prisoners. To alleviate those sufferings as much as possible, he wrote to the governor of Cadiz, proposing to give them up to the care of their own hospitals, on his sending boats for their conveyance, and giving receipts for the number, with an acknowledgment of their being prisoners; and an engagement that they should not serve again by sea or land till they

should be regularly exchanged : a proposal that was received with becoming thankfulness on the part of the governor, and with the strongest expressions of gratitude by the whole country ; and it is but justice to the Spanish nation to acknowledge, that an offer was made in return by the marquis of Solano, of the use of their hospitals for our wounded seamen, pledging, at the same time, the honour of Spain for their being carefully attended.

After the battle of Trafalgar, he was raised to the rank of admiral of the red, created Baron Collingwood, and had a grant of 2000*l.* a year during his own life ; 1000*l.* a year to his lady, and 500*l.* a year to each of his daughters. During the last five years of his life, he had scarcely ever been on shore, and in a letter to a friend, dated January 1805, he says, “ since the year 1793, I have been only one year at home. To my children I am scarcely known, yet while I have health and strength to serve my country, I consider that health and strength due to it ; and if I serve it successfully, as I have ever done faithfully, my children will not want friends.” In this confidence, as we have seen, he was not disappointed. His lordship died on the 7th of March, on board his flag-ship, the *Ville de Paris*, then stationed in the Mediterranean. His body was brought to England in the *Nereus* frigate, and conveyed from Sheerness in the commissioners’ yacht, to Greenwich, here it lay in state, for some days, in the painted chamber, in the hospital, and was then deposited in its final resting-place, under the dome of St. Paul’s, by the side of Lord Nelson’s coffin. His title is now extinct, but his personal and public worth will be handed down to future ages. He was extremely temperate in his habits ; upon all emergencies, he slept only on his sofa in a flannel gown ; so that he might be ready at a moment’s notice. He was generally on deck without his hat, regardless of the weather,

though perhaps torrents of rain were pouring down through the shrouds ; and his eye, like the eagle's, was perpetually on the watch. To this contempt of personal comfort and indulgence, his country, probably, owed the privation of his services, at an age which seemed to promise a prolongation of them for many years.

CAPTAIN JOHN STEWART, R.N.

COMMANDER OF H.M.S. SEAHORSE.

MR. JOHN STEWART, the second son of William Stewart, Esq. of Castle Stewart, in the shire of Galloway in Scotland, was born on the 21st of December 1774. His mother was the sixth daughter of Lord Fontrose ; to whose eldest son the title of earl of Seaforth was restored, which had been forfeited in the year 1715.

Mr. Stewart was educated in Scotland until the year 1788, when, shewing an inclination for the sea-service, he was sent to the naval academy, at New Cross, Deptford, where his attention to the scientific objects of his profession was conspicuous. During the ensuing year, 1789, he embarked as a midshipman on board the *Rose* frigate, Captain Waller, on the 9th of May 1789 ; but availed himself of an opportunity of returning to his academy, which had been removed to Eltham, while the *Rose* was in port.

After two voyages to Newfoundland and America in that frigate, he left her on the 16th of April 1790, and was entered on board the *Discovery*, Captain Vancouver, on the 16th of January 1791. During her tedious and perilous voyage, Mr. Stewart's talents for nautical astronomy were soon observed by Mr.

Whidbey, the skilful master of that ship ; who then commenced an intimate friendship with our young seaman, which ended only with his death. Mr. Stewart often took the lead in every branch of service on which the ship was sent, as appears from many pages in Vancouver's voyage, the principal part of which was executed under circumstances extremely hazardous, since the examination of the north-west coast of America could only be performed in small open boats, that were often absent from the ship at the distance of thirty, and even forty leagues ; during which, the boats were constantly harassed, and often attacked, by Indians of a most savage and ferocious character. In these dangerous expeditions, Mr. Stewart always accompanied Captain Vancouver, to assist him in surveying ; and the extraordinary escape which they both one day had from being murdered, and probably devoured, by a very large tribe of the natives, has been preserved by some friends of Captain Stewart, in the following interesting memoranda of his own conversations relative to that event.

.....“ We generally landed at some sequestered spot to cook our dinner ; and upon one occasion, we were certainly in the most imminent danger of being murdered. Our boat was in the mouth of the river, now called Mackenzie's river (and by the bye, on comparing my journal with Sir A. Mackenzie's narrative, I find we left the coast on the very day he came in sight of the ocean). We had been employed in taking soundings : and the other boat which had been in company during the morning, had separated to survey a small bay, at a little distance. A point of land lay between us, and we thought it might take them a considerable time to rejoin ; we therefore, determined to land, and dine at a spot which seemed sheltered and free from any savages. However, on nearing it, a few were discovered ; but, from them, Vancouver thought there

was nothing to fear. We accordingly neared the shore, and landed, when other savages were observed to make their appearance from behind a small eminence, that had hitherto concealed them; and on their approach, we perceived that many of them had put on their war dress, and were armed with spears, bows, and war-clubs. By this time, our boat had got into shoal water, and was close to the beach, within reach of their arrows. Vancouver began to talk of retreating, yet did not like to shew any symptom of fear: he ordered the arm-chest to be opened, and that every man should arm himself. The moment the savages saw this, they rushed towards the boat, and plunging into the sea, got under our oars, so that they could not be used; others laid hold of the boat, and endeavoured to haul it on shore. Vancouver in vain endeavoured to hold a parley with them, and to explain that no harm was intended; they every minute became more insolent and audacious, and I saw clearly that they intended mischief. We looked round at that instant for our companions in the other boat; but they could not be seen.

“ The savages had now put themselves into threatening attitudes. My station was in the stern sheets, where providentially lay a pair of large horse pistols. I took one of them, and a midshipman, who stood by me, took the other. We had scarcely done this, when two tall, strong, horrid looking savages, rushed into the water, within a few feet of us, dressed in their war-dress of buffalo hide; each armed with a long spear, and their faces painted with all sorts of colours. The savage, who was opposed to me, threw himself back a little, elevated his spear, and seemed in the very act of hurling it through my body; when suddenly his eye caught mine, and he observed, that the muzzle of my pistol was directed to his breast, he instantly was horror-struck, and remained fixed in his terrific attitude. Aware of the efficacy of fire-arms, he dreaded instant death, if he made his in-

tended throw at me. I had sat down in the stern-sheets to avoid their arrows; but my pistol was rested on the gunwale of our boat, and my eyes were sternly rivetted on his. I acknowledge I was frightened, but I thought not of death. I thought of nothing but the horrid savage before me; and whether it were possible that my pistol might fail in going off, or the ball in penetrating the buffalo hide which he had on, I resolved to sell my life as dear as I could; and in this state of awful suspense, we remained a considerable time, utterly regardless of any thing that passed around us.

“At this critical instant, and when Vancouver had been knocked down by a war-club, and several of our boat's crew had been wounded severely with their spears, our shipmates in the other boat hove in sight! They immediately saw what was going on, and fired upon the savages: the Indians then retired in consternation; and with the assistance of our companions, we pushed into deep water and rowed off.”

Mr. Stewart served as midshipman and master's mate on board the *Discovery*, until the 3d of November 1795. Captain Vancouver, on his arrival at St. Helen's, strongly recommended his young companion to Mr. Stewart's relation, Lord Keith, then Sir G. K. Elphinstone, who patronised him in a conspicuous manner, and placed him in situations where his great abilities might appear.

On the 3d of November 1795, Mr. Stewart passed his examination as lieutenant, with great credit, and was appointed second in the *Arab*, on the 6th of that month. After a voyage to New York, and whilst cruising off the French coast, the *Arab* struck on a rock in hazy weather, and in less than twenty minutes became a mere wreck. Perceiving there was no hope of saving the ship, Lieutenant Stewart had thrown himself into the sea, but without the precaution of taking off his shirt; which had nearly proved fatal to him from its gathering round his shoulders

and arms, and thus nearly preventing his swimming. Providentially he reached a spar, which he had thrown overboard, and swam with it to clear the eddy that was occasioned by the sinking of the ship; when hearing voices that proceeded from the jolly boat full of people, he called out for assistance. His voice was recognized by a seaman of the name of Johnson, who called out, "that is Lieutenant Stewart, let us stop and take him in at all events." He then put back to the floating wreck of the Arab, and saved four persons more. Captain Seymour's voice was once thought to have been heard in the water, amidst the fog, but they could not find him. He was lost with the surgeon and twenty-three of the crew. The survivors, many of whom were picked up by fishermen, on reaching the French coast, were infamously treated, and even marched almost naked into the country, to Quimper, where they received much kindness and assistance from a Miss Coppinger, who had been a nun.

The surviving officers, who were nine in number, being without money, and no rations being allowed whilst on parole, were compelled to go to prison with their men. They were afterwards marched to Brest and Morlaix, and exchanged. A French captain, named Bergeret, gave them money: and the relations also of those for whom they were exchanged were very kind. Lieutenant Stewart arrived at Plymouth in July 1796; and, after paying a visit to his family in Scotland, on the 5th of the ensuing September, he was appointed to the Revolutionnaire frigate, and joined her at Falmouth.

In 1797, Lieutenant Stewart joined Lord Keith on board the Queen Charlotte, having left the Revolutionnaire on the 20th of July in that year. When his lordship's flag was struck, Lieutenant Stewart served in the Formidable: and afterwards successively with the noble admiral, on board the Tonnant, Foudroyant, Barfleur, and Queen Charlotte.

He joined the Foudroyant on the 19th of November 1798, at Plymouth, and had previously continued in the Channel fleet. Lord Keith's flag was on board, going out second in command in the Mediterranean. The Foudroyant joined Earl St. Vincent at Gibraltar, in December; who, being severely indisposed, gave charge of our fleet off Cadiz to Lord Keith, with his flag on board the *Barfleur*; and in that ship, Lieutenant Stewart remained employed on the blockade of the Spanish fleet,* until the beginning of the month of May 1799, when the French fleet, under Admiral Bruix, consisting of twenty-four sail of the line, and nine smaller vessels, being overawed by the imposing attitude which the British fleet had assumed, consisting only of fifteen sail of the line, one frigate and one sloop, abandoned the project of attempting to enter the port of Cadiz; and passing through the Straits in the night, made the best of their way towards Toulon. Lord Keith having ascertained that fact, returned with his squadron to Gibraltar, to receive the instructions of the commander-in-chief.

During all the preceding service, as well as in the subsequent pursuit of the French fleet by Earl St. Vincent, and of the combined fleets by Lord Keith, Mr. Stewart continued to do the duty of that admiral's flag-lieutenant; and by his prompt conception of all public applications, his immediate attention to the object of them, his respectful but manly demeanor to his superiors, his kind and liberal behaviour to his brother officers, and the habitual urbanity of his manners to all; he conciliated the respect, and secured the esteem of all ranks and degrees, confirming the favourable impression which his valuable talents and amiable disposition had originally made upon his patron's mind.

* Consisting of twenty-two ships of the line, and a correspondent number of smaller vessels, ready to put to sea at a minutes's notice.

On Lord Keith's return to England, Lieutenant Stewart remained attached to the Channel fleet for about three months; but returned with that admiral to the Mediterranean, on his receiving orders to repair thither as successor to the Earl of St. Vincent; when his flag was again hoisted on board the *Queen Charlotte*, which sailed about the middle of November 1799, from Spithead. Having been foiled in his design of entering the port of Lisbon by the weather, Lord Keith successively visited Gibraltar, Minorca, Leghorn, Palermo, and the canal of Malta, for the purpose of distributing and stationing his ships; and of holding communications with his Majesty's military officers, and those of his allies, as also with the king's ministers at Florence, Naples, and Palermo, and with the Sicilian court. Lieutenant Stewart, being in the habitual confidence of his admiral, was thus afforded frequent opportunities of access on public business, to foreign ministers, military officers, and other persons of distinction; for intercourse with whom he had laboured to qualify himself, by the acquisition of the Italian language.

On the 7th of March 1800, Lord Keith returned to Leghorn, to co-operate with the Austrian army against the French, under the command of Massena, who, at that time, occupied the city and territory of Genoa. While the necessary arrangements for the service were going on, the *Queen Charlotte* was unhappily destroyed by fire, on the 17th of March. Lieutenant Stewart had gone on shore on the preceding evening; but on the first alarm in the morning, he hastened to the Mole, and cutting a tartan loose, compelled the crew to put off to give immediate assistance; in which gallant and dangerous enterprise, he was assisted by an old schoolfellow whom he chanced to meet on the Mole.

When the Tartan reached the *Queen Charlotte*, then in a perfect blaze, she was stationed by Lieutenant Stewart as near as safety would permit, under

the care of his friend ; while he himself went in a little boat to save the people, who were hanging by ropes from the bowsprit, and sprit-sail-yard, &c. Another small boat on the same service, was swamped by the numbers that dropped into her, when two men, who had volunteered their assistance, were drowned.

Captain A. Duff, who was then third lieutenant of the *Queen Charlotte*, has borne the following testimony to these humane exertions of his brother officer, who was second lieutenant. " To the active and intrepid conduct of that lamented ornament of the British navy, the major part of those who escaped, owe their preservation. Stewart had been early in the morning informed of the dreadful situation of our noble ship. The burning of Troy could not have been a more tremendous or awful sight to *Æneas*. The ship was one blaze from stem to stern, with her guns going off in all directions from the flames. Lieutenant Stewart's heroic conduct was followed by two other boats ; and to the honour of some American vessels, who were at Leghorn, one was directly manned by three of their men ; but too incautiously going alongside of the *Queen Charlotte*, she fell a sacrifice to the impetuosity of the unfortunate crew, who, urged by the flames, flocked in numbers for deliverance. She sank alongside with all on board.

" Lieutenant Stewart's ardour in the cause of humanity, was only equalled by his judgment in affording us relief, when he had reached the *Queen Charlotte* : which lay at the distance of twelve miles from the shore. He judiciously dropped his tartan under the bows, where almost all the remaining crew had taken refuge. Little more than an hour had elapsed, after this assistance had been given, before the ship blew up. All that had been left unburnt, immediately sunk down by the stern : but when the ponderous contents of the hold had been washed away by the waves, she, for an instant, recovered her buoyant property, and was suddenly seen to emerge almost

her whole length from the deep; and then immediately turning over, she floated on the surface, with her burnished copper glistening in the sun. Amidst the various wonders of the deep, which are beheld by those who go down to the sea in ships, this certainly formed a most sublime and awful event. I had been roused from sleep by the going off of the guns, and had escaped from the surrounding flames, by jumping from the poop in order to swim to the launch that was astern, at that time full of men. I providentially reached the launch just as they were in the act of casting off the tow rope; and after some entreaties and consultation, I was taken in, and had the happiness of being afterwards conducive to the preservation of several lives. I also witnessed, whilst in the launch, the exertions of the boats under the bows of the ship, directed by Lieutenant Stewart. We had only one oar and the rudder in the launch, and were consequently at the mercy of the wind and sea."

The admiral, in a state bordering on distraction, had continued, after Lieutenant Stewart's going off in the tartan, to use every possible effort and persuasion with the Italians belonging to the country boats in the Mole to put to sea; but which, notwithstanding the active interference of the government of the town, and of the president of the chamber of commerce, had only an effect on a few. Could the activity, energy, and humanity, that would have actuated the seamen of a British port on such an occasion, have been transferred to the drones in the Mole of Leghorn, many more valuable lives would have been saved. The admiral most highly appreciated Lieutenant Stewart's services on that disastrous day, as also those of Mr. Greenway, master's mate, who went off in a merchant ship's boat; as well as those of Mr. T. Parkinson, Mr. Isaac Crabb, and Mr. James Cutline, masters of transports; and of Mr. Lewis, master of the English ship *Alexander*; of Mr.

William Robinson, master of the American ship *Castor* and *Pollux*; with the crews of their respective vessels.

After this melancholy event, Lieutenant Stewart was left employed by Lord Keith on shore at Leghorn; whilst the admiral proceeded, on the 3d of April 1800, to the blockade of Genoa, then besieged by the Austrians. Lieutenant Stewart intercepted whatever supplies were attempted to be sent thither. Corn, for that purpose, having actually been embarked on board Italian vessels, which were thus immediately stopped by him, who was the only Englishman in the place. A message was, in consequence, sent to Lieutenant Stewart by the Austrian general, to let the vessels sail, as they had his passports, and were destined for a town occupied by the Austrian forces; but the former resolutely refused without orders from his admiral, well knowing they were intended as a supply for the French army. The Austrian, who had received a bribe, preferred silence to any farther appeal, and the enemy were thus reduced to the utmost distress.

On the 29th of April 1800, Lieutenant Stewart was appointed by Lord Keith to the command of the *Mondovi* sloop of fourteen guns, and continued co-operating with the squadron in the blockade, and seconding the operations of the Austrian army on the coast until the 16th of May, when he was sent to Leghorn, to arrange the conveyance of some Austrian troops to the Genoese artillery.

On the 25th of June 1800, soon after the termination of the Genoese campaign, Captain Stewart was detached by Lord Keith, to cruise under the orders of the senior officer employed off Lisbon and Oporto; where, with the exception of some occasional absence at Minorca, and whilst off Cadiz, he continued employed until the commencement of the Egyptian expedition. A great debarkation

had been contemplated at Cadiz, in the beginning of October, but was subsequently abandoned in consequence of the yellow fever which prevailed.

Captain Stewart sailed in the *Mondovi* on the Egyptian expedition with Lord Keith, to Marmorice, on the coast of Anatolia, December 31, 1800. That great armament consisted of about one hundred ships of war, the greater part of which were ships of two decks, and frigates, with an equal number of large transports, having from twenty-five to thirty thousand men on board. Its arrival at the appointed rendezvous, excited the astonishment and admiration of the inhabitants of the Asiatic shores, and gave a new and magnificent appearance to the extensive surface of the hitherto solitary, but beautiful and romantic Bay of Marmorice.

On the 10th of April 1801, Captain Stewart was promoted by the admiral, to the command of the *Africaine* frigate, of thirty-eight guns; but, in consequence of Admiralty arrangements, he was afterwards removed by Lord Keith to the *Haerlem*, a troop-ship, of sixty-four guns. In this ship he conveyed the Honourable General Fox, the successor of Sir Ralph Abercrombie, as commander of his Majesty's land-forces in the Mediterranean, from Minorca to Malta, where he arrived on the 25th of August. Captain Stewart had been previously known to that respectable and valuable officer, and continued in the most friendly intercourse with him, until his return from the Straits. On the 6th of August 1801, Captain Stewart was confirmed in his post rank, by a commission from the Admiralty; and on the 17th of October took the command of *H.M.S.* the *Europe*, to which he had been nominated on her arrival at Malta. This ship continued in the Mediterranean, until the 15th of June 1802; when Captain Stewart received the commander in chief's orders

to proceed with her to England ; and was charged to give his particular attention to H.M.S. the *Genereux*, then proceeding from Gibraltar to England, in a very infirm and defective state. Both ships arrived safely in England, and the *Europe* was paid off on the 4th of August 1802. On the re-commencement of hostilities, in May 1803, Lord Keith was appointed commander in chief of all his Majesty's ships employed in the North Sea, and in the English Channel, as far to the westward as Seisea-Bill. The nature of this extensive and complicated command, required that the admiral should be established on shore, at some convenient station, for maintaining his correspondence with the Admiralty board, and with the flag-officers, and commanding-officers, respectively employed under his command in the Downs, at Dungeness, at Sheerness, Yarmouth, and Leith, and upon the different stations within the limits of his flag ; as well as for the purpose of regulating the distribution and stations of the block-ships, which it had been judged necessary to employ for the defence of the entrance to the river Thames. Captain Stewart immediately received an appointment to H.M.S. the *Ceres*, then in commission on the establishment of an hospital ship, under the command of a lieutenant, in order that Lord Keith might avail himself of his services, on any part of his extensive command, and for that purpose, the lords of the Admiralty granted him a general leave of absence from his ship. The following general order that was issued by the admiral to the fleet, on Captain Stewart's appointment, will explain the nature of this duty :

Flicter at the Noire, 22 May 1803.

“ It being my intention that Captain John Stewart, of H.M.S. the *Ceres*, is to attend to the detailed duties of the fleet under my orders, the respective

captains and commanders are hereby required and directed to comply with all such general and particular memoranda as are issued by him, on my authority, in the same manner as if they proceeded immediately from myself. "KEITH."

"To the respective Captains and Commanders of his Majesty's Ships and Vessels on the North Sea Station."

From the date of this appointment, until the commencement of the winter of 1805, Captain Stewart continued with his admiral; sometimes embarked, but generally resident upon the Isle of Thanet, which had been fixed upon as a convenient station for superintending our stationary ships, and maintaining a correspondence throughout all points of Lord Keith's command. On many occasions during the continuance of Captain Stewart on this service, he was employed by the admiral in communications with the military officers, commanding in the district, relative to the embarkation of troops, and other points of service, and he obtained the favourable opinion of all persons concerned.

Captain Stewart, after this, was afflicted with ill-health, and was at length compelled by it to abandon his situation with Lord Keith: not being any longer able to support the sharp easterly winds and winter duty. He had served under the admiral as adjutant-general, with the title of assistant-captain to the fleet, but with only the pay of a frigate, and no prize-money.

On his recovery, Captain Stewart received a commission to command the Seahorse frigate, off Cadiz, which he joined in March or April 1806; and, after serving in the blockade of that port and at Gibraltar, he brought her home to Sheerness to refit; which being completely done, he was ordered again to the Mediterranean. On leaving the Downs in a thick fog, and tremendous gale of wind, the Seahorse struck on the Varne shoal; and was only saved by

the prompt and judicious exertions of her captain, who brought her into the Downs without the rudder and false keel. She was ordered into dock at Plymouth, and sailed again for the Mediterranean. On her arrival at Malta, Captain Stewart was selected by Lord Collingwood, to serve in the Archipelago; his lordship with the British squadron, and that of Russia, were lying off the Island of Imbros, outside of the Dardanelles; Sir Arthur Paget being on board with Lord Collingwood, endeavouring to negotiate with the Turks. On the conclusion of peace between France and Russia, the Russian squadron came down the Mediterranean, and soon afterwards Lord Collingwood set sail; leaving Captain Stewart to maintain our footing in the Archipelago, and to preserve the Greek Islands, whence we had drawn our supplies, and from which a great deal of trade was carrying on to Malta, from the ravages of their Turkish agas, who had left them on our approach.

We shall now pass on to his conduct in an engagement with two Turkish frigates, of which the following is the official account:

MY LORD, *H.M.S. Seahorse, off Skyro, July 6, 1808.*

I have the honour to inform your lordship, that yesterday evening we observed two Turkish men of war and a galley, coming round the east end of the Island of Scopolo, towards which we immediately made sail. On coming near enough to make out that they were both single decked ships, I determined to bring them to action, having every confidence in the officers and crew of this ship. The action began at half-past nine, the Turks going a little on the wind under easy sail, and continually endeavouring to run us on board: indeed, I early saw that their chief attention was directed to this object, and as the largest ship appeared of great force and full of men, I kept this ship in a position not to be boarded. At ten o'clock, observing a good opportunity of more

particularly attacking the small ship to advantage, we dropped alongside of her, and after a quarter of an hour's hot fire, at half-pistol shot distance, her fire having totally ceased, we left her in a state of the greatest distress and confusion, with her sails mostly down, and just before we had left her she had partially blown up forward. By this time, the large frigate, which, from having fallen a little to leeward, had not been able to assist her consort, had again got pretty close up, and the action between us soon recommenced; still so obstinate was the resistance of the Turks, that it was not till a quarter past one we rendered her a motionless wreck. As they now would neither answer nor fire, I conceived it most prudent, knowing the character of the people, to wait for day-light to send on board her. At day-light, observing her colours upon the stump of the mizen-mast, we poured a broadside into her stern, when she struck, and I had the pleasure to take possession of the *Badere Zaffer*, a very fine frigate, of the largest dimensions, carrying fifty-two long brass guns, twenty-four pounders, on the main-deck, except two, which are forty-two pounders, and twelve pounders on the quarter-deck and fore-castle. She had a complement of five hundred men, and was commanded by Captain Scanderli Kichuc Alli, who, I am informed, was only prevented by his own people from blowing her up. Her loss in killed and wounded is prodigious, one hundred and sixty-five killed, and one hundred and ninety-five wounded: ours comparatively small, five killed and ten wounded. Our mizen-mast fell soon after the action, which is the greatest injury we have sustained. The other ship was named the *Ahs Fezan*, carrying twenty-four thirteen pounders, and two mortars, commanded by Captain Daragardi Alli, with a complement of two hundred and thirty men. I understand they took most of the men out of the galley before the action, and sent her away.

Having now, my lord, given you the details of this affair, there only remains the pleasant office of recommending to you the officer's and ship's company, who, during a tedious night action, where much depended upon working the sails as well as the guns, behaved in a manner to command my utmost gratitude. The disparity of force, with the loss in the enemy's ships, will prove the greatness of their exertions, to which I shall add, that thirty men were absent from the ship. Mr. Downie, the first lieutenant, is an officer of merit, ability, and experience; and I beg strongly to recommend him to your lordship's protection for promotion. Mr. Lester, master's mate, who has passed, is also very deserving of promotion. Thomas Hully, gunner's mate, and an excellent man, acted as gunner; and from his conduct, is very deserving of such a situation.

I am now proceeding with the prize for any port I can first get into among the islands, as it is with difficulty we can keep her above water.

I have the honour to be. &c.

JOHN STEWART.

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

From a private account of this splendid affair, written by Captain Stewart to a most intimate friend, we shall give an extract in the note below.*

* “ We began engaging at half-past nine. We first attacked the large ship, and had disabled her before the smaller one came up and tried to run us on board. We were prepared for her, with every gun double shotted; and in ten minutes totally dismasted her, and set her on fire. She blew up forward; and we left her to go and attack the large one again. After much fatigue, and great exertion, we had knocked every thing away by half-past twelve; after that, it was downright slaughter, as he would neither say he struck, or fire only musketry when he hailed. I ought to have said, the galley, after putting most of her men into the frigates, made off. As I was anxious to carry in one of our opponents, I did not like to sink the large one, so laid by her till day-light, when we fired two broadsides into him and he struck: but I found the captain was held. On board the Turk, was the most frightful

Captain Stewart received a medal from the king, and the following liberal commendation from his commander-in-chief:

.....“ Notwithstanding the high opinion I have ever entertained of the excellent discipline and order which are established in the Seahorse, and the firmness and enterprise which are manifest on every service on which she is engaged; yet I cannot suffici-

scene I ever saw; there were seventy dead on the decks, and really almost every creature wounded. She had in all about one hundred and seventy killed, and two hundred wounded, she had five hundred and forty-three men in all, of the latter, many died before we left Miconi, where I got her with much difficulty. The Turks worked and pumped on being promised their liberty; though the savage of a captain tried to blow her up, after I had allowed him to return on parole to her. We had five killed and ten wounded in this extraordinary action. We refitted ourselves and the prize in three days, and I gave all the Turks their liberty, making the Greeks send them to Constantinople and Smyrna in ships; giving them provisions from the Seahorse. Before we sailed from Miconi for Malta, I wrote to the Captain Pacha, telling him, that he must have foreseen what would happen, after all that had passed, and Lord Collingwood's answer, if he sent out ships. I recommended his not sending any more, as it would only irritate the two nations against each other, who I was sure both wanted peace.

“ We had a good passage to Malta, where I refitted; and I was just going to sail for the Archipelago, when I heard that Mr. Adair was come to Palermo, on his way to Turkey, and doubted, after hearing of the action, how to proceed. I volunteered to Sir A. Ball to go over to him, which I did, and he soon determined to go up in the Seahorse.

“ We arrived at Tenedos the 18th September, and entered the Dardanelles the 11th November; where just as the negotiation began, another revolution broke out at Constantinople, which delayed the business considerably. However, peace was signed 5th January 1809, and I sailed up to Constantinople the 28th January. I stayed some time with Mr. Adair, who was very kind to me. I was honoured with marked civility by the Turks; which, as I had almost the whole conduct of the war against them, I attributed to my having personally well treated all their countrymen whom I had taken. From Constantinople I went to Smyrna, to see that our factory was re-established; and finding all right, I returned to Malta.”

ently express my admiration of the result of this action against a force so much superior; and which can only be attributed to the eminent skill with which it was conducted. The exertions of Lieutenant Downie, the other officers, and ship's company, deserve every regard. I have transmitted your letter to the Lords Commissioners of the Admiralty, who will doubtless pay all due attention to their merit; and I will take an early opportunity of doing what is in my power for Mr. Lester, and Hully the gunner's mate. I beg you to accept my sincere congratulations on your success, and am, &c. &c. &c.

“COLLINGWOOD.”

On leaving the Porte, Lord Collingwood had intended to place him as chief of the squadron in the Adriatic, and actually sent him orders to that effect; but the war between Austria and France prevented it. On joining the Commander-in-chief, Captain Stewart had his choice of situation, and volunteered a confidential service, of which he obtained the command, “To annoy the enemy's shores, procure intelligence, and communicate with Sir John Stuart in regard to his Continental expedition.” This service was executed with boldness, and great success. In the Gazette there was notice of two official letters from Captain Stewart to Lord Collingwood, reporting the destruction of the enemy's forts on the small islands of *Gianuti* and *Pianosa*, on the coast of Italy: on which service distinguished gallantry had been shewn, by the officers and men who were employed under the directions of Lieutenants Bennett and Pearse, of the *Sea-horse* and *Halcyon*. To which we may add the following answer from the commander-in-chief:—

“SIR, *Ville de Paris, at Sea, November 5, 1805.*

“Having transmitted to the secretary of the Admiralty, your letter of the 10th of May, informing me of the capture of the islands of *Pianosa* and

Gianuti, I have the satisfaction to inform you, that their lordships are pleased to express their high approbation of your conduct on that occasion, and of the officers, seamen, and marines, who were employed on it; and which you will please to communicate to them."

There is also a letter from Lord Collingwood to Captain Stewart, on the nature of his services in Italy: with his lordship's opinion that the English army should be landed in Tuscany.

From the period of Lord Collingwood's death in March, 1810, until January, 1811, Captain Stewart was constantly employed on various important services in the Mediterranean, more especially at Sicily and Malta. He was decidedly adverse to the party and principles of the queen; one of whose messengers was stopped by him, but not before he had found time to destroy his despatches. Captain Stewart afterwards brought home Lord Amherst and his suite, from Palermo. The *Seahorse* being worn out, as well as her commander, was paid off at Woolwich, in June, 1811. The severe internal complaints under which Captain Stewart had long laboured, did not at first seriously attract either his own notice, or those of his relations and friends; and an apparent improvement, which took place in his general appearance, tended to encourage the most delusive hopes: He soon, however, began to grow rapidly worse; and towards the middle of October, 1811, fatal symptoms announced a premature death. He expired on the 26th of that month.

SIR CHARLES COTTON, BART.

ADMIRAL OF THE WHITE SQUADRON.

SIR CHARLES COTTON, BART. admiral of the white squadron, and late commander-in-chief of the Channel fleet, was the third son of Sir John Hynde

Cotton, Bart. of Madingly, and Landwade, in Cambridgeshire, by Anne, daughter of Humphrey Parsons, Esq. He was born in the month of June, 1753, and was educated at Westminster school, under the late Doctors Markham and Smith. At an early age, he made considerable progress in learning; and, previously to his leaving Westminster, in the year 1770, he had attained the highest form.

While at school, that inclination which afterwards induced him to embrace the nautical profession, was strongly apparent. In every frolic and excursion upon the Thames, young Cotton was foremost; and, by that collectedness and courage which, throughout life, never forsook him, he frequently extricated himself from situations of danger, in which others would have been lost. This strong bias, however, did not lead him to oppose his father's wishes; in conformity with which, he was entered, as had been originally intended, a member of Lincoln's-Inn. A profession so sedentary as that of the law accorded but ill with the activity of his mind. He consequently embarked in an East Indiaman, in which he made one voyage to India; and, on his return to England, his partiality for the naval service remaining unabated, he was, on the 24th of October, 1772, removed into H. M. S. Deal Castle, Captain Cumming, under the express auspices of the late Earl of Sandwich, a particular friend of his father, and at that time First Lord of the Admiralty.

From the Deal Castle, in 1775, he was removed, as acting lieutenant, into the Niger, Captain Talbot, with whom he proceeded to America, where, on the 29th of April, 1777, he was confirmed a lieutenant, by Admiral Lord Howe, and appointed to the Vigilant, floating battery, commanded by Captain John Henry. In the Vigilant, he was employed on the rivers Delaware and Chesapeak, in the arduous duty of protecting the landing of troops, and in other services, as occasion required.

On the 27th of October, 1778, Lieutenant Cotton joined the *Ardent*, then the flag-ship of Admiral Gambier; by whom he was promoted to the rank of commander, in the *Grampus*, on the 3d of April, 1779. On the 10th of August following, he received his commission, as post captain, for the *Boyne*; which ship, after a most anxious and perilous passage, he brought to England, where she was paid off, on the 17th of November, 1780.

The progress of Captain Cotton's advancement in his profession will not fail to strike the reader as uncommon, and, perhaps, unprecedented. He attained post rank within seven years from the period of his entering the service; and what is still more remarkable—so rapidly did he pass through the lower gradations of rank—his name never appeared in the Admiralty navy list, till it was inserted amongst the post captains!

From the activity of Captain Cotton's services, his naval patron was extremely anxious that he should be again afloat; consequently, on the 21st of April, 1781, he was appointed to the *Alarm*, the first copper-bottomed frigate in the navy. In this ship he proceeded to the West Indies, and was variously and successfully employed there, under the orders of Admiral Lord Rodney. In the memorable actions of the 9th and 12th of April, 1782, the *Alarm* was one of the repeating frigates; and, for the promptitude with which she rendered assistance to some of the disabled ships of the squadron, her Captain was most particularly noticed by the commander-in-chief.

At the conclusion of the war, Captain Cotton returned to England, and the *Alarm* being paid off, he remained unemployed; but no sooner was the rumour of approaching hostilities against France in circulation, in the year 1793, than he made a tender of his services at the Admiralty.

Captain Cotton's pretensions were not overlooked. On the 1st of March, 1793, he was appointed to the

Majestic, at Chatham, and attached to the Channel fleet. In Lord Howe's action, of the 1st of June, 1794, he had his station second astern of the Royal George; and he was particularly commended by his divisional admiral, Sir Alexander Hood (afterwards Lord Bridport) for the close order in which he had kept his ship, and for the support which he had thereby afforded him during the engagement.

In the autumn of 1794, the Majestic being required to convey Vice-admiral Caldwell to the Leeward Island station, Captain Cotton exchanged, October the 1st. into the Vice-admiral's ship, the Impregnable, of seventy-four guns; and, on the 28th of the succeeding month, he was appointed to the Mars, one of the largest and finest seventy-four's in the navy.

By his accustomed activity and exertion, he soon got the Mars manned, and ready for service, when she was put under the orders of Admiral Cornwallis; and, in the month of June following, she was one of the five ships, composing that officer's squadron, which effected the most masterly retreat, from an immensely superior force of the enemy. At the time alluded to, Admiral Cornwallis commanded a detached squadron in the Bay of Biscay. On the 7th of June, 1795, "he fell in with and chased three French line-of-battle ships, and six frigates, the enemy being between the English and the land; the wind unfortunately carried them into Belleisle Road, where several large ships were at anchor, before the squadron could come up with them, although they were so near that the Phaeton exchanged some shot with the line-of-battle ships. The admiral followed as far as was prudent, and then hauled his wind; in standing off, they fell in with a convoy, under the protection of three frigates, who pushed round the south end of Belleisle; eight of the convoy were taken, but the frigates saved themselves by running in shore among the shoals; the prizes were part of a convoy from

Bourdeaux, laden with wine and naval stores, under the protection of three line-of-battle ships, and eight frigates." This year, by the death of his father, he succeeded to the title.

The Mars, on this occasion, had twelve men wounded, but none killed, and her masts and sails much cut. "The Mars and Triumph," observes the Admiral, "being the sternmost ships, were of course more exposed to the enemy's fire, and I cannot too much commend the spirited conduct of Sir Charles Cotton, and Sir Erasmus Gower, the captains of those ships."

From this period, till his promotion to the rank of rear-admiral, on the 20th of February, 1797, Sir Charles Cotton, though occasionally employed on separate service, was attached to Lord Howe's fleet.

After a short relaxation from his professional duties, to arrange some domestic affairs, Sir Charles was directed by the Admiralty, March 9, 1799, to hoist his flag in the Prince; in which ship he continued to serve, as third flag-officer of the Channel fleet, as long as Admiral Lord Bridport retained the chief command. During this period, he was, on several occasions, entrusted with the charge of detached squadrons; of one, in particular, consisting of twelve sail of the line, and a frigate, which sailed from Bantry Bay, on the 1st of June, 1799, in pursuit of an uncertain force of the enemy, that had escaped from Brest. After a most diligent, but unsuccessful endeavour, to ascertain the destination of the French ships, Sir Charles, conformably to his instructions, proceeded off Cadiz, and, ultimately, up the Mediterranean, joining Admiral Earl St. Vincent off Port Mahon. The Earl, who had been occupied two succeeding years in blockading Cadiz, was, at that time, in consequence of his indisposition, on the point of returning to England; and on his departure, he confided to Sir Charles, the important charge of protecting, with his little squadron, the Island of Minorca,

which had been threatened with invasion. Indeed, from the strength of the enemy, at that time at Carthage, very serious apprehensions were entertained, by the commanding officer of the troops, as well as by the inhabitants. The alarm was also increased, by a rumour that the French fleet, eluding the vigilance of Lord Keith, had joined the Spaniards at that port. This rendered it expedient to concentrate the naval force in that quarter; and, accordingly, Lord Keith appeared off Mahon, and Sir Charles Cotton placed himself, with his squadron, under his Lordship's command. Previously to the arrival of his Lordship, the rear-admiral had had many difficult and obnoxious services to perform, in the conciliation of differences with the commander of the troops on shore, in the enforcement of the law against the mutineers of the *Impetueux*, and in the arrangement of plans for the speedy supply of the ships with stores, water, and provisions.

The French and Spanish fleets having formed a junction, Lord Keith, with Sir Charles Cotton as second in command, went in pursuit of them; but it was soon discovered, that they had taken their departure from Carthage, and effected their passage through the Gut of Gibraltar; while baffling winds, and vexatious calms, retarded the English fleet, and detained it some days in Tetuan Bay. At length it was enabled to follow them to the port of Brest, without once having the prospect of overtaking, or of bringing them to action.

In the winter of 1799, Sir Charles Cotton was again charged with a squadron of six sail of the line, and two frigates, for the purpose of cruising in the Atlantic; but though, with all the persevering anxiety which marked his character, he made several attempts to get down the Channel, he was prevented, by the violence of the season, from carrying his orders into effect. In one of these attempts, a serious accident, owing to the darkness of the night, befel Sir

Charles's flag-ship, the Prince, by the Saturn falling on board of her. This unfortunate occurrence became the subject of a court-martial, by the investigation of which, it fully appeared to have been unavoidable. However, the delay incurred, in repairing the damages of the Prince, had the effect of defeating the object, for the accomplishment of which the squadron had been destined.

In the spring of the year 1800, Earl St. Vincent succeeded Lord Bridport in the command of the Channel fleet. Soon afterwards, Sir Charles Cotton became second in command; and, in the absence of the commander-in-chief, he at various times, had the charge of the fleet, off Ushant.—It may here be proper to remark, that, whenever his lordship resumed his station, he invariably expressed the highest approbation of the rear-admiral's conduct, in the management of the fleet, and of the alacrity and spirit with which he enforced his orders. Respecting Sir Charles, the same observation is applicable at the period when Admiral Cornwallis commanded the Channel fleet; and, at the conclusion of the war, in 1801, that officer, in his circular letter, expressed the high sense which he entertained of his conduct and services in very gratifying terms.

Previously to the latter period, Sir Charles Cotton's flag had frequently been shifted into different ships, while his own was refitting; and it deserves to be mentioned, that, without regarding his personal convenience, Sir Charles was, at all times, prepared for any description of service, by which his country's interest could best be promoted.

The Peace of Amiens rendering his professional exertions no longer necessary, Sir Charles's flag was struck, after an uninterrupted employment of nearly three years. He then retired to the enjoyment of domestic life and agricultural pursuits.

In 1802 (April 29th) Earl St. Vincent being then at the head of the Admiralty, a partial promotion of

flag-officers took-place; and Sir Charles Cotton received the rank of vice-admiral of the blue-squadron.

As soon as the renewal of hostilities was announced, Sir Charles was again at his post; and, on the 10th of June, 1803, hoisted his flag in the *San Josef*. In this ship, which was expeditiously equipped, he joined the commander-in-chief, Admiral the Hon. William Cornwallis, off Ushant; and with him, he encountered the severe gales of that winter.

Sir Charles Cotton's exertions in this service appear to have been particularly trying. Whenever the *San Josef* required refitting, the vice-admiral, with his suite removed into some other ship; foregoing those temporary relaxations, which were enjoyed even by the common seamen. He was also repeatedly charged with the important trust of the fleet; in the occasional absence of Admirals Cornwallis, Lord Gardner, and Earl St. Vincent; by each of whom he was highly esteemed, for the uniformity of his professional conduct, zeal for the public service, and total disregard of all personal accommodations. It may be added, that it was his maxim, never to solicit any advancement, or distinguished post, for himself; observing, that if his perseverance and forbearance did not merit, and call forth, the attention of his superiors, he was not disposed to employ private or political friendship, to obtain what he conceived to be his right on public grounds.

In December, 1806, Mr. Thomas Grenville, then First Lord of the Admiralty, made him a spontaneous offer of the Newfoundland command. This offer Sir Charles accepted; but he did not continue in that station long, and was again restored to the society of his family.

Sir Charles did not remain long unnoticed. Lord Mulgrave, who succeeded Mr. Grenville at the Admiralty, offered him a seat at that board; but he declined the proffered honour, and from that period, he

for some time continued to pass a tranquil life, at his long-deserted home.

Some time afterwards, the command of the Halifax station becoming vacant, Sir Charles Cotton was proposed by Lord Mulgrave, as a person singularly well calculated to conciliate the differences then subsisting between this country and America; but, not feeling himself disposed to engage in such diplomacy, the vice-admiral waved the honour of the appointment. Lord Mulgrave, however, offered him the command off Lisbon, which he accepted, and repaired thither, in the *Minotaur*, in the month of December, 1807. He arrived on the 15th of January following; and, superseding Sir Sidney Smith in the command, hoisted his flag in the *Hibernia*. On his arrival off Lisbon, Sir Charles Cotton found that every practicable arrangement had been made by Sir Sidney Smith, his predecessor in the command. The germ of liberty had been abundantly sown in Portugal, from the moment of the Prince Regent's departure; and, in the entire nation, the kindling spirit of resistance to their cruel invaders and oppressors, appeared to be only waiting for an opportunity to burst forth. Notwithstanding this, Sir Charles Cotton had much to encounter. The distress of the Portuguese, threatened by famine, and loaded with enormous contributions, became the subject of serious consideration in England, and occupied much of the commander-in-chief's attention off Lisbon. The state of the British squadron was also growing critical as to provisions, and more particularly as to water. The arrival of the long-looked-for *Hindustan*, on the 22d of February, brought but a partial relief; for that ship was so full of naval stores, that she could only stow provisions for the squadron equal to about one week's allowance. The *Defence* and *Elizabeth* had been sent off to *Madeira* for refreshments; *Plantagenet* and *Conqueror* to the *Bayonnas* for water; but they could not be well expected in less than a fortnight; and we had but for three weeks left;

consequently, notwithstanding the expense was curtailed to the utmost, we found ourselves, by the 7th February, getting so near our last drop, that it became matter of serious calculation whether we should not be off, which must have been the case had not the Elizabeth joined on the 11th." The correctness of this statement is amply corroborated by various private letters of Sir Charles Cotton's, which we have had an opportunity of perusing.

At the end of March, Sir Charles Cotton had reason to expect, that the Russian squadron, in consequence of a disagreement with the French, would come out. This expectation, combined with other circumstances, induced him, early in the month of April, to make overtures for a conditional surrender. These overtures, however, were unsuccessful; and they produced from General Junot (afterwards Duc De Abrantes) then commanding the French army in Portugal, a proclamation, prohibiting the entrance of all flags of truce into the Tagus. Many violent Philipics, with bitter invectives against the British navy and the British nation, branding them with perfidy, dissimulation, &c. were also fulminated by the French general. These effusions made their appearance in the form of official edicts, and were also carefully sent to the fleet. Shortly afterwards, Sir Charles, though with no better success, issued a proclamation, * having for its object the temporary supply of the country with provisions:—

* "PROCLAMATION,

"BY SIR CHARLES COTTON, BARONET, COMMANDER-IN-CHIEF OF HIS BRITANNIC MAJESTY'S SHIPS AND VESSELS, BLOCKADING THE PORTS OF THE KINGDOM OF PORTUGAL.

"From the various accounts that have reached me, through different channels, of the great scarcity of grain and other articles of necessity in the kingdom of Portugal, the calamities occasioned by which, were daily increasing (and the blockade of the ports of Portugal not having been established with any view to afflict by fa-

Various were the spirited and appropriate addresses, proclamations, &c. which were published by Sir Charles Cotton, about this time, to arouse the people, to induce them to take up arms, and to animate them to glory. The general tendency of these documents will be seen by the specimen below:*

mine the natives of that kingdom, but are the inevitable consequences of a necessary operation of war—Lisbon having now become, in the hands of the enemies of Great Britain, a port of equipment for the invasion of his Britannic Majesty's dominions—the rigid enforcement of a strict blockade whereof, has followed as an indispensable measure of self-defence) I was, in consequence thereof, and, from the great distress and abject misery repeatedly set forth to me as endured by the unhappy inhabitants of that kingdom, induced (deeply lamenting their sufferings, and actuated by principles of humanity) to represent the same to his Britannic Majesty's government, and have received in reply to such representations, authority to offer the most liberal terms of maritime capitulation, by which the blockade may be removed and the people entirely relieved from distress. A copy of such terms (influenced by the interest and compassion with which his Britannic Majesty considers the sufferings of an unfortunate people) will be forwarded to those who exercise the powers of government in Lisbon, providing the usual intercourse established between civilized nations—that the communication by *flags of truce*, is admitted within the Tagus or elsewhere. On the decision of those that exercise the powers of government in Lisbon, therefore, depends the relief of the suffering inhabitants; it is with them, by acceding to terms the most liberal, at once to throw open the ports of Portugal for the admission of grain, or by rejecting those terms, to encrease the rigor of the blockade to its utmost possible extent.

“Dated on board his Britannic Majesty's Ship, *Hibernia*, off the Tagus, 28 April, 1808.

(Signed)

“C. COTTON.”

“INHABITANTS OF PORTUGAL!!!

* “The time is come to rescue your country. Judge for yourselves whether the title of perfidious belongs to the French or to the English. To the first you owe the pillage of your country—the plunder of your churches—the banishment of your kindred—the corruption of your morals—and the stagnation of your trade. The latter has yielded escort to your prince—asylum and protection to your destitute relatives—afforded pity and compassion—practised charity and benevolence—and is still ready to foster and cherish, uphold and support, every loyal and manly effort to shake off the

At the period to which this address particularly refers hundreds of individuals, and many large families were making their escape from Lisbon, by every possible opportunity, and seeking an asylum on board of the British squadron. The population, at the same time, manifested a disposition of resistance; the state of affairs in Spain assumed a serious aspect; and Junot, taking alarm, had disarmed the Spanish soldiers in Portugal, and placed them on board the hulks in the Tagus.—Innumerable applications now reached the British naval commander-in-chief, by deputies from all parts of the kingdom, soliciting succour and

shackles of a despotic usurper, whose gigantic strides of unsatiated ambition, and unquenched lust for power, could only be permitted by Providence for a time, and for purposes beyond human comprehension. The termination is arrived! To your prince was reserved the honour of flying from oppression. The spark of kindling liberty, emanating from so magnanimous a resolve, has diffused itself with such incredible velocity throughout the whole peopled world, that the page of history will scarcely be able to keep pace with the important events to which it may give rise: the fame of Portugal, founded upon the fortitude of its prince, is for ever established.

“ All Spain is in arms against the common tyrant, usurper, and oppressor; the cry of, death or freedom! resounds from one end of the kingdom to the other. The government is in danger, and all true Spaniards are alive to a sense of it. The dishonourable career of corruption has been run—the arts and machinations to divide, have been attempted, and the sanguinary scenes to terrify have been practised, in vain—(arts to which the French ruler owes his fortune, and other unhappy countries their subjugation). In vain must and will they prove to quell the true Castilian spirit, bursting forth to convince an astonished but admiring world, that a nation's native valour once roused to inflict a potent vengeance, can neither meet nor know an obstacle to its accomplishment. The tyrant of Europe now trembles; his ill-gotten honours totter. Join Portuguese, join! and partake the glory of Europe with the oppressed nations of the earth. Soon will those nations, too long squalidly subservient to the tyrannic will of a base-born usurper, emulating your bright display of valour, fortitude, and loyalty, burst their fetters and resume their freedom.

“ Dated on board his Britannic Majesty's ship *Hibernia*, off the Tagus, 10th of June, 1808.

(Signed)

“ C. COTTON.”

assistance. Vessels of war were despatched from the northern to the southern coast; every port was opened; and every facility was given, that the most ardent zeal could dictate, in aid of the loyal energies of the people. It is not necessary to say any thing in addition to what has been already said of the convention of Cintra, but it must not be forgotten, that it was owing to the firmness of Sir Charles Cotton, in resisting the first provision of it, on his sole responsibility, that the whole Russian squadron were not immediately ranged under the banners of the enemy. The government of his country testified their just sense of his conduct on that occasion, by almost immediately promoting him to the command of the Mediterranean fleet, and in their subsequently confiding to his zeal and diligence the most important station they had to confer, viz. the chief command of the Channel fleet.

Continuing his flag in the *San Josef*, Sir Charles Cotton, with as little delay as possible, personally examined the position and arrangement of the ships and vessels under his orders on the coast of France, and within the limits of his authority. On this service he employed some weeks; but, the winter season having arrived, and his personal attendance not being essential, he returned to Plymouth; a post which he would not quit, from a conviction that it was his duty to be ready to embark, should the enemy evince a disposition to leave their anchorage at Brest, or at L'Orient. To facilitate the equipment of ships, and that he might be accessible to the applications of any of the officers of his fleet, were additional motives for his remaining at Plymouth.

At this time, Sir Charles was in the enjoyment of high health, and of every earthly blessing. He passed the very day which preceded his dissolution, in the bosom of his family, at Stoke House, near Plymouth. He retired to rest between eleven and twelve at night, without the slightest apparent indisposition; but,

about half-past one o'clock, on the following morning (Sunday, the 23d of February, 1812), Lady Cotton was awakened by his suddenly quitting the bed. In the moment of alarm, she rang the bell. No human aid, however, could have availed. The attack was of an apoplectic nature. Sir Charles, having placed himself on a chair, by the side of the bed, fell forward almost instantaneously and expired!

Thus terminated a life of only fifty-eight years; thirty-eight of which, with very short intervals, had been devoted to the service of his country.

By express directions from the Admiralty, every military honour was paid to the remains of Sir Charles Cotton, on their removal to the place of interment, at Landwade, in Cambridgeshire. On Friday, the 6th of March, the body was removed by water. At ten o'clock in the morning, the flag-officers and captains of his Majesty's ships and vessels at Plymouth, assembled at Stoke, in compliance with the orders of Sir R. Calder, Bart. the port-admiral. A troop of horse artillery, and a guard, consisting of two captains, six subalterns, and two-hundred and fifty men of the Royal Cheshire Militia, commanded by Lieutenant-colonel Buckworth, were previously paraded in front of the Admiral's house. On the body being placed in the hearse, which was drawn by six horses, three rounds were fired by the artillery, and followed by a similar compliment from the infantry.

HENRY WHITBY, ESQ.

CAPTAIN IN THE ROYAL NAVY.

CAPTAIN HENRY WHITBY, the youngest son of the Reverend Thomas Whitby, by Mabella, youngest daughter of the late John Turton, Esq. of Angrave, was born on the 21st of July, 1781, at Creswell Hall,

his father's seat, in the county of Stafford. His family and connections on both sides were ancient, and had long been established in that part of England. Amongst other relatives, particularly of his own profession, may be mentioned the gallant and noble Earl St. Vincent.

Being a healthy and robust boy, he was, in very early youth, by his own desire, designed for the navy. His education was consequently adapted to his future situation in life; and, having acquired the rudiments of latin, &c. at Brewood and Copy Hall schools, in his native county, he was sent to others, where navigation and the preparatory branches of nautical science were taught. Towards the close of the year 1794, or early in 1795, it was judged proper to send him to sea; and one of his brothers (Captain John Whitby) having about that time returned from the East Indies, though a very young man, as flag captain to the Honourable Rear-admiral Cornwallis, he was received as a midshipman on board the *Excellent*. While a youngster in the admiral's ship, he so conducted himself as to gain the approbation and favour of that officer. It is often in circumstances the most trivial, that character is first displayed.—At the time of the celebrated retreat of the 17th of June, 1795, under the conduct of Admiral Cornwallis, whose flag was then on board the *Royal Sovereign*, young Whitby was confined to his hammock with the measles. No sooner, however, did he learn that the French were upon the squadron, with a very superior force, and that some sharp fighting was expected, than he jumped up, and, dressing himself, declared, that whatever might be the consequence, he would stand by his gun, and share the dangers and the credit of the day. If he did not carry his resolution into effect, it was solely owing to the restraint of positive orders to the contrary. This was an earnest of his future conduct. It was the dawn of that decided bravery, which, upon all

occasions, courted danger, and which was, long after, displayed in meridian splendor in that proud and glorious action of frigates off the Island of Lissa, in the Adriatic.

At the end of about two years from his first entering the service, Mr. Whitby was removed into a frigate, as a situation where he might have the advantages of more active employment, and a wider field for his enterprising spirit. He accordingly served successively in the *Alceme*, under Captain Sir Richard Strachan, in the *Thalia*, in the *Triton*, &c. till, in the year 1799 (June 4), he was promoted to the rank of lieutenant. Shortly afterwards, he was appointed to the *Prince George*, line of battle ship, then commanded by the late Sir Charles Cotton. This period of his naval life was principally passed in the Channel and Mediterranean. On the latter station, he was in the way of acquiring a great variety of nautical experience and skill; and, besides other engagements, he was as much concerned in the ever-memorable one of the 1st of August, off Aboukir, under the command of Lord Nelson, as any person in a frigate could well be. He was a witness how Britons could, and ought to, fight; how bravery, well directed, may prove victorious. His ship towed the gallant Nelson out of the scene of action, when the battle ceased, when the triumph was complete.

In the course of the year 1800, Lieutenant Whitby returned to England, in a very indifferent state of health. The air, however, of his native land, and a quiet life, having, in a few months, re-established his constitution, he was, in April 1801, appointed to the *Leviathan*, then bearing the flag of Rear-admiral Duckworth. It was in this situation that he was first placed under the immediate command of that distinguished officer, and that he formed an acquaintance, which ripened into intimacy and friendship. Admiral Duckworth, then commanding on the Jamaica station, took the earliest opportunity of raising him

to the rank of commander, and made him acting post-captain of the *Proselyte* frigate. That ship, unfortunately, struck, during the night, on a reef of sunken rocks; and, being but in a crazy state, she went to pieces almost instantly. With difficulty the crew were saved: every thing else perished in the waves. By this unexpected calamity, Mr. Whitby's promotion was retarded; the loss of the *Proselyte* becoming known to the Admiralty, previously to their confirmation of his rank as post-captain, or even as commander. He was, consequently, put back again into the *Leviathan*, as lieutenant. Such mortifying circumstances are by no means of unusual occurrence in the navy. An accident may defeat the efforts of the greatest zeal; the elements may counteract designs which have been laid with the most mature judgment. While Mr. Whitby, however, suffered mortification and anxiety, he gained caution and experience. Uninterrupted success, in young minds especially, too often engenders temerity: by occasional disasters and reverses of fortune, the greatest commanders, as the greatest monarchs, have been produced.

By the friendship of Admiral Duckworth, Lieutenant Whitby was at length promoted to the rank of commander, and appointed to the *Pelican*. In this vessel, unaided, he carried on the blockade of Aux Cayes with such unremitting diligence and activity, as to reduce the inhabitants to a state of famine, and to terms of almost unconditional surrender.

On the 6th of February 1804, he was promoted to the rank of post-captain, and commanded successively the *Santa Margareta* and *Desirée* frigates, and the *Centaur*, line of battle ship. He commanded the last-mentioned ship, when, during the summer of 1805, Lord Nelson pursued the French fleet from the Mediterranean to the West Indies; and the *Centaur*, *St. George*, and two others, of the line, were ordered to join his lordship with all possible despatch. Endeas-

vouring to form this junction, they were taken in one of the tremendous hurricanes which commence so suddenly, and increase to such dreadful violence, in those seas. Of the squadron, the Centaur was the most exposed to its destructive rage. Her masts were all carried off like mere twigs: she was thrown on her beam ends, with a most alarming leak, at an immense distance from any land; and her boats were all stove, and washed overboard. In this awful situation, she lay for many hours, without the least remains of hope, or the slightest expectation of reaching a port in safety. Her companions in danger were spectators of her extreme distress, but were unable to render her the least assistance. The storm abated, and, at length, the Centaur righted, and being taken in tow by the Eagle, one of the squadron which suffered but slightly, she arrived at Halifax safe, though in a dreadfully shattered condition. Upon this trying occasion, the crew afforded a striking proof of their high state of discipline. In similar dangers, sailors are too apt to resort to liquor, in order to drown in drunkenness their apprehensions of approaching death, or to gratify with impunity a strong propensity to intoxication. In the Centaur, one man only was then guilty of this act of egregious folly; and he was, by the captain's orders, punished on the spot.

This hurricane, so terrible at the time, led to subsequent events of singular interest to Captain Whitby. It was the cause of his going to Halifax, where Captain Inglefield, whose miraculous escape from the wreck of the old Centaur, in 1782, is so well known in our naval annals, then resided as commissioner of the navy; and it occasioned a renewal of his acquaintance with that gentleman and his family. An attachment soon took place between Captain Whitby and Catherine Dorothea, the commissioner's youngest daughter, which was confirmed by their union towards the close of the year 1805, or early in 1806.

The Centaur having been refitted, was ordered to England; but Captain Whitby's stay at Halifax having become desirable to him, he made an exchange into the Leander, of fifty guns, the flag-ship of the late Sir Andrew Mitchell, at that time chief on the Halifax station.

No occurrence worthy of mention took place, till, in April 1806, when some time subsequently to the death of his admiral, he was sent off Sandy Hook, as senior officer of a squadron consisting of the Leander, Cambrian, and Driver sloop of war. He was too well acquainted with the friendship and regard borne to this country by our American brethren; and more particularly with the deceits and frauds practised by the masters of merchantmen, if not to injure us, at least to benefit themselves at our expense, by every possible means—not to examine all vessels which passed his squadron, with a most scrutinizing eye. Having detained some valuable vessels, for having on board contraband goods, he became obnoxious to our transatlantic allies. A man on board one of their coasters having been killed, or reported to have been killed, his death was at once laid to a shot from the Leander; as, about that time, the squadron were firing, to bring-to some homeward-bound American merchantmen, which, fearing the result of a search, obstinately persisted in their course. A dead body was conveyed ashore, and exposed at New York to public view; an uproar of the most violent kind was excited against the English; the British flag was burnt before the British consul's house; and some officers of the squadron, who had previously landed for the purchase of provisions, with great difficulty escaped with their lives. Two days elapsed before these circumstances were made known to the senior officer. A strict inquiry was immediately set on foot, as to the probability of a man having been killed by a shot from the Leander; but it appeared almost impossible: at any rate highly improbable; for no ves-

sel, answering the description of the coaster, had been fired at, or had even been seen, by any one on board his Majesty's ships, whilst the firing continued. The elections, however, were then going on at New York, and the party in the French interest were happy to catch at any thing that could serve their purposes against this country. They demanded Captain Whitby from our government, to try him by their own laws. It was finally resolved that Captain Whitby should be tried by a court-martial, for the wilful murder of this man, John Pierce, for a violation of the rights of a neutral state, in amity with Great Britain. Accordingly, after some months of very vexatious delay, on the 16th of April 1807, a court assembled for the purpose, on board his Majesty's ship *Gladiator*, at Portsmouth, of which, Admiral Montague was president. The trial lasted only two days. Five Americans had been sent over to this country, who deposed to some circumstances which appeared impossible, and to others which were most satisfactorily disproved, by officers of the highest credit, who were present at the transaction. A sentence of acquittal was pronounced by the court; and the president returned Captain Whitby his sword, with the expression of his full assurance, that "it had never been stained in his hands."

To soothe the Americans, however, he was refused employment. This was the more galling to his high spirit, as he felt, that to put him again into commission, was the only mode of fully justifying his conduct to his friends and to his country, from the imputation alleged against him, and of making him some amends for the extreme anxiety and uneasiness, which zeal for the service of his country had occasioned him. It was at this period, indeed, that his health first became seriously affected. The greater part of his youth having been passed in hot climates, the changes of our variable weather were very sensibly felt by his constitution; and his concern, at being,

under such circumstances, thrown out of employment in a profession to which he was devotedly attached, tended much to increase a bilious and rheumatic disorder, which constantly annoyed him. During this involuntary absence from the service, he passed a domestic life, chiefly in Devonshire, having, with the hard-earned profits of his avocation, purchased a small villa in the vicinity of Exeter.

Affairs were in this state, when, in November 1808, Captain Whitby obtained, from a most authentic source, confidential information, that the man, John Pierce, for whose wilful murder he had been tried, and, though acquitted, had been kept unemployed, had certainly, not been killed by a shot from the *Leander*, or from any one of the squadron then acting under his orders. This intelligence, so interesting to him, he communicated to the first lord of the admiralty, and, through the secretary of state, to the American minister resident in London. By him it was admitted, that no objection any longer existed to the *ci-devant* captain of the *Leander*, being brought into active service against the enemies of his country. In February 1809, he, therefore, received a commission for the *Cerberus* frigate, of thirty-two guns, and was ordered to join the fleet in the Baltic under Sir James Saumarez. His own ill health obliged him to return; and, in April 1810, he obtained an appointment to a command in the Mediterranean, under Sir Charles Cotton. He was soon detached to the Adriatic, where the *Cerberus* formed part of a squadron of frigates, under the conduct of Captain Hoste, of the *Amphion*, which were actively employed in annoying the enemy's trade, and scouring their coast. Several severe actions of boats took place, in which the valour of British sailors was eminently conspicuous and universally successful. At length, an attempt was made by the French with a very superior force, to clear the gulf of the British frigates. The French squadron consisted of six frigates, mounting two hundred and

seventy-two guns; the English of four frigates, mounting only one hundred and twenty-four guns. A severe engagement ensued, and a most decisive victory was achieved by the British. The French commodore was killed early in the action, and his ship went on shore, and was destroyed by her own crew. Two others were captured, and a fourth struck her colours, but afterwards escaped with the other two. Of the *Cerberus* and her captain we may say, that she went into action fifty men short of her complement, and when it ceased, she had eighty killed, wounded, or disabled. On his arrival in England, he was presented by the first lord of the admiralty with a gold medal and ribband, as an honorary distinction for the active part he had sustained in the action just referred to; and he was promised the *Briton*, a new frigate, shortly to be launched. In the month of April, 1812, he attended the launch at Chatham, and commissioned her a few days after. Scarcely had he performed this business, which he regarded as leading to glory, when he was arrested by a painful disease, to which he had been long occasionally subject, and on the 5th of May he died.

He was interred on the 11th of the same month, in St. Margaret's Church-yard, Rochester, with all the solemnity of naval and military honours.

BRIEF PARTICULARS

RELATING TO SOME OF OUR MOST DISTINGUISHED
LIVING NAVAL COMMANDERS.

CAPT. SIR EDWARD BERRY, KNT.

WAS born in the year 1766. His education was liberal; but as fortune had not blessed his birth with independence, he was left to search forth at competence which, when honourably acquired, confers consequence and obtains respect. His father was a respectable member of the mercantile community in London; but dying before he had realized an adequate provision for his family; a young widow, and seven children were left with but very slender means of support.

Edward, the subject of the present memoir, evinced an early predilection for the naval service; and, favoured by circumstances, he was, when very young, initiated in that profession, to which his talents and his courage have done so much credit. The Reverend Mr. Titus Berry, his uncle, had been the master of an academy at Norwich, where the late Lord Mulgrave received part of his education. Under the auspices of that nobleman, Edward had therefore the good fortune to commence his nautical career, about the year 1779, when under the age of fourteen. His first voyage was to the East Indies, in the *Burford* of seventy guns.

During the time that Lord Spencer presided at the Admiralty, he distinguished himself by spiritedly

boarding a ship of war, which had been grappled; an act of heroism and honour for which he was rewarded with a lieutenant's commission. Shortly after this, in Lord's Howe's engagement of the 1st of June, 1794, he had a farther opportunity of signalizing himself, by the intrepid bravery of his conduct, for which he obtained the notice and approbation of his superior officers.

Mr. Berry's very conspicuous merit attracted the observation of Earl St. Vincent and Commodore Nelson, two of the first officers of the age, with whom he had the satisfaction of forming a lasting and honourable friendship. By Lord Nelson, he was particularly distinguished. (See the Life of Nelson.) He served under him as first lieutenant, in the Captain, on the memorable 14th of February, 1797; and, by his extraordinary activity in boarding the San Nicholas and San Josef, both of which yielded to the superior prowess of Nelson, he acquired the honest eulogium of every officer in the fleet.

In the course of the year 1797 Mr. Berry was made post, and appeared at court with his friend Sir Horatio Nelson. When his Majesty was condoling with that hero on the loss of his arm, which had been shattered at the attack upon Santa Cruz, Sir Horatio pointed to Captain Berry, observing, that *he had still his right arm left!*

In 1798, Captain Berry was appointed to the Vanguard, the flag-ship of Admiral Nelson, in the squadron detached by Earl St. Vincent into the Mediterranean. The proceedings of the squadron subsequently to its sailing from Gibraltar, comprehending the battle of the Nile, have been already related.

In the action of the Nile, which shortly followed, he had a full opportunity of displaying his abilities and gallantry. In the heat of the action, when Admiral Nelson was wounded in the head, Captain Berry caught him in his arms, and caused him to be immediately conveyed to the cock-pit. No sooner

did he perceive that the Spartiate was dismasted, than he sent Lieutenant Galway, with a party of marines, to take possession of her; and on that officer's returning with the French Captain's sword, Captain Berry immediately delivered it to Admiral Nelson, below. From time to time he apprized the Admiral of the progress of the action; and when L'Orient took fire, he exerted himself to the utmost in endeavouring to preserve the lives of her unfortunate crew.

Soon after the action, Captain Berry was sent to England with the official dispatches, in the *Leander*, of fifty guns, Captain Thompson. It will be recollected that, on her passage, the *Leander* had the misfortune to fall in with a French ship (*Le Genereux*) of very superior force; but, disdainng to yield without a contest, the *Leander* resolutely maintained an engagement with her for several hours, till she was so completely crippled, that farther resistance became ineffectual and hopeless, and she was compelled to surrender. Captain Berry, who had fully coincided with Captain Thompson as to the propriety of fighting, found at one time six of the ship's company fall around him; and at the same moment received a wound from part of a man's skull, which was driven through his arm. This compelled him to retire, for the purpose of having his wound dressed. The prisoners were carried into Corfu, and afterwards marched to Trieste, whence, at the close of the year, they were exchanged.

On his return, Captain Berry was received by his countrymen with great applause: the honour of knighthood was conferred on him; the corporation of London having previously voted him their thanks and the freedom of the city.

On Captain Berry's paying a visit to Guildhall, on the 8th of August following, he was presented with the freedom of the city, in a gold box, pursuant to the vote passed in the preceding year.

Shortly after this period, Sir Edward proceeded to the Mediterranean, as captain of the *Foudroyant*, of

eighty guns, Lord Nelson's flag-ship. The health of his Lordship requiring some relief from the toils of service, Sir Edward landed him at Sicily.

The Foudroyant was subsequently stationed off Malta, with a squadron of ships of war under the command of Captain Manley Dixon, which led to the capture of the Guillaume Tell, of which we have given an account in the 7th volume.

In the course of this engagement, so honourable to the contending parties, the Foudroyant expended one hundred and sixty-two barrels of powder, twelve hundred thirty-two-pound shot, twelve hundred and forty twenty-four-pound ditto, one hundred eighteen-pound ditto, and two hundred twelve-pound ditto. Her total loss was eight men killed, and sixty-one wounded. She was greatly damaged; but by the unremitting vigilance of her commander, who was himself wounded, she was soon refitted and again ready for sea.

In the month of June following, Sir Edward brought the Royal Family of Naples from Palermo to Leghorn, on board the Foudroyant; and before they left her, her Majesty, the sister of Marie Antoinette of France, presented him with a gold box, set with diamonds, and a diamond ring.

His engagement with the Guillaume Tell was the last opportunity which Sir Edward had of supporting the honour of the British flag during that contest; and in the present war, he was appointed to the Agamemnon, of sixty-four guns; in which ship he was present at the glorious battle of Trafalgar. (See the Life of Nelson.)

ALEXANDER HOOD, LORD BRIDPORT.

THIS noble officer, is the younger son of the Rev. Mr. Hood, many years vicar of Burlleigh, in the county of Somerset: and afterwards of Thorncombe, in Devonshire. He is the younger brother of Lord Vis-

count Hood, of whom some account will be shortly given. Having, as well as his elder brother, entered into the navy at an early age, he was promoted to the rank of lieutenant on the 2d of December, 1746: but we do not know the time when he was raised to that of commander of a sloop of war. He was appointed a post captain on the 10th of June 1756; he being then commissioned to the Prince George, he did not continue long in this ship, and probably received the commission merely to give him the rank of post captain. Early in the ensuing year, he commanded the Antelope, of fifty guns; and in the month of May, distinguished himself exceedingly by attacking and driving on shore, in the north part of Hieres Bay, after a running fight of two hours, the Aquilon, a French ship of war, mounting forty-eight guns, and manned with a crew of four hundred and fifty men: nor did this success come alone, for on the following day he captured a French privateer, of sixteen carriage and swivel guns, which had been in company with the Aquilon the day preceding her destruction. In effecting the service just mentioned, Captain Hood had only three of his crew killed, and thirteen wounded, while the enemy had thirty killed, and twenty-five wounded. The ship itself was irrecoverably lost.

In the ensuing year, this gentleman was appointed to the Minerva, a thirty-two gun frigate, in which he served during the greater part of the naval campaign in 1759, under the orders of Commodore Duff, and continued in the same ship till the end of the year 1761, without being fortunate enough, as it appears, to meet with any particular opportunity of distinguishing himself, till the month of January in the year just mentioned. As a forerunner of his future success, he captured the *Beureuil*, a stout privateer, fitted out at Bayonne, carrying fourteen guns, and one hundred and twenty-two men; and on the 23d of the same month, had the good fortune to retake the *Warwick*, formerly a British ship of war, and then mounting

sixty guns, the capture of which had caused the greatest exultation on the part of the French. Of this very spirited and successful encounter the following official account is given by himself.

“ At day-light in the morning, being in the latitude of 45 degrees 22 minutes north, Cape Pinas, bearing south by east, distant thirty leagues, I saw and gave chase to, a large ship, steering to the westward, which I soon discovered to be an enemy, having two decks. At twenty minutes after ten, with a fresh gale easterly, and a great sea, I began a close engagement with her. At eleven, her main and fore top mast went away; and, soon after, she came on board us on the starboard bow, and then fell alongside, but the sea soon parted us, and the enemy fell astern. About a quarter after eleven, the *Minerva's* bowsprit went away, and the fore mast soon followed it. These were very unfortunate accidents, and I almost despaired of being able to attack the enemy again; however, I cut the wreck away as soon as possible, and about one o'clock, cleared the ship of it with the loss of one man and the sheet anchor. I then wore the ship, and stood for the enemy, who was then about three leagues to leeward of me. At four o'clock, I came up close to the enemy, and renewed the attack. About a quarter before five, she struck, when possession was taken of the *Warwick*; of thirty-four guns, but pierced for sixty, the same as when she belonged to his late Majesty, having on board two hundred and ninety-five men, seventy-four of which are king's troops, with two other officers, and four passengers, destined for Pondicherry. She sailed from Rochfort the 20th of January, and was bound to the Isle of France and Bourbon, with provisions, ammunition and stores. The enemy had fourteen killed, and thirty-two wounded. Our numbers are, the boatswain and thirteen killed, and the gunner and thirty-three wounded; the former died on the 27th, together with two seamen. I have

given my thanks to the officers and crew of his majesty's ship, for their firm and spirited behaviour, and have great pleasure in acquainting their lordships with it. At nine o'clock, the main mast of the *Minerva* went away; and at eleven the mizen mast followed it."

Captain Hood was, at the conclusion of the year, promoted to the *Africa*, a new third rate, of sixty-four guns, then just launched, but he does not appear to have met with any farther opportunity of distinguishing himself for the remainder of the war, during which he continued in the *Africa*, and was employed at the latter part of it on the Mediterranean station. After the peace had taken place in 1763, and the reduction of our marine in commission, which followed consequent to it, Captain Hood was appointed to the *Thunderer*, of seventy-four guns, stationed as a guard ship at Portsmouth, in which he continued during the usual time of appointment, three years. In 1766, he was appointed, on the resignation of Sir Charles Saunders, to the office of treasurer of Greenwich hospital. Some little time after his quitting the *Thunderer*, he was appointed to the *Romney*, of fifty guns, as commodore on the North American station, where he seems to have continued two or three years.

After his return from thence he is not known to us as holding any command till the eve of the war with France in 1778, when he was appointed to the *Robuste*, of seventy-four guns, one of the ships ordered to be equipped for Channel service. He was present at the encounter with the French fleet off Ushant, on the 27th of July, being stationed in the line as one of the seconds to Vice-admiral Sir Hugh Palliser, but quitted that command soon after the return of the fleet into port, at the approach of winter, and never accepted of any subsequent commission as a private captain. On the 26th of September 1780, he was advanced to the rank of a flag-officer, as rear-admiral of the white; but held no command

till he was in 1782, appointed to command the second, or larboard, division of the centre squadron, under Lord Howe, in the fleet sent from England to the relief of Gibraltar, on which occasion he had his flag on board the *Queen*, of ninety guns. In the skirmish which took place with the combined fleets of France and Spain, the stress of the action lay principally on the van, so that his ship had only five men killed and wounded, a loss, however, not exceeded by any ship in the centre division, except the *Alexander*, which had two men killed, and four wounded. Peace succeeding immediately on the return of the fleet to England after the foregoing event, we have no other immediate particulars to relate concerning this gentleman, except that he was second in command at Portsmouth, at the time the treaty was signed.

At the general election in 1784, he was elected representative in parliament for the borough of Bridgewater, for which town he did not, however, continue member longer than the then current session, being, shortly after the return of the new parliament, elected a burgess for the town of Buckingham. On the 24th of September 1787, he was advanced from the rank of rear-admiral of the white, to be vice-admiral of the same squadron. In 1788, he was elected one of the knight's companions of the order of the bath, but does not appear to have accepted any naval command till the year 1790, when he hoisted his flag on board the *London*, of ninety guns, as fourth in command of the fleet, ordered to be equipped for Channel or home service, under the command of Lord Howe. This measure took place in consequence of a rupture apprehended with the court of Spain, a cloud which broke away soon after, and caused the formidable fleet, which had on that occasion been equipped, to be immediately dismantled. About the time of his appointment to the command just stated, he was honoured with the civil employment of rear-admiral of

England, to which he was nominated on the death of Vice-admiral Darby in this year.

On the 1st of February 1793, immediately consequent to the commencement of the present rupture with France, he was advanced to the rank of vice-admiral of the red, and immediately afterwards was invested with a command, under Earl Howe, in the main or Channel fleet. He served in the same station at the time of the memorable encounter with the French fleet on the 1st of June 1794, till when, nothing material enough to demand our particular notice, appears to have occurred. Sir Alexander distinguished himself extremely on this occasion; the Royal George, on board which ship his flag was hoisted, lost her fore and main top masts, together with her fore mast: had twenty men killed and seventy-two wounded. His conduct, on this occasion, was honoured, in common with other flag-officers, who served with him, by a present from his Majesty, of a gold chain and medal; and an Irish barony, patent bearing date August the 12th ensuing, creating him Baron Bridport, of Cricket St. Thomas, with remainder to Samuel, his second, and every other son or sons, after him, of Henry Hood, of Catherington, in Hampshire, Esq. a captain in the navy, and their heirs male respectively. He continued to retain the same station during the remainder of the year, but, as might well be expected after so signal a defeat, no material event occurred. In the ensuing summer, his lordship commanded a stout squadron, ordered to cruise off the coast of France for the purpose of watching the enemy's ports, and attacking any squadron that might attempt putting to sea.

On June 29, 1795, he had the good fortune to discover the enemy's fleet: it consisted of twelve ships of the line, eleven frigates, and some smaller vessels. A chase immediately commenced, and continued unremittingly the whole day, none of the pursuers being able to get so near the enemy as to per-

mit them to commence an action with any probability of success ; early, however, on the morning of the 23d, six of the British ships had neared the enemy so considerably, as to be enabled to commence an action about six o'clock. It continued nearly three hours and then ceased, in consequence of the greater part of the enemy's force having worked almost close in with the port of L'Orient. Three of their ships, however, fell into the hands of the English as a substantial reward for their spirited perseverance.

On the 15th of March, 1796, his lordship was advanced to the civil office of vice-admiral of Great Britain, as successor to Earl Howe, who, on the death of Admiral Forbes, became admiral of the fleet. On the 31st of May following, he was advanced to the dignity of a peer of Great Britain, by the same style and title he had before held in Ireland.

SIR ROBERT CALDER

Was born on the 2d of July, 1745, and entered into the naval service before he had attained his twelfth year. His first duties were performed in the Nassau, Captain Sayer. In this ship, he was at the attack and conquest of the island of Goree, in 1758, under Mr. afterwards Lord, Keppel, and was severely wounded. In 1761, he served in the expeditions that reduced the Islands of Dominica and Martinique and in the following year, he was promoted to the rank of lieutenant. He was in the *Terrible*, of seventy-four guns, Captain Sir Richard Bickerton, at the beginning of the American war, and from that ship he passed into the *Victory*, of one hundred guns, Admiral Keppel, and was present at the encounter that took place off Ushant, on the 27th of July, 1778. In 1779, he was promoted to the rank of commander, and in August 1780, he was made post captain. In 1782, he proceeded in the *Diana* with

Lord Howe to the relief of Gibraltar. In 1793, he was appointed to the *Theseus*, of seventy-four guns; he was afterwards appointed first captain to Sir John Jervis's flag-ship, the *Victory*, and participated in the glories of the memorable 14th of February 1797. In 1799, he was promoted to the rank of rear-admiral. Some time after the commencement of the present war, having attained the rank of vice-admiral of the blue, he hoisted his flag in the *Prince of Wales*, and was sent to protect the coast of Ireland. He was next ordered to cruise off Rochefort, and afterwards to blockade the harbours of Ferrol and Corunna. The result of that service has been already mentioned: with an inferior force he beat the combined squadrons of France and Spain, and took two ships, but the expectations of the public went much farther than this: murmurs were every where heard, and the admiral demanded a court martial; his wish was, that the enquiry might extend into the whole of his conduct, even prior to his falling in with the enemy, while in their presence, and subsequently thereto; but the court, whether equitably or not, we cannot say, confined its investigation to the day after the action, and to the admiral's subsequent conduct and proceedings, until he lost sight of the enemy, and their sentence was, "that he had not done his utmost to renew the engagement, and to take or destroy every ship of the enemy," which neglect was attributed to an error in judgment, and he was adjudged to be severely reprimanded.* The admiral, notwithstanding this sentence, which was

* On this occasion, Admiral Roddam, who well knew how to estimate the character of Sir Robert Calder, writes to a friend "Had the vice-admiral acted differently from the excellent conduct which he pursued, this country would, in all probability, now have groaned under the effects of an invading foe, who had twenty thousand men, at that very time, embarked in Holland, ready to make a landing in Great Britain; but from this, Vice-admiral Calder saved us, and farther, he and he alone, laid the foundation of every subsequent victory, in this war."

generally regarded as severe, was, in 1808, promoted vice-admiral of the red; and in 1810, he was made vice-admiral of the blue, and he succeeded Admiral Young as commander-in-chief at Plymouth.

RT. HON. LORD COCHRANE, K.B.

LORD COCHRANE is the eldest son of the Earl of Dundonald, by his first lady, Anne, daughter of Captain Gilchrist, an officer of considerable eminence in the royal navy.* His lordship's first ennobled an-

* One action in which Captain Gilchrist was engaged, while commanding the Southampton, of thirty-two guns, excited much notice at the time.—On the 28th of March, 1758, the Southampton, in company with the Melampe, of twenty-four guns, Captain Hotham, while cruising in the North Sea, gave chase to two French frigates. The Melampe, being the better sailer, came up with, and engaged them both, for three-quarters of an hour, before the Southampton could render her any assistance. When Captain Gilchrist came up, one of the French frigates made sail and got off; and the Melampe, which was too much damaged in her rigging to be able to pursue, fell astern; consequently, the Southampton was left alone to contend with the enemy. “Now,” says a letter, that was written shortly after the action, “began one of the most obstinate engagements that has happened this war: they fired with equal fury on both sides, and both captains behaved with that bravery which became their stations: but the courage and resolution of Captain Gilchrist, animated his men to such a degree, that they exceeded any thing I have heard of, and at last, obliged the French to strike their colours. The Southampton's people boarded, and found the French ship to be the Danae, of forty guns, and three hundred and forty men. She was a king's ship, and was bound with another, north about, to Canada with stores. The Southampton laid alongside of her about six glasses, and notwithstanding it was so sharp an engagement, she had but one man killed, and ten wounded; among the latter is the brave Captain Gilchrist, who was shot through the shoulder with a pound ball, and went ashore at Yarmouth, where he was attended by all the physicians and surgeons in the town. The Danae lost her first and second captains, and the people of the Southampton imagine about eighty men, as they found seven or

cestor was William Cochrane, who, in the year 1667, was created Baron Cochrane, and, in 1669, Earl of Dundonald. From his eldest son descended seven earls of Dundonald, when that branch of the family became extinct, and the title fell to Thomas, a descendant of John, the younger son of the first earl. By his second wife, a daughter of Archibald Stuart, Esq. he had twelve sons, and a daughter, amongst whom were Archibald, the present earl, and Alexander, a rear-admiral, and knight of the Bath.

The earl himself, as well as his brother Alexander, was originally intended for the navy, in which he passed some of the earlier years of his life. He served as a midshipman, under Captain Stair Douglas, and afterwards, as acting lieutenant, on the coast of Guinea; and, while so employed, we have heard it mentioned, as a peculiarity of his lordship, that, unless actually on duty, he was always seen bare-headed.

After his return from the coast of Guinea, his lordship relinquished the naval service, and, for some time, we believe, held a commission in the army. His favourite pursuits, however, were of a scientific nature. In his youth, his attention had been directed to chemical experiments; the brilliant discoveries of Dr. Black operated as stimuli to his active and capacious mind; and, for many years, even to the injury of his private fortune, his lordship's studies have been almost entirely devoted to chemical and mechanical experiments, conducive to the general interests of society.*

eight dead at some of the guns. The French captain was the same man, who fought the Lion, Captain Brett, so valiantly in the last war.—During the action, the *Melampe* laid by to refit, and was coming up just as the *Danae* struck. By the great care and skill of the surgeons, Captain Gilchrist was at length perfectly recovered.”

* One of the early inventions of Earl Dundonald was that of a method for preserving ships from being worn-eaten, in warm climates. While serving upon the coast of Africa, he witnessed the destructive ravages committed upon ships' bottoms, by worms;

Lord Cochrane was born on the 14th of December, 1775; and, evincing an early predilection for the naval service, he was taken under the immediate protection of the present Admiral Sir Alexander Cochrane. He was not more than ten or twelve years old when he first went to sea; but, as his uncle had taken care to procure an able tutor for him, he was fortunately enabled to acquire a sufficient portion of scholastic knowledge, at the time that he was inuring himself to the duties of his profession. At this period, he is said to have displayed great vigour and susceptibility of mind. To common observers, his resolu-

and, from his chemical knowledge, it occurred to him, that an extract from pit-coal, in the form of tar, might be advantageously employed, as a preventive of this evil. Some experiments were consequently made, by paying ships' bottoms with his lordship's preparation; and, it was found perfectly to answer the intended purpose.

In 1785, Lord Dundonald published a treatise upon the manufacture of salt, recommending the refuse of that article, as a manure. In 1795, his lordship also published a work upon agriculture; in which, amongst many useful suggestions, and much salutary advice, the conversion of peat-moss into good soil, and the malting of grain, for the purpose of feeding cattle, are particularly discussed.

In 1801, his lordship, after numerous experiments, succeeded in producing, from the useless plants called lichens, which grow upon the bark of trees, on stones, &c. a substitute for the gummenegeal, which is used in considerable quantities by calico printers. This discovery was of the greater utility, as it was made at a period when the gum was particularly scarce and dear.—The philosophical researches of Lord Dundonald were next directed to the manufacture of alum, in which he introduced some material improvements.

His lordship's most successful project, for which he obtained a patent, in the year 1803, is a new and improved mode of preparing hemp and flax; by the adoption of which, the manufacture of sail-cloth has, in this country, attained an unrivalled excellence. Lord Dundonald submitted his process, with samples of cloth manufactured agreeably to his directions, to the Admiralty; and so sensible was that board of the advantages of his lordship's plan, that it has been for some time stipulated, in every contract, that the hemp shall be steeped and boiled in the manner which he recommended.

tion and activity, while a youth, appeared temerity, and the relation of many of his achievements, when in the Bay of Biscay, in the West Indies, and on the home station, before he passed for a lieutenant, would, it is said, be regarded as a tissue of gross exaggerations, if not of absolute falsehoods. His more recent actions, however, afford the strongest presumptive proofs of the undaunted hardihood of his earlier adventures.

Notwithstanding his arduous and unremitting exertions, his youth prevented him from attaining the rank of lieutenant, till towards the close of last war. Since that period, his lordship's progress has been signal and rapid. In the month of December, 1799, while serving in Lord Keith's flag-ship, the *Queen Charlotte*, he was intrusted with the admiral's cutter, and sent to relieve the *Lady Nelson*, in the Bay of Algeiras, at the time that that ship was surrounded and attacked by French privateers and Spanish gun-boats. On this occasion, Lord Cochrane greatly distinguished himself. He chased the privateers under the cannon of the harbour, and it was only in consequence of the darkness of the night, that they were enabled to effect their escape. * This action attracted

* " On the 21st of December in the evening, the *Lady Nelson cutter* was observed off Cabareta Point, surrounded by, and engaging several French privateers and gun-vessels. Lord Keith, who was lying in Gibraltar Bay, immediately despatched the boats of the *Queen Charlotte* and *Emerald*, to row towards the enemy, in hopes it might encourage the cutter to resist until she could get under the guns of the ships; but in the interim she was boarded and taken in tow by two of the French privateers, in which situation Lieutenant Bainbridge, in the *Queen Charlotte's* barge, with sixteen men, ran alongside the cutter, boarded her with the greatest impetuosity, and after a sharp conflict carried her, taking seven French officers, and twenty-seven men, prisoners; six or seven others were killed, or knocked overboard in the scuffle: the privateers instantly cut the tow-ropes, and made off under Algeiras, pursued and attacked by Lord Cochrane, in the *Queen Charlotte's* cutter. The darkness of the night prevented the boats acting in concert, otherwise all the privateers would have been taken.

the particular notice and admiration of Lord Keith, who, in September, 1800, made him master and commander, in the *Speedy* sloop, of fourteen guns.

In this vessel, Lord Cochrane continued to be employed, in the Mediterranean, under the orders of Lord Keith, till nearly the end of the war. His exertions, in annoying the enemy, and in making numerous captures, were eminently successful. In February, 1801, he took the French brig, *La Caroline*, laden with ordnance stores, and, in April, some Spanish xebecs. His most extraordinary display of courage, however, while commanding the *Speedy*, was in the attack and capture of the Spanish frigate, *El Gamo*, off Barcelona, on the 6th of May; in which the difference in size, weight of metal, and number of men, in the contending ships, is particularly deserving of notice. The Spaniard mounted thirty-two guns; of which twenty-two were long twelve-pounders, eight nines, and two heavy carronades; and she was manned with two hundred and seventy-four officers, seamen, boys, and supernumeraries, and forty-five marines, making a total of three hundred and nineteen: whilst the *Speedy* mounted only fourteen four-pounders; and, including officers, men, and boys, had only fifty-four on board. The frigate was carried by boarding. The great disparity of force," says Lord Cochrane, in his official letter, "rendered it necessary to adopt some measure that might prove decisive; I resolved to board, and, with Lieutenant Parker, the Hon. Mr. Cochrane, the boatswain, and crew, boarded; when, by the impetuosity of the attack, we forced them instantly to strike their colours." Lieutenant Parker was severely wounded, and one seaman lost in the act of board-

Lieutenant Bainbridge was severely wounded on the head by the stroke of a sabre, and slightly in other places. Some of the men were also wounded in this gallant conflict."—*Vide* SCHOMBERG: *Naval Chronology*.

ing. The total loss of the Speedy in this spirited conflict, was three killed, and eight wounded; that of El Gamo, fourteen killed, and forty-one wounded—a greater number than the crew of the Speedy consisted of.

In this vessel, accompanied by the Kangaroo, Captain Pulling, Lord Cochrane, soon after the capture of El Gamo, destroyed a xebec, of twenty guns, two or three gun boats, and part of a convoy; which sought protection under a battery of heavy ordnance.—It was on the 1st of June, while cruising off Barcelona, that the Speedy fell in with the Kangaroo; and, in consequence of information which they obtained from a Minorquin privateer, it was determined to go in pursuit of a Spanish convoy, consisting of twelve sail, and five armed vessels, then three days' sail ahead. On the morning of the 9th, they got sight of them, at anchor, under the battery of Oropeso. "Having so able and gallant an officer as his lordship," says Captain Pulling, "to lead into the bay, I hesitated not a moment to make the attack: we approached within half gun-shot of the enemy by noon with both brigs, and came to an anchor, though opposed by the battery, which is a large square tower, and appears to have twelve guns, a xebec, of twenty guns, and three gun-boats, all of which kept up a brisk fire until two o'clock, when it considerably decreased, but again recommenced, encouraged by a felucca, of twelve guns, and two gun-boats, that came to their assistance: by half-past three, the xebec and one of the gun-boats sunk, and shortly after another gun-boat shared the same fate. The tower, with the remaining gun-boat, assisted by the three in the offing, continued to annoy us on both sides till about half-past six, when the fire of the whole slackened; and on the Kangaroo cutting her cables, and running nearer to the tower, the gun-boats in the offing fled, and by seven the tower was silenced. We were annoyed by a heavy fire of musketry in different

directions till midnight, during which time the boats of both brigs were employed in cutting out the vessels that were found afloat, under the direction of Mr. Thomas Foulerton,, the first lieutenant of the Kangaroo, assisted by Lieutenant Warburton, of the Speedy, the Hon. M. A. Cochrane, and Messrs. Dean and Taylor, midshipmen; they succeeded in bringing out three brigs laden with wine, rice, and bread. When Lord Cochrane, with his usual zeal, took the same officers under his command, and went in shore again in the hope of bringing away more, but the remainder were either sunk or driven on shore."

It appears by this account, that, from the commencement of the attack, till the completion of the service, at least twelve hours of incessant and laborious exertion had elapsed. "I cannot," says Captain Pulling, "express myself sufficiently grateful to Lord Cochrane for his assistance during this long contest, as well as on the day before, when we found it necessary, for the honour of his Britannic Majesty's arms, to blow up the tower of Almanara, mounting two brass four-pounders, which would not surrender, though repeatedly summoned."—In this last-mentioned affair, as we also learn, from Captain Pulling's letter, Lord Cochrane, who never appears to have been over cautious respecting his person, received a bruise, and was slightly singed.

A few days after the achievement of these gallant exploits, the Speedy had the ill luck to fall in with the French squadron, under the command of M. Linois, by which she was chased and captured; but, in consequence of the engagement which took place in Algezirias Bay, between Sir James Saumarez and Linois, on the 6th of July, Lord Cochrane's captivity was of very short duration. On the day succeeding the battle, Sir James Saumarez sent Captain Brenton into the bay, with a flag of truce, to endeavour to effect an exchange of Captain Ferris, and of the officers and men who had unfortunately fallen

into the hands of the enemy. After some little delay, the object of the English admiral was so far attained, that Captain Ferris, with all his officers and wounded men, were sent away on their parole; and, by the same opportunity, Lord Cochrane, with the officers and crew of the *Speedy*, also succeeded in obtaining their liberty.

During the time that Lord Cochrane had commanded the *Speedy*—a period not much exceeding ten months—he had taken the extraordinary number of *thirty-three* vessels, mounting, in the aggregate, one hundred and twenty eight guns, and containing five hundred and thirty persons.

As a reward for these services, his lordship was, on the 8th of August, 1801, promoted to the rank of post captain, in *La Raison* frigate; but, in consequence of the peace of Amiens, which almost immediately succeeded, his career of success was, for a time suspended.

In the month of October, 1803, soon after the commencement of hostilities, Lord Cochrane was appointed to the *Arab*; and, in the following year, to the *Pallas* frigate, of thirty-two guns. In the latter ship he proceeded to the Newfoundland station, but remained there only a short time. Early in 1805, he was sent out with dispatches to his uncle, Sir Alexander Cochrane, who was at that time employed in the blockade of Ferrol. This was shortly after the rupture with Spain took place, and, as Lord Cochrane was employed in cruising off the Spanish coast, he had the good fortune to make a considerable number of prizes. Amongst others, the capture of *Il Fortuna*, a Spanish galleon, afforded a rich recompense to his valour. *Il Fortuna*, bound from the Rio de la Plata to Corunna, was laden with specie, to the amount, as was reported, of one hundred and fifty thousand pounds, besides a considerable quantity of valuable merchandise, of nearly an equal value. This capture, however, is chiefly memorable, for a noble

act of generosity displayed upon the occasion, by Lord Cochrane, his officers, and crew. The Spanish captain, and supercargo, stated, that they had been engaged, for nearly twenty years, in commercial pursuits, in the burning clime of South America; that they were returning to their families, in Old Spain, there to spend the evening of their days, on the hardly-earned fruits of their industry; that the whole of their property, amounting, in goods and specie, to about thirty thousand dollars each, had been embarked in *Il Fortuna*; and, by the capture of that ship, they found themselves reduced to a state of indigence and beggary. It was added, too, that this was the second time that the captain had sustained such a misfortune; as, in the year 1779, he had been stripped of his all by a British cruiser, and forced to begin the world anew! A tale of distress, whether real or fictitious, seldom fails of producing a due effect upon the heart of an English sailor; and, in the present instance, our national spirit of liberality exerted its influence in favour of these]unfortunate men, to an unexpected, and almost unprecedented extent. The result of their appeal was, that they each received 5,000 dollars in specie, from their captors; a boon of benevolence, which, by the joyful tears they shed, called forth the most grateful feelings of the heart.

It was on the 9th of March (1805) that *Il Fortuna* arrived at Plymouth; and, on the 23d of the same month, another Spanish letter of marque, of fourteen guns, was sent into that port, a prize to the *Pallas*.

Early in April, 1806, the *Pallas* was employed in the execution of a very hazardous enterprise, in the Garonne; a river, as it has been observed, the most difficult in its navigation of any on the French coast. From Lord Cochrane's official dispatch, upon this occasion, we learn, that, in consequence of information which had been received, respecting the situation of some corvettes, lying in the Garonne, the *Pallas*

proceeded up the river, and anchored close to the Cordovan shoal, a little after dark on the evening of the 5th of April. About three o'clock on the following morning, the boats of the Pallas had succeeded in boarding and cutting out the Tapageuse corvette, of fourteen long twelve pounders, and ninety-five men; notwithstanding she lay twenty-miles above the shoals, under the protection of two heavy batteries. At daylight, however, when the Tapageuse made sail, a general alarm was given, and she was followed by a sloop of war. An action consequently commenced, and continued, "often within hail, till, by the same bravery by which the Tapageuse was carried, the sloop of war, which had been before saved by the rapidity of the current alone, after about an hour's firing, was compelled to sheer off, having suffered as much in the hull as the Tapageuse in the rigging."

But this was not the conclusion of the service. On the same morning, while at anchor, waiting for the return of the boats, the Pallas descried three ships bearing down towards her. The anchor was instantly weighed; and, with the remainder of her officers and crew, she chased, drove on shore, and completely wrecked them. One mounted twenty-four guns, another twenty-two, and the third eighteen.

In addition to the above, between the 26th of March and the 8th of April, Lord Cochrane took two French chasse marées, and one brig; and destroyed a chasse marée, and another brig.

A successful attempt was also made by his lordship upon the battery at Point L'Equilon, which was carried by a *coup de main*, and laid in ruins, the guns spiked, the carriages burnt, the barrack and magazine blown up, and all the shells thrown into the sea. The signal post of L'Equilon, together with the house, shared the fate of the gun-carriages; but the convoy, which would have been a gratifying capture, got into a river beyond the reach of the brave assailants.

Between the 13th of December, 1806, and the 7th

of January, 1807, his lordship took, and destroyed, fifteen ships of the enemy. About the time last mentioned, the boats of the *Imperieuse*, under the direction of Lieutenant Mapleton, made a successful attack upon Fort Roquette, at the entrance of the Basin of Arcasson. This fort, which had been intended for the defence of the basin, and of such vessels as might be lying in it, was completely laid in ruins; a large quantity of military stores was destroyed; four thirty-six-pounders, two field-pieces, and a thirteen-inch mortar were spiked; and all the platoons and carriages burnt. This enterprise, through the judicious manner in which it was planned and conducted, was accomplished without any loss whatever on the part of the assailants.

Lord Cochrane next appears off the coast of Languedoc, where, in September, 1808, he blew up, and totally destroyed the newly constructed "semaphoric" telegraphs at Bourdique, La Pinede, St. Maguire, Frontignan, Canet, and Foy; together with the houses attached, fourteen barracks of the *gens d'armes*, a battery, and the strong tower upon the lake of Frontignan. The telegraphs here mentioned were considered as of the utmost importance to the safety of the convoys accustomed to pass along the coast of France; as, by their signals, they constantly apprized them of the approach of any English cruiser that might appear. Alluding to this service, the commander-in-chief, in his official letter, says:—"Nothing can exceed the activity and zeal with which his lordship pursues the enemy. The success which attends his enterprises clearly indicates with what skill and ability they are conducted; besides keeping the coast in constant alarm, causing a total suspension of trade, and harassing a body of troops employed in opposing him, he has, probably, prevented those troops which were intended for Figueras, from advancing into Spain, by giving them employment in the defence of their own coasts." It appears,

indeed, from Lord Cochrane's statement, that the comparatively insignificant force which he landed upon this occasion, drew about two thousand troops from the fortress of Figueras, to the defence of the French coast.

Towards the close of the year (1808) the *Impe-rieuse*, with other ships, was employed in the Bay of Rosas, to assist the Spaniards in defending the fortress of that place; and Lord Cochrane, with his accustomed alacrity and spirit, landed, and took upon himself the defence of Trinity Castle, an outwork of the garrison, on which its preservation depended.

The gallantry of his lordship, in this instance, did not fail to call forth appropriate praise. "The heroic spirit and ability," says his commander-in-chief, "which have been evinced by Lord Cochrane, in defending this castle, although so shattered in its works, against the repeated attacks of the enemy, is an admirable instance of his lordship's zeal." One of the Spanish gazettes, too, after noticing, in the handsomest terms, his preceding services, concluded by saying—"It is a sufficient eulogium upon his character to mention, that in the defence of the castle of Trinidad, (Trinity Castle) when the Spanish flag, hoisted on the wall, fell into the ditch, under a most dreadful fire from the enemy, *his lordship was the only person*, who, regardless of the shower of balls flying about him, descended into the ditch, returned with the flag, and happily succeeded in placing it where it was before."

The last specific service in which we find Lord Cochrane engaged, previously to his joining the Channel fleet, under Lord Gambier, was the seizure of two French ships of war, with a convoy of eleven victualers for Barcelona, in the port of Caldagues, about the 2d of January.

Respecting the destruction of the French fleet in Basque Roads, so admirably effected by his lordship, we have already given an account.

The plan of the expedition was entirely entrusted to his lordship; agreeably to a proposal which he, some years ago, submitted to the Admiralty Board, for destroying an enemy's fleet at anchor.

As a special mark of royal favour, in consideration of Lord Cochrane's signal services, in Basque Roads, on the 12th of April, his Majesty was graciously pleased, on the 26th of the same month, to invest his lordship with the honourable order of the Bath. Of his lordship's exertions in the senate, we have no room to enlarge: he was elected member of parliament for Honiton, in 1806; and in 1807, for Westminster; for which place he has continued to sit ever since.

HON. WILLIAM CORNWALLIS,

BROTHER to the late Marquis Cornwallis, born in 1744, and made post captain in 1765, behaved with great bravery when captain of the *Isis*, at the attack of Mud-Island. Distinguished himself very much as captain of the *Lion*, in the action of the 6th of July 1779, off Grenada. In 1780, he shewed great courage and resolution when off Monti Christi, with two ships of the line and three frigates, he was attacked by M. La Mothe Picquet, with four ships of the line and two frigates. He gained great honour as captain of the *Canada* in the engagements at St. Christopher's, and on the 12th of April 1782. In 1789, went out to command in the East Indies. In 1794, commanded a division of the Channel fleet. Displayed great firmness and determined bravery when attacked off the Penmark July the 16th and 17th 1795, by a French fleet of thirteen sail of the line, and fourteen frigates, his own consisting of only five sail of the line and one frigate. In February 1796, sent to command in the West Indies; but his ship, the *Royal Sovereign*, having run foul of one of the large transports under his convoy, he re-

turned to Portsmouth; for which, on the 17th of April, he was tried by a court martial, and acquitted. He has been a colonel of marines; rear-admiral of England: and in 1801, upon the resignation of the earl of St. Vincent, was appointed to command the Channel fleet.

SIR ROGER CURTIS, BART.

THE son of a respectable farmer in Wiltshire, entered the sea service contrary to the inclinations of his parents, and obtained the rank of commander in the year 1776, and in the following year was made post by Lord Howe. He greatly distinguished himself, when captain of the *Brilliant* frigate, at the siege of Gibraltar, particularly at the destruction of the floating batteries, on the 13th September 1782. On this occasion, he received the honour of knighthood. In the armament 1790, he was Lord Howe's first captain in the *Queen Charlotte*; and also in the memorable engagement on the 1st June 1794, for which he was created a baronet, and presented with a gold chain and medal. In 1795, he commanded a division of the Channel fleet. In 1798, he was sent to join the Lisbon fleet: and in 1799, went out to command at the Cape of Good Hope. He has been a colonel of marines.

SIR JOHN THOMAS DUCKWORTH, K.B.

VICE-ADMIRAL OF THE WHITE SQUADRON.

SIR JOHN is the descendant of an ancient and highly respectable, though not opulent, family in the county of Devon. He was born at Leatherhead, in Surry, in 1747 8. His father was a clergyman, whose living was not very productive; but who, by means of a strict economy, was enabled to provide for his fa-

mily, and to live in a respectable manner. Being extremely well qualified for such a task, he educated the subject of this memoir, and fitted him for the service to which he has since done so much honour.

The first account which we find of our young seaman is, while he was serving as a midshipman on board of the *Kent*, of seventy-four guns, Captain Charles Fielding. He was in that ship when her aftermost magazine blew up, on the 4th of July 1774. While saluting the admiral as she was sailing out of Plymouth Sound, the wadding from the guns of the *Kent* communicated with some powder in an ammunition-chest on the poop, which instantly took fire, and blew up all that part of the ship. The beams of the quarter-deck were forced in; and many others, in different parts, were much shattered and broken. By this distressing accident, almost all the men on the poop, and after-part of the ship, were blown overboard, and about fifty of them were killed and dreadfully wounded.

Mr. Duckworth, we believe, remained in the *Kent* till the beginning of the year 1776, when he accompanied Captain Fielding into the *Diamond* frigate, of thirty-two guns, and sailed with him to America, for the purpose of convoying a large detachment of British and foreign troops. He continued with Captain Fielding in America, until the spring of 1779, during a part of which time, that officer was commander in chief at Halifax. Under his auspices, he acquired much professional knowledge; and, in fact, became a thorough seaman.

On the 15th of March, 1779, Mr. Duckworth was appointed to the *Princess Royal*, of ninety-eight guns, then Vice-admiral Byron's flag-ship, on the West India station. He was, consequently, present during the action with Count D'Estaing, off Grenada, on the 6th of July following.

Mr. Duckworth afterwards proceeded to St. Christopher's, with Vice-admiral Byron; and, on the 16th

of July 1779, he was made master and commander in the Rover sloop, remaining on the same station. While there, he was accustomed to cruise off Martinique, and to look into Fort Royal harbour every day. On the 16th of June, he was made post in the Terrible, of seventy-four guns, from which he was removed to the Princess Royal.

Captain Duckworth, who had been many years out of commission, was appointed in 1793 to the Orion, of seventy-four guns. This ship was attached to the Channel fleet, under the orders of Earl Howe; and, consequently, Captain Duckworth was in the three memorable actions of the 28th and 29th of May, and 1st of June 1794, of which we have already given an ample account.

On the 25th of March in the same year, he sailed in the Leviathan, of seventy-four guns, with the squadron under the command of Rear-admiral Mann, for the Mediterranean; but parted company off Cape Finisterre, and, with the Hannibal and Swiftsure, proceeded with a convoy to the West Indies.

In the month of August 1796, Captain Duckworth hoisted his broad pendant in the Leviathan; and, as he was much employed in cruising, he participated in the capture of a great number of the enemy's privateers and merchant-vessels.

In the early part of 1798, he was employed in the Channel fleet, under the command of Admiral Lord Bridport; and, in the month of August following, having joined Earl St. Vincent in the Mediterranean, he again hoisted his broad pendant in his old ship, the Leviathan. The reduction of Minorca being deemed an object of considerable importance, Commodore Duckworth was, about this time, appointed to the command of a squadron, for the purpose of effecting it, which business he performed without the loss of a single man.

Whilst Commodore Duckworth remained in this quarter, he also captured several merchant-vessels,

some of which were of considerable value. His presence being no longer necessary at Minorca, he returned to the Mediterranean, where he continued till the month of June 1800, first, under the orders of Earl St. Vincent, and, subsequently, under Lord Keith. In the *interim*, however, on the 14th of February 1799, Commodore Duckworth was promoted to the rank of rear-admiral of the white squadron.

The vigilance of Rear-admiral Duckworth was now on the eve of experiencing a very solid remuneration. On the 5th of April 1800, while on a cruise in the Straits, with the *Swiftsure*, Captain Hallowell, and the *Emerald*, Captain Waller, he had the good fortune to fall in with a valuable Lima convoy. After a short running fight, he, the next day, succeeded in capturing two of the frigates, and eleven of the merchantmen; the whole of which, richly laden, were carried safely into Gibraltar. In the month of June 1800, Rear-admiral Duckworth proceeded from the Mediterranean to the Leeward Islands, as the successor of the late Vice-admiral Lord Hugh Seymour; who, on his arrival, went down to relieve Sir Hyde Parker, in the command at Jamaica.

On the 6th of June following, Rear-admiral Duckworth had the honour of being nominated one of the Knights Companions of the Bath. He retained the command on the Leeward Island station till the winter of 1801, when he returned to England; and was not again employed till the renewal of hostilities, in 1803.

At that period, he obtained the important and lucrative appointment of commander in chief at Jamaica. From the time of his arrival to the close of the year, an astonishing number of captures was made by his cruisers. The respective harbours of the island of St. Domingo were also closely blockaded; and, in addition to the usual duties of his station, Sir John had to conduct a very troublesome negotiation with General Rochambeau, the commander of the French forces in that island.

Sir John Duckworth, who was promoted to the rank of vice-admiral of the blue squadron, on the 23d of April, 1804, continued at Jamaica until the spring of 1805, when he was succeeded in the command by Rear-admiral Dacres. During his stay, he was unusually successful in capturing an extraordinary number of the enemy's vessels; and, by a judicious distribution of his force, he effectually protected the commerce and coasts of the island. The estimation in which his conduct was holden by the inhabitants, will be sufficiently seen from the following resolution of the House of Assembly, of Jamaica, dated December the 7th, 1804: which we transcribe from a Jamaica paper:

“Agreed to, *nem. con.* that the thanks of the house be presented to Vice-admiral Sir John Thomas Duckworth, K. B. for the effectual protection afforded to the commerce and coasts of this island, by his able and disinterested distribution of his Majesty's naval forces under his command:

“And that he be requested to accept a sword, of one thousand guineas value as a testimony of the high sense entertained by this house of the eminent services he has thereby rendered to the country.”

Shortly after his return to England, Sir John Duckworth was appointed second in command of the Mediterranean fleet, in which he hoisted his flag on board of the *Superb*, of seventy-four guns. Towards the close of 1805, he was detached, by Lord Collingwood, in quest of a French squadron, which was known to be at sea. With the progress of his cruise, his falling in with the French in St. Domingo Bay, and the result of the action which ensued, the reader is already well acquainted; and, on account of which, he received the unanimous thanks of both houses of parliament. Of the business at Constantinople, we need say nothing in addition to what will be found in other parts of our work.

BENJAMIN HALLOWELL,

DISTINGUISHED himself very much at Toulon, Corsica, and Naples, where he was chiefly employed on shore, and displayed great courage, perseverance, and zeal. Commanded the *Courageux*, of seventy-four guns, when he was driven out of Gibraltar Bay, and wrecked on the coast of Barbary; he was attending as member of a court martial at the time. He afterwards served under Earl St. Vincent, as a volunteer: then commanded the *Swiftsure*, of seventy-four guns, at the battle of the Nile, 1st of August, 1798; for which he was presented with a gold medal. In 1801, on his passage down the Mediterranean, he was captured by a French squadron of ships of war, after a most able and gallant defence. He received the honour of the order of St. Ferdinand of Merit, from the king of the Two Sicilies, for his services on the coast of Italy, which was confirmed by his Britannic Majesty January 7th 1801.

SIR EDWARD HAMILTON, KNT.

WAS born in March 1772, and at the age of seven, he was sent to sea with his father, who then commanded the *Hector*, of seventy-four guns, in which he served till 1781. On the return of peace, he was sent to school to attend to classical learning. In 1787, he went again to sea, and served till 1790, in the West Indies. In 1793, he was appointed one of the lieutenants of his Majesty's ship *Dido*: he served at the siege of Bastia, and commanded in person on shore, at the siege of Gibraltar, a strong post, held by the French near Calvi, and obliged the garrison to capitulate. In 1796, he was promoted to the rank of commander, and in the following year, he was made post, and was appointed to the *Surprise*, frigate, of twenty-four guns. Between 1798, and

1800, he was constantly employed in the most active service, and captured, burnt, sunk, or otherwise destroyed, more than eighty of the enemy's armed vessels, and merchant ships. He was knighted in 1800, for his very gallant and intrepid conduct in cutting out of La Guira, on the island of Porto Rico, his Majesty's late ship, the *Hermione*, in which he was six times wounded. In 1801, commanded the *Trent*, of thirty-six guns, in which ship he also displayed great skill and nautical abilities; but having unfortunately in the year 1802, treated the gunner of the ship with much cruelty, which being proved on evidence before a court martial, he was sentenced to be dismissed the service; restored to his rank the same year.

SAMUEL LORD VISCOUNT HOOD.

LORD HOOD, the elder brother of Lord Bridport, was not originally destined for the service; it was some time before the venerable rector of Thorncombe could obtain sufficient resolution to trust two sons to the honourable, yet perilous duty of the British navy.

Commodore T. Smith, then commander-in-chief on the Newfoundland station, who afterwards sat as president on Admiral Byng's court martial, was the first officer with whom Mr. Samuel Hood embarked in the *Romney*, during the year 1740. Having distinguished himself in the situation of a midshipman, on various occasions that demanded considerable skill and intrepidity, Mr. Hood, in a striking manner excited the notice and patronage of the discerning commodore; and was accordingly promoted by him to the rank of lieutenant in October 1746, during the rebellion, when Commodore Smith commanded a squadron on the coast of Scotland.

Mr. Hood was next appointed as lieutenant to the *Winchelsea*, of twenty guns, which in the winter of 1746, engaged and captured a French frigate, of superior force. During the action, which was very spirited, Lieutenant Hood received a severe wound. In 1748, he was removed to the *Princess Louisa*, then bearing Admiral Watson's flag; who, with ten other captains, had been advanced for their gallant behaviour in Lord Anson's action with Monsieur De la Jonquiere's squadron. Lieutenant Hood accompanied Admiral Watson to Louisbourg; and on the peace returned with him to England.

In the year 1754, Mr. Hood was promoted commander of the *Jamaica sloop*, then stationed at the Bahama Islands: and the year following joined Lord Keppel in Hampton Road Virginia, who commanded the expedition in which General Braddock was defeated. In the succeeding year, 1756, having been appointed by Commodore Holmes, his captain in the *Grafton*, and being present in the action off Louisbourg, with a French squadron, he returned with him to England towards the close of the same year; and found on his arrival, that he had been made post during his absence in July 1756.

His first brilliant action was in the *Antelope*, fifty guns, to which he was appointed in April 1757. In this ship he engaged, drove on shore, and totally destroyed, in the Bay of Audierne, near Brest, a French ship of war, of fifty guns, and four hundred and fifty men. The enemy had thirty men killed during the action, and twenty-five wounded. The *Antelope* had only three men killed, and thirteen wounded. Captain S. Hood was appointed to the command of the *Vestal* frigate, in 1758, thirty-two guns, and two hundred and twenty men, built at Liverpool.

Rear-admiral Holmes, having, in 1759, been made third in command of the fleet destined to co-operate in the expedition against Quebec, previously sailed for New York with a convoy of sixty transports. In

this squadron was the *Vestal*, Captain S. Hood. Early on the 21st of February, Captain Hood being on the look out, made the signal for a strange sail, and soon afterwards found that it was an enemy. About two, the *Vestal* got close alongside, and began a most spirited action, which continued without any cessation until six in the evening, when the *Vestal* took possession of her opponent. She proved to be the *Bellona*, of thirty-two guns, two hundred and twenty men, commanded by the Comte De Beauhonnor, who had escaped out of Fort Royal Bay, Martinico, during the night of the 16th of January, in company with the *Florissant*, and a frigate of her own force. They were all chased by Commodore More's squadron, and had on board dispatches for France, that the English had landed on the island.

When the *Vestal's* lieutenant took possession of the prize, he found more than thirty dead upon the deck: out of two hundred and twenty, forty-two had been killed. The French acknowledged, that they had thrown about twelve overboard. The *Vestal* had five killed, and twenty two wounded. The *Bellona* was left with only her fore mast standing, without either yard or top-mast. When Captain Hood brought to, all the top-masts of the *Vestal* fell over the side; and her lower masts must have gone likewise, so completely was the rigging cut to pieces, had it not been for the great exertions of the captain, and his gallant ship's company; these were assisted by favourable weather, and on the 2d of March he arrived with his prize at Spithead. She was purchased by government, and added to the royal navy by the name of the *Repulse*.

Captain Hood was appointed to succeed, February 16, 1778, the late Admiral Gambier as commissioner of Portsmouth dock-yard; on the 20th of April following, he was created a baronet; and in the month of September, 1780, was advanced rear-admiral of the blue. Thus, after forty years of arduous and

faithful service, did this distinguished officer at length attain the professional rank in which an ampler scope would be allowed for a display of that nautical skill, and experience, which he had derived from no common sources, and had gained with no inconsiderable share of peril and fatigue.

Of Sir Samuel Hood's conduct in the American war we have already had occasion to speak in several parts of our work. It will be sufficient, in this place, to observe, that Sir George Rodney, in his public dispatches to the Admiralty, dated April 12, 1782, mentions Sir Samuel Hood as having most conspicuously exerted himself, and as being deserving of his warmest encomiums. In another letter of the same date, Sir George, in detailing the action of the ninth of April says, "The enemy first got the wind, and stood towards Guadaloupe. My van division, under that gallant officer Sir Samuel Hood, received it next, and stood after them. At nine, the enemy began to cannonade my van, which was returned with the greatest briskness." Again, in another part, he adds, "Such was the steady behaviour of Sir Samuel Hood, and the ships of the van, that the enemy received more damage than they occasioned."

On the 18th of April Sir Samuel Hood was detached with some discretionary powers in search of the enemy; on the 19th, he captured the *Jason*, and *Caton* of sixty-four guns each, with a frigate and a sloop.

This distinguished officer now received a fresh mark of his sovereign's esteem. On the 28th of May 1782, he was created Baron Hood, of Catherington, in the kingdom of Ireland; and on the 20th of June following, in the court of common council assembled, the freedom of the city of London was unanimously voted him, to be presented in a gold box of one hundred guineas value, as a testimony of the high opinion which the members of the court entertain of his judicious, brave, and able exertions,

in the various engagements with the enemy's fleet in the West Indies.

In the French war, at Toulon and Corsica, Lord Hood, as we have seen, greatly distinguished himself, and performed the most important services for his country. On the 25th of March 1795 he was elected an elder brother of the Trinity house, in the room of the Marquis of Downshire deceased. In April 1796, he was appointed governor of Greenwich hospital: and in the month of May, in the same year, was raised to the dignity of a viscount of Great Britain. The late Captain Vancouver called the inlet he explored from Port Discovery, on the coast of New Albion, out of compliment to his lordship, after his name. Lady Hood was created a viscountess, in her own right, previous to Lord Hood's return from the Mediterranean. His lordship was advanced vice-admiral of the red, February 1, 1793; admiral of the blue in April 1794; and admiral of the white, February 14, 1799.

COMMODORE SIR SAMUEL HOOD,

K.B. & K.S.F.

ABOUT the age of fourteen, Mr. Hood commenced his naval career, as midshipman, under the protection of the Right Hon. Lord Hood, who then (1776) commanded the *Courageux*. He remained in that ship, and in the *Robust*, until the year 1779. In 1778, while in the latter, he was present at the capture of two French frigates, the *Pallas* and the *Licorne*; and, on the 27th of July, in the same year, in the memorable engagement between Admiral Keppel and Le Comte d'Orvilliers, he had the honour of serving as *aid-du-camp* to the captain of the *Robust*.

In the course of the following year, Mr. Hood was removed into the *Lively* sloop; and, in 1780, he was in that vessel at the capture of *La Duchesse De Char-*

trés, a French privateer, which surrendered after a short action, in the British channel.

At the latter end of the year 1780, Lord Hood having hoisted a rear-admiral's flag on board of the *Barfleur*, he was accompanied to the West Indies, in that ship, by his young *protégé*; who served under him, as acting lieutenant, and lieutenant, from the month of October, 1780, until the 31st of January, 1782.—During his services in the *Barfleur*, Lieutenant Hood exerted himself, as far as his rank and orders would permit, in the battle with De Grasse, off Martinique, on the 29th of April, 1781; in the engagement off the Chesapeake, on the 5th of September following; and in the actions between the two fleets, at St. Kitt's, on the 25th and 26th of January, 1782.

On the 31st of January, 1782, five days after the second action at St. Kitt's, Mr. Hood was promoted to the rank of commander, and appointed to the *Renard* sloop.

Captain Hood was in the *Barfleur* in the actions of the 9th and 12th of April, 1782, in which his noble relation so conspicuously and eminently distinguished himself; and, on the 19th of the same month, he was also at the capture of the French squadron in the Mona Passage, consisting of *Le Jason*, *Le Caton*, *L'Aimable*, and *La Ceres*.

This was the last engagement in which Captain Hood was concerned during the war.—When the preliminaries of peace were signed, he took the opportunity of going over to France, where he remained until the year 1785.

In the month of May, 1790, he was appointed to the command of the *Juno* frigate, in which he proceeded to Jamaica. Whilst on this station, nothing particular occurred until the beginning of February, in the following year, when Captain Hood, in a manner the most honourable to his character as an officer and as a man, had the satisfaction of saving the lives of three men from a wreck, at sea.

In February 1794, Lord Hood, as we have seen, proceeded towards Corsica, with the view of reducing that island. On this occasion, the *Juno*, with the *Egmont*, *Fortitude*, and *Lowestoff*, under the orders of Commodore Linzee, in the *Alcide*, was dispatched to the Gulf of St. Fiorenzo, for the purpose of facilitating and covering the debarkation of some troops, under the command of Lieutenant-general Dundas. This object was effected on the 7th, in a bay to the westward of Mortello. In this service Captain Hood was very actively employed, for which he afterwards received the thanks of the commander-in-chief of the land forces.

On the day after that on which the debarkation of the troops had been effected, it was thought expedient to attack the tower of Mortello, from the bay; and the *Juno*, in conjunction with the *Fortitude*, Captain Young, accordingly commenced a cannonade against it, which lasted for two hours and a half. The attempt was ineffectual; but the bravery of the assailants was not the less conspicuous.

On the night of the 17th, the heights of Fornelli were vigorously attacked, and carried by assault. The enemy then retreated into the town of St. Fiorenzo, which they also evacuated on the 19th, and continued their retreat towards Bastia. Two fine French frigates, *La Minerve* and *La Fortunée*, which were lying off the town, were destroyed. On these occasions, Captain Hood again particularly distinguished himself; and, for his different services in this quarter, he had the satisfaction of receiving the thanks of the commander-in-chief.

Captain Hood was employed, in the subsequent attack upon Bastia. At the blockade and capture of Calvi, he served in *L'Aigle* frigate; and his conduct was mentioned by the commander-in-chief, on that occasion, as highly meritorious.

Captain Hood continued in *L'Aigle* until the year 1796; and, during the whole of 1795, he had the

command of a small squadron in the Archipelago, for the purpose of protecting the trade, and blockading a squadron of the enemy's frigates, of equal force, at Smyrna. For the unwearied activity and vigilance which he displayed, while on that station, he received the thanks of the Levant Company.

In the month of April, 1796, Captain Hood was appointed to command the *Zealous*, of seventy-four guns; in which, during that year, he was actively employed under Sir John Jervis, off Toulon; and, in 1797, off Cadiz. In the summer of the latter year, he was with Lord Nelson, at Teneriffe, when his lordship had the misfortune to lose his arm.*

On the memorable 1st of August, 1798, Captain Hood, in the *Zealous*, having the look-out, first discovered the French fleet in the Bay of Aboukir, and was ordered, by signal, to reconnoitre their position. When Admiral Nelson, about six in the evening, arrived off the Bay of Shoals he hove to, and hailed Capt. Hood, to ask him, "*What he thought of attacking the enemy that night?*" His answer was, "*We have now eleven fathoms water; and, if the Admiral will give me leave, I will lead in, making known my soundings by signal, and bring the van ship of the enemy to action.*" Late as it was, the firmness of this answer decided the admiral, who said, "*Go on, and I wish you success.*" During this conversation, the *Goliath*, Captain Foley, passed and took the lead, which she kept; but, not bringing up alongside the first ship, went on to engage the second. On this, Captain Hood exclaimed to his officers:—"Thank God! my friend Foley has left me the van ship." He soon after took such a position on the bow of *Le Guerrier*, the ship in question, as to shoot away all her masts, and effect her capture, in twelve minutes from the time that the *Zealous* commenced her fire. This was achieved without the loss of a man, or the slightest injury to Captain Hood's ship.

* See the Lives of NELSON and TROUBADOUR.

The Zealous afterwards engaged, alone, the four French ships which escaped, until called off by signal. The total loss which she sustained in the conflict amounted to only one seaman killed, and seven wounded.

For the service which Captain Hood rendered, in this glorious and important engagement, he was subsequently honoured with the thanks of parliament; and was also presented with a sword by the city of London.

With this force, Captain Hood kept the port of Alexandria closely blockaded. He also contributed, in a material degree, to the interests of this country, by his amicable communications with all the Pachas and governors under the Grand Seignior; and particularly with Jezzar, Pacha of Acre, whose friendship he succeeded in acquiring.

While on this station, Captain Hood took, and destroyed, upwards of thirty of the neutral transports, which had carried the enemy's troops to Egypt; and, as an honorary reward for his services, was presented, by the Grand Seignior, with a handsome snuff-box, set with diamonds.

In the month of February, 1799, he joined Lord Nelson at Palermo, and was employed in reducing his Sicilian Majesty's subjects to obedience, and in driving the French out of the kingdom of Naples.— At Salerno, with only forty marines belonging to the Zealous, Captain Hood kept in check a force of three thousand men, who were attacking that place, until the few Neapolitans that had taken up arms had time to escape. The enemy attempted to surround the little band of Neapolitan royalists; but, favoured by the exertions of Captain Hood, they had the good fortune to effect a retreat, with the loss of only two killed, nine wounded, and six prisoners. Twice also Captain Hood drove the French out of Salerno, by the fire from the Zealous.

Captain Hood was afterwards employed on shore

at Naples, in taking charge of Castel Nuovo; and kept the city perfectly quiet, during the siege of St. Elmo, and of Capua, until the period of their reduction. His Sicilian Majesty acknowledged these services, by presenting him with a snuff-box, enriched with diamonds; and at the same time conferring on him the rank of commander of the order of St. Ferdinand and of Merit.

The Zealous was paid off in the month of May, 1800, and Sir Samuel Hood was appointed to the *Courageux*, of seventy-four guns, in which he was for some time actively employed in the Channel fleet. The *Courageux* afterwards formed part of a detached squadron, under Sir J. B. Warren, at Ferrol and Vigo, until January 1801; at which period Sir Samuel was removed into the *Venerable*, another seventy-four gun ship. In the *Venerable* he was again employed in the Channel fleet, until the month of April; when he escorted a valuable fleet of East Indiamen beyond the Cape de Verdes. On his return, he joined Sir James Saumarez, off Cadiz; and, after making some captures on that station, was, in the action of the 6th of July, at Algeiras. Sir Samuel Hood's ship, on this occasion, sustained a loss of eight killed, and twenty-five wounded.

After this action, Linois, the French commander, was reinforced with a Spanish squadron of five sail of the line; notwithstanding which, and notwithstanding the crippled state of his own ships, Sir James Saumarez determined to pursue, and attack the enemy. A glorious victory, in which Sir Samuel Hood had the honour of bearing a distinguished part, was the result of this determination. In this engagement, the *Venerable* had thirty killed, and one hundred wounded.*

* The Gazette account of this action (*vide* NAVAL CHRONICLE, Vol. VI. page 239) states the loss of the *Venerable* to have been eighteen killed, and eighty-seven wounded; but Sir Samuel Hood's Memorial, mentions the loss as above. The latter account, we presume, may be the more correct.

Sir Samuel Hood had afterwards the satisfaction of receiving the particular thanks of the Admiralty, in addition to the general vote of thanks from parliament, for his great and extraordinary exertions. Sir Samuel returned to England in the month of November; and, on the signing of the preliminaries of peace, his ship, the *Venerable*, was paid off.

His services, however, were too valuable and important, for him to be permitted a long enjoyment of repose. In the month of October, 1802, he was appointed a joint commissioner for the government of the Island of Trinidad; and, on the death of Rear-admiral Totty, he was appointed commander-in-chief on the Barbadoes and Leeward Island station.

At the breaking out of the present war, Sir Samuel Hood, in conjunction with General Grinfield, the commander-in-chief of the army, captured the Islands of St. Lucia and Tobago; made prisoners upwards of twelve hundred of the enemy's troops; and completely destroyed their trade in those seas.

Within the period of three months, Sir Samuel also, in conjunction with General Grinfield, captured the valuable colonies of Demerara, Issequibo, and Berbice; and, in about eight months after, he compelled the settlement of Surinam to surrender, and subsequently reduced the Island of Martinique to the greatest distress.

For these and other numerous and signal services, his Majesty was graciously pleased to bestow upon him, as a distinguished mark of his royal favour, the most honourable Order of the Bath.

After his return to England, in the course of 1805, this deserving officer was made a colonel of marines. Early in the year 1806, Sir Samuel Hood was appointed to the *Centaur*, and placed under the orders of Earl St. Vincent, who gave him the command of seven sail of the line, with some smaller vessels, to watch the motions of the enemy off Rochefort. On the morning of September 25, after four months' perseverance in this service, he had the good fortune to

fall in with a squadron of the enemy, consisting of five large frigates and two corvettes, full of troops. In the action which ensued, Sir Samuel was severely wounded, and was afterwards under the necessity of having his right arm amputated. He succeeded, however, in capturing four of the frigates, all very fine ships, one of which bore the French commodore's pendant.

LORD KEITH, K. B.

SON of Charles Lord Elphinstone, a Scotch peer, was born in 1747, and was promoted to be post-captain in 1775: he served as Captain Elphinstone in America; and, on his return, was appointed to the Warwick, of fifty guns, in which he took the Rotterdam Dutch ship of war, of the same force, in 1781; and performed afterwards some able services in North America. In 1793, he commanded the Robust, and went to the Mediterranean, where he greatly distinguished himself, particularly when ordered by Lord Hood, to command the batteries on shore at Toulon, for which he was invested with the order of the Bath. He was promoted to the rank of rear-admiral of the blue, and immediately after, of the white. Towards the end of 1794, he commanded a division of the Channel fleet. In 1795, he was sent out to command an expedition against the Cape of Good Hope, which he compelled to surrender on the 4th of September. On the 16th of August 1796, he also obliged a Dutch squadron, of three ships of the line and five frigates, which had put into Saldanha Bay, under Admiral Lucas, to surrender by capitulation; on this occasion he was created a peer of Ireland. In 1798, he was sent out to join the fleet at Lisbon and the Mediterranean. In 1799, being vice-admiral of the red, he succeeded to the command. In 1800, his ship, the Queen Charlotte, of one hundred and ten guns, was burnt by accident, off Leghorn, most of the crew perished;

the admiral fortunately being on shore, escaped. In 1801, he was made admiral of the blue, and, in conjunction with General Sir Ralph Abercrombie, he took Alexandria, and compelled the French to evacuate Egypt, for which he was created a peer of Great Britain. At the peace, 1802, he returned to England, and is now employed in the service of his country.

SIR EDWARD PELLEW, BART.

MADE post in 1782, was distinguished as captain of *La Nymphé*.* In 1793, after a most gallant action, he captured *La Cleopatra* French frigate, for which he was knighted. Afterwards he was made captain of the *Indefatigable*, and had the command of a squadron to cruise off the coast of France; took several of the enemy's convoys, frigates, and armed vessels. In 1797, in company with the *Amazon*, he fought and drove on shore *Les Droits des Hommes*, a French seventy-four gun ship. In 1800, he was captain of the *Impetueux*, and chiefly employed with a detached squadron off Rochfort, on which service he acquitted himself with great zeal and reputation. In 1803, he was promoted to the rank of rear-admiral of the white; and in the following year, was made rear-admiral of the red. He had now a command in the Indian Seas, and captured a large number of vessels.

SIR JAMES SAUMAREZ, BT. & K.B.

WAS born in Guernsey, in 1757, and entered the navy in 1770. At the age of twenty-four, he was appointed to the command of the *Russel*, of seventy-four guns. He was knighted in 1793, when captain of the *Crescent*, for his gallant action and capture of

* See our History.

the Reunion French frigate. Commanded the Orion in the action on the 14th of February 1797, and 1st of August 1798, at the Nile; presented with a gold medal for each. In 1801, he commanded a detachment of the Channel fleet; was created a baronet, and sent to command off Cadiz. On the 5th of July, he attacked three French ships of war, which had taken shelter under the batteries in Algeiras Bay, but was, unfortunately, obliged to retire to Gibraltar with the loss of the Hannibal, of seventy-four guns. On the 13th of the same month, having refitted, he pursued the French ships, and a Spanish squadron which had arrived at Algeiras, to escort them to Cadiz; came up with a part of them in the night, brought to action the rear ships, two of which, Spanish three-decked ships, took fire and were blown up; he captured the St. Antoine French ship of seventy-four guns. For this signal service, he was invested with the Order of the Bath; received the thanks of parliament, and was presented by the city of London with its freedom, and a handsome sword. Returned home July 1802.

SIR WILLIAM SIDNEY SMITH,

GRAND CROSS OF THE ROYAL MILITARY SWEDISH ORDER
OF THE SWORD, AND COMMANDER.

THE subject of this memoir, entered into the navy at the early age of thirteen years. He was born about the year 1764; and received the first rudiments of his education at Tunbridge school. In 1773, he was removed to Bath, where he was placed under the tuition of Mr. Morgan; and in 1777, having commenced his maritime career, he, not long afterward, removed into the Sandwich, commanded by Captain Young. Previously to his actual embarkation, he had gone through a course of maritime studies, and had, accordingly, been rated for some time as

belonging to the service, in conformity with the indulgencies and allowances then made, which permitted them. In 1780, he was promoted to the rank of fifth lieutenant on board the *Alcide*, a ship of seventy-four guns, at that time under orders for the West Indies, whither she was to accompany the late Lord Rodney. The *Alcide* was commanded by the late Sir Charles Thompson, but Mr. Smith did not remain in the rank of lieutenant more than two years, and being advanced to that of commander, was appointed to the *Fury* sloop, of eighteen guns, on the Jamaica station. Without removing from that quarter of the world, he was again promoted on the 7th of May 1783 to the higher station of post-captain, by commission, appointing him to the *Nemesis* frigate, of twenty-eight guns.

Peace having at this time taken place between all the belligerent powers, the *Nemesis*, after a short interval, was ordered to England; where she was immediately put out of commission, and dismantled. After an irksome inactivity of nearly five years, on the prospect of a rupture between Sweden and Russia, Captain Smith, in 1788, with the permission of his own government, entered into the service of the former.

His conduct during the period of that northern war, was of such a nature as to bring his character into general notice, and even procure his admission into an order of Knighthood of the Court which he had served; and on his return home, he had the additional honour of receiving the insignia of his knighthood from his own sovereign at St. James's.

During a short period which intervened between the conclusion of the Swedish war and that which agitated, and which, with a very short interval, still continues to agitate all Europe, Sir Sidney, following the bent of that enterprising mind with which nature has endowed him, became a volunteer in the marine of Turkey. Toward the conclusion of the siege of

Toulon, he came from Smyrna for the express purpose of offering his services to Lord Hood, and acquired considerable reputation by the bold and spimanner in which he burnt the arsenals, and dockyards, together with the several vessels in the basin.

Having obtained Lord Hood's permission to undertake the destruction of the ships, Sir Sidney proceeded with the force put under his orders, and effected the dreadful enterprise in as great an extent as his powers and peculiar circumstances permitted; having the satisfaction to accomplish the destruction of ten of the enemy's ships of the line, then in the arsenal, with the mast, principal store, and hemp-houses.

In 1794, Sir Sidney was appointed to the *Diamond*, of thirty-eight guns, in which ship he was fortunate enough to effect important services to his country, under the orders of different officers, seniors to him in rank. On the 4th of July, 1795, he made a bold but ineffectual attempt on two French ships with their convoy near the shore of La Hogue, and continuing on the same station, as well as occupied in the same species of service, he had in the month of September following the more fortunate opportunity of destroying a French corvette, which the squadron under his orders fell in with on the morning of the second.

In the month of March 1796, he distinguished himself extremely in the attack of a French squadron which had taken shelter in Herqui; all of which, excepting an armed lugger, he burned.

The period of his services was now unfortunately drawing to a temporary stand. Eager in the pursuit of that system of warfare which he had already proved himself so complete a master of, he had in the ensuing month the misfortune to fall into the hands of the enemy. Being stationed off Havre-de-Grace, he captured, on the 18th of April 1796, with the boats of his squadron, being then on a reconnoitring expedition, a French lugger privateer, which by the strong

setting of the tide into the harbour, was driven above the forts. In this situation he remained the whole night; and the dawn of day discovering to the French the lugger in tow of a string of English boats, a signal of alarm was immediately given. Several gun-boats and other armed vessels attacked the lugger and the boats; and another lugger of superior force was warped out against that which he had captured. By this vessel he was engaged for a considerable time, with so much heavier metal as to render all resistance unavailing; and he had the mortification of being obliged to surrender himself a prisoner of war, with about nineteen of his people and companions. The Diamond, in the mean while, remained in perfect safety, but was totally unable to afford assistance to her commander, on account of the dead calm which prevailed during the whole of the unfortunate transaction. When the officers on board the Diamond heard of the diaster which had befallen their gallant commander, they sent in a flag of truce to inquire whether he was wounded, and to pray that he might be treated with kindness. To this message the governor answered, that Sir Sidney was well, and that he should be used with the utmost humanity and attention.

Of his long and well-known imprisonment, and happy escape, we have, in our history, a very interesting account. See Vol. VII, 142, -51.

In the month of June, 1798, he was appointed to the command of the Tigre, of eighty guns; and in November sailed for the Mediterranean, where he was honoured with a distinct command as an established commodore on the coast of Egypt.

Sir Sidney repaired to Constantinople, where he was received with the most heartfelt satisfaction by the Turks, to whom he was already known. In the month of March 1799, having received intelligence from Ghezzar Pasha, Governor of Syria, of the incursion made by Buonaparte's army into that province, and its approach to Acre, its capital, Sir Sid-

ney hastened with a part of the naval force under his orders to its relief, and had the satisfaction of arriving there two days before the French. In the defence of this ancient place of strength, one of the first abodes of the order of St. John of Jerusalem, from whom it derives its prenomens, the commodore was enabled, with the assistance of Captain Miller, of the *Theseus*, to give the most effectual assistance.

In the siege of Acre, it was observed, with astonishment and vexation, that the walls, almost abandoned by their natural defenders, were left to the care of the English, while the Turks, by some strange want of judgment, mistake, or peculiarity of generalship, acted in the rear of the enemy, and thus presented themselves at the same moment with the besiegers, to the guns of the allies. Perplexed by the impossibility of sparing their friends while they poured destruction on their foes, the English refrained for some time from discharging their artillery. Distressing as the situation was, it very soon, however, became unavoidably necessary to fire indiscriminately. The French commenced an assault, advanced to the mouths of the cannon, and threw their ladders against the walls, while their companions fell in heaps beneath the stones hurled down upon them by the defenders. The daring intrepidity of the enemy made a sensible impression upon the garrison. In this extremity recourse was had to stink-pots, combustible machines filled with sulphur and mealed powder, great numbers of which being thrown among the French, they were compelled to retire. Bonaparte led his men several times over piles of dead to a repetition of the fruitless attack; for, after the failure of the grand assault just mentioned it is well known that the hitherto victorious Corsican was compelled to relinquish his design.*

* The siege of St. John D'Acre, lasted, as we have before seen, almost without intermission, for sixty days, and was raised on the 20th of May, 1799.

To the general feelings of approbation which the conduct of Sir Sidney on this occasion excited in the hearts of his countrymen, the debates of parliament bore unequivocal testimony. His Majesty himself, on the opening of the session, in September following, noticed the heroism of this officer, and the advantage which the nation had derived from his success. The gratitude of the nation, of both Houses of Parliament, was unanimous; and Sir Sidney, with the British officers, seamen, and troops under his command, received a vote of thanks from both branches of the Legislature.

JOHN JERVIS, EARL OF ST. VINCENT,

Is the descendant of a very respectable and ancient Staffordshire family. Having entered early in life into the sea-service, was promoted to be a lieutenant on the 19th of February 1755. He was a lieutenant of the *Namur*, a second rate, of ninety guns, the flag ship of Vice-admiral afterwards Sir Charles Saunders, on the expedition against Quebec. Being, in the year 1759, advanced to the rank of commander, we find him, early in the ensuing year, captain of the *Albany* sloop of war, on the home or Channel station. Towards the end of the same year, he was promoted to the rank of post captain, and appointed to the *Gosport*, of forty-four guns, by commission, bearing date October the 13th. Captain Jervis continued in the same ship during the whole of the war, employed in the earlier part of his command, on the home, and afterwards, some time before peace was concluded, on the North American station. The *Gosport* having returned to England in 1763, was put out of commission, and Captain Jervis does not again appear holding any command till 1769, when he was appointed

to the Alarm of thirty-two guns. This frigate was immediately afterwards ordered to the Mediterranean as a stationed ship: while there, he had the honour of entertaining at Villa Franca, in the month of August 1770, the Duc De Chablais, youngest son to the king of Sardinia and all his suite. So highly was his royal highness gratified by the very great attention paid him on this occasion, that, on quitting the ship, he, as it is reported, presented the captain, as a token of his regard, with a valuable diamond ring, enclosed in a gold snuff box, besides making magnificent presents to the rest of the officers, and leaving a sum of money to be distributed among the crew.

Captain Jervis continued captain of the Alarm, and remained on the same station till after the year 1773; and not long subsequent to his return to England, being, in 1775, promoted to the Foudroyant, of eighty guns, a guard ship stationed at Plymouth, he uninterruptedly continued in the same ship till the beginning of the year 1783. On the first commencement of the dispute with North America, the Foudroyant was, with several other line of battle ships then in commission ordered to cruise in the Bay of Biscay, for the better prevention of any clandestine intercourse between the colonies and France. While thus occupied, he does not appear to have met with any very considerable success, being only mentioned as the captor of one small vessel, called the Finch, from Nantz, bound to Boston, laden with arms and clothing, which he took in the month of May 1777. On the commencement of hostilities with France in the ensuing year, the Foudroyant was one of the ships ordered for home, or Channel service. In the encounter with the Count D'Orvilliers, off Ushant, in the month of July, Captain Jervis was stationed as one of the seconds to the commander in chief, on which occasion, he was very materially engaged, though he fortunately sustained no greater

loss than five men killed, and eighteen wounded. He was afterwards engaged in all, or by far the greater part of the different services and enterprises in which the armament on the home station was employed.

Captain Jervis in the month of April 1782, being then under the orders of Vice-admiral Barrington, who was sent out with a small squadron, in the hope of intercepting a small convoy, known to be then ready for sea at Brest, and destined for the East Indies, distinguished himself exceedingly in the attack, and capture of the *Pegase*, a French ship of war, carrying seventy-four guns, and seven hundred men. As a reward for this meritorious piece of service, he was immediately on his return into port, created knight companion of the most honourable order of the Bath. Early in the month of January, 1783, Sir John quitted the *Foudroyant*, and hoisted his broad pendant on board the *Salisbury*, of fifty guns, being appointed commodore of a small squadron, consisting besides his own ship, of four frigates, two sloops of war, a bomb-ketch, a fire-ship, and a number of armed store-ships, and transports, intended for a secret expedition. The preliminaries for peace, however, being signed in a very few days after he had received this commission, the project was, of course, abandoned.

On the 24th of September, 1787, Sir John was raised to the rank of rear-admiral of the blue; as he, moreover, was, on the 21st of September, 1790, to the same rank in the white squadron. In the earlier part of the year last mentioned, he was appointed to command in the fleet equipped, and collected in consequence of the apprehended rupture with Spain, relative to Nootka Sound, and accordingly hoisted his flag on board the *Barfleur*, of ninety-eight guns; but the dispute, was accommodated without producing the necessity of sending that armament to sea.

On the 1st of February 1793, Sir John was advanced to be vice-admiral of the blue, having hoisted his flag on board the *Boyne*, of ninety-eight guns, and was, in the ensuing year, appointed to the chief command of the armament sent to the West Indies for the purpose of reducing the French possessions in that quarter. Martinico, the attack of which had, in the preceding season failed, was the first object of conquest. St. Lucia and Guadaloupe followed in the month of April, and their surrender put Great Britain, for a short time, in the undisturbed possession of all the Leeward Island colonies.

On the 1st of June Sir John was raised from the rank of vice-admiral of the white, to be admiral of the blue, and was, not long after this time, appointed to command in chief on the Mediterranean station, as successor to Admiral Hotham. He accordingly proceeded thither in a frigate, and on his arrival hoisted his flag on board the *Victory*. Nothing beyond the ordinary routine of service took place during the first year of his command; the French having no force at Toulon capable of contending with him, were compelled to be content with owing their safety to their continuance in port, under the protection of their batteries. But the political posture of affairs became materially altered on the approach of winter, in consequence of the Spanish court, cajoled, imposed on, or terrified, by the promises and threats of the French directory, having been weak and imprudent enough not only to quit the general cause in which they were embarked, but actually even to declare war against Great Britain.

Sir John Jervis, as a natural consequence, quitted the Mediterranean, and repaired to Lisbon, first, that he might be the better enabled to watch the motions of the Spanish fleet, then fitting out at Cadiz, and, what was nearly of as much consequence, to avoid the inconvenience of being enclosed between two enemies, the weakest of whom was, in ostensible force,

more than equal to himself. Such was his situation when, early in the morning of February 14, 1797, being then off Cape St. Vincent's, the Spanish fleet, whose signal guns had been distinctly heard during the preceding night, were discovered by the British squadron. The force opposed to the British admiral was tremendously formidable, sufficient to have deterred, even by the appearance of its strength, a commander less determined than himself from hazarding an attack. Its force amounted to twenty-seven ships of the line, seven of them first rates, carrying one hundred and twelve guns and upwards, while that under the orders of Sir John amounted to fifteen only. The Spaniards were in the neighbourhood of their own ports, to which such ships as might in the contest chance to be disabled, had every probable prospect of being able to retire unmolested; the British squadron, on the other hand, was far distant from friends and from succour; no ports nearer than those of Britain, Lisbon excepted, and that too, labouring under manifold natural inconveniences, without holding forth any prospect of a favourable reception, or even protection from a superior, and exulting foe, in case of discomfiture.

All these weighty considerations, however, were not of sufficient consequence to damp the ardour of the British admiral. The weather was, fortunately, extremely hazy, and favourable to the rapid movements of so well-disciplined a force as that which he commanded. His ships were closely formed in two compact lines, while, on the contrary, the Spanish ships were extremely scattered, their line very irregular and ill-formed, at the same time, far too extensive. The situation of Sir John was critical in the extreme; it required the most instantaneous decision: a delay or hesitation of five minutes might not only have placed the enemy beyond his reach, but have even subjected him to the most unequal contest. The glorious opportunity which presented itself he siezed, with all

the promptitude of an able mind, firmly, and with a confidence, relying on its own knowledge, gallantry, resources, and general ability.

By carrying a press of sail, and pushing, without hesitation, through the Spanish line, nine of their ships, including that of the commander in chief, the Santissima Trinidad, of one hundred and thirty guns, were separated from their companions, who were driven so far to leeward, as to be prevented, by the gallant efforts of some of the British ships, from rejoining the van till the close of the day. The remainder were engaged, as circumstances would permit, with those ships of the van which had been cut off; and at length the contest ceased, at four o'clock, with the capture of two ships of one hundred and twelve guns each, the Salvador del Mundo, and the St. Joseph; the San Nicholas, of eighty-four, and the San Isidor, of seventy-four. The Santissima Trinidad herself, with some other ships of the van, getting off much shattered, the former, however, not without the greatest difficulty.

The retreat of the Spanish admiral was facilitated by the approach of the seventeen ships which had been cut off at the commencement of the action, and had now nearly worked up, insomuch that it required a second exertion of ability and nautical knowledge, not inferior to the first, to enable Sir John Jervis to retain the advantage he had gained, and secure those substantial proofs of victory which were then in his possession. His decision was, as in the first instance, instantaneous. He formed his fleet in such compact order, covering the prizes and disabled ships so well, that the enemy ventured not the smallest attempt at making any impression, notwithstanding they still possessed a manifest superiority, considering the disabled state of many of the British ships.

It is needless almost to add, that the news of this ever memorable, and truly glorious victory was received in England with the utmost exultation. The

people scarcely knew which most to admire, the intrepidity and ability which formed the plan, or the gallantry which executed it. Sir John himself was ennobled, being created earl of St. Vincent, by patent, bearing date May the 27th, 1797.*

SIR J. B. WARREN, BART. & K. B.

WAS made post captain, in 1781, and was soon appointed to the command of the *Ariadne*, twenty guns. He greatly distinguished himself in a very conspicuous manner, by his persevering zeal and activity, both as a captain and commodore of a squadron, against the cruizers and trade of the enemy, on the coast of France. He has displayed great skill and bravery in several actions; took and destroyed above twenty sail of French frigates and corvettes, besides upwards of two hundred sail of privateers and merchant vessels. In 1795, he commanded the squadron on the expedition against Quiberon, to favour the landing of a large body of emigrants, which terminated in their almost total destruction. In October, 1798, he defeated a French squadron off the N. W. coast of Ireland, took *La Hoche*, of eighty guns, and four frigates. In 1799, he had his flag on board the *Renown*, and attached to the Channel fleet. In 1800, he was sent with a squadron to convey a large body of troops to the Mediterranean, who, on their passage, made an unsuccessful attempt upon Ferrol. In 1801, he commanded a division of the fleet in the Mediterranean, and is at present, 1813, actively employed on the American station.

* For other particulars relating to this nobleman, we refer to our history, Vol. VII. and VIII.

SIR JAMES LUCAS YEO.

WAS born in October, in 1782, and educated at Bishops Waltham, near Winchester. Having been intended for the naval profession, he went to sea at a very early age, under the auspices of Admiral Cosby. Though only fourteen years of age, he had, at the close of 1794, served at the taking of Toulon and Corsica, in the Windsor Castle: in 1795, he was removed to the Leviathan, of seventy-four guns, commanded by Captain Duckworth, after which, we find him in the Veteran, Captain Moss, of sixty-four guns. In 1799, he was at the blockade of Genoa, in the El Corso, as lieutenant. After the evacuation of that place by the French, which took place in June, the El Corso, then commanded by Captain Ricketts, proceeded up the Adriatic, and on the night of August 26th, Lieutenant Yeo, was ordered with the boats of that vessel, and of the Pigmy cutter, to the attack of Cesenatico, the object of which was, to destroy the shipping in the harbour, the arsenal, the pier-heads, &c. which was effected in the face of the troops by which the place was defended, and of a party of French cavalry approaching. In the following year, the Island of Zante being in a state of revolt, Lieutenant Yeo, was sent to restore order, and to put the place in possession of its rightful possessors. In 1804, he was appointed lieutenant of the Blenheim, of seventy-four guns, from whence he was removed to the Loire frigate, in which he had many opportunities of displaying his valour: he cut out two privateers, from the harbour of Camarinas, though they were moored under a battery of ten guns: on the day after, having been informed that there was a French privateer fitting out at El Muros, on the coast of Spain, the Loire resolved to enter into the

bay, with the design of bringing her out or destroying her. On hauling round the point of the road, a small battery opened upon the ship, to silence which, Lieutenant Yeo, immediately volunteered to go on shore. On landing, the battery was instantly abandoned, but the guns of a strong fortress, at the same moment opened on the ship. To rescue her from this perilous situation, he pushed forward, at the head of only fifty men, stormed and carried the fort, in which the governor and twelve of the garrison were killed, and thirty wounded. This enterprise was effected at noon-day, though the fortress mounted twelve eighteen-pounders, and was garrisoned with more than two hundred and fifty men. Mr. Yeo and six of his men were wounded. For his valour and spirited conduct, on this occasion, he was promoted to the rank of master and commander, and finally appointed to the command of the *Confiance*, of twenty-two guns, which he captured at El Muros, with a French brig of twenty-guns, and several smaller vessels. During the negotiations at Lisbon in 1807, previously to the departure of the royal family from Portugal, Captain Yeo, was employed in constant communication between the court, at Lisbon, and the English ambassador and admiral off that port, on which service he continued till the Prince Regent sailed for the Brazils. He was almost immediately after this promoted to the rank of post-captain. In 1808, Captain Yeo, sailed for South America, and on his arrival, was ordered from Rio de Janeiro, to Para, on the North of the Amazons, and on his arrival there, he suggested to the governor, the practicability of effecting the conquest of Cayenne and French Guiana. To him was immediately assigned a naval and military force, by means of which, he completely expelled the French from the Continent of South America. The landing on the island of Cayenne, was effected on the 7th of January, 1809: Captain Yeo's force consisted only of four hundred men, which was op-

posed by a garrison strongly fortified, and protected by military works mounting two hundred and twenty pieces of ordnance of various sorts and sizes. On his return to Rio de Janeiro, he was received with every mark of the most flattering distinction by the Prince Regent, who presented him with a valuable diamond ring from his own finger; and, as a peculiar mark of favour and high estimation, he conferred upon him, a knight's command of the order of St. Bento D'Avis, an honour never before granted to a protestant, and which was afterwards conferred by his Britannic Majesty, who also, as an honorary compensation for his gallant conduct at various times, but particularly in attacking the town and forts of El Muros, granted his royal license for him to assume certain armorial bearings: in addition to which, he has conferred upon him the honour of knighthood.

APPENDIX.

No. I.

Containing Observations on Practical Naval Tactics.

THE superiority of the British in naval tactics, has been proved by a long series of triumph over our enemies, which, probably, cannot be considered as arising simply from skill, but may be traced to certain natural traits in the character of a Briton, which are the effect of his habit, climate, and constitution. We are, it has been observed, from our insular situation, led to avail ourselves of naval force, in some such manner, as all animals are directed to make use of the weapons or talents with which nature has furnished them, whether for support or defence. From the extent of our coast, the number of our bays, and the variety of sea-carriage which our produce requires, a great proportion of our people must necessarily be bred to the service of the sea. From these causes, as well as from the tempestuous nature of our seas, the rapidity of our tides, and the inconstancy of our climate, it may be expected that our mariners, besides being numerous, should be intrepid, dexterous, and hardy. It is from a combination of these circumstances, that the character of a British seaman is formed. He is said to be constitutionally intrepid, hardy from necessity, and dexterous from habit.

British naval tactics, historically considered, has been divided into four periods: The *first* includes all that period of time previously to the Spanish armada; the *second* period commences with that event, and is continued to the seven years war: the *third* period extends to the year 1782; and the *fourth* probably begins with the victory of Rodney, and comprehends also the battles under Lords Howe, St. Vincent, Duncan, and Nelson: all of which, excepting that of Trafalgar, were fought upon the system of Rodney, as communicated to him by Mr. Clerke.

Hence, we see, that the first period of British naval superio-

rity was in the reign of the illustrious Queen Elizabeth, and there can scarcely be conceived a more noble example of skill and good conduct, than in the destruction of the armada; in which the prudence in sustaining a defence, and suffering that immense armament to waste its force in a contention with winds and waves, was not less conspicuous, than the intrepidity with which the repeated attacks were made. Though the reign of King James I. added no glory to the navy of England; yet commerce was, at this period, pursued with indefatigable enterprise, and the spirit of maritime adventure and discovery was never more active. The Dutch war gave occasion to a farther display of our naval character. Till this period, the English seamen had rarely been tried in engagements, in which a number of ships were assembled; nevertheless, in three dreadful wars, in which there were twenty general engagements, they were almost uniformly conquerors against equal, and mostly against superior, force. And what is very singular is, that many of the officers who commanded those fleets, had never been in the service till they were passed the age of forty, and some even fifty years, of age. Of the latter number was Blake, whose name and deeds have been recorded in our volumes with high honour. Without, however, going over the ground that we have already trodden in our History, and in the Biographical Memoirs attached to it, we shall proceed to a very brief sketch of the practical part of naval tactics.

By naval tactics, is understood the art of arranging fleets or squadrons in such an order or disposition as may be most convenient for attacking the enemy, defending themselves, or of retreating with the greatest advantage. Naval tactics are founded on those principles which time and experience have enabled us to deduce from the improved state of modern naval warfare, which has occasioned, not only a difference in the mode of constructing and working ships, but even in the total disposition and regulation of fleets and squadrons.

Fleets are generally divided into three squadrons, the van, centre, and rear, each under the command of a flag-officer. The admiral of the fleet, or chief in command, leads the centre division, while the van is usually commanded by a vice-admiral, and the rear, by a rear-admiral. Each squadron is distinguished by the position of the colours in the ships of which it is composed. Thus, the ships of the centre squadron carry their pendants at the main-top-gallant-mast-head; while those of the van division have their pendants at the fore-top-gallant-mast head; and those of the rear at the mizzen-top-mast-head. Each squadron, as far as possible, consists of the same number of

ships, and, as nearly as may be, of the same force. In large fleets, the squadrons are sometimes again divided in a similar manner; the van and rear of the squadron being headed by rear-admirals, or senior captains called commodores. In the usual mode of forming the lines, each commanding admiral arranges his ship in the centre of his own squadron, and thus the admiral of the fleet is in the centre of the line. When no enemy is in sight, the sloops, store ships, fire ships, and other small vessels, are dispersed to windward of the fleet, that they may be more easily supported, and more readily answer signals. The frigates lie to windward of the van and rear of the convoy, thus keeping a good look-out, and keeping the small vessels in their proper station. When sailing in three columns, the centre still keeps in the middle, while the van and rear form the starboard or the larboard columns, according to circumstances. These arrangements are called orders of sailing, and will be better understood from the following definitions:

The starboard line of bearing, is that line on which the arranged ships of a fleet bear from each other, on a close-hauled line, whatever course they may be steering, so that, when the ships haul their wind, or tack together, they may be on a line close hauled upon the starboard tack. The larboard line of bearing is that line on which the ships, when hauling their wind, or tacking together, may be formed on a line close hauled on the larboard tack. The ships of a fleet are said to be on a line abreast, when their keels are parallel to each other, and their main masts lie in the same straight line. Ships are said to lie in a line on the bow or quarter, when they are arranged in a straight line, cutting their keels obliquely in the same angle, so that reckoning from any intermediate ship, the ships towards one extremity of the line will be on the bow of that ship, while those towards the other extremity, will be on her quarter. When several ships in the same line steer the same course, while that course is different from the line of sailing, they are said to sail chequer-wise.

When the ships of a fleet arranged in any of the orders of sailing, and on the same line, perform successively the same manœuvres, as each gets into the wake of the ship that leads the van of the line or squadron, tacking, or veering, bearing away, or coming to the wind, in the same point of the wake of the leading ship, they are said to manœuvre in succession.

There are usually reckoned five orders of sailing, exclusive of the line of battle; the order of retreat, &c. In the first order, the fleet is arranged on the starboard or larboard line of bearing, all the ships steering the same course. In these cases,

the fleet, by hauling the wind, when in the starboard line, will be ready to form the line on the starboard tack; and, when ranged on the larboard line of bearing, it will, by tacking, be ready to form the line on the larboard tack. In the second order, the fleet is ranged in a line perpendicular to the direction of the wind. In the third order of sailing, the whole fleet is close hauled, and ranged on the two lines of bearing, so as to form an angle of twelve points, having the admiral's ship, in the angular point, and the whole fleet steering the same course.

In the fourth order, the fleet is divided into six or more columns, and is thus more concentrated. The commanders, ranged on the two lines of bearing, have their squadrons astern of them, on two lines, parallel to the direction of the wind; the first ships of each column being, with respect to the commander of the squadron, the one on his starboard, and the other on his larboard quarter. The distance between the columns should be such, that the fleet may readily be reduced to the third order of sailing, and from that to the order of battle. This order is adapted for fleets or convoys crossing the ocean. But as it requires much time to reduce a fleet from this order to that of battle, it is defective when in presence of an enemy.

In the fifth order, the fleet, close hauled, is arranged in three columns, parallel to each other; the van commonly forming the weather, and the rear the lee column. In forming the order or line of battle, the ships of the fleet are drawn up in a line nearly close hauled, standing under easy sail, so that each ship may be at a certain distance from the ship immediately a-head, as a cable's length, or half that distance. The fire-ships and frigates, a-head and a-stern, form a line parallel to the former, and to the windward of it, if the enemy be to the leeward, but to the leeward, if the enemy be to the windward. This order is denoted where the fleet is sailing on the starboard tack, with the wind at north.

When a fleet is compelled to retreat before a superior force, it is usually arranged in an order, the reverse of the third order of sailing; the divisions of the fleet being ranged in the two lines of bearing, so as to form an angle of 135 degrees, the admiral's fleet being in the angular point, and the frigates, transports, &c. included within the wings to leeward.

The order of convoy is that, in which the ships are all in each other's wake, steering in the same point of the compass, and forming a right line. If the fleet is numerous, it may be divided into three columns, which are to be ranged parallel to each other, that of the admiral occupying the centre, and all steering the same course.

Having thus described the ordinary positions of a fleet, we must explain the manœuvres by which they are produced, and we shall begin with the orders of sailing. To form a fleet in the first order of sailing, supposing the ships to be in no particular order, that ship which is to lead on the proposed line of bearing for the order of sailing, runs to leeward of the greater part of the fleet, and then hauls her wind under an easy sail. Each of the other ships then proceeds to take the proper station, by chasing the ship, which is to be a-head of her, and when in the wake of the leading ship, adjusts her quantity of canvas so as to preserve the proper distance. The ships thus arranged a-stern of each other, are in the line of battle, and from this the first order of sailing is formed, by each ship bearing away at the same time, and all steering the proposed course.

In forming the second order of sailing, the leading ship runs to leeward of so many of the fleet, as that each ship may readily fetch her wake, and then steers a course eight points from the wind, under an easy sail. The line is formed by each ship in the same manner as in the first order, except that, before bearing away, the line is perpendicular to the direction of the wind, or each ship has the wind on her beam.

As, in the third order of sailing, the admiral's ship is in the centre; to produce this position, the fleet being formed in a line on one of the lines of bearing, and the ships steering in each other's wake, ten points from the wind, the leading or leeward-most ship first hauls her wind. The second ship does the same as soon as she gets into the wake of the former, and this is done by each ship till the admiral's ships haul their wind, when they reach the wake of the leading ship. At the same time that the admiral's ship hauls her wind, the sternmost half of the fleet does the same. The ships are now in the third order of sailing, from which the fleet can be formed in line of battle on either tack.

To form the fourth order of sailing, the commanding admirals range themselves on the two lines of bearing, at a proper distance from each other, steering the proposed course, and the ships of the several columns take each their respective places, parallel to each other, and forming lines in the direction of the wind.

To form the fifth order, the three leading ships of the divisions take their posts a-breast and to leeward of each other, keeping their wind under an easy sail; then the ships of each squadron make sail, and take their respective stations at the proper distance astern of their leaders, while the commanders of each division, and the corresponding ships of each, keep mutually abreast of each other.

In forming from the first order of sailing, if the ships are running large on the tack that answers to the line of bearing on which they sail, and if the line is to be formed on the same tack, all the ships haul their wind at once, or as quickly as possible after the next to windward; but if they be on the other tack, with respect to the line of bearing, they all haul their wind and tack or veer together. If the line of battle is to be formed on the other line of bearing, the ship most to leeward veers or tacks, and hauls her wind, while the rest of the fleet veer or tack at the same time, and steer with the wind four points free, and each ship hauls her wind as soon as she gets within the wake of the leader.

In forming a fleet for battle, it is proper to consider the size and number of the ships of which it is to consist, and the distance at which they are to be placed with respect to each other. In the present system of naval warfare, it is generally deemed of advantage to have the ships that are to form the principal line as large as possible; for though large ships are not so easily and expeditiously worked as those of a smaller size, they are most serviceable during the action, both as carrying a greater weight of metal, and as being less exposed to material injury, either from the enemy's shot, or from the weather. In boarding too, a large ship must have greatly the superiority over a smaller, both from her greater height, and from the number of hands which she contains. With respect to the number of ships, it is of advantage that they be not too numerous, as if the line be too extensive, the signals from the centre are with difficulty observed.

In arranging a fleet in line of battle, it is proper to regulate the distance so that the ships shall be sufficiently near to support each other, but not so close as that a disabled ship may not readily be got out of the line without disturbing the rest of the fleet.

It has long been deemed a point of great consequence with the commander of a fleet to gain the weather gage, or to get to windward of the enemy, before coming to action. In deciding on the propriety of this, much will depend on the relative strength of each fleet, and on the state of the weather at the time. We shall state the advantages and disadvantages of the weather gage, as they are commonly laid down by writers on naval tactics, though it may be observed, that if a fleet be much superior to its opponent, it is seldom of consequence whether it engages to windward or to leeward.

A fleet to windward of the enemy is thought to possess the following advantages. It may approach the leeward fleet at pleasure, and can of course accelerate or delay the beginning of

the engagement. If more numerous, it may send down a detachment on the rear of the enemy, and thus throw him into confusion. It may also readily send down fire-ships on the enemy's fleet, when thrown into confusion, or disabled. It may board at any time, and is scarcely incommoded by the smoke of the enemy. The reverse of these circumstances, of course, act against a leeward fleet.

The disadvantages of being to windward of the enemy, respect chiefly the circumstances attending a retreat, should this be necessary. The windward fleet can seldom retire without passing through the enemy's line; and if in attempting to retreat, the windward ships tack together, those of the leeward fleet may do the same, rake the weather ships in stays, and follow them on the other tack, having now the advantage of the wind. In stormy weather, the windward ships can seldom open their lower deck ports, and the lee guns are not easily managed after firing. Again, any disabled ships cannot easily quit the line without disordering the rest of the fleet, and exposing either that or themselves to be raked by the enemy to leeward. A leeward fleet has the advantages of serving their lower-deck guns in all weathers; of being able to retreat at pleasure; of drawing off without difficulty their disabled ships; of forming with more readiness the order of retreat, or of continuing the action as long as convenient; of having it in their power when superior in number, to double the enemy, and of cannonading with great effect the windward ships as they bear down for the attack.

As an engagement between two adverse ships is in some measure an epitome of an engagement between two fleets, we shall first briefly describe the former, as it takes place under ordinary circumstances, and shall then notice the usual manner of conducting a general engagement.

A naval engagement may be divided into three stages, the preparation, the action, and the repair.

When an enemy's ship heaves in sight, and it is thought advisable to bring her to an engagement, orders are first given to clear for action, which is begun by the boatswain and his mates piping up the hammocks, in order to clear the space between decks, for the more easy management of the guns, as well as to afford the men on the quarter-deck, &c. a better protection against the enemy's shot, the hammocks being stowed in the nettings above the gunwale and bulwarks. After this, the boatswain's mates go to work to secure the yards, which is done by fastening them with strong chains or ropes in addition to those by which they are suspended. They likewise get ready such materials as may

be necessary for repairing the rigging, if it should be cut away, or otherwise damaged by the enemy's shot. In the mean-time the carpenter and his mates prepare shot-plugs and mauls, to stop any dangerous shot-holes that may be made in the hull near the surface of the water, and provide the necessary iron work for refitting the chain-pumps, if their machinery should be injured during the engagement; while the gunner and his mates, and the quarter-gunners, examine the guns, to see that their charges are dry, and provide every thing that may be required for supplying the great guns and small arms with ammunition. The master, and master's mates, see that the sails are properly trimmed, according to the situation of the ship, and increase or reduce them as may be found necessary; and the lieutenants visit the different decks, to see that all is clear, and to take care that the inferior officers do their duty.

When the hostile ships have approached within a proper distance of each other, the drums beat to arms; the boatswain and his mates pipe all hands to quarters. All the men who are to manage the great guns repair immediately to their respective stations. The crows, hand-spikes, rammers, sponges, powder-horns, matches, and train-tackles, are placed in order by the side of the guns; the hatches are immediately closed, to prevent sculkers from getting below; the marines are drawn up on the quarter-deck, &c. the lashings of the guns are cast loose, and the tompons withdrawn. The whole artillery, above and below, is run out at the ports, and levelled to the point-blank range, ready for firing.

When these necessary preparations are completed, and the officers and crew ready at their respective stations, and when the two ships are sufficiently near each other, in a proper relative situation for the shot to take full effect, the action commences with a vigorous cannonade from the great guns, accompanied by the whole efforts of the swivels and small arms. The firing is seldom performed in volleys, as that would shake the ship too much, but the guns are loaded and fired one after another, with as much dispatch and as little confusion as possible, care being taken to fire only when each gun is properly directed to its object. During the firing, the lieutenants traverse the decks, to see that the battle is prosecuted with vivacity, and that the men do their duty, while the midshipmen second their injunctions, and give the necessary assistance where required, at the guns committed to their charge. The youngest of these inferior officers are generally employed to carry orders from the captain. The gunners are all this time employed in the magazines, filling cartridges, which are carried along the decks in boxes by the boys

of the ship. When the action has continued so long, or has produced such an effect, that one of the ships must yield or retreat, if the vanquished ship cannot get off, she acknowledges her inferiority by striking, or hauling down her colours, when she is, as soon as possible, taken possession of by the victor, the commander of which, sends a part of his own crew into the captured ship, and brings away most of her officers and men on board his own ship, as prisoners of war.

The engagement being concluded, they begin to repair; the guns are secured by their breechings and tackles, with all convenient expedition. Whatever sails have been rendered unserviceable are unbent, and the wounded masts and yards struck upon deck, to be fished or replaced by others. The standing rigging is knotted, and the running rigging spliced where necessary. Proper sails are bent in the room of those which have been displaced as useless. The carpenter and his mates are employed in repairing the breaches made in the ship's hull, by shot plugs, pieces of plank, and sheet-lead. The gunner and his assistants are busied in replenishing the allotted number of charged cartridges, to supply the place of those which have been expended, and in refitting whatever furniture of the guns may have been damaged by the action.

A general engagement between two adverse fleets, of course involves a greater variety of circumstances, and requires greater judgment, and more comprehensive skill in the commanding officer.

When the commander of a fleet has discovered an enemy's fleet, his principal object, if he be sufficiently strong is, to bring it to action as soon as possible, and all necessary preparations are immediately made to prepare for such an event. To facilitate the execution of the admiral's orders, the whole fleet is disposed in three squadrons, and each of these is classed into three divisions, under the command of different officers. Before the action begins, the adverse fleets are drawn up in two lines. As soon as the admiral displays the signal for the line of battle, the several divisions separate from the columns in which they were disposed in the usual order of sailing, and every ship crowds sail to get into its station in the wake of the next a-head; and a proper distance from each other is regularly observed from the van to the rear. When the hostile fleets approach each other, the courses are commonly hauled upon the brails, and the top-gallant sails, and stay-sails furled. The movement of each ship is regulated chiefly by the main and fore-top sails and the jib: the mizen-top sail being reserved to hasten or retard the course of the ship. The signal for a general engagement is usually displayed when the fleets are sufficiently near each other

to be within the range of point-blank shot, so that the guns may be levelled with some certainty of execution. After the battle has commenced, it is carried on much in the same manner as between two ships, except that each vessel of the fleet, besides attending to her own movements, has to observe the signal made by the commanding officer, and repeated by the frigates on the van and rear. When the engagement draws near to a close, signals are made from the admiral, to take possession of such of the enemy's ships as have struck, to tow his own disabled ships into a place of security, and either to chase the remainder of the enemy's squadron, or to draw off his own ships to be refitted.

Such was the uniform method of naval tactics till the year 1782, when Rodney opened a new æra; and, with the exception of the battle of the Nile, where the French fleet was at anchor, the same manœuvre of attacking to leeward, and cutting the line, has invariably succeeded.

In Lord Howe's victory, the signal was given, the first, we believe, that ever was given, for Rodney's is thought to have been rather accident than design, for the British fleet to leeward to tack successively, and cut the line; the two fleets were instantly intermixed, the battle was that of ship to ship, and the event proved the skill of the attack. Indeed, so sensible were the French of the cause of our victory, that the Convention passed a decree of death against the captain who should ever suffer the line to be cut.

Lord St. Vincent, indeed, from having greater advantages in varying his plan of attack, disregarded the general system. When that illustrious man perceived the Spanish fleet to windward, consisting of twenty-seven sail of the line, he instantly cut off a division of it, though he could not bring on a general engagement, as the enemy, in great trepidation, chose rather to fly, than to succour any part of their squadron. But Lord Duncan, in the victory off Camperdown, cut the Dutch line immediately in the centre.

The battles of Howe, of St. Vincent, of Duncan, and of Nelson, as before observed, may all be considered as having been fought upon the system of Rodney, excepting that of Trafalgar; in which, though the great object was, to cut the line as expeditiously as possible, an improvement of so much wisdom and importance was suggested by the illustrious hero, who obtained the victory, that we almost hesitate, whether we should not consider it as the foundation of a new æra in naval tactics.

Our admirals, under the present system, can almost uniformly bring on a close engagement: and, when the line is once broken,

victory may be regarded as decisive. With the power of compelling ship to engage with ship, the trial is rather of courage, and of nautical and mechanical skill, than of what may be strictly termed naval science; and a superiority in this respect, from insular education, from the boisterous seas which surround our coast, and from the perpetual necessity of learning navigation in a great part of our people, in order to procure subsistence, must always be peculiar to the British nation.

Upon the change in our naval system, it is unnecessary to dwell with any length of praise. Its superiority is witnessed in its effects; and we may rest satisfied, that no farther improvement of the enemy, unless they should be able to destroy the spirit of Great Britain, and annihilate our race of seamen, will ever again put our maritime superiority to hazard.

No. II.

LIST OF

ADMIRALS, CAPTAINS, AND OTHERS,

Who have lost their Lives, or otherwise distinguished themselves in the Naval Service of their Country.

ABLESON, JAMES, killed, captain of the *Guinea*, of 88 guns, in the action 3d June, 1665.

ACLON, EDWARD, killed, captain of the *Grafton* in 1706, bravely defending that ship under a superior French force, when she was captured.

ADAMS, WILLIAM, killed, captain of the *Harwich*, in the East Indies, September 28, 1749.

ALLEN, WILLIAM, in 1696, captain of the *Bonaventure*, of 50 guns, retook the British settlements in Hudson's Bay. On his return home, he was mortally wounded in action with a French privateer, of equal force.

ANDERSON, KENNETH, M.C. killed, captain of the *Æt-na*, fire-ship, when she was taken, 1697.

ANDREWS, THOMAS, killed, captain of the *Defiance*, in the action off *Minorca*, May 20, 1756.

ASHBY, ARTHUR, killed, captain of the *Guinea*, in the action with the Dutch, on the 25th of July, 1667.

BACON, PHILEMON, killed, captain of the *Bristol*, in the action 1669.

BAYNE, WILLIAM, killed, captain of the *Alfred*, on the 9th of April, in action with a French fleet in the West Indies.

BEAUMONT, BASIL, ESQ. drowned in the great storm in 1704, on board the *Mary* in the Downs.

BENTINCK, JOHN, esteemed an active and vigilant officer. In addition to which, he was a man of genius, and great mechanical abilities. He invented a chain pump, and mainsail, of a triangular shape, for lying-to in gales of wind, which still bear his name. Died in 1775.

BENYON, CHARLES, lieutenant, of his Majesty's ship *Ajax*, was killed, at the age of 22, in September, 1810, while attempting to board an enemy's vessel off the Island of Elbe.

BERKELEY JOHN, LORD, was sent in 1694 against Dieppe, and Havre de Grace, which towns he almost entirely demolished. In the following year, he destroyed the greater part of the towns of St. Maloes, and Granville. He died admiral of the fleet in 1697.

BETTESWORTH, —, captain, who was killed near Bergen, in Norway, in an engagement with some Danish gun-boats, had often distinguished himself by his gallant conduct on former occasions; particularly on the 4th of February, 1804, while lieutenant of the *Centaur* with Sir Samuel Hood. In conjunction with Lieutenant R. C. Reynolds, of the same ship, he boarded and cut out from under Fort Edward, Martinique, *Le Curieux*, of 16 guns. In this enterprise Lieutenant Reynolds was killed, and his gallant companion so dreadfully cut and shot in various parts, that his recovery was, for some time, extremely doubtful. For this achievement, he was promoted to the rank of commander, and to the command of the vessel he had so gallantly captured. He remained in the West Indies, capturing the enemy's cruisers, until the arrival of Lord Nelson in quest of the Toulon fleet. He was the officer who, when commander of the *Curieux* brig, brought the dispatches from Lord Nelson, when in pursuit of the combined fleet in the West Indies, in 1805, on which occasion he was promoted to the rank of post captain.

BIRMINGHAM, HON. JOHN, wounded in action with a French privateer, when captain of the *Falcon* sloop; was immediately promoted to post rank, and died of the wound he had received, 18th May, 1746.

BLAIR, WILLIAM, captain with Admiral Byron, in the West Indies, 1778. Commanded the *Dolphin* in the action on the Dogger Bank, in 1781; afterwards the *Anson* in the West Indies; killed in action on the 12th April, 1782.

BOTHAM, WILLIAM, killed, captain of the *Restoration* in the battle off Beachy-head.

BOYER, SIR GEORGE, BART. admiral of the blue squadron, was the descendant of a very ancient and respectable family in the county of Berks. He was appointed a lieutenant in the navy, on the 13th of February, 1758, advanced to the rank of commander on the 4th of May, 1761, and to that of post captain on the 28th of October, 1762. On the eve of the contest with France, Captain Bowyer, being advanced to the rank of rear-admiral of the white, hoisted his flag on board the *Prince*, of ninety guns, being appointed to command the Channel fleet under the late Earl Howe. He distinguished himself most gallantly in the memorable defeat given to the French fleet on the 1st of June, 1794; on which occasion he had the misfortune to lose a leg, and, of course, became incapacitated from again taking upon him any farther active service. His gallantry was most justly rewarded with the applause of his country and the favour of his sovereign. A gold chain and medal, with the rank of baronet, were also bestowed most deservedly upon him, together with a pension of 1000*l.* a-year, as some remuneration for the bodily injury he had sustained in his country's service. Sir George was advanced to be rear-admiral of the red on the 12th of April, 1794, vice of the blue on the 4th of July following, vice of the red on the 1st of June, 1795, and admiral of the blue on the 14th of February, 1799. He died in the year 1801.

M'BRIDE, —, Admiral, who died in the year 1800, was made post on the 20th of June, 1765: a rear-admiral in 1793: vice-admiral in the following year, and an admiral in 1799. While a lieutenant, and stationed on the coast of France, he determined on making an attempt to cut some ships out of a French harbour. For this purpose, having previously caused the oars to be muffled, rowed in, and actually brought out, three vessels from under the guns of the French batteries. When the queen of Denmark was conducted from that kingdom, to a place of banishment, Captain M'Bride was appointed to that service, and demanded from the guns of Elsinour, that respect for the sister of his sovereign, which her enemies would gladly have withheld.

BRODIE, DAVID, Captain, was patronised by Admiral Vernon, and commanded the admiral's tender, at the taking of Borto Bello, in 1739: he was also at the bombardment of Carthage in 1741, and in most of the actions in the West Indies, during the war. In 1743, he was advanced commander of the *Terror* sloop, and was afterwards appointed to the *Merlin*, a sloop, of 10 guns. He captured six ships of superior force.

In 1747, he was advanced to post rank, with the command of the *Canterbury*, in which ship, he formed a part of the squadron under Rear-admiral Knowles, that sailed from Jamaica in February, 1748, and made a successful attack on Fort Louis, in St. Hispaniola. Captain Brodie was forty years, without any intermission, in the constant service of his country. He died at Bath, about the year 1789.

BROOKES, CÆSAR, killed, captain of the *Pearl*, 31st December, 1711.

BRYNE, HENRY, lost in the *Andromeda*, in the hurricane in the West Indies, October, 1780.

BURGES, RICHARD RUNDLE, was killed on the 11th of October, 1797, in his Majesty's ship, the *Ardent*, in a daring and successful attempt to break the enemy's line near Camperdown. To his memory is erected an elegant monument in the cathedral of St. Paul's.

BURKE, WALTER, lieutenant of the *Doris*, died in 1801, in consequence of severe wounds, which he received from a grape shot, in the attack on *La Chevette*.

BUSK, W. DE, Lieutenant, who died October, 1803, was a lieutenant at the battle of the Nile, in the *Goliath*, and, a few days afterwards, commanded the boats of that ship, in cutting out from under the batteries of Aboukir, the *Torrade*, French bomb, and, in the act of boarding her, was severely wounded. He belonged to the *Argo*, at the capture of St. Lucia, was again wounded, which is supposed to have led to his death.

CAMERON, —, captain of his Majesty's sloop, the *Hazard*, was killed in 1810, at Guadaloupe, while in the act of destroying two of the enemy's frigates, which took shelter under the forts of that island.

CANNING, GEORGE, killed, captain of the *James* galley, in action with an *Algerine*, in 1677.

CARTER RICHARD, Esq. killed at the battle of *La Hogue*, May 19, 1692.

CARTER, WILLIAM, perished in the great storm, November 27th, 1703, captain of the *Newcastle*.

CASTLE, JOHN, killed in 1706, captain of the *Winchelsea*, and his ship taken.

CHAPPEL, JOHN, was killed, captain of the *Clove Tree*, in the action with the Dutch, 1695.

CLARKE, ROBERT, killed, captain of the *Adventure* in the West Indies, March 1, 1708, and his ship taken.

CLEMENTS, GEORGE, mortally wounded, captain of the *Hampton Court*, 1707, in a severe action with a superior French force, in which she was taken.

CLEMENTS, JOHN, killed, captain of the *Portsmouth* frigate, when in chase of a French privateer, 1694.

COBB,——, lieutenant, of his Majesty's ship, the *Castilian*, was killed September 21, 1812, by a cannon-ball, in an action with the French flotilla, off Boulogne.

COLVILLE, HON. JAMES, perished, captain of the *Sunderland*, when she foundered in the East Indies, 1761.

CONEY, WILLIAM. This brave officer perished with his crew, when captain of the *Romney*, lost on the Scilly Islands, October 1707, at the same time with Sir Cloudesley Shovel.

CONDEN, DAVID, killed, captain of the *Heart*, ketch, in 1692, and the ship taken.

COOKE,——, lieutenant, of his Majesty's ship, *Minerva*, was killed on the coast of France, in 1808, while storming a fort near L'Orient.

COPPIN, JOHN, killed, captain of the *St. George* in the action with the Dutch fleet, June 1666.

CORBET, ——, captain of his Majesty's ship, the *Africaine*, was killed in 1811, in an action with two French frigates, off the Isle of Bourbon.

COURTNAY, FRANCIS, killed, captain of the *Dunkirk*, in the action with the Dutch, on the 11th of August, 1673.

COURTNAY, GEORGE WILLIAM AUGUSTUS, killed, captain of the *Boston*, in action with *L'Ambuscade*, French frigate in 1793, off the coast of America. He was an active and gallant officer.

COW, JOHN, killed, captain of the *Ranelagh*, at the battle off Malaga, 1704.

COX, SIR JOHN, was knighted for his bravery, when captain of the *Sovereign*, in the action with the Dutch, in 1666. In 1673, first captain to the Duke of York, in the *Prince*, and was killed at the battle of Solebay.

COYLE, THOMAS ROOME, was killed, captain of the

Nonsuch, of 36 guns, in an action with two French frigates off Guernsey, on the 12th of May, 1690.

CUST, WILLIAM, captain of the Boston frigate, killed as volunteer on board the Elizabeth at the attack of Fort St. Louis, in the West Indies, March 13th, 1748.

CUTTLE, JOHN, commanded the Hector, in the action with the Dutch, in 1665: his ship sunk, and himself perished.

DALZIEL, JAMES, killed, captain of the Sea-horse in chase of a French privateer off Lisbon, 14th September, 1712.

DARE, JEFFERY, killed, captain of the House de Switen, in action with the Dutch, June, 1666.

DAWES, HENRY, when captain of the Princess in the year 1667, fought his way gallantly through seventeen sail of Dutch men of war, which he fell in with on the Dogger bank. In the same year, this brave man was killed in an action with two Danish ships of war.

DELANOE, GEORGE AUGUSTUS, died in 1802, commander of his Majesty's sloop Anne. During the mutiny at the Nore, in the year 1797, he was second lieutenant, and commanding officer on board the Repulse, which, by his exertions, was detached from several other mutinous ships, after sustaining a heavy fire from two seventy-fours, while endeavouring to escape into the harbour at Sheerness, just at the accomplishment of his object, a shot shattered his leg, which was afterwards amputated.

DENIS, SIR PETER, BART. was one of Lord Anson's lieutenants. Behaved with great courage in the Centurion, in the year 1747. In 1758, he took the Reasonable, of 64 guns, when captain of the Dorsetshire. In the action off Belleisle, in 1759, he gained great honour, by the gallant manner in which he led the fleet into action. Was captain of the yacht in 1761, and convoyed the present queen to England. Was made a baronet in 1767; commanded in the Mediterranean in 1773. Died in 1774.

DIGBY, FRANCIS, killed, captain of the Henry, at the battle of Solebay, 1672.

DOLMAN, GEORGE, killed, captain of the Lyme, in action with a French ship of war in the Mediterranean, 1705.

DOUGLAS,——, captain of the Royal Oak, when the Dutch entered the Medway in 1667, and perished in that ship when she was burnt, disdaining to quit his post without orders.

DOWNES, MR. PETER, midshipman on board the *Leander*, Captain Thompson, a young man, who had displayed uncommon courage, was killed August 19, 1798, in the action that took place between the *Leander*, and a ship of very superior force, on her way from the battle of the Nile.

DRURY, WILLIAM O'BRIEN, Vice-admiral, who died in March, 1811, had distinguished himself on several occasions, but most particularly in the action off Camperdown, under Lord Duncan, in which he commanded the *Powerful*, of 74 guns. During the peace that followed the American contest, he commanded the *Spitfire*, guard ship, at Cork, and was afterwards frequently stationed there, when the south-west coast of Ireland became so great an object of naval care, subsequently to the French expedition in Bantry Bay, under General Hoche, and Admiral Morard De Galles. From the *Spitfire*, he was removed into the *Trusty*, of 50 guns, and thence into the *Powerful*. He was made post in 1783; a rear-admiral in 1804, and a vice-admiral in 1810.

DYNELEY,——, Captain, commander of his Majesty's packet, the *Duke of Montrose*, was killed in the year 1808, in a very gallant attempt to defend his vessel against a French privateer of double her force.

EDWARDS, TIMOTHY, was made post when captain of the *Favourite*, sloop, for his gallant conduct in action with the *Valeur*. Captain of the *Cornwall* in the West Indies, and greatly distinguished himself in the action off Grenada, 1779; also in that with the *Comte De Guichen*, in 1780. The *Cornwall* was found so bad that she was sunk at St. Lucia. Captain Edwards died on his passage home in August, 1780.

EVANS, HENRY FRANCIS, killed, captain of the *Charlestown* of 28 guns, engaging two French frigates in America 1781.

EVERITT, MICHAEL JOHN, killed by a random shot from *La Prudente*, French frigate, in the West Indies, captain of the *Ruby*, in 1779.

FARMER, GEORGE, captain of the *Quebec*, killed in a desperate engagement, in 1779.

FIELDING, CHARLES, esteemed a vigilant and active officer, received a severe wound in action with the combined fleets off Cadiz, the 20th of October, 1782, of which he died.

FINCH, WILLIAM, killed, captain of the *Crown*, 28th of May, 1672.

FLETCHER, JOHN, captain of the Hampshire. In 1697, killed at Hudson's Bay, in bravely defending the company's settlements, and the king's ships, which were taken and destroyed by a French squadron.

FOLJAMB, JOHN. In 1705, captain of the Pendennis, mortally wounded in bravely defending his ship.

FOULES, THOMAS, killed, captain of the Lion, in action with the Dutch, May, 1672.

GARDINER, ARTHUR, captain to the unfortunate Admiral Byng, in the Ramillies. On the 28th February he was mortally wounded, when captain of the Monmouth, in action with the Foudroyant in the Mediterranean.

GENNIS, EZEKIEL, killed, captain of a fire-ship at the battle of Solebay.

GILCHRIST, JAMES, distinguished himself very much when captain of the Southampton frigate, in which ship he fought several gallant actions; in one he was severely wounded in the shoulder, which rendered him incapable of further service; he had a pension of 300*l.* per annum. Died 1777.

GOLDING, JOHN, killed, captain of the Diamond frigate, February, 1665, in action with a Dutch frigate.

GORE, WILLIAM, midshipman on board the Medusa, was, with another midshipman, Williams, killed in an unsuccessful attack on the French flotilla off Boulogne. They were both buried in one grave at Deal, followed by Lord Nelson and eight captains of the navy. Mr. Gore was only in his 16th year, and had, previously to his receiving the fatal blow, which terminated his life, been wounded by five musket-balls, in attempting to board, and every man in the boat with him was either killed or wounded.

GRAHME, WILLIAM, captain of the ship, Dick, was killed in the year 1800, in an engagement with the famous French privateer La Grand Decide, of much superior force.

GREENWAY, JAMES, promoted for his bravery, when captain of the Wolfe, fire-ship, at the battle of La Hogue, in burning Le Conquerant, of 96 guns, captain of the Northumberland, and perished with that ship in the great storm, 1703.

GRIERSON, —, Lieutenant, of the Melampus, was killed in 1808, in an attempt to cut out a privateer from Porto Rico.

GRIFFITH, WALTER, a brave and excellent officer, killed, captain of the *Conqueror*, in a partial action with a French squadron, in Fort Royal Bay, Martinique, the 18th of December, 1779.

HAIR, —, Lieutenant, was drowned in the boat of his Majesty's ship, *L'Oiseau*, in the act of boarding a vessel off the coast of France, on the 21st of October, 1801. He was distinguished in the battle of the Nile, on board Lord Nelson's flag-ship, the *Vanguard*, and on shore, at Naples, under Sir Thomas Troubridge.

HAMILTON, JAMES, was captain of the *Dartmouth* when she blew up and all perished, in action with the *Gloriosa*, Spanish ship of war, September, 27, 1747.

HANCOCK, ROBERT, captain of the *Eagle*, when she was lost with several others, and all perished off Scilly, on the 22d of October, 1707.

HANNAM, WILLOUGHBY, killed, captain of the *Triumph*, 28th May, 1672, in the action off Solebay.

HARMAN, JAMES, killed, captain of the *Guernsey*, in action with an Algerine, of 50 guns, in 1677.

HARMAN, THOMAS, preserved his convoy from being captured by eight large Dutch privateers, which he engaged and beat off, a painting of which is in Greenwich hospital. Displayed great bravery in an action with a Dutch frigate off Cadiz, in 1674. This brave man lost his life in the year 1687, from a wound he received, when captain of the *Sapluire*, in action with a large Algerine man of war.

HARMAN, WILLIAM, died of a wound he received at the attack of Leogane, on the Island of Hispaniola, in 1694, when captain of the *Advice*.

HASTINGS, ANTHONY, killed, captain of the *Sandwich*, at the memorable battle of La Hogue, in 1692.

HAVEN, RICHARD, commanded the seamen and marines landed at the attack of St. Christopher's, June, 1690, captain of the *Assistance*; was wounded in the thigh, of which he died.

HAWARD, THOMAS, was killed, captain of the *Prudent Mary*, at the attack of Borghen.

HAWARD, CHARLES, displayed consummate bravery in the protection of his convoy, when commander of the *Merlin*,

in 1667, against five Dutch ships of war, he was severely wounded and taken, but the convoy escaped into Tangier.

HAYWARD, JOHN, killed, captain of the Royal Charles, in the action with the Dutch fleet, August, 1673.

HEWITT, SIR RICHARD, BART. perished, with his crew, captain of the Duc d'Aquitaine, when she foundered, in the East Indies, 1761.

HICKS, JASPER, behaved with distinguished bravery at the taking of Gibraltar, in 1704, also at the battle of Malaga. Supposed to have been killed in 1714.

HOLMES, WILLIAM, killed, captain of the Medway's prize at the siege of Pondicherry, 1748.

HOLLES, SIR FRETCHVILLE, rear-admiral, lost his right arm on board the Cambridge, May 1672, in the battle of Solebay.

HOLYMAN, ROBERT, killed in 1703, captain of the Dragon, of 50 guns, bravely engaging a French ship, of 70 guns, which was obliged to sheer off.

HOOD, ALEXANDER, killed, captain of the Mars, of 74 guns, in action with L'Hercule, of the same force, 1799.

HOPKINS, JOHN, captain, of the marines, died August 17, 1798, in consequence of the wounds which he received on board the Bellerophon, in the battle of the Nile, he had been twenty years in the service, though but thirty-five years of age.

HUBBARD, JOHN, commanded the Royal Charles, under Prince Rupert, killed afterwards, captain of the Assistance, in action with some Algerine corsairs.

HUNT, JOSEPH, killed, captain of the Unicorn, in action with La Vestale, French frigate, which was taken in 1761.

HUTT, JOHN, captain of the Queen with Vice-admiral Gardner, and mortally wounded in the action on the 1st of June, 1794.

JENNIFER, JOHN, behaved with great bravery as captain of the Edgar, in the battle off Beachy-head, in which he was severely wounded; died of his wounds some months after.

INSAM, ROBERT, killed, captain of the Constant Warwick, in action with a Dutch privateer.

IRWIN, JOHN, lieutenant of his Majesty's ship, Minotaur, was lost in the tender of that ship, in the Mediterranean, when on

a cruise: this officer was lieutenant in the *Victory*, Lord St. Vincent, on the 14th of February, 1797, and commanded the forecastle. He was in the *Minotaur* at the battle of the Nile, and was wounded.

KEMPTHORNE, MORGAN, killed, captain of the *King's Fisher*, in an action with seven Algerines in 1681.

KENNEY, THOMAS, killed, captain of the *Falmouth*, which was taken in action by two French ships of war, 1704.

KENT, R. Captain, belonging to his Majesty's ship, the *Canopus*, fell at the head of a small detachment, in an unsuccessful attack upon a strong hold, in possession of the Turks, in the Island of Protá, near Constantinople. This happened on the 27th of February, 1807. He had served as captain of the marines, on board the *Venerable*, of 74 guns, under the command of Captain John Hunter, and, on the 24th of November, 1804, was shipwrecked in her, on the rocks in Torbay. During that tremendous night, he never quitted his commander, but stood alongside of him, on the broadside of the ship, with the sea breaking over them, till the whole of the crew were saved. On landing on the Island of Protá, he advanced with his party towards the old monastery, seated upon an eminence, in which it was supposed there were only a few Turks, but in that he was deceived; for, upon his arrival at the foot of the hill on which it stood, he received a heavy fire from all parts of the building. Several of his people fell; but he rushed up the hill, at the head of his brave companions, and set fire to the monastery. Finding his force very inferior to that of the enemy, he directed a signal to be made for assistance. A severe conflict ensued, in which he continued animating his men, till he received a ball through his head, which instantly deprived him of life.

KILLEGREW, HENRY, Esq. greatly distinguished himself as a captain and admiral, in the Mediterranean: was an admiral at the battle of La Hogue, and a lord of the Admiralty in 1698.

KILLEGREW, JAMES, killed, captain of the *Plymouth*, of 60 guns, in the Mediterranean, engaging two French ships of war, in January, 1695.

KILLINGWORTH, THOMAS, promoted to the rank of post for his spirited conduct when captain of the *Fox*, fire-ship, in the battle off La Hogue. Killed in 1694, when captain of the *Scarborough*, of 30 guns, bravely defending that ship,

which was obliged to surrender to two French pirates, one of 40, the other of 26 guns.

KINNEER, FRANCIS WILLIAM, Lieutenant, died in 1801, in consequence of wounds which he received when under Sir Sidney Smith, in an attack of the enemy's vessels in the river Issigny, opposite Marcon Island, he had been severely wounded on the 1st of June, 1794, in the fleet under Lord Howe.

LAMB, JAMES, killed, captain of the *Anne*, in one of the Dutch actions.

LANGHORNE, ARTHUR, killed, captain of the *Colchester*, in the West Indies, in action with a French squadron.

LAMMING, THOMAS, was the officer who behaved so gallantly in the action with the Dutch in 1666, in extricating the *Henry* when boarded by a fire-ship. He was, for this noble exploit, appointed captain of the *Ruby*.

LANDMAN, BARNARD, severely wounded, captain of the *Monk*, at the battle of Solebay.

LATON, JOHN, killed, captain of the *Montague*, in action with a large French privateer, in 1690.

LAWSON, Sir JOHN, died of the wounds which he received in an action with the Dutch at Lowestoffe, 1665.

LE NEVE, RICHARD, killed, captain of the *Edgar*, in the action with the Dutch, August, 1673.

LETCHMERE, EDWARD, mortally wounded, captain of the *Lyme*, of 32 guns, in action with a French privateer, of forty-six guns, off the *Deadman*, in 1704.

LOADES, EDMUND, served with great reputation as a commodore and captain; was in that station with Sir Cloudesley Shovel, in the *Association*, when that ship was lost off Scilly, in 1707, and all on board perished.

LONG, THOMAS, killed, captain of the *Breda*, in action with a French man of war, in the Mediterranean, 1710.

LUMLEY, Hon. THOMAS, killed, captain of the *Isis*, in action on the 3d September, 1782, in the East Indies.

MARBOT, THOMAS, killed, captain of the *Mary Galley*, on the coast of Guinea, in action with two French ships of war, 11th of March, 1712.

MACARTNEY, JOHN, killed, captain of the *Princess Amelia*, of 80 guns, in the action with the Dutch fleet, in the North Sea, 5th August, 1781.

McLALLAN, Hon. DUNBAR, killed, captain of the *Superb*, in action in the East Indies, July 6, 1782.

MAINWARING, JEMMETT, captain of *La Babet*, when supposed to have foundered on her passage to the West Indies, with Major-general **KNOX**, and all perished, 1801.

MANLEY, FRANCIS, M.C. taken by the French, after a gallant resistance, when captain of the *Swan* in 1693. Died of the wounds he received in battle.

MANNERS, LORD ROBERT, died of the wounds he received in the action with the French fleet on the 12th of April, 1782, on his passage home, on board the *Andromeda* frigate.

MARSHALL, — Lieutenant, died at the age of sixteen, in March 1807, of his wounds, on board his Majesty's ship, the *Repulse*; he received his mortal wound from a granite shot, in their retreat through the Dardanelles. The shot weighed upwards of five hundred pounds, and killed and wounded twenty-one men.

MARTIN, SAMUEL, killed, captain of the *Blackwall* in action with the squadron under *M. De St. Paul*, in 1705.

MARTIN, WILLIAM, killed, captain of the *East India London*, of 50 guns, in the action with the Dutch, July, 1656.

MAUGHAM, GEORGE, killed, captain of the *Kinsale*, at Barbadoes, 1702.

MEAD, JOSEPH, commanded the *Fowey* in 1762, and behaved with great skill and gallantry in an action with a Spanish frigate of superior force in the West Indies, which he captured. Captain Mead was the inventor of the machine called a hog, for cleaning ships' bottoms. He also wrote a treatise on currents at sea, and died in 1799.

MICHIE, ——— killed, captain of the *Newcastle*, in the East Indies, September 1759.

MIDDLETON, HENRY, in 1703, captain of the *Lincoln*, of 50 guns; foundered at sea, and all perished.

MILLER, ROGER, killed, captain of the *Plymouth* in the Dutch action, June 1677.

MONTAGU, JAMES, killed, captain of the *Montagu*, of 74 guns, in the action of the 1st of June, 1794.

MONTAGUE, CHARLES, son to the earl of Sandwich, and perished with him in the *Royal James*.

MOCTHAM, PETER, killed, captain of the *Princess*, in the action with the Dutch fleet, June 1666.

MORRIS, JAMES NICHOLL, son to the late gallant captain of the *Bristol*, who was killed off Sullivan's Island, captain of the *Phaeton*, of 38 guns, and carried out Earl Elgin as ambassador to Constantinople, 1800.

MORRIS, JOHN, killed, captain of the *Bristol*, of 50 guns, under Sir Peter Parker, at the attack of Sullivan's Island, near Charlestown, South Carolina, in 1778.

MORTLOCK, LEWIS, Captain, of the *Woolverine* gun-vessel, of 14 guns, was killed on the 5d of January 1799, in an action with two French luggers, one of 16, and the other of 14 guns. He was wounded three times before he received the fatal blow, which deprived the country of his services. He was buried at Gosport, with funereal honours.

MOSSE, JAMES ROBERT, killed, captain of the *Monarch*, of 74 guns, at the attack off Copenhagen, 2d of April, 1801. A pension of 200*l.* per annum was settled on his widow, and 25*l.* per annum on each of his six children.

MOUNTNEY, Mr. WILLIAM BARCLAY, of the *Melpomene* frigate, was killed July 7, 1809, in an action with the Russian flotilla, in the Baltic.

MURRAY, GEORGE, captain of the *Colossus*, of 74 guns, lost on Scilly on her return from the Mediterranean, crew saved. Co-commanded the *Edgar*, and led the fleet to the attack at Copenhagen, 1st of April, 1801.

NEALES, WILLIAM, midshipman on board the *Crescent*, was killed by a grape-shot in October, 1819, in attempting to save one of the Baltic convoy that had been driven on shore on the island of Langland, in the Great Belt.

NEVILLE, MARTIN, Captain, who died in the bay of Honduras in 1803, embarked very early in the naval service. While a child, he was thrown from the main-top by the falling of the mast of the *Winchelsea* frigate. He afterwards embarked with Captain Rodney on board the *America*, from

whence he accompanied his commander to the *Vengeance*. In this ship he met with another accident by falling overboard. He next joined the *St. Alban's*, Admiral Vandeput, whom he accompanied to America, and in 1797 or 8, he was promoted to the rank of lieutenant on board the *Thetis*. His next appointment was to the *Uranie*, from which ship he assisted with her boats in cutting out the *Chevrette* from under the batteries in Camaret Bay, near Brest, on the night of the 21st of July, 1801. In this conflict he was wounded on the head, breast, and shoulder; and, it is said, that the captain of the *Chevrette* fell by the hand of this young man, then only 19 years of age. At the conclusion of the war, he was promoted to the rank of commander; and, at the commencement of the present war, he received his commission for the *Port Mahon* sloop, in which vessel he sailed for the West Indies, where he fell a victim to the climate.

NOEL, THOMAS, captain of the *Princess Louisa*, was severely wounded in the action on the 9th of May, 1756, of which he died the June following.

NOTT, JOHN NEAL PLEYDELL, killed, captain of the *Centaur*, in action with the French fleet in the West Indies 1780.

O'BRIEN, LUCIUS, Esq. lieutenant, of the *Dartmouth*, when she was blown up in action with the *Glorioso*, in 1747, and one of the twelve who were saved. Behaved with great resolution whilst captain of the *Colchester*, in 1756; and in the *Essex*, off Belleisle, 1759; which was lost on the *Fairbank* in chace. In 1766, he received a pension of 150*l.* a year, having lost the use of his right arm. Died in 1771.

PARKER, JOHN, killed, captain of the *Yarmouth* in the action on the 25th of July, 1666.

PARKER, E. T. Captain, died September 26, 1801, of the wounds which he received in the second attack on the French flotilla off Boulogne.

PARKER, SIR WILLIAM, Bart. behaved with great bravery on the 28th of May, 1794, engaging *La Revolutionnaire*, of 120 guns, the rear ship in the French line, when he commanded the *Audacious* of 74 guns, and obliged her to quit the line and separate from the fleet. Sent to Jamaica in 1795. In 1797, commanded a division of the fleet under Lord St. Vincent, in the action on the 14th of February; for which he was

created a baronet, and presented with a gold chain and medal. He died December 31st 1802.

PARSONS, CHARLES. In 1705 killed, captain of the Fowey, in an engagement with a French ship of war.

PARTRIDGE ROBERT, M. C. killed, captain of the Griffin, fire-ship, 1692.

PASLEY, SIR THOMAS, Bait. displayed great bravery and good conduct, when captain of the Jupiter, in the action in Port Praya Bay, 1781. In 1782, carried out Admiral Pigot to the West Indies, where he was extremely active. In 1788, commanded as commodore in the Medway. Signalized himself in a partial action with a French squadron in the bay, when captain of the Bellerophon, in 1793. Gained much honour in the engagements on the 28th May and 1st of June, 1794; in the latter of which he lost his leg. Was created a baronet on this occasion; presented with a gold chain and medal; and had a pension of 1000*l.* a year. In 1798, he commanded in the rivers Thames and Medway, for the purpose of presiding at the courts martial on the mutineers. In 1799 and 1800, commanded at Plymouth. He died in 1808.

PATER, J. C. Lieutenant, died in 1809, of the wounds received on board the Melpomene, in an action with a flotilla of Danish gun-boats, on the Baltic station.

PEARCE, JEFFERY, a very brave officer, was killed, captain of the St. George, at the battle of Solobay.

PEARCE, VINCENT, killed, captain of the Bryer fire-ship, at the attack of the Dutch ships at Bergen, in August, 1666.

PETT, PHINEAS, killed, captain of the Tiger frigate, in an action with a Zealand privateer of 40 guns, May, 1666.

POMEROY, GEORGE, died of the wounds he received when captain of the Rupert, in the action off Beachy Head, 1690.

POWNALL, PHILEMON, commanded the Favourite, and present at the capture of the Hermione, with the Active, in 1762; captain of the Apollo, in North America: had the flag of Lord Howe on board when in presence of the French fleet in 1779; killed afterwards captain of that ship, in action with L'Oiseau French frigate on the coast of Holland, 1780.

PROBY, CHARLES, who died commissioner at Chatham, in 1799, was a midshipman on board Commodore Anson's ship on his voyage to the Southern Ocean, and was the person who, at the

mast-head, first saw the rich prize afterwards taken by the Centurion. In 1746, he was promoted captain of the Lyme, and in 1756 was appointed to the command, first of the Syren frigate, and afterwards of the Medway of 60 guns. In 1760, he commanded the Thunderer, of 74 guns, in which he captured the Achilles, after a most severe action, in which himself, his second, and third lieutenants were wounded. In 1769 he succeeded Commodore Spry in the Mediterranean, as commander-in-chief, with his broad pendant on board the Pembroke of 60 guns. After this he was appointed commissioner at Chatham.

PUGH, RICHARD, captain of the Norwich, in the West Indies, perished with the crew when that ship was lost in October 1692.

RAWLING, JOHN, killed, captain of the Unicorn, in action with the Invincible, a large French privateer, May 17, 1757.

REEVE, Sir WILLIAM, was desperately wounded and captured by the Dutch, when commander of the Essex in the action between De Ruyter and the earl of Albemarle. On his return to England he was knighted for his bravery. In 1673 he was killed, captain of the Sovereign, in the action on the 11th of August.

RENTONE, JAMES, was promoted to the rank of post captain, for bringing home the news of the capture of Porto Bello, for which also he was presented with 200 guineas; killed, captain of the Stafford, at the attack of Port Louis, 8th March, 1748.

REYNOLDS, HENRY, Commodore King's captain in the Exeter, killed in the action in the East Indies, 17th February, 1782.

RICE, JOHN, killed, captain of the Marygold fire-ship in the Dutch action, August, 1673.

ROBERTSON, LEWIS, killed, captain of the Alarm, on shore, commanding a detachment of seamen at the attack of Guadaloupe.

ROBINSON, Sir ROBERT. In December 1666, he commanded a squadron in the North Sea, and captured, after a severe action, three Dutch ships of war. He performed several other eminent services, for which he was knighted.

ROBINSON, MARK, Rear-admiral, who died in November,

1799, entered the naval service at the age of fourteen: he was actively engaged in most of the combats under the command of Sir Peter Warren and Lord Hawke. His heroism was eminently conspicuous at the reduction of Guadaloupe, where his ship was under him. He was afterwards appointed to the command of the *Toway* on the coast of America, where he had the satisfaction of preserving Charlestown from the effects of an alarming conflagration, a service for which the merchants of South Carolina expressed their gratitude by a public vote of thanks, and a very large piece of plate, bearing a suitable inscription. Under Lord Keppel he commanded the *Worcester*, whence he was transferred to the *Strewsbury*, in which ship he led the British fleet five times into actions. In the last of these he was disabled by a severe wound in the hip and the loss of a leg.

RAMSAY, EDWARD, killed, captain of the *Pembroke*, in 1710, bravely engaging with the *Falcon* three French ships of war, in which action they were both taken.

RUSSEL, JOHN, died of the wounds he received in the action off Toulon, Feb. 11, 1744, captain of the *Naiur*.

RUSSEL, JAMES, captain of his Majesty's ship *Ceres*, died in 1801, who in May, 1798, when first lieutenant of the *Flora* frigate, attacked with the boats of that ship, and brought out of the harbour of Cerigo in the Mediterranean, the *Mondovi*, French corvette of 16 guns.

SADDINGTON, RICHARD, killed, captain of the *Crown*, in an action with the Dutch, 1673.

SAMPSON, ROBERT, Esq. killed in the battle with the Dutch, off Lowestoffe, 1665.

SANDERS, JOSEPH, wounded in the leg in the action with the Dutch, 1667, of which he died, captain of the *Breda*.

SANDERS, ROBERT, killed, captain of the *St. Patrick*, in action with two Dutch frigates off the North Foreland, and his ship taken, 1667.

SEARLE, HENRY, M. C. perished with his crew, captain of the *Flame* fire-ship, which foundered at sea, 1693.

SLALE, THOMAS, killed, captain of the *Breda*, at the attack on Bergham.

SEYMOUR, HUGH, killed, captain of the *Foresight*, in the battle on the 25th of July, 1665.

SHERIFF, ———, captain of the *Curieux*, killed, Nov. 24, 1807, in an action with a French ship of very superior force.

SHIPLEY CONWAY, captain of his Majesty's ship the *Nymphe*, while reconnoitring the harbour of Lisbon, discovered a large corvette that had taken refuge under the forts, and projected a plan to cut her out: he took the lead in the enterprise, but in attempting to board her he was unfortunately shot, fell into the sea, and was never seen afterwards.

SIMPSON, G. lieutenant, of the *Fox* frigate, was killed September 3, 1808: when leading a boarding party in an enterprise at Batavia, he received a musket ball in the neck, and instantly expired.

SMITH, SIR JEREMIAH, sent to command in the Mediterranean, with permission to wear the Union, fought with great bravery against the Dutch in several actions. In 1609, he was made commissioner of the navy.

SMITH, THOMAS, Esq. called by the seamen, "Tom of Tee Thousand." When lieutenant, he was broke on a complaint of the French ambassador, for obliging a French ship to lower her topsail to his ship, in Plymouth Sound; but by the king's order, was next day made a post captain. He died in 1762.

SPEARING, GEORGE AUGUSTUS, lieutenant of his Majesty's ship *Belleisle*, was killed in 1808, in an attempt to carry three forts in the island of Martinique: he received two wounds in the attack of two of the forts, which they carried by assault; but at the dawn of day they found themselves before the third fort, which contained 500 of the enemy's troops: this did not intimidate the gallant band of British heroes from attempting to carry the fort by storm, in which rash attempt Lieut. Spearing was shot through the heart.

ST. JOHN, Hon. HENRY, killed, captain of the *Intrepid*, in action in the West Indies, April, 1780.

STAGGINS, CHARLES, taken by the French in 1671, when captain of the *Greyhound*, and died of the wounds he received in the action.

STAVNER, SIR RICHARD, with three ships of war, captured and destroyed eight Spanish galleons: afterwards he behaved with great bravery under Admiral Blake, at the attack of the Spanish flota at Santa Cruz. See Blake, Vol. II.

STEVENS, WILLIAM, killed, captain of the *Superb*, in the action in the East Indies, Feb. 17, 1782.

SUTTON, ROBERT MANNERS, perished in the *Ardent* with the crew, when supposed to have been burnt in the Mediterranean, 1794.

SWAFFIELD, WILLIAM, perished, when the *Amplion* frigate was blown up at Hamoaze, 1796.

TAYLOR, THOMAS, killed, captain of the *Nonsuch*, in 1695, in action with a French ship of 56 guns, and the *Nonsuch* taken.

TAYLOR, WITTERONGE, drowned, captain of the *Ramilies*, with most of the crew, when she was lost on the *Ram Head*, Feb. 1760.

TENNANT, MATTHEW, wounded, captain of the *Breda*, in the battle of Beachy, and died captain of that ship when she was blown up in *Cork Harbour*, in 1687, from being miserably burnt.

TEMPEST, JOHN, killed, captain of the *Sweepstakes*, 28th May, 1673.

TERNE, HENRY, killed, captain of the *Triumph*, in the action with the Dutch, in 1666.

TICHBORNE, WILLIAM, captain of the *Crown Prize*, lost off the *Start*; perished with about 20 of his crew, 1692.

TITSELL, SAMUEL, captain of the *Westergate*, lost in the *West Indies*, 1663; crew perished.

TOLLEMACHE, Hon. JOHN, captain of the *Scorpion*, in *North America*; he was promoted to post rank and to the command of the *Fowey*, but was killed in a duel by Lieutenant Colonel Pennington, of the *Guards*, before he took the command of her.

TURNER, CHARLES, lieutenant of his Majesty's ship *Bellequeux*, was stabbed in 1808, when in the act of boarding an enemy's armed vessel called a *proa*.

VAUGHAN, ROGER, killed, captain of the *Dartmouth*, which was taken whilst valiantly engaging two French frigates, each of 40 guns, February, 1695.

UTBER, JOHN, killed, captain of the *Guernsey*, at the attack of the Dutch at *Beigen*, aged 22 years, 1665.

WALDRON, JOHN, killed in an action with some Spanish *guarda costas* in the *West Indies*, April 15, 1722.

WALSINGHAM, HON. ROBERT BOYLE. In 1780 sent as commodore in the *Thunderer* to the West Indies; lost in the hurricane in October the same year; the crew perished.

WATKINS, JOHN. In 1706, captain of the *St. George* and *Devonshire*, under Sir John Jennings, in the Mediterranean and West Indies. In 1737, captain of the latter ship when blown up in action with the French squadron under Du Guai Trouin; the crew, excepting two, perished.

WATSON, THOMAS, killed, captain of the *Conqueror* in action with the French fleet in the West Indies, 1781.

WATT, JAMES, died of the wound he received in action the 3d of September, 1782, captain of the *Sultan* in the East Indies.

WESTCOTT ———, captain of the *Majestic* man of war, killed in the battle of the Nile, began his naval career in no better capacity than that of a cabin boy, a situation the most common in a ship, and not much calculated to give vent to genius; but he continued to exercise his abilities so remarkably, that he was very shortly introduced among the midshipmen, in which rank he behaved so well as to be farther countenanced for his genius in a short time; since which he made himself conspicuous for his skill and bravery, so that gradually, or rather hastily, he continued to be promoted, until he filled the honourable station in which he lost his life. Had he survived the battle, his seniority of appointment would have gained him an admiral's flag.

WHEELER EDWARD, killed, captain of the *Isis*, April 1, 1761, in action with *L'Oritame* French ship of war in the Mediterranean.

WHITE, RICHARD, killed, captain of the *Warspite*, in the battle with the Dutch, June 4, 1673.

WHITTY, THOMAS, killed, captain of the *Vanguard*, in the action June 1666.

WILKINSON, GEORGE, perished with the crew, captain of the *Ville de Paris*, coming from the West Indies, 1782.

WILLIAMS. See GORE.

WILLOUGHBY, THOMAS, killed, captain of the *Portsmouth* ketch, at the attack on Surinam, 1667.

WILLOUGHBY, HANNAM, captain of the *Triumph*, was killed in 1672.

WILMOTT, Captain DAVID, who in promoting the service and glory of his country, fell at Acre in 1799, after having been in 16 severe actions, in 8 of which he had been wounded. He was first lieutenant of the Seahorse when that ship captured La Sensible, on which occasion he was appointed commander into the Alliance.

WOOD, WALTER, killed, captain of the Henrietta, in action with the Dutch fleet, June, 1666.

WOODLEY, JOHN, lost with all the crew, captain of the Leda, on his passage to the West Indies, 1796.

WREN, RALPH, was promoted for his very gallant conduct, when lieutenant of the King's Fisher, in action with seven Algerines, after his captain was killed. in 1691, sent commodore with a squadron to command in the West Indies, where he greatly distinguished himself in action with a superior French fleet. Died soon after at Barbadoes.

YATES —, lieutenant, of his Majesty's ship Menelaus, was shot through the head in September, 1812, in an attack upon the port of Mejan, in the Bay of Marseilles.

YONGE —, lieutenant, of his Majesty's ship the Seahorse, was killed in 1808, in an attack on some French merchant ships, at the mouth of the Rhone.

YOUNG, BENJAMIN, killed, captain of the Advice, when gallantly defending his convoy bound up the Straits, against a squadron of seven sail of Algerine men of war, in 1669.

YOUNG, Sir GEORGE, admiral of the white, who died in 1810, was made post on the 7th of November, 1777, rear admiral in 1794, vice admiral in 1799, and admiral in 1804.

No. III.

Explanation of such Sea-Terms and Phrases as are used in this Work:—an Account of the Discovery and Settlement of different Islands and Countries:—of the different Invasions attempted upon this Country:—and Explanations and Discussions of other Subjects connected with the Naval History of England.

A*BACK.* The situation of the sails, when their surfaces are pressed aft against the mast by the force of the wind.

Abaft. The hinder part of a ship, or towards the stern. It also signifies further aft, or nearer to the stern: as, the barricade stands abaft the main-mast; that is, nearer to the stern.

Abaft the Beam, denotes the relative situation of any object with the ship, when the object is placed in any part of that arch of the horizon, which is contained between a line at right angles with the keel and that point of the compass which is directly opposite to the ship's course.

Abreast. The situation of two or more ships, lying with their sides parallel, and their heads equally advanced; in which case, they are abreast of each other. But, if their sides be not parallel, then that ship which is in a line with the beam of the other, is said to be abreast of her. With regard to objects within the ship, it implies on a line parallel with the beam, or right angles with the ship's length. Abreast of any place, means off, or directly opposite to it.

Admiral, in a general sense, is an officer of high naval rank, who usually commands a fleet, or a squadron, of ships of war. Formerly, there were three or four admirals appointed in the English seas, each having particular limits under their charge and government, as admirals of the fleet of ships from the mouth of the Thames, northward, southward, or westward. The office of lord high admiral of England is one of so great power and trust, that it has been thought expedient, in modern times,

to place it in the hands of a body of commissioners, who have a kind of president, under the title of first lord of the Admiralty. The jurisdiction of the lords of the Admiralty is exercised over all matters of naval concern whatever.

Admiral is a name given to the commander in chief, of any single fleet or squadron. The commander of a fleet carries his flag at the main-top-mast. We have, also, vice-admirals and rear-admirals; the former commands the second squadron, and carries his flag at the fore-top-mast; and the rear-admiral is commander of the third squadron, and carries his flag at the mizen-top-mast. The rank of an admiral, and his station in the line, are indicated by the colour of his flag. Hence, there are admirals, vice-admirals, and rear-admirals of the red, the white, and the blue.

Aft. Behind, or near the stern of the ship.

After. A phrase applied to any object in the hinder part of the ship, as, the after hatch-way, the after-sails, &c.

All hands Hoay! The call by which all the ship's company are summoned upon deck.

Aloft. Up in the tops, at the mast-heads, or any where about the higher rigging.

Anchor. A large iron instrument, the figure of which is well known. It is fixed to the cable, and let down to fasten a ship to the bottom of the sea. They have on board men of war anchors of different sorts, distinguished by the name of *Sheet*, *Spare*, *Best*, and *Small Bower*.

Angola, in Africa, situated between the 8th and 16th degree of south latitude, was settled by Portugal, 1482.

Anguilla, or Snake's Island, one of the Caribbees, first planted by England, 1650.

Antigua settled by the English, 1632, the principal harbours are named English harbour, and St. John's.

Archangel, passage to, discovered, 1554.

Aruba, isle in the West Indies, near the coast of Terra Firma, planted by Holland, 1638.

Ascension Island, between Africa and Brazil, discovered in 1508, on Holy Thursday, whence it takes its name.

Avast! The command to stop, or cease, in any operation.

Azores, or Western isles, discovered, 1449, by Portugal.

Back-stays. Two ropes reaching from the mast head to the deck, to strengthen the mast and prevent it from falling forwards.

To Back the Sails. To arrange them in a situation that will occasion the ship to move astern.

Baffin's Bay. Discovered by Baffin, an Englishman, in 1616. Longitude from 45 degrees to 85 west. Latitude 70 degrees to 79.

Bahama Isles. In the Atlantic, discovered 1629: taken possession of, by the English, December 1718.

Ballast. Stones, Iron, &c. laid in the hold, to keep the ship stiff that she may bear the more sail.

Barbadoes. In the West Indies, discovered and planted, 1614.

Barbuda Isle. One of the Caribbees, first planted by England, 1628.

Batavia. In the Isle of Java, first fortified by Holland, 1618.

Bearing. The situation of one place from another, with regard to the points of the compass. The situation, also, of any distant object, estimated from some part of the ship, according to her situation; these latter bearings are either on the beam, before the beam, abaft the beam, on the lee or weather bow, on the lee or weather quarter, a-head or astern.

Bear under her lee. When a ship, that was to windward comes under another's stern, and gives her the wind.

Beating to Windward. The making a progress at sea against the direction of the wind, by steering alternately close-hauled on the starboard and larboard tacks.

Before the Beam. Denotes an arch of the horizon comprehended between the line of the beam, and that point of the compass on which the ship stems.

Bermuda, or Somers Isles. Discovered by a Spaniard in 1503, and settled, 1612. They are said to consist of 400 little islands.

Birth. Is a proper distance observed between ships lying at anchor or under sail. Also the place aboard for a mess to put their chests, &c. Also a convenient place for mooring of a ship.

Bittacle. A kind of locker to hold the compass, a glass, and candle, and stands on the quarter-deck, just before the steering wheel; whereby he that steers the ship is enabled to keep her in her right course.

Blocks. Are fitted with shivers and pins for running rigging to go through and are of different kinds.

Boatswain. Has the care of the boats, sails, rigging, &c. he summons the crew to duty; and his mate is appointed to execute the sentence of the captain or court-martial.

Bonnetts. Small sails to be laced on, upon the main or fore-sail and jibs of sloops, yachts, or hoys, when fair, or to be taken off in foul weather.

Boston. The capital of Massachusetts bay, in New England, built 1630.

Botany Bay. Discovered in 1770, and a settlement first sailed from England, March 21, 1787.

Bourbon, An island in the Indian ocean (formerly Mascareen isle), planted by France, 1672.

Braces. All the yards in a ship, except the mizen, have two; their use is, to bring the yard so that it may stand at right angles with the length of the ship.

Brazil. Discovered 1486; settled by the Spaniards, 1515; settled by Holland, 1624; taken from Holland by Portugal, 1654.

Breaming. Burning off the filth from a ship's bottom.

Britain. First discovered to be an island about the year 90.

To Broach-to. To incline suddenly to windward of the ship's course, so as to present her side to the wind, and endanger her oversetting. The difference between broaching-to, and bringing-by-the-lee, may be thus defined. Suppose a ship under great sail is steering south, having the wind at N.N.W; then, west is the weather-side, and east is the lee-side. If, by any accident, her head turns round to the westward, so as that her sails are all taken a-back on the weather-side, she is said to broach-to. If, on the contrary, her head declines so far eastward as to lay her sails a-back on that side which was the lee-side, it is called bringing-by-the-lee.

Bulkhead. A partition that goes across the ship, as at the great cabin, steerage, fore-castle, &c.

Bunt. The middle part of the sail, when formed into a kind of bag or cavity, that the sail may receive more wind.

Buntlines. Small ropes made fast to the bottom of the sails in the middle of the bolt rope, to a cringle, and so are reeved through a small block seized to the yard: they are used to tie up the bunt of the sail for the better furling of it.

Buoys. Are made with old masts, barrels, &c. strongly hooped with iron. Their use is, to lie on shoals or sands for marks, and also to float directly over the anchor to shew where it lies.

Burthen of a Ship. Is the number of tons she will carry; to know which multiply the length of the keel by her breadth, and half breadth, and divide by the number 94.

By the Wind. The course of a ship, as near as possible to the direction of the wind, which is generally within six points of it.

Cables. Are composed of several ropes united, and their business is, to hold the ship to the anchor. These have several names according to their size and length,

Caledonia. A settlement on the Isthmus of Darien, in America, settled, 1699, by some Scotch families.

California. A peninsula in the Pacific ocean, discovered by Cortes, 1543.

Canada. In North America, discovered by Cabot, 1499; explored by the French, 1508, 1524, and 1534; settled 1540: Quebec built 1608; taken first by England 1628.

Canary Isles. In the Atlantic, formerly called the Fortunate Islands, discovered 1344, and granted to Spain; explored 1393

Cape Breton. An island in the gulph of St. Lawrence in North America, discovered by the English, 1584: yielded to France, 1632; taken by England, 1745; restored, 1748; again taken and kept, 1758.

Cape de Verde Islands of Africa. Discovered 1447. The principal are St. Jago and St. Philip.

Cape of Good Hope. On the southern extremity of Africa, discovered 1487; planted by Holland, 1651.

Cape Horn. On the south of Terra del Fuego, in south

America, was first sailed round, 1616; Straits discovered, 1643.

Capstans. Are of two kinds; the jeer capstan, which is placed between the main and fore-mast, and used to heave upon the jeer or coil when the anchor is weighing. The main capstan is placed abaft the main-mast, its foot standing on a step on the lower deck, and its head between the two upper decks; it is used to weigh anchors, hoist up or strike down top-masts, heave things of considerable weight, or strain a rope.

Captain. Of a ship of war, is the officer who commands a ship of the line of battle, or a frigate carrying 20 guns or more. The charge of a captain in his Majesty's navy is very comprehensive, in as much, as he is not only answerable for any bad conduct in the military government, navigation, and equipment of the ship which he commands, but also for any neglect of duty or ill management in his inferior officers.

To Careen. To incline a ship on one side, so low down, by the application of a strong purchase to her masts, as that her bottom, on the other side, may be cleansed by breaming.

Caribbee Isles. Discovered 1595. They lie in a line from Anguilla north, to Tobago south.

Carlings. Are square pieces of timber, ranging from beam to beam fore and aft the ship, to strengthen the deck.

Catheads. Pieces of timber projecting over the ship's bow, from the fore-castle at the after end of the upper rail of the head, so far as to clear the flook of the anchor from the ship's side, in order to lodge it on the fore channel, that it may the more neely be let go again to anchor the ship.

Cat-isle. One of the Bahamas, the first discovery in America by Columbus, 1492.

Caulkings. Is the driving oakbum, hemp, or spun hair into the seams of the ship's planks, to prevent leaking.

Cayenne. An island of South America, near Guinea, first planted by France, 1635.

Ceylon. An island in the Indian sea, discovered by the Portuguese, in the twelfth century.

Chatham Isle. In the South Pacific Ocean, one of the Gallapagos, explored June, 1793. It was discovered in 1791, by Mr. Broughton, captain of the Chatham.

Chili. A large country in South America, was discovered by Spain, 1518 ; invaded by the Spaniards, 1540.

China. First visited by the Portuguese, 1517 ; conquered by the Eastern Tartars, 1635.

Christopher's, St. Isle of. Discovered 1595 ; settled by the English, 1620.

Clear. Is variously applied. The weather is said to be clear when it is fair and open ; the sea-coast is clear, when the navigation is not interrupted by rocks, &c. It is applied to cordage, cables, &c. when they are disentangled, so as to be ready for immediate service. In all these senses, it is opposed to foul.

Clew of the sail. Is the lower corner which reaches down to the earing, where the tacks and sheets are fastened.

Clew garnet. A rope fastened to the clew of the sail, from whence it runs in a block, seized to the middle of the fore or main yard, to haul up the clew of the sail close to the middle of the yard, in order to furl it.

Clew line. Is the same to the top-sails, top-gallant sails, and sprit-sails, as the clew-garnet is to the fore and main courses.

Close hauled. That trim of the ship's sails, when she endeavours to make a progress in the nearest direction possible, towards that point of the compass from which the wind blows.

Colours. See *Flag*.

Commodore. An officer invested with the command of a detachment of ships of war, destined on any enterprise, during which, his ship is distinguished by a broad red pendant, tapering towards the outer end, and sometimes forked. Commodore is the name given to a ship in a fleet which leads the van in time of war, bearing a light in her top to conduct the rest.

Compass, Mariner's. There are four kinds of compasses, as follow : 1. The land compass, which is used either for the pocket, or is adapted to theodolites, globes, &c. 2. The *steering*, or true *mariner's* compass, used for guiding vessels at sea. 3. The azimuth compass, which serves to find the sun's or a star's azimuth, whence the true direction of the magnetic needle may be ascertained : and 4. the variation compass, which shows the daily variation of the magnetic needle, from its ordinary direction. The mariner's compass consists of a circular brass box which contains a paper card with the thirty-two points of the compass or winds fixed on a magnetic needle that always turns to the north, excepting a small deviation, which is variable at

different places, and at the same place at different times. The top of the box is covered with a glass, to prevent the wind from disturbing the motion of the card. The whole is enclosed in another box of wood, where it is suspended by brass hoops or gimbals to keep the card in an horizontal position during the motions of the ship. The azimuth compass differs from the common sea-compass in this, that the circumference of the card or box is divided into degrees; and there is fitted to the box an index with two sights, which are upright pieces of brass, placed diametrically opposite to each other, having a slit down the middle of them, through which the sun or star is to be viewed at the time of observation.

Cond. Is to guide a ship in her right course; he that conds gives the word of direction to the men at the steering wheel.

Corswain. An officer on board a man of war, who has the care of the boat or sloop; and is always to be ready with his boat's crew, to man the boat on all occasions. He sits in the stern of the boat and steers; and has a whistle to encourage his men to do their duty.

Crowfoot. Small ropes put through the holes of the dead-eyes, and divided into several parts, and spread from the rim of the tops, pointways to a tackle on the stays, for preventing the top-sails getting foul of them.

Cuba. A large island in the West Indies, discovered 1492; settled in 1511.

Curaçoa. One of the Caribbee Islands, settled by the Dutch, 1634.

To Cut and Run. To cut the cable and make sail instantly, without waiting to weigh anchor.

Davis's Straits. A narrow sea which separates Greenland from North America; discovered 1585.

Davit. A piece of timber with a notch at one end, in which, by a strap, hangs a block, called the fish pendant block, and is used to haul up the flook of the anchor to fasten it to the ship's bows.

Dead-reckoning. Is that conjecture which is made of the place where a ship is without any observation of the heavenly bodies, and is performed by keeping an account of her way by the log, in knowing the course they have steered by the compass, and by recirving all the allowances for drift, leeway, &c. according to the ship's trim. This reckoning, how-

ever, is to be rectified as often as any good observation can be had.

Deck. Is a planked floor on which the guns lie, and men walk. Great ships have three decks, the upper, middle, and gun-deck; besides a quarter-deck, which reaches from the bulk-head of the round-house, to near the main-mast.

Descada Isle. One of the Caribbees, discovered by Columbus, 1494.

Dipping Needle. A magnetical needle so hung that, instead of playing horizontally, and pointing north and south, one end dips and inclines to the horizon, the other points to a certain degree of elevation.

Domingo, or Hispaniola. A large island in the West Indies; was discovered 1492: city founded, 1494.

Dominica. Discovered by Columbus, November 3, 1493; and so named on account of its being Sunday, when the discovery was made.

Driving. The state of being carried at random, as impelled by a storm or current. It is generally expressed of a ship, when accidentally broke loose from her anchors or moorings.

East Indies. Discovered by the Portuguese, 1497; visited overland by some English, 1592; first Dutch voyage, 1595; first voyage of the English company, 1601; first from France, 1601; first voyage of the Danes, 1612.

Easter Island. In the South Pacific ocean, discovered 1772, by Captain Rogeweins.

To Edge away. To decline gradually from the shore, or from the line of the course which the ship formerly held, in order to go more large.

To Edge in with. To advance gradually towards the shore or any other object.

Falkland Isles. Near the Straits of Magellan, discovered 1592: they consist of two large islands, and several smaller ones.

To Fill. To brace the sails so as to receive the wind in them, and advance the ship in her course, after they had been either shivering or braced a-back.

To Fish the Anchor. To draw up the flukes of the anchor towards the top of the bow, in order to stow it, after having been catted.

Flag. Is a term used in sea-language for the colours, standards, &c. of vessels, to notify the quality of the person who commands the ship, of what nation it is, and whether it be equipped for war or trade. In the British navy, flags are red, white, or blue, and are displayed from the top of the main-mast, fore-mast, or mizen-mast, according to the rank of the admiral. The first flag in Great Britain is the royal-standard, which is to be hoisted, when the king or queen are aboard the vessel. The second is, that of the anchor, which characterizes the lord high admiral, or lords commissioners of the admiralty, and the third is the union flag, in which the crosses of St. George and St. Andrew are blended: this last is appropriated to the admiral of the fleet, who is the first military officer, under the lord high admiral. [See *Admiral.*] The next flag after the union, is that of the white squadron, at the main-mast; and the last, which characterizes an admiral, is the blue, at the same mast head. For a *vice* and *rear* admiral, the *first*, is *red*; the *second*, is *white*; the *third*, the *blue*: so that the lowest flag in our navy, is the blue on the mizen-mast: for the vice-admiral has his flag on the fore-mast. When a council of war is held at sea; if it be on board the admiral, a flag is hung on the main-shrouds; if in the vice-admiral, in the fore-shrouds; and if in the rear-admiral, in the mizen-shrouds. Besides the national flag, merchant ships frequently bear lesser flags on the mizen-mast, with the arms of the city where the master ordinarily and on the fore-mast, with the arms of the place where the person who has it then lives. *To hang out* the *white* flag is to ask quarter; or it shews, when a vessel is arrived on a coast, that it has no hostile intention, but comes to trade, or the like. The *red-flag*, is a signal of defiance and battle. *To lower* or *strike* the *flag*, is to pull it down, out of respect or submission. The way of leading vanquished ships in triumph, is to tie the flags to the shrouds, or the gallery in the hind part of the ship, and let them hang down towards the water, and to tow the vessels by the stern.

Flaw. A sudden breeze, or gust of wind.

Florida. A country of North America, discovered by Cabot, 1500; settled in 1763.

Fore-castle. That part of the ship where the fore-mast stands, and it is divided by the rest of the floor from the bulk-head, in which the cook-room, boatswain's, carpenters, and cook's cabins are built.

Fore and Aft. Through out the whole ship's length. Length-ways of the ship.

Founder A ship founders, when, by an extraordinary leak, or by a great sea breaking in upon her, she is filled with water and sinks.

Fox Island. In the North Pacific Ocean, discovered 1760.

To Furl. To wrap or roll a sail close up to the yard or stay to which it belongs, and winding a cord round it, to keep it fast.

Gallapagos Isles. Discovered in 1700; explored by Captain James Colnett, in 1793.

Gangway. A deal plat-form, about three-feet wide in great ships, ranging in the waste from the quarter-deck to the fore-castle, over the upper deck guns, for a free passage for the officers and men working the ship. The walk from the ladder to the quarter-deck, which lies even with the gun-wale is also called the gangway.

To Give Chase to. To pursue a ship or fleet.

Glasses. The largest, called the watch-glass, runs four hours, and governs the officers at sea for changing the watch. The half-watch runs two hours. The half-hour glass is for keeping the time of the day. There are also half-minute and quarter-minute glasses, by which they count the knots when they heave the log, to find what way the ship makes.

Goodwin; or, Goodwin Sands. These are frequently mentioned in our history, for the mischief they occasion; it may, therefore, be proper to give some account of them. They consist of a bank in the sea, about five miles from Deal, near the coast of Kent, and were formerly part of the estate of the celebrated Earl Godwin, but were separated and overwhelmed by a sudden inundation of the sea, about the end of the eleventh century. They consist of two parts, divided in the middle by four narrow channels about eight yards deep. The sands extend ten miles along the coast north and south, verging towards the east, and from three and a half to six miles distant from the main land. They at all times have so little water over them, as to be scarcely passable any where, unless by very small vessels, but at low water they are in many parts dry. The largest portion of this bank which becomes dry, is known to seamen by the name of Jamaica Island. The sands, though frequently fatal to ma-

riners, are of considerable use, as it is by them alone that the Downs are constituted a road or harbour for shipping. In all easterly winds they serve as a pier, or breakwater, and greatly mitigate the force and immensity of the waves, which, in stormy weather, would otherwise roll upon this shore with unabated fury. Some years ago, an attempt was made to erect a light-house on them, but no solid foundation could be obtained. Floating lights have, however, been placed off these sands, consisting of three distinct lights in the form of a triangle, of which the middle one is the highest; when they are obscured in hazy-weather, a bell is kept constantly ringing.

Gorée Isle. On the Guinea coast, first planted by the Dutch, 1617.

Grapnels. Of these there are several kinds, as *boat-grapnels*, with four flocks for boats to ride by. *Fire* and *chain-grapnels*, and *hand* and *chain-grapnels*, which are made with barbed claws instead of flocks, and are used to be thrown into an enemy's ship, to catch hold of the rigging, or any other part, in order for boarding her.

Greenwich Hospital, stands on the spot where stood the palace of several of our kings. The first wing of this noble and superb edifice erected by King Charles II. was designed to be applied to the same use. William III. erected another wing, and adopted the plan of applying it to the use of English seamen incapable of service either through age or infirmity, but the whole was not finished till the reign of George II. Besides the seamen who are provided for, there are 140 boys, the sons of seamen, instructed in navigation, and bred up for the service of the royal navy; but there are no out-pensioners as at Chelsea. Each of the mariners has a weekly allowance of seven loaves, weighing sixteen ounces each; three pounds of beef; two of mutton; a pint of pease; a pound and a quarter of cheese; two ounces of butter, fourteen quarts of beer, and one shilling a week tobacco-money: the tobacco-money of boatswains is 2s. 6d. per week each, and that of their mates 1s. 6d. and the other officers in proportion to their rank. Besides which, each common pensioner receives once in two years a suit of blue clothes, a hat, three pair of stockings, two pair of shoes, five neck cloths, three shirts, and two night-caps. This hospital has about one hundred governors, composed of the nobility, great officers of state, and persons in high posts. For the better support of this hospital, every seaman in the royal navy, and in the service of the merchants, pays 6d. every month. This

is stopped out of the pay of all sailors, and delivered in the Sixpenny Receivers office, Tower Hill; and, therefore, a seaman, who can produce an authentic certificate of his being disabled, and rendered unfit for the sea service by defending any ship belonging to British subjects, or in taking any ship from the enemy, may be admitted into this hospital, and receive the same benefit from it, as if he had been in the king's service. There are a governor, a lieutenant-governor, four captains, and eight-lieutenants, who are usually sea officers that have ably served their country. The salary of a governor is 1000*l.* a year; of a lieutenant-governor 400*l.*; of a captain 230*l.*; and of a lieutenant 115*l.* The treasurer has 200*l.* per annum.

Grounding. The laying a ship a shore, in order to repair her. It is also applied to running a-ground accidentally.

Ground Tackle. Every thing belonging to a ship's anchors, and which are necessary for anchoring or mooring; such as cables, hawsers, tow-lines, warps, buoy-ropes, &c.

Guadaloupe Isle. Discovered by Columbus, 1493; planted by France, 1635; has frequently been in possession of the English, but has during the present year, 1813, been given to Sweden, by the strange treaty that was ever signed.

Gunner. Has the charge of all ordnance, ammunition, small arms, and other stores in his province.

Gunwale. Is that piece of timber which reaches on either side of the ship, from the half-deck to the fore-castle.

Hand-Over-Hand. The pulling of any rope, by the men's passing their hands alternately one before the other, or one above another. A sailor is said to go aloft hand-over-hand, when he climbs into the tops by a single rope, dexterously throwing one hand over the other.

Hatchways. Of these there are three, the *fore*, the *main*, and the *after*, all on the gun-deck.

To Haul the Wind. To direct the ship's course nearer to the point from which the wind blows.

Head Sails. All the sails which belong to the fore-mast and bow-sprit.

To Heave A-Head. To advance the ship by heaving-in the cable or other rope fastened to an anchor at some distance before her.

To Heave the Lead. To throw the lead overboard, in order to find the depth of water.

To Heave the Log. To throw the log overboard, in order to calculate the velocity of the ship's way.

Heels. The ship heels when she lies more on one side than the other.

Helena, St. Discovered, 1502; first possessed by England, 1600; settled by the English, 1651.

Helm Is a long and flat piece of timber, or an assemblage of several pieces, suspended along the mid-part of a ship's stern-post, where it turns upon hinges or pivot, to the right or left, serving to direct the course of the vessel. The helm is usually composed of three parts, viz. the rudder, the tiller, and the wheel, excepting in small vessels where the wheel is unnecessary.

Hold. All that part of a ship which lies between the keelson and lower deck, in which are bulk-heads, to divide it into separate compartments, for steward's-room, powder-room, bread-room, and boatswain's and carpenter's store-rooms.

Hood's Isle. Explored, June 1793, one of the Gallapagos, in the Pacific Ocean.

Hull. The main body of a ship, without either masts, yards, sails, or rigging.

Hudson's Bay. Discovered by Captain Hudson, in 1607.

Jamaica. Discovered by Columbus, 1494; settled by the Spaniards, 1509.

Japan. Discovered, 1542; visited by the English, 1612.

Iceland. Discovered by a Danish pirate, in 860.

I N V A S I O N S.

Under this word, we shall give a Catalogue of all the Descents, or Attempts, for the purpose of Invasion, on the Coasts of the United Kingdom; from the time of Harold, to the ineffectual Experiment in the Bay of Donnegal, in a Chronological order.

1066. Successful invasion under William Duke of Normandy.

1069. The sons of Harold, from Ireland, plunder the vicinity of Exeter.

1069. Sueno, King of Denmark, enters the Humber, with two hundred ships.

1101. Duke Robert, the brother of Rufus, lands at Portsmouth.

1159. The Empress Maude lands at Portsmouth.

1142. Henry, the son of Maude, lands at Wareham.

1152. Henry again enters England.

1171. Henry the Second invades Ireland.

1216. Lewis of France lands on the Isle of Thanet.

1296. The Duke of Montmorenci lands at Dover.

1326. Isabella, daughter of Philip the Fair, landed at Orwell, with three thousand men.

1339. The French engaged and worsted the English fleet; and sacked Portsmouth.

1340. The French lay waste the English coasts, burn Plymouth, and several ships at Hastings, and reduce the greater part of Southampton to ashes.

1377. The French take the Isle of Wight, and do much mischief at Portsmouth, Plymouth, Dartmouth, and Hastings.

1380. The French and Spaniards land at Winchelsea.

1386. Twelve hundred ships, with sixty thousand men on board, were equipped under Charles the Fifth to invade England, and were dispersed by a storm. On board the ships were planks of wood nicely joined, intended for the construction of barracks, wherein the army might be sheltered immediately upon its disembarkation.

1398. The Duke of Lancaster embarked at Vannes, and landed on the coast of Yorkshire.

1403. The Count de St. Pol, landed in the Isle of Wight; and the same year Plymouth was reduced to ashes.

1404. Another descent on the Isle of Wight.

1405. The French, with twelve thousand men, landed at Milford Haven, take Caermarthen, and several other towns.

1457. The French surprise Sandwich.
1460. Several descents under the Earl of Warwick.
1470. The same nobleman lands at Dartmouth.
1471. The deposed Edward lands in Yorkshire. The French land at Weymouth, under Queen Margaret.
1485. The Earl of Richmond lands at Milford Haven, with two thousand men.
1487. Lambert Simnel, a baker's son, who was crowned at Dublin, lands in Lancashire.
1495. Perkin Warbeck, a converted Flemish jew, landed at Deal.
1498. The same adventurer landed in Cornwall.
1513. Commodore Pregon landed on the coast of Sussex.
1514. The same commander burnt Brighton.
1545. One hundred and fifty large ships, sixty smaller ones, and twenty-five galleys, pass the English fleet cruising in the Roads, when Emmibault landed on the Isle of Wight, and on the coast of Sussex.
1588. The famous expedition of the Armada.
1594. The Spaniards landed at Mount's Bay, in Cornwall, burnt Penzance, and several other places.
1601. Don Juan D'Aquilar, with forty-eight ships and two thousand soldiers, landed at Kinsale, and took the town.
1667. The Dutch commander De Ruyter, lays waste the English coast with a prodigious navy. On the 13th of June, he entered the Thames, and sent up the river seventeen sail and some fire ships. The magazines of Sheerness were burnt, and three ships at the entrance of the Medway, &c.
1685. The Earl of Argyle landed in Scotland. The Duke of Monmouth landed in Dorsetshire.
1688. The Prince of Orange landed at Torbay.
1689. James having embarked at Brest, with twenty-three ships of war, and numerous transports, landed at Dublin.
1690. Tourville, with twenty-two ships of war, met the English and Dutch fleets, when the latter were overcome. They arrived in Torbay with forty-eight shallops and some galleys,

carrying eighteen hundred chosen men. This kind of vessel was made choice of, because, being lower than the others, they were less exposed to the fire of the enemy.

1691. Tyrconnel landed in Ireland. A reinforcement was sent the same year with nineteen pieces of artillery.

1745. Prince Charles Edward Stuart, landed at Moiratt, in Scotland. The fruitless descents of the father of Prince Charles, in 1708, 1717, and 1719, scarcely deserve notice.

1760. Thurot landed at Carrickfergus. His instructions were to make occasional descents upon the coasts of Ireland, and divide and distract the attention of the government of that kingdom.

1796. The recent attempt in Bantry Bay from Brest, with seventeen ships of the line and several frigates, carrying eighteen hundred men, which were lost in the passage of the *Rat*.

1797. The landing of twelve hundred men near Fishguard.

1798. The French landed in Ireland, on the shores of Sligo Bay, under General Humbert, fifteen hundred strong, with a considerable quantity of arms, and sixteen pieces of cannon.

General Rey, with Napper Tandy, and the crew, from a single ship, landed at Raghlin, Ireland.

Unsuccessful attempt at Donegal Bay, with one ship of eighty guns, eight frigates, and a schooner, having on board three thousand six hundred men, under General Hardie, with great quantities of arms and warlike stores. Of this force, only one boat with sixty men ventured to land, who were repulsed by a body of yeomanry, under Captain Montgomery.

Jury Mast. A mast that is set up in the room of one that is lost in fight or a storm, and fastened into the partners.

Keel. The principal piece of timber first laid in building a ship, containing her whole length, from the lower part of her stem, to the lower part of her stern-post. Into this, are all the lower futtocks fastened and bolted fore and aft, to the under part of which, a false keel is brought on.

Knot. A division of the log-line, answering, in the calculation of the ship's velocity, to one mile. The divisions in the log-line are also called knots, and are usually seven fathoms or fourteen yards asunder; as many of these knots as the log-

line runs out in half a minute, so many miles the ship sails in an hour.

Ladroné Isles. Discovered in 1521.

La Roach Island. Near Faulkland's Island, was discovered in 1657.

Larboard. The left side of a ship, looking towards the head.

Larboard Tack. The situation of a ship when sailing with the wind blowing upon her larboard side.

Latitude. The latitude of a place, is its distance north or south from the equator. The latitude of a place at sea, may be found either by taking the meridian altitude of the sun, moon, or fixed star. But, if from cloudy weather, the meridian altitude cannot be taken, recourse must be had to two altitudes of the sun at different times, the interval between the two observations, being supposed to be given by a chronometer or time-piece.

Leak. A chink or breach in the sides or bottom of a ship, through which the water enters into the hull.

Lee. That part of the hemisphere to which the wind is directed, to distinguish it from the other part which is called to windward.

Lee-shore. That shore upon which the wind blows.

Lee-side. That half of a ship lengthwise, which lies between a line drawn through the middle of her length, and the side which is furthest from the point of the wind.

To Leeward. Towards that part of the horizon to which the wind blows.

Leeward Ship. A ship that falls much to leeward of her course, when sailing close-hauled.

Leeward Tide. A tide that sets to leeward.

Lee Way. The lateral movement of a ship to leeward of her course; or the angle which the line of her way makes with a line in the direction of her keel.

Lieutenant. Of a ship of war, the officer next in command to the captain, and who governs the ship in his absence. In the British navy, an officer must have served six years at sea,

two of which, he must have been mate or midshipman in some of the king's ships, before he can be appointed a lieutenant: he must pass also an examination. The number of lieutenants appointed to a ship, is always in proportion to her rate: a first rate having six, and a sixth rate only one. In an engagement, the station of the lieutenant is to superintend the manœuvre of the great guns, and observe that they are properly supplied with powder and shot. The lieutenants in the navy rank with captains of horse and foot.

Light-house. Is a building or watch-tower erected upon the sea-shore, to serve as a land-mark to mariners in the night to avoid any rocks or other dangers. The light-house is generally a high tower, having at the top an apartment called a lantern, with windows on all sides, to exhibit the light made within it by the flame of an open fire, or by lamps or candles. It is frequently of service to navigation to erect light-houses upon insulated rocks rising from the sea, to warn ships of their approach to such rocks. Of this kind are the Eddystone rocks off Plymouth, and the Bell-rock, at the mouth of the forth in Scotland.

Log-line. The log is a piece of wood of a triangular figure, with as much lead cast into it at one end, as will serve to make it swim upright in the water; to the other end of which the log-line is fastened. This line is wound about a reel to keep an account of the ship's way. [See *Knot*.]

Longitude. In steering a vessel over the tractless deep, the great desideratum is to know at any given instant, the relative longitude, or distance from the first meridian, and the latitude, or distance from the equinoctial line. A knowledge of these two guides will always suffice to direct on what point of the compass, a vessel is to be steered, to gain a given harbour. The latitude can always be obtained, independently of the ship's reckoning by the log-line, by an observation of any of the heavenly bodies. [See *Latitude*.] The other requisite, the longitude, is not so readily obtained: the lunar method as it is called, requiring tedious calculations not generally understood, and the occultations of the stars by the moon, and eclipses of the sun, moon, and Jupiter's satellites, not occurring with sufficient frequency to be of much benefit, even if they could be observed with accuracy and convenience on board a ship. The method by a good chronometer or time-piece, is, however, not only simple in its application, but readily attainable: hence great rewards have from time to time been offered by government

for time-pieces, that should approximate to perfection in their rate of going, of which we shall give a brief account.

In the year 1714, the British parliament offered a reward for the discovery of the longitude; the sum of 10,000*l.* if the method determined the longitude to one degree of a great circle, or to sixty geographical miles; of 15,000*l.* if it determined it to forty miles; and of 20,000*l.* if it determined it to thirty miles; with this proviso, that if any such method extend no further than thirty miles adjoining to the coast, the proposer should have no more than half the rewards. The act also appoints the first Lord of the Admiralty, the Speaker of the House of Commons, the First Commissioner of Trade, the admirals of the white, red, and blue squadrons, and several other persons, as commissioners for the longitude at sea. After this act of parliament, several other acts were passed in the reigns of George II. and George III. for the encouragement of finding the longitude. At last, in 1774, an act passed, repealing all other acts, and offering separate rewards to any person who should discover the longitude, either by the watch keeping true time within certain limits, or by the lunar method, or by any other means. The act proposes as a reward for a time keeper, the sum of 5000*l.* if it determine the longitude to one degree, or sixty geographical miles; the sum of 7,500*l.* if it determine it to forty miles; and the sum of 10,000*l.* if it determine it to thirty miles, after proper trials specified in the act. If the method be by improved solar and lunar tables, constructed upon Sir Isaac Newton's theory of gravitation, the author shall be entitled to 5000*l.* if such tables shall shew the distance of the moon from the sun and stars, within fifteen seconds of a degree, answering to about seven minutes of longitude, after allowing half a degree for the errors of observation. And for any other method, the same rewards are offered as those for time-keepers, provided it gives the longitude true within the same limits, and be practicable at sea. The commissioners have also a power of giving smaller rewards, as they shall judge proper, to any one who shall make any discovery for finding the longitude at sea, though not within the above limits: provided, however, that if any such person or persons shall afterwards make any farther discovery, as to come within the above-mentioned limits, such sum or sums as they may have received, shall be considered as part of such greater reward, and deducted therefrom accordingly.

To find the Longitude by a Time-keeper. The sun appears to move round the earth from east to west, or to describe three hundred and sixty degrees in twenty-four hours, and therefore he

appears to move at fifteen degrees in an hour. If, therefore, the meridians of the two places make an angle of fifteen degrees with each other, or if the two places differ fifteen degrees in longitude, the sun will come to the eastern meridian, one hour before he comes to the western meridian; and therefore, when it is twelve o'clock at the former place, it is only eleven at the latter; and in general, the difference between the times by the clock at any two places, will be the difference of their longitude, converting into time at the rate of fifteen degrees for an hour, the time at the eastern place being the most forward. If, therefore, we can tell what o'clock it is at any two places, at the same instant of time, we can find the difference of their longitudes, by allowing fifteen degrees for every hour that the clocks differ.

Let, therefore, the time-keeper be well regulated, and set to the time at Greenwich, that being the place from which we reckon our longitude; then, if the watch neither gains nor loses, it will always shew the time at Greenwich, wherever you may be. This accuracy has, however, never been attained, and, therefore, before the time-keeper is sent out, its gaining or losing every day for some time, a month for instance, is observed; this is called the rate of going of the watch, and from thence the mean rate of going is thus found:

Suppose I examine the rate of a watch for thirty days: on some of those days I find it has gained, and on some it has lost; add together all the quantities it has gained, and suppose they amount to seventeen seconds; add together all the quantities it has lost, and suppose they amount to thirteen seconds; then upon the whole it has gained four seconds in thirty days, and this is called the mean rate for that time, and this divided by thirty, gives $0'', 133$, for the mean daily rate of gaining; so that if the watch had gained regularly $0'', 133$ every day, at the end of thirty days it would have gained just as much as it really did gain, by sometimes gaining and sometimes losing. Or you may get the mean daily rate thus. Take the difference between what the clock was too fast, or too slow, on the first and last days of observation, if it be too fast or too slow on each day; but take the sum if it be too fast on one day, and too slow on the other, and divide by the number of days between the observations, and you get the mean daily rate. Thus, if the watch was too fast on the first day eighteen seconds, and too fast, on the last day, thirty two-seconds, the difference, fourteen seconds, divided by thirty, gives $0'', 466$, the mean daily rate of gaining. But if the watch was too fast on the first day seven seconds, and too slow on the last day ten seconds, the sum

seventeen seconds divided by thirty gives $0', 56\bar{6}$, the mean daily rate of losing. After having thus got the mean daily rate of gaining or losing, and knowing how much the watch was too fast or too slow at first, you can tell, according to the rate of going, how much it is too fast or too slow at any other time. In the first case, for instance, let the watch have been $0' 17''$ too fast at first, and I want to know how much it is too fast fifty days after that time: now it gains $0'' 133$ every day; if this be multiplied by fifty, it gives $6'', 65$ for the whole gain in fifty days; therefore, at the end of that time, the watch would be $23', 65$ too fast. This would be the error, if the watch continued to gain at the above rate; and, although, from the different temperatures of the air, and the imperfection of the workmanship, this cannot be expected, yet the probable error will by this means be diminished, and it is the best method we have to depend upon. In the watches which are under trial at the Royal Observatory at Greenwich, as candidates for the rewards, this allowance of a mean rate is admitted, although it is not mentioned in the act of parliament; the commissioners, however, are so indulgent as to grant it, which is undoubtedly favourable to the watches.

As the rate of going of a watch is subject to vary from so many circumstances, the observer, whenever he goes on shore, and has sufficient time, should compare his watch for several days, with the true time found by the sun, by which he will be able to find its rate of going. And when he comes to a place whose longitude is known, he may then set his watch again to Greenwich time; for, when the longitude of a place is known, you know the difference between the time there and at Greenwich. For instance: if he goes to a place known to be 30 degrees east longitude from Greenwich, his watch should be two hours slower than the time at that place: find, therefore, the true time at that place by the sun, and if the watch be two hours slower, it is right; if not, correct by the difference, and it again gives Greenwich time.

In long voyages, unless you have sometimes an opportunity of adjusting your watch to Greenwich time, its error will probably be considerable, and the longitude deduced from it will be subject to a proportional error. In short voyages, a watch is undoubtedly very useful; and also in long ones, where you have the means of correcting it from time to time. It serves to carry on the longitude from one known place to another, supposing the interval of time not very long; or to keep the longitude from that which is deduced from a lunar observation, till you can get another. Thus, the watch may be rendered of great service in navigation.

Louisiana. West of the Mississippi, discovered by the French 1633; settled by them, 1718.

Luff! The order to the steersman to put the helm towards the lee side of the ship, in order to sail nearer to the wind.

Madagascar. Discovered by the Portuguese, 1506.

Madeira, Island of. Discovered, 1344, and 1418.

Magellan, Straits of. Discovered, 1520.

To Man the Yard, &c. To place men on the yard, in the tops, down the ladder, &c. to execute any necessary duties.

Marigalante Isle, Discovered, 1493.

Marine. A general name for the navy of a kingdom or state, as also the whole economy of naval affairs; or whatever respects the building, rigging, arming, equipping, navigating, and fighting ships. It comprehends also the government of naval armaments, and the state of all the persons employed therein, whether civil or military. The history of the marine affairs of any one state is a very comprehensive subject, much more that of all nations.

Marines, or Marine Forces. A body of soldiers raised for the sea-service, and trained to fight either in a naval engagement or in an action ashore. The great service of this useful corps was manifested frequently in the course of the seven years war; particularly at the siege of Belleisle, where they acquired a great character, although lately raised, and hardly exercised in military discipline. At sea, they are incorporated with the ship's crew, of which they make a part; and many of them learn, in a short time, to be excellent seamen, to which their officers are ordered by the Admiralty to encourage them, although no sea-officer is to order them to go aloft against their inclination. In a sea-fight, their small arms are of very great advantage in scouring the decks of the enemy; and when they have been long enough at sea to stand firm when the ship rocks, they must be infinitely preferable to seamen if the enemy attempts to board, by raising a battalion with their fixed bayonets to oppose them.

The sole direction of the corps of marines is vested in the lords commissioners of the Admiralty; and in the Admiralty is a distinct apartment for this purpose. The secretary to the Admiralty is likewise secretary to the marines, for which he has a salary of 300*l.* a-year; and he has under him several clerks for the management of this department. The number of ma-

rines in the British service at this time is between 30,000, and 40,000.

Maryland. Province of, planted by Lord Baltimore, at the expence of 40,000*l.* in 1633.

Mast. The masts of a ship are, the sprit-top-mast, fore-top, fore-top-gallant, main, main-top-gallant, mizen, and mizen-top; to which is to be added her bowsprit.

Master. Of a ship, an officer appointed by the commissioners of the navy, to take charge of navigating a ship from port to port, under the direction of the captain. The management and disposition of the sails, the working of a ship into her station in the order of battle, and the direction of her movements in the time of action and in other circumstances of danger, are also more particularly under his inspection. It is, moreover, his duty to examine the provisions, and to admit none but those that are found to be sweet and wholesome. He is charged with the stowage, and, for the performance of these services, he is allowed assistants, who are called mates and quarter-masters. See *Mate*.

Master-at-Arms. An officer appointed to exercise the petty officers and ship's company daily at small arms; to place and relieve centinels; to mount the guard; to see that the arms are clean; to observe the orders of the lieutenant-at-arms, &c.

Masts. Are said to be shot by the board, when a ship has lost her masts by the enemy's shot, and they lie upon the deck or outside.

Mate. Of a ship of war, is an officer under the direction of master; he is to be particularly attentive to the navigation in his watch; to keep the log regularly, and examine the line and glasses by which the ship's course is measured, and to adjust the sails to the wind in the fore-part of the ship. He is also to attend diligently to the cables, seeing that they are well coiled and kept clean when laid in the tier, and sufficiently served, when employed to ride the ship. Finally, he is to superintend and assist at the stowage of the hold, taking especial care, that all the ballast provisions are properly stowed. The number of mates allowed to ships of war and merchantmen is always in proportion to the size of the vessel. Thus, a first rate man of war has six mates; a frigate of 20 guns only one. Other officers have also assistants called mates, as the surgeon, gunner, carpenter, boatswain, cook, and corporal.

Mauritius Isle. Discovered in 1598; settled in 1721.

Mexico. Settled with Spaniards, in 1519.

Midshipman. A sort of naval cadet, appointed by the captain of a ship of war, to second the orders of the superior officers, and assist in the necessary business of the vessel, either aboard or ashore. The number of midshipmen, like that of several other officers, is always in proportion to the size of the ship. A first rate man of war has twenty-four, and the inferior rates a suitable number in proportion. No person can be appointed lieutenant without having previously served in this capacity, or in that of mate, besides having been at least six years in actual service. A midshipman is accordingly the station in which a youth is trained in the several exercises necessary to attain a sufficient knowledge of the machinery, and military operations of a ship to qualify him for a sea-officer.

Montserrat. In the West Indies, discovered by Columbus, in 1493; planted by England in 1632.

Montreal. Discovered in 1534; and settled in 1629.

Mooring. Securing a ship in a particular station by chains or cables, which are either fastened to an adjacent shore, or to anchors at the bottom.

Navy. The fleet or shipping of a Prince or State, (See *Marine*). The management of the British navy, under the lord high admiral of Great Britain, is entrusted to principal officers and commissioners of the navy, who hold their places by patent. The principal officers of the navy are four, viz. the treasurer, whose business it is to receive money out of the exchequer, and to pay all the charges of the navy, by warrant from the principal officers; comptroller, who attends and controls all payment of wages, is to know the rates of stores, to examine and audit all accounts, &c. surveyor, who is to know the states of all stores, and see wants supplied; to estimate repairs, charge boatswains, &c. with what stores they receive, and at the end of each voyage, to state and audit accounts; clerk of the acts, whose business it is, to record all orders, contracts, bills, warrants, &c.

The commissioners of the navy are five: the first executes that part of the comptroller's duty which relates to the comptrolling the victualler's accounts; the second, another part of the said comptroller's duty, relating to the account of the storekeepers of the yard; the third has the direction of the navy at the port of Portsmouth; the fourth has the same at Chatham; and the fifth at Plymouth. There are also other commissioners at large, the number more or less according to the exigencies of public affairs; and, since the increase of the royal navy, these

have several clerks under them, with salaries allowed by the king.

The victualling of the royal navy hath formerly been undertaken by contract; but is now managed by commissioners who hold their office at Somerset house in the Strand. The navy-office is where the whole business concerning the navy is managed by the principal officers and commissioners.

The royal navy of Great Britain is now in a very flourishing state, having been diligently kept up in late reigns, as the natural strength of the kingdom. When it is complete, it is divided into three squadrons, distinguished by the colours of the flags carried by the respective admirals belonging to the same; *viz.* white, red, and blue: the principal commander of which, bears the title of admiral; and each has under him a vice-admiral and a rear-admiral, who are likewise flag-officers.

In May, 1808, the English navy was as follows:

At home, and coming forward	24
Channel fleet	10
North Sea, Baltic, and Flushing	14
Coast of Spain and Gibraltar	11
Portugal	9
Mediterranean	19
North America	2
West Indies	12
Brazils, and sailed thither	6
East Indies, Cape, and convoys to St. Helena	9

Making in the whole, 116 ships of the line, which, with 11 fifty gun ships, constituted a naval force, then actually afloat, superior to that of the whole world beside. But since that time there has been a considerable augmentation, as will appear from the following statement of the British navy in March, 1813.

At sea, 75 ships of the line, 10 from 50 to 44 guns, 102 frigates, 60 sloops and yachts, 4 bombs and fire-ships, 143 brigs, 30 cutters, 47 schooners, gun-vessels, huggers, &c. total 478. In port and fitting, 48 of the line, 7 from 50 to 44 guns, 42 frigates, 34 sloops, &c. 3 bombs, 56 brigs, 10 cutters, 17 schooners, &c. total 217. Guard-ships, 5 of the line, 1 of 50 guns, 3 frigates, 5 sloops, &c. total 14. Hospital-ships, prison-ships, &c. 33 of the line, 3 of fifty guns, 4 frigates, 1 sloop, total 41. Ordinary, and repairing for service, 71 of the line, 12 from 50 to 44 guns, 62 frigates, 38 sloops, &c. 4 bombs, &c. 12 brigs, 1 cutter, 3 schooners, total 203. Building, 27 of the line, 3 of 44 guns, 15 frigates, 6 sloops, 2 brigs, total 53. Grand total, 1,006.

Nettings. A sort of grating made with twice laid rope, and fastened together with rope-yarn, or twine. They are fixed on the quarters, and in the tops.

Nevis. Planted by England in 1628.

New Caledonia. Discovered in 1774.

New England. Planted by the Puritans in 1620.

Newfoundland. Discovered by Cabot, in 1497; settled 1614.

New Guinea. Discovered in 1699.

New Holland. Discovered by the Dutch 1628; settled by the English 1787.

New Jersey. In America, planted by the Swedes 1637.

New Plymouth. Built and settled 1620.

New Spain, or Mexico. Discovered 1518.

New Zealand. Discovered 1660; explored in 1769.

Nootka. In the N.W. of America, discovered 1778; settled by the English 1789; captured in 1790.

North-East Passage. To Russia discovered, 1553.

Nova Scotia. Settled 1622.

Nova Zembla. Discovered 1553.

On the Beam. Any distance from the ship on a line with the beams, or at right angles with the keel.

On the Bow. An arch of the horizon, comprehending about four points of the compass on each side of that point to which the ship's head is directed. Thus, they say, the ship in sight bears three points on the starboard bow; that is, three points towards the right hand from that part of the horizon which is right a-head.

On the Quarter. An arch of the horizon, comprehending about four points of the compass on each side of that point to which the ship's stern is directed. See *On the Bow*.

Otakeite, or George III's Island. Discovered June 18, 1765.

Owhyhee Island. Discovered 1772.

Panama. Settled 1516.

Paraguay. Discovered 1525.

To Pay. To daub or cover the surface of any body, in order to preserve it from the injuries of the weather, &c.

Peru. Discovered in 1518.

Philippine Isles. Discovered by the Spaniards 1521.

Pitt's Straits. In the East Indies, discovered April 30, 1760.

Point-Blank. The direction of a gun when levelled horizontally.

Poop. Is the floor or deck over the round-house, being the highest or uppermost part of the hull of a ship.

Port. A name given on some occasions to the larboard side of the ship; as, the ship heels to port, top the yards to port, &c.

Porto Rico. Discovered 1497.

Ports. The holes in a ship's sides, through which her guns are put out.

Press of Sail. All the sail a ship can set or carry.

Prize. In maritime affairs, is a vessel taken at sea from the enemies of a state, or from pirates, and that either by a man-of-war, a privateer, letter of marque, &c. having a commission for the purpose. Vessels are looked on as prizes if they fight under any other standard than that of the state from which they have their commission; if they have no charter-party, invoice, or bill of lading aboard; if loaded with effects belonging to the king's enemies, or with contraband goods. In ships of war, the prizes are to be divided among the officers, seamen, &c. as his Majesty shall appoint by proclamation; but among privateers, the division is according to the agreement between the owners.

The last proclamation respecting the division of prizes taken by men-of-war was issued on the 26th of October, 1812, of which the following is an extract.

“ And we do hereby further order and direct, that the net produce of all prizes, which are or shall be taken by any of his Majesty's ships or vessels of war, save and except when they shall be acting on any conjoint expedition with his Majesty's land-forces, in which case we reserve to ourselves the division and distribution of all prizes and booty taken, and also save and except as here-in-after-mentioned, shall be for the entire benefit and encouragement of the flag-officers, captains, commanders,

and other commissioned officers in his Majesty's pay, and of the seamen, marines, and soldiers on board his Majesty's said ships and vessels at the time of the capture : and that such prizes may be lawfully sold and disposed of by them and their agents, after the same shall have been finally adjudged lawful prize to his Majesty, and not otherwise.

“ The distribution shall be made as follows ; the whole of the net produce being first divided into eight equal parts :

“ The captain or captains of any of his Majesty's said ships or vessels of war, or officer commanding such ship or vessel, who shall be actually on board at the taking of any prize, shall have two eighth parts ; but in case any such prize shall be taken by any of his Majesty's said ships or vessels of war, under the command of a flag or flags, the flag-officer or officers being actually on board, or directing and assisting in the capture, shall have one third of the said two eighth parts ; the said one third of such two eighth parts, to be paid to such flag or flag-officers, in such proportions, and subject to such regulations, as are hereinafter-mentioned.

“ The sea-lieutenants, captain of marines, and land forces, and master on board, shall have one eighth part, to be equally divided amongst them ; but every physician appointed or hereafter to be appointed to a fleet or squadron of his Majesty's ships of war, shall, in the distribution of prizes which may hereafter be taken by the ships in which he shall serve, or in which such ship's company shall be entitled to share, be classed with the before-mentioned officers with respect to one eighth part, and be allowed to share equally with them ; provided such physician be actually on board at the time of taking such prizes.

“ The lieutenants and quarter-master of marines, and lieutenants, ensigns, and quarter-masters of land-forces, secretaries of admirals, or of commodores, with captains under them, second masters of line of battle ships, surgeons, chaplains, pursers, gunners, boatswains, carpenters, master's-mates, and pilots on board, shall have one eighth part, to be equally divided amongst them.

“ The other four eighth parts of the prize to be divided into shares, and distributed to the persons composing the remaining part of the crew, in the following proportions : viz. to the first class of petty officers, namely, the midshipmen, surgeon's-assistants, secretaries-clerks, captain's clerks, schoolmasters, masters at arms, captain's-coxswains, gunner's-mates, yeomen of the powder-room, boatswain's-mates, yeomen of the sheets, carpenter's-mates, quarter-masters, quarter-master's-mates, ship's-corporals, captains of the fore-castle, master sail makers, mas-

ter-caulkers, master rope-masters, armourers, serjeants of marines, and of land-forces, four and a half shares each.

“ To the second class of petty officers; *viz.* midshipmen, ordinary captains of the fore-top, captains of the main-top, captains of the after-guard, captains of the mast, sail-maker’s-mates, caulker’s-mates, armourer’s-mates, ship’s-cook, corporals of marines, and of land-forces, three shares each.

“ The quarter-gunners, carpenter’s-crew, sail-maker’s-crew, coxswain’s-mates, yeomen of the boatswain’s-store-room, gun-smiths, coopers, trumpeters, able seamen, ordinary seamen, drummers, private marines, and other soldiers, if doing duty on board in lieu of marines, one and a half share each.

“ The landsmen, admiral’s domestics, and all otherratings not above enumerated, together with all passengers and other persons borne as supernumeraries, and doing duty and assisting on board, one share each; excepting officers acting by order, who are to receive the share of that rank in which they shall be acting.

“ And young gentlemen volunteers by order, and the boys of every description, half a share each.”

Other similar regulations are made in the proclamation, in the case of cutters, schooners, brigs, &c.

Hence, it will appear, that, if prizes to the amount of 24,000*l.* be taken by a fleet, two eighths, or one fourth; *viz.* 6000*l.* go to the admirals and captains, that is, 2000*l.* to the admirals, and 4000*l.* to the captains.

Among the sea-lieutenants, captain of marines, and land-forces, master and physician, one eighth, or 3000*l.* is to be equally shared.

Among the lieutenants, quarter-master of marines, chaplain, &c. as above enumerated, another 3000*l.* is to be divided in equal shares.

The remaining half of the prize is to be shared among the inferior officers, seamen, landmen, boys, and others, in different proportions.

Purser. An officer on board a man of war, who receives her stores from the victualler, sees that it be well stowed, and keeps an account of what he every day delivers to the steward. He also keeps a list of the ship’s company, and sets down exactly the day of each man’s admission, in order to regulate the quantity of provisions to be delivered out, and that the paymaster of the navy may issue out the disbursement and pay off the men according to his book.

To Rake. To cannonade a ship at the stern or head, so that the ball scour the whole length of the decks.

Rear. The last division of a squadron, or the last squadron of a fleet. It is applied likewise to a chain of rocks lying near the surface of the water.

Reckonings. The estimating of the quantity of the ship's way, or of the run between one place and another.

Reef. In a heavy gale of wind, seamen commonly roll up part of the sails at the head, by which means, it does not draw so much wind, and this contracting the sail is called *Reefing*.

Riding. When expressed of a ship, is the state of being retained in a particular station by an anchor and cable; thus, she is said to ride easy, or to ride hard, in proportion to the strain upon her cable. She is likewise said to ride leeward-tide, if anchored in a place at a time when the tide sets to leeward; and to ride windward-tide, if the tide sets to windward; to ride between wind and tide, when the wind and tide are in direct opposition, causing her to ride without any strain upon her cables.

Rigging. All the ropes belonging to a ship's masts, yards, or any other part about her.

Righting. Restoring a ship to an upright position, either after she has been laid on a carren, or after she has been pressed down on her side by the wind.

Round-house. When the poop is made so long as to come near the mizen-mast, there is, besides the cabins, an outer apartment called the Round-house.

Saba. Planted by the Dutch, 1640.

Sail. Every yard in a ship has its proper sail, except the cross-jack, and takes its name from the yard. See *Yard*.

Salem. In New England, settled 1628.

Sandwich Islands. In the Pacific Ocean, discovered in 1778.

Schoolmaster. In a ship, is to instruct volunteers, and other youths, in arithmetic, navigation, &c.

Scudding. The movement by which a ship is carried precipitately before the wind in a tempest.

Scuttling. Cutting large holes through the bottom or sides of a ship, either to sink her, or to unlade her expeditiously when stranded.

Sea. A large wave is so called; thus, they say, a heavy sea. It implies, likewise, the agitation of the ocean; as, a great sea. It expresses the direction of the waves; as, a head-sea. A long-sea means an uniform and steady motion of long and extensive

waves; a short-sea, on the contrary, is, when they run irregularly, broken, and interrupted.

SEA-FIGHTS,

Chronological Account of the principal.

893. With the Danes, when Alfred defeated 120 ships off Dorsetshire.

1217. Between the French and English.

1371. Between the English and Flemings.

1340. With the French near Sluys, and 400 sail taken, with 30,000 men.

1389. Eighty French ships taken by the English.

1416. Off Barfleure, where the Duke of Bedford took 500 French, and three Genoese vessels.

1405. Near Milford-haven, when 31 French ships were taken or destroyed.

1449. Off Sandwich, when the French fleet was taken by the earl of Warwick, November.

1545. Between the English and French, when the latter were defeated.

1549. Again, when 1000 French were killed.

1571. Near the Gulph of Lepanto, between the Protestant powers and the Turks, which last, lost 25,000 men killed, and 4000 taken prisoners; and out of 260 vessels, saved only 25, October 7.

1588. Between the English fleet and the Spanish armada.

1639. Between the Spaniards and Dutch.

1652. In the Downs with the Dutch, June 19.

1652. Again, September 28, October 28, November 29.

1652-3. Near Portland, with the Dutch, who were beaten, February 18.

1652. Off Portsmouth, when Admiral Blake took eleven Dutch men of war, and 20 merchant-ships, February 16.

1653. Off the North Foreland, when the Dutch lost 20 men of war, June 2.

1653. On the coast of Holland, when they lost 30 men of war, and Admiral Tromp was killed, July 29.

1656. At Cadiz, when the galleons were destroyed by the English, September.

1657. At the Canaries, when Blake destroyed the galleons, April.

1664. One hundred and thirty of the Bourdeaux fleet destroyed by the duke of York, December 4.

1665. Off Harwich, when 18 capital Dutch ships were taken, and 14 destroyed, June 3.

1665. The earl of Sandwich took 12 men of war, and two East India ships, September 4.

1666. Again, when the English lost nine, and the Dutch 15 ships, June 4.

1666. The Dutch totally defeated, with the loss of 24 men of war, four admirals, and 4000 officers, and seamen, July 25, 26,

1671-2. Five of the Dutch Smyrna fleet, and four East India ships taken by the English, March 14,

1672. At Southwold bay, when the earl of Sandwich was blown up, and the Dutch defeated by the duke of York, May 28.

1673. Again, by Prince Rupert, May 28, June 4, and August 11, when the Dutch were defeated.

1674-5. In the bay of Tripoli, when the English burnt four men of war of that State, March 4.

1690. Off Beachy-head, when the English and Dutch were defeated by the French, June 30.

1692. Off La Hogue, when the French fleet was entirely defeated, and 21 large men of war destroyed, May 19.

1693. Off St. Vincent, when the English and Dutch were defeated by the French, June 16.

1702. The Vigo fleet taken by the English and Dutch, October 12.

1704. Between the French and English, when the former entirely relinquished the dominion of the sea to the latter, August 24.

1704. At Gibraltar, when the French lost five men of war, November 5.

1707. Off the Lizard, when the English were defeated, October 9.

1708. Admiral Leake took 60 French vessels laden with provisions, May 22.

1708. Near Carthagena, when Admiral Wager destroyed a fleet, May 28.

1718. French fleet destroyed by Sir George Byng, July 31.

1744. Off Toulon, February 9.

1747. In the East Indies, when the French retired to Pondicherry.

1747. Off Cape Finisterre, when the French fleet was taken by Admiral Anson, May 3.

1755. Off Newfoundland, when Boscawen took two men of war, June 10.

1747. Off Ushant, when Admiral Hawke took seven men of war of the French, October 14.

1756. Off Belleisle, when he took 14 sail of victuallers, July 14.

1757. Off Cape François, when seven ships were defeated by three English, October 21.

1759. French beat off Cape Lagos, by Admiral Boscawen, August 18.

1759. Off Quiberon bay, when Hawke defeated the French, November 20.

1762. Keppel took three French frigates, and a fleet of merchant-ships, October 9.

1776. On Lake Champlain, where the Provincials were totally destroyed by the British forces, October 11.

1778. Off Ushant, a drawn battle, between Keppel and D'Orvilliers, July 17.

1779. Off Penobscot, in New England, when the American fleet was totally destroyed, July 30.

1780. Near Cape St. Vincent, between Admiral Rodney,

and Admiral Don Langara, when the latter was defeated, and taken prisoner, January 8.

1780. Near Cadiz, when Admiral Rodney defeated the Spaniards, January 16.

1781. Dogger-bank, between Admiral Parker and the Dutch, August 5.

1781. Off the Cape of Virginia, between Admiral Arbuthnot and the French.

1782. Between Martinique and Guadaloupe, when Admiral Rodney defeated the French going to attack Jamaica, and took five ships of the line, and Admiral Count De Grasse, April 12,

The same day, Admiral Hughes destroyed the fleet of France, under Admiral Suffrein in the East Indies.

1794. Lord Howe totally defeated the French fleet, took 6 ships of war, and sunk several, June 1.

1795. Sir Edward Pellew took 15 sail, and burnt seven, out of a fleet of 35 sail of transports, March 8.

1795. The French fleet defeated, and two ships of war taken by Admiral Hotham, March 14.

1795. Admiral Cornwallis took eight transports, under convoy of three French men of war, June 7.

1795. Eleven Dutch East Indiamen were taken by the Sceptre man of war, and some armed Indiamen, June 19.

1795. The French fleet defeated by Lord Bridport, June 25, and three ships of war taken near L'Orient.

1796. The Dutch fleet under Admiral Lucas, in Saldannah bay, Africa, consisting of five men of war, and several frigates, surrendered to Sir George Keith Elphinstone, on August 19,

1797. The Spanish fleet defeated by Sir J. Jarvis, and four line of battle ships taken, February 14.

1797. The Dutch fleet was defeated by Admiral Duncan, on the coast of Holland, where their two admirals, and 15 ships of war, were taken or destroyed, October 11.

1798. The French fleet of 17 ships of war, totally defeated, and nine of them taken, by Sir Horatio Nelson, August 1, near the Nile, in Egypt.

1798. The French off the coast of Ireland, consisting of nine

ships, by Sir J. B. Warren, October, 12, when he took five of them.

1799. The Dutch fleet in the Texel, surrendered to Admiral Mitchell, on his taking the Helder, August 29.

1801. The Danish fleet, of 28 sail, taken or destroyed by Lord Nelson, off Copenhagen, April 2.

1801. Between the French and English, in the bay of Gibraltar; Hannibal of 74 guns, lost, July 5.

1801. French fleet defeated near Cadiz, July 16; two French 74 burnt, one taken.

1801. Sound, between Denmark and Sweden, passed by the English fleet, when Copenhagen was bombarded, April 2.

1805. French and Spanish fleets totally defeated off Cape Trafalgar, Lord Nelson killed in the action, October 21.

1805. French fleet taken by Sir R. Strachan, November 4.

1806. French fleet defeated in the West Indies, by Sir T. Duckworth, February 6.

1806. French squadron taken by Sir J. B. Warren, March 13.

Sea-Mark. A point or object on shore conspicuously seen at sea.

To Set-Sail. To unfurl and expand the sails to the wind, in order to give motion to the ship.

To Ship. To take any person, goods, or thing, on board. It also implies to fix any thing in its proper place; as, to ship the oars, to fix them in their row-locks.

Shrouds. Are great ropes in a ship, which come down both sides of all the masts.

Signals. Certain alarms or notices used to communicate intelligence to a distant observer. Signals are made by firing artillery, and displaying colours, lanterns, or fire-works; and these are combined by multiplication and repetition. Thus, like the words of a language, they become arbitrary expressions, to which we have previously annexed particular ideas; and hence, they are the general sources of intelligence throughout a naval armament, &c.

Signals ought to be distinct, with simplicity. They are simple, when every instruction is expressed by a particular token,

in order to avoid any mistakes arising from the double purport of one signal. They are distinct, when issued without precipitation, when sufficient time is allowed to observe and obey them, and when they are exposed in a conspicuous place, so as to be readily perceived at a distance.

All signals may be reduced into three different kinds, *viz.* those which are made by the sound of particular instruments, as the trumpet, horn, or fife; to which may be added, striking the bell, or beating the drum. Those, which are made by displaying pendants, ensigns, and flags of different colours; or by lowering or altering the position of the sails; and, finally, those which are executed by rockets of different kinds; by firing cannon or small arms; by artificial fire-works, and by lanthorns.

Firing of great guns will serve equally in the day or night, or in a fog, to make or confirm signals, or to raise the attention of the hearers to a future order. This method, however, is attended with some inconveniences, and should not be used indiscriminately. Too great a report of the cannon is apt to introduce mistakes and confusion, as well as to discover the track of the squadron. The report and flight of rockets is liable to the same objection, when at a short distance from the enemy.

It is then, by the combination of signals, previously known, that the admiral conveys orders to his fleet; every squadron, every division, and every ship of which, has its particular signal. The instruction may, therefore, occasionally be given to the whole fleet, or to any of its squadrons; to any division of those squadrons, or to any ship of those divisions.

Hence, the signal of command may, at the same time, be displayed for three divisions, and for three ships of each division; or for three ships in each squadron, and for only nine ships in the whole fleet. For, the general signal of the fleet being shown, if a particular pendant is also thrown out from some particular place on the same mast with the general signal, it will communicate intelligence to nine ships that wear the same pendant.

The preparatory signal given by the admiral to the whole or any part of his fleet, is immediately answered by those to whom it is directed; by showing the same signal, to testify that they are ready to put his orders into execution. Having observed their answer, he will shew the signal which is to direct their operations: as, to chase, to form the line, to begin the engagement, to board, to double upon the enemy, to rally, or return to action, to discontinue the fight, to retreat and save themselves. The dexterity of working the ships in a fleet, depends on the precise moment of executing these orders, and on the general

harmony of their movements; a circumstance which evinces the utility of a signal of preparation.

As the extent of the line of battle, and the fire and smoke of the action, or other circumstances in navigation, will frequently prevent the admiral's signals from being seen throughout the fleet, they are always repeated by the officers next in command, by ships appointed to repeat signals; and, finally, by the ship or ships for which they are intended.

The ships that repeat the signals, besides the chiefs of squadrons or divisions, are usually frigates lying to windward or to leeward of the line. They should be extremely vigilant to observe and repeat the signals, whether they are to transmit the orders of the commander in chief, or his seconds, to any part of the fleet; or to report the fortunate or distressful situation of any part thereof. By this means, all the ships from the van to the rear, will, unless disabled, be ready, at a moment's warning to put the admiral's designs in execution.

To preserve order in the repetition of signals, and to favour their communication, without embarrassment, from the commander in chief to the ship for which they are calculated, the commanders of the squadrons repeat after the admiral; the chiefs of the divisions, according to their order of the line, after the commanders of the squadrons; and the particular ships after the chiefs of the divisions: and those in return after the particular ships, *vice versa*, when the object is to convey any intelligence from the latter to the admiral. There are other signals for captains, lieutenants, &c.

To Slip the Cable. To let it run quite out, when there is not time to weigh the anchor.

Society Isles. In the Pacific Ocean, discovered in 1765.

Solomon's Isles. In America, discovered in 1527.

Somer's Isles. Discovered 1527.

Sounding. Is when the depth of the water is tried by a rope with a lead at the end of it. The rope is marked at one, two, three or four fathoms, with a piece of black leather between the strands; but, at five fathom, it is marked with a piece of white leather or cloth.

Starboard. The right hand side of the ship, when looking forward.

Starboard-tack. A ship is said to be on the starboard-tack, when sailing with the wind blowing upon her starboard side.

St. Eustatia Isle. Settled by Holland in 1632.

St. Helena. First possessed by the English, 1600; settled 1651.

St. Lawrence River. Discovered and explored by the French, 1508.

St. Salvador, or Guanahani. Was the first land discovered in the West Indies, or America, by Columbus, October 11, 1492.

Steerage. Is that part of a ship, which is before the bulk-head of the great cabin.

Steering. In navigation, the directing a vessel from one place to another by means of the helm and rudder. He is held the best steersman who causes the least motion in putting the helm over to and again, and who best keeps the ship from making yaws, that is, from running in and out. There are three methods of steering: 1. By any mark on the land, so as to keep the ship even by it. 2. By the compass, which is by keeping the ship's head on such a rhumb or point of the compass, as best leads to port. 3. To steer as one is bidden or conned, which, in a great ship, is the duty of him that is taking his turn at the helm.

Stem. A curved piece of timber, projecting from the foremost end of the keel to the height of the bowsprit, in which the body of the ship terminates afore, and into which all the ends of the out board planks are rabbitted.

Stern. All that part of a ship which is right aft, and adorned with sash lights.

Steward. Is an officer who acts for the purser. He receives and gives out provisions to the several messes for the ship's company.

Stretching. When a ship with all her sails drawing, steers out of a road where she has lain at anchor, she is said to be stretching away for sea.

Strike. See *Flag*.

To Strike. To lower or let down any thing. Used emphatically to denote the lowering of colours in token of surrender to a victorious enemy.

Surinam. Planted by England, 1640.

Tarpaulins. A piece of canvass, tarred over, to lay on the hatches, gratings, or any other place, to keep off the rain.

Tate Island. East Indies, discovered June 29, 1795.

Telegraph. An instrument, by means of which, information may be quickly conveyed to a considerable distance. The telegraph is, by no means, a modern invention. There is reason to believe, that, among the Greeks, there was some sort of telegraph in use. A Greek play begins with a scene, in which a watchman descends from the top of a tower in Greece, and gives the information that Troy was taken. "I have been looking out these ten years," says he, "to see when that would happen, and this night it is done." Of the antiquity of a mode of conveying intelligence quickly to a great distance, this is certainly a proof. The Chinese, when they send couriers on the great canal, or when any great man travels there, make signals by fire from one day's journey to another, to have every thing prepared; and most of the barbarous nations used formerly to give the alarm of war, by fires lighted on the hills or rising grounds.

In the year 1663, the marquis of Worcester, in his "Century of Inventions," affirmed, that he had discovered "a method, by which at a window, as far as the eye can discover black from white, a man may hold discourse with his correspondent, without noise made or notice taken; being, according to a plan given, or means afforded, *ex re nata*, and no need of provision before hand: though much better if foreseen, and course taken by mutual consent of parties." This could be done only by means of a telegraph, which in the next sentence, is declared to have been rendered so perfect, that, by means of it, the correspondence could be carried on, "by night as well as by day, though as dark as pitch is black."

About forty years afterwards, M. Amontons proposed a new telegraph. His method was this; let there be people placed in several stations, at a certain distance from one another, that, by the help of a telescope, a man in one station may see a signal made in the next before him; he must immediately make the same signal, that it may be seen by persons in the station next after him, who are to communicate it to those in the following station, &c. These signals may be as letters of the alphabet, or as a cypher, understood only by the two persons who are in the distant places, and not by those who make the signals. The person in the second station making the signal to the person in the third, the very moment he sees it in the first, the news may be carried to the greatest distance in as little time as is necessary to make the signals in the first station. The distance of the several stations, which must be as few as possible, is measured by the reach of a telescope.

It was not, however, till the French revolution, that the telegraph was applied generally to useful purposes. Whether M. Chappe, who is said to have invented the telegraph first used by the French about the end of 1793, knew any thing of Amontons' invention or not, it is impossible to say; but his telegraph was constructed on principles nearly similar. The manner of using this telegraph was as follows; at the first station, which was on the roof of the palace of the Louvre at Paris, M. Chappe, the inventor, received in writing, from the Committee of Public Welfare, the words to be sent to Lisle, near which the French army, at that time was. An upright post was erected on the Louvre, at the top of which, were two transverse arms, moveable in all directions, by a single piece of mechanism, and with inconceivable rapidity. He invented a number of positions for these arms, which stood as signs for the letters of the alphabet; and these, for the greater celerity and simplicity, he reduced in number as much as possible. The grammarian will easily conceive that sixteen signs may amply supply all the letters of the alphabet, since some letters may be omitted not only without detriment but with advantage. These signs, as they were arbitrary, could be changed every week; so that the sign of B for one day, might be the sign of M the next; and it was only necessary that the persons at the extremities should know the key. The intermediate operators were instructed generally in these sixteen signals; which were so distinct, so marked, so different the one from the other, that they were easily remembered. The construction of the machine was such, that each signal was uniformly given in precisely the same manner at all times; it did not depend on the operator's manual skill, and the position of the arm could never, for any one signal, be a degree higher, or a degree lower, its movement being regulated mechanically.

M. Chappe having received at the Louvre the sentence to be conveyed, gave a known signal to the second station, which was Mont Martre, to prepare. At each station there was a watch tower, where telescopes were fixed, and the person on watch gave the signal of preparation which he had received, and this communicated successively through all the line, which brought them all into a state of readiness. The person at Mont Martre then received letter by letter, the sentence from the Louvre, which he repeated with his own machine; and this was again repeated from the next height, with inconceivable rapidity, to the final station at Lisle.

Various experiments were, in consequence, tried upon telegraphs in this country; and one was soon after set up by go-

vernment, in a chain of stations from the Admiralty-office to the sea-coast. It consists of six octagon boards, each of which, is poised upon an axis in a frame, in such a manner that it can be either placed vertically, so as to appear with its full size to the observer at the nearest station, or it becomes invisible to him, by being placed horizontally, so that the narrow edge alone is exposed, which narrow edge is, from a distance invisible.

Telegraphic Signals. In addition to the foregoing article, we may observe that Captain Edward Thompson, who died some years ago in his command on the coast of Guinea, contrived, while a lieutenant, a set of alphabetical signals, which, there is every reason to suppose, furnished the idea of the telegraphic signals now in use. They were literal; that is, they served for the expression of single letters, instead of the words and short sentences expressed by the telegraphic signals. The y was, as well as the j and z, omitted. The five vowels were denoted by simple flags of different colours, and the eighteen consonants by party colour flags diversified in their shape.

That the telegraphic signals now employed in the navy, originated in this way, may be inferred from this circumstance, that Sir Home Popham, to whom the service is directly indebted for them, was a midshipman under Captain Thompson, when the latter acted as commodore on the coast of Guinea station; as was also the late Captain Eaton, who preserved a copy of the above literal signals until his death. Sir Roger Curtis, who has, with much ingenuity, contrived a plan of nautical correspondence, similar to that introduced by Sir Home Popham, but who has not been equally successful in its adoption, likewise served under Captain Thompson.

Thus did the literal signals, which among other uses, had the singular application described above, apparently lead to the telegraphic signals, the utility of which is now so generally acknowledged. The latter were, at the glorious battle of Trafalgar, the medium by which the memorable sentence "England expects every man to do his duty," the conception of the greatest hero our naval annals record, was re-echoed throughout the fleet, already prepared to "conquer or to die."

Terceras Isles. Discovered by the Spaniards in 1583.

Tier. The several ranks of guns placed on the decks are called the lower, middle, or upper tier.

Traverse. A ship is said to traverse, when she makes angles in and out, and cannot be made to keep directly upon her true course.

Trinidad, the Isle of. Discovered in 1498.

Van. The foremost division of a fleet in one line. It is, likewise applied to the foremost ship of a division.

To Veer. To change a ship's course from one tack to the other, by turning her stern to windward. The wind is said to veer, when it changes more aft.

Virginia. Discovered by Sir Walter Raleigh, 1584; the settlement of the first permanent colony there in 1636.

Under the Lee' Of the shore, is to be close under the shore which lies to windward of the ship.

To Unmoor. To reduce a ship to the state of riding at single anchor, after she has been moored.

Wake. The print or track impressed upon the surface of the water by a ship in her course. A ship is said to be in the wake of another, when she follows her in the same track, or on a line supposed to be formed on a continuation of her keel.

Watch. See *Glasses.*

Water-spout. An extraordinary aqueous meteor, most frequently observed at sea. It is a truly formidable phenomenon, and is, indeed, capable of causing great ravages. It commonly begins by a cloud, which appears very small, and which mariners call the squall; which augments in a little time into an enormous cloud of a cylindrical form, or that of a reversed cone, and produces a noise like an agitated sea, sometimes emitting thunder and lightning, and also large quantities of rain or hail, sufficient to inundate large vessels, upset trees and houses, and every thing that opposes its violent impetuosity. These water spouts are more frequent at sea than by land; and sailors are so convinced of their dangerous consequences, that, when they perceive their approach, they frequently endeavour to break them by firing a cannon, before they approach too near the ship.

Weather, in sea-language, is used as an adjective, and applied by marines to every thing lying to windward of a particular situation: thus, a ship is said to have the weather-gage of another, when she is farther to windward. Thus also, when a ship under sail presents either of her sides to the wind, it is then called the weather-side, or weather board; and all the rigging and furniture situated thereon are distinguished by the same epithet, as the weather-shrouds, the weather-lifts, the weather-braces, &c.

To weather, in sea-language, is to sail to windward of some ship, bank, or head-land.

West Indies. Discovered by Columbus 1492.

Wheel-steering. Is placed on the quarter-deck, fixed to an axis, round which the wheel-rope goes, which is made fast to the tiller in the gun-room.

Windlass. A piece of timber, with six or eight squares fixed abaft the fore-castle in small ships and hoys to draw up the anchor.

Wind-taught. A sea-term, signifying as much as stiff in the wind.

Too much rigging, high masts, or any thing catching or holding wind aloft, is said to hold a ship wind-taught; by which they mean, that she stoops too much in her sailing in a stiff gale of wind. Again, when a ship rides in a main stress of wind and weather, they strike down her-top-masts, and bring her yards down, which otherwise would hold too much wind, or be too much distended, or wind-taught.

To Windward. Towards that part of the horizon from which the wind blows.

Yards. Are long, round pieces of timber, somewhat thicker in the middle than at the ends, and hung by the middle across the masts. The use of them is, to bear the sails which are made fast to, and hang down upon them. The yards have their names from the masts unto which they belong. As for the length of the main-yard, it is usually five-sixths of the length of the keel, or six-sevenths of the length of the main-mast. Their thickness is commonly three-fourths of an inch for every yard in length. The length of the main-top-yard is two-fifths of the main-yard; and the fore-yard four-fifths thereof. The sprit-sail-yard, and cross-jack-yard, are half the mizen-yard; and the thickness of the mizen-yard and sprit-sail-yard, is half an inch for every yard in length. All small yards are half the great yards from cleat to cleat. When a yard is down a port-last, it gives the length of all top-sail-sheets, lifts, ties, and bunt-lines, as also of the lee-lines and halliards, measuring from the hounds to the deck: and when it is hoisted, it gives the length of clew-lines, clew-garnets, braces, tackles, sheets, and bow-lines.

There are several sea terms relating to the management of the yards; as, square the yards; that is, see that they hang right across the ship, and no yard-arm traversed more than another: top the yards, that is, make them stand even. To top the main and fore-yards, the clew-lines are the most proper; but when

the top-sails are stowed, then the top-sail-sheets will top them.

Yard-arm. Is that half of the yard that is on either side of the mast, when it lies athwart the ship.

Yards, also denote places belonging to the navy, where the ships of war, &c. are laid up in harbour. There are, belonging to his Majesty's navy, six great yards, viz. : Chatham, Deptford, Woolwich, Portsmouth, Sheerness, and Plymouth ; these yards are fitted with several docks, wharfs, launches, and graving places, for the building, repairing, and cleaning of his Majesty's ships ; and therein are lodged great quantities of timber, masts, planks, anchors, and other materials : there are also convenient store-houses in each yard, in which are laid up vast quantities of cables, rigging, sails, blocks, and all other sorts of stores, needful for the royal navy.

Yawing. The motion of a ship, when she deviates from her course to the right or left.

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