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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 1612,

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. VII.



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NAVAL HISTORY OF GREAT
BRITAIN,
INCLUDING
LIVES OF THE ADMIRALS, CAPTAINS, &c.

CHAP. XXIX

CONTINUED.

Naval History from the Beginning of the first French Revolutionary War, in 1793, to the end of 1797.

HISTORICAL MEMOIRS OF
MARRIOT ARBUTHNOT, ESQ.

ADMIRAL OF THE BLUE SQUADRON.

ADMIRAL ARBUTHNOT, who was particularly distinguished by his services in the American war, has generally, though, probably, without foundation, been considered as the nephew of the celebrated Dr. Arbuthnot, the friend of Swift, Garth, and Pope.

His father was a resident of Weymouth, in Dorsetshire, and he himself was born about the year 1711. He entered the naval service at an early period of life; but it was not till towards the close of the Scotch rebellion, in 1746, that he attained the rank of commander. He was then appointed to the Jamaica sloop, a cruiser on the home station; and, at the latter end of the year, he took the Furet and the Fly, two small privateers belonging to Boulogne.

On the 22d of June, 1747, Mr. Arbuthnot was made post-captain in the Surprise frigate, of twenty-four guns; and, in the course of the year, he partici-

pated in the capture of the *Supébe*, a French armed ship of thirty-six guns, and one hundred and thirty-six men, which surrendered to the *Surprise* and the *Jamaica*.

Captain Arbuthnot was next removed into the *Triton*, a frigate of the same force as the *Surprise*; in which, in January 1748, he captured the *Tiger*, a stout French privateer, of sixteen guns, and one hundred and forty-six men, belonging to Bayonne. This was a very satisfactory instance of success, the *Tiger* having committed considerable depredations on the English trade. She had made three prizes in the early part of the cruise on which she was taken.

In 1757, Captain Arbuthnot commanded the *Garland*, a vessel of twenty guns, employed to cruise in the channel; and in 1759, he was appointed to the *Portland*, of fifty guns. In the spring of the latter year, the French had assembled a very powerful armament at Brest, for the alleged purpose of attempting the invasion of Great Britain or Ireland. To counteract this intention Sir Edward Hawke sailed from Spithead, in May, with a strong fleet, to cruise off Brest, and in the Soundings. When he reached his station, he detached three small squadrons to scour the enemy's coast; one of these, to which the *Portland*, Captain Arbuthnot, was subsequently attached, was employed under the command of Captain Duff, in blocking up a fleet of transports in the Morbihan; another, under the Honourable Captain Keppel, in Basque Roads, and off the Isle of Aix; and the third, under the Honourable Captain Herbert, to watch the motions of the enemy in Brest. While blocking up the transports in the Morbihan, Captain Duff's squadron took one or two insignificant vessels; but in the latter service on which it was employed, towards the close of the year, it was more fortunate. In the month of November, having increased his force, Captain Duff took his station in Quiberon Bay, and effectually blockaded a numerous fleet of transports, which were intended for the reception of the troops,

to be convoyed by the fleet of the Marquis De Conflans, to effect the threatened invasion. The vigilance of this squadron very much impeded the equipment of the expedition, and ultimately rendered it abortive. Sir Edward Hawke's force having been driven from off Brest, by adverse winds, the Marquis De Conflans naturally took advantage of the circumstance, to put to sea. Having left the harbour, his first object appeared to be the destruction of Captain Duff's squadron: and he was actually in full chase of it, when Sir Edward Hawke, who had been apprized of his movements, came up with him. Thus to the marquis's too eager pursuit of what he deemed a certain prize, may, in some measure be ascribed the glorious victory which ensued; as he had thrown himself so near the British fleet, as to render his escape back into Brest totally impracticable.

Captain Arbuthnot continued some time longer attached to the Channel Fleet; and in August, 1760, he sailed with Sir Edward Hawke, to relieve Admiral Boscawen, in Quiberon Bay; where he, probably, remained till March, 1761.

He was soon afterwards removed into the Orford, of seventy guns, in which he proceeded to the Jamaica station, to reinforce the squadron of Rear-admiral Holmes: and in the following year, 1762, he was employed at the memorable reduction of the Havannah, under Admiral Pocock and Commodore Keppel. This was the last active service in which he was engaged, during the war; and from the peace of 1763, to the year 1770, he is not understood to have enjoyed any command.

In 1770, Captain Arbuthnot was appointed to the *Terrible*, of seventy-four guns, one of the guard ships at Portsmouth, in which he remained during the usual period of three years. In the year 1775, in consequence of the rebellion which had broken out in North America, Captain Arbuthnot was appointed a commissioner of the navy, resident at Halifax, in Nova

Scotia; the only port in America where ships of war could then be refitted, and where the best provisions which existing circumstances would allow, were made for the requisite service. He continued to fill this important office, till the year 1778: in the autumn of which he returned to England, having been previously promoted to a flag, as rear-admiral of the white squadron, on the 23d of January. He reached Portsmouth about the middle of September: and in the beginning of 1779, sat as one of the members of the court martial, on the trial of Admiral Keppel, which terminated, as we have seen, so much to the honour of that officer.

On the 19th of March, 1779, he was promoted to the rank of vice admiral of the blue squadron; and, about the same time, he was appointed to the chief command on the North American station. He accordingly hoisted his flag on board the *Europe*, and sailed from Spithead, with four men of war, on the 1st of May.

With this squadron Admiral Arbutnot took under his convoy the trade bound to North America and Newfoundland, consisting altogether of nearly three hundred sail. On his passage down channel, he fell in with a vessel which had been sent express from Jersey to England, with an account of the imminent danger that island was then in, by an attack from the French: and, conceiving it to be his duty to prevent the loss of so valuable a place, he made direct for Jersey, leaving the convoy in Torbay, to await his return. The report which induced the admiral to take this step was, that a French armament, consisting of five ships of war, besides bomb-ketches, and other small vessels, had arrived off the island, and landed a considerable number of troops. Before he could reach Jersey, however, he found that the enemy had been repulsed; consequently he rejoined his convoy, pursued his original instructions, and proceeded for America. The time which he thus lost, and a continu-

ance of westerly winds, prevented him from clearing the channel before the end of June; but he at length reached New York without any farther impediment.

Just before his arrival, Sir George Collier, whom Admiral Arbuthnot had been appointed to succeed, had returned to New York, with his squadron, after taking and destroying Commodore Saltenstall's squadron, of nineteen armed vessels and twenty-four transports, in Penobscot Bay.

Admiral Arbuthnot immediately assumed the command; but, in consequence of the arrival of the Count D'Estaing from the West Indies, with upwards of twenty sail of the line, besides a number of smaller vessels and transports, he found himself under the necessity of remaining for some time at New York. Failing, however, in his attempt upon Savannah, the capital of Georgia, D'Estaing sent a part of his fleet back to the West Indies, and returned to Europe with the remainder, in the month of November. Finding the coast clear, Admiral Arbuthnot now prepared to co-operate with General Sir Henry Clinton, in the long meditated reduction of Charlestown, in South Carolina; and having shifted his flag from the Europe into the Roebuck, he sailed with his squadron from New York on the 11th of February, 1780.

In consequence of the badness of the weather, and the annoyance which the boats employed to sound the channel, sustained from the enemies' galleys, it was not till the 20th of March, that the ships of war were able to pass the bar; and even then the whole of the above force did not proceed to the place of destination,

Admiral Arbuthnot having passed the bar, the enemy's ships of war, to the number of ten sail, which had till then made a shew of resolutely defending the passage up the harbour, abandoned that plan of defence, and retreated towards the town, off which five were sunk, with *chevaux de frize* on their decks, for the purpose of blocking up the channel.

On the 9th of April, the admiral, who had been joined by the Richmond and the Virginia, frigates, and the Sandwich armed ship, approached nearer to the town, for the purpose of straitening and closing in with the enemy. To effect this, however, he was obliged to pass under a very strong fort, possessed by the enemy, on Sullivan's Island; but though a severe cannonade commenced immediately on his moving, his entire loss amounted only to twenty-seven in killed and wounded. After passing this fort, Admiral Arbuthnot immediately proceeded to attack a post of the enemy's at Mount Pleasant, and also the fort on Sullivan's Island; the reduction of which he was anxious to accomplish, without delaying or interfering with the regular operations of the army. A brigade of five hundred seamen and marines was accordingly formed, and landed under the command of the Captains Hudson, Orde, and Gambier, who took possession of Mount Pleasant without opposition, on the 29th of April; the garrison retreating into Charlestown on their approach. Thinking it practicable to carry the fort on Sullivan's Island by storm, covered and supported by the ships of war, the admiral determined to make the attempt; and in the night of the 4th of May, another detachment of two hundred seamen and marines, was landed under the command of the Captains Hudson, Gambier, and Knowles. This detachment succeeded in passing the fort before daylight, unobserved by the enemy, and took possession of a redoubt, on the east end of the island. The ships of war being drawn up ready to support the attack, and every arrangement having been made for the storm, Captain Hudson summoned the fort, the garrison of which almost immediately surrendered as prisoners of war.

This success was followed by the surrender of Charlestown itself, on the 10th of the same month, when the following frigates and other vessels were also taken: The Providence, of thirty-two guns,

eighteen and twelve pounders; the *Boston*, of the same force; the *Ranger*, of twenty guns, six pounders; *L'Aventure* (French) of twenty-six guns, nine and six pounders; a polacre, mounting sixteen six pounders; four armed galleys, and some empty brigs, and other small vessels.

After the completion of this service, Admiral Arbuthnot returned to New York; and for his exemplary conduct, had the satisfaction of receiving the thanks of both houses of parliament.

On the 14th of September, Sir George Rodney arrived at New York, from the West Indies, with eleven sail of the line and four frigates, and took upon himself the American command during the hurricane season. On the 26th of the same month, the subject of this memoir attained the rank of vice-admiral of the white squadron.

The ensuing year opened very inauspiciously. In a violent storm, which happened on the 23d of January, Admiral Arbuthnot's squadron, which was lying in Gardiner's Bay, sustained considerable damage. The *Culloden*, of seventy-four guns, was driven ashore on the east end of Long Island, and totally lost; the *Bedford* was dismasted, and otherwise much damaged: and the *America* was driven to sea, and for a time supposed to be lost; but after encountering some difficulties, she fortunately rejoined the squadron. The masts of the *Culloden* were saved and put on board the *Bedford*.

In this disabled state, the *Adamant*, another of Admiral Arbuthnot's ships, being also absent, the squadron was threatened with an attack from the enemy. On farther consideration, however, it was not found prudent to carry the threat into effect. The intention of the enemy was next directed against a small naval force which had been dispatched from New York to co-operate with Brigadier-general Arnold, whose corps had nearly over-run the whole province of Virginia. In this also they were disappointed

but on their return, they captured the *Romulus*, of forty-four guns, whose captain had not been apprized that an enemy was off the coast.

M. De Ternay, encouraged by the information that the *Bedford* was not in a fit state for sea, took two thousand French troops on board, for the purpose of co-operating with a strong detachment from the American army, in an attack upon General Arnold, and put to sea with the whole of his force, on the evening of the 8th of March. Admiral Arbuthnot, apprized of his motions and object, got the *Bedford* into a state fit for service, and followed on the 10th; and on the 16th, when about fourteen leagues distant from Cape Henry, he descried the French squadron making towards the Capes of Virginia. About two P.M. the same day, after a few uninteresting manœuvres, a partial action commenced; Captain Cosby, in the *Robust*, of seventy-four guns, leading the van. The brunt of the engagement fell chiefly on the *Robust*, *Europe*, and *Prudent*, till the rest of the van and centre could come up to their assistance; it then became more general, and continued till three o'clock, when the enemy bore up and ran to leeward. The *Robust* had far more than her proportion of killed and wounded; and by having at one time three ships upon her, her masts, rigging, sails, and boats, were torn to pieces. But the French commodore and his ships were unable to withstand the animated attack that was made upon them; and in half an hour after the commencement of the action, they fell into disorder, and broke their line. Unfortunately, however, a thick haze, which had prevailed previously to, and during the engagement, together with the disabled situation of some of the British ships, particularly the *Robust*, *Europe*, and *Prudent*, rendered it impossible for the English admiral to pursue his advantage, and thus the contest proved indecisive.

The only service of consequence that Admiral Arbuthnot had an opportunity of performing, after the

above, during the time that he held the command on this station, was the capture of two or three American frigates, and some privateers of force, by different cruisers under his orders.

Having received orders of recall, Admiral Arbuthnot shifted his flag from the Royal Oak, on board of which it had for some time been flying, into his old ship, the Roebuck, and resigned the command to Admiral Graves. He sailed from New York early in July, 1781; and, after a very prosperous passage, arrived at Spithead on the 1st of August. He immediately struck his flag, and proceeded to London, where he had the honour of being presented to his Majesty, and was most graciously received.

Admiral Arbuthnot, in consequence of his advanced age, now passed from a life of active and arduous service, into the shades of retirement. He never accepted of any subsequent command; but on the 24th of September, 1787, was made vice-admiral of the red; and on the 1st of February, 1793, admiral of the blue squadron. He survived his last promotion but a short time; dying at his house, in Great Suffolk-street, Charing Cross, on the 31st of January, 1794, aged eighty-three.

CAPTAIN JOHN HARVEY.

THIS distinguished officer was born at Elmton, in the parish of Eythorn, in Kent, on the ninth of July, 1740, O. S. He was the third son of Mr. Richard Harvey, and Elizabeth, daughter of Mr. Henry Nicholls, of Barham, in the same county: at the age of fifteen he went to sea with Captain Brett, who then commanded the Falmouth of fifty guns. Mr. Harvey soon became noticed for his assiduity in the service; and on one occasion in particular, when only seventeen, displayed a quickness of mind and

watchful observation, which distinguished his character in the subsequent events of his professional career.

The pilot of the Falmouth had mistaken the North Foreland light for that on the coast of Suffolk, and was actually steering towards the Goodwin Sands; when Mr. Harvey, whose watch it was on deck, endeavoured to convince him of his error, but without effect—the pilot obstinately persisted. Mr. Harvey as strenuously maintained his opinion; in which Captain Brett fortunately coinciding, the ship's course was immediately ordered to be changed; at that very instant the breakers were seen close alongside; and but for this providential circumstance, as it blew hard, the ship and crew would inevitably have been lost.

On the thirtieth of January, 1759, Mr. Harvey quitted the Falmouth, and was recommended to the notice of Admiral Francis Holbourne, who then commanded at Portsmouth. This officer was so well pleased with the zealous assiduity of Mr. Harvey, and the professional skill he had now acquired, that the admiral gave him an acting order as lieutenant; in which rank he was confirmed on the 18th of September following, and appointed to the Hornet sloop, commanded by the Honourable C. Napier.

Lieutenant Harvey continued under this officer but a short time, the late Commodore Johnson having superseded Captain Napier, and on the twenty-first of March, 1761, was removed into the *Arctusa* frigate, the Honourable Raby Vane, commander, then on the Lisbon station; in which ship Mr. Harvey continued until the conclusion of the war.

The mind of this aspiring officer, though formed to sustain the hardships and fatigue of his profession, and to glow amid its various scenes of peril, could equally enjoy the quiet of domestic happiness, without ever feeling oppressed by the calm tenor of retirement. On the twenty-seventh of September, 1763, he mar-

ried Judith, the daughter of Mr. Henry Wise of Sandwich. From the month of November 1766, to that of June 1768, Lieutenant Harvey was appointed to his Majesty's cutter Alarm, stationed on the coast of Scotland; when he was advanced commander. Having succeeded Captain Pearson in the Speedwell sloop in the month of January, 1776, he continued in this ship until September, 1777; when he was advanced to post rank, and appointed to the Panther of sixty guns.

Vice-admiral Robert Duff being appointed commander-in-chief of his Majesty's ships in the Mediterranean, in the month of September, 1777, Captain Harvey, sailed in the Panther, for Gibraltar; where he arrived on the twenty-first of January, 1778. A guard ship, during this period, afforded but little scope for the display of such professional talents as Captain Harvey possessed. Early in 1779, preparations in the ports of Spain were redoubled; and when their design was ripe for execution, the Spanish ambassador, the Marquis D'Almodover, having received orders in June to withdraw from Great Britain, delivered a manifesto on the subject to Lord Viscount Weymouth.

Towards the conclusion of the year 1779, the blockade of Gibraltar was completely formed. When Admiral Rodney's fleet, on the twenty-second of January, 1780, first arrived in the bay, the Terrible, Alcide, and Monarca, together with a transport, were driven by a strong current within gun-shot of the Spanish forts; the signal was immediately thrown out from the Panther, for all boats to go to their assistance. On this occasion, Captain Harvey's daring spirit and activity would not allow him to remain a mere spectator of the exertions made by others: thinking that his local knowledge might afford considerable aid, he immediately went on board the Terrible; and it was principally owing to his directions, that the ships were at length towed back with safety

into Gibraltar Bay. What idea Admiral Rodney entertained of Captain Harvey's conduct on this occasion, may be discovered from his giving this brave officer a commission for the *Guipuscoana*, of sixty-four guns; the ship that with four frigates had sailed to protect the convoy captured by Sir George on the eighth of January. On board of this ship, however, called afterwards the *Prince William*, Captain Harvey never hoisted his pendant.

By the departure of Vice-admiral Duff, and his successor Commodore Elliot, the chief command devolved on Captain Harvey; and never perhaps were cool judgment and firm resolution more necessary, than in the dangerous situation in which he was soon placed. During the night of the 6th of June, a bold and well concerted effort was made by the Spaniards to destroy the British ships in the bay, and the New Mole; several fire ships were sent down for this purpose, attended by a large number of boats. Don Barcello's squadron lay at the entrance of the bay to intercept the British ships, if they should cut their cables, and endeavour to escape. Many favourable circumstances seemed almost to ensure success:—the wind was moderate from the north-west, the night cloudy, and, considering the season of the year, uncommonly dark: the foremost of the fire-ships was within hail of the *Enterprise*, Captain Leslie, before they were discovered—not a moment was to be lost, the danger was instant, and alarming: to endeavour to avoid it by putting to sea, was to fall into the hands of the enemy.

Captain Harvey with great coolness and presence of mind ordered all boats out to grapple the fire-ships, and tow them on shore—the largest, equal in size to a fifty gun ship, drove past the Mole Head within the distance of one hundred and fifty yards! Not only the size of the ship, but the violence of the heat, rendered it impracticable for the boats to grapple her: had she got within the Mole, every vessel, which was lying

there, together with the storehouses and stores, in the naval yard, must have been destroyed. Three others were linked together with chains and strong cables; yet with uncommon resolution and activity the British seamen separated, and towed them ashore. The Panther was in the utmost danger; three of the enemy's ships were directed towards her: one, notwithstanding the exertions of the boats, came so near as to melt the pitch on her side; and as some of the sails were set for canting her, part of the crew were constantly employed in wetting them. By the strong light of these seven ships, all blazing at one time, two other vessels of the same description were seen on the larboard bow of the Panther; but so heavy and well-directed a fire did she keep up, that the crews were obliged to abandon them, before they could be placed in a situation to produce any mischievous effects. Thus was the attempt of the enemy rendered ineffectual by the valour of British seamen under the guidance of the resolute and skilful Captain Harvey; who never failed to acknowledge the interposition of Providence, in this signal and momentous overthrow of a design which the enemy had planned with so much skill.

Orders having been sent from England for the Panther to take the first opportunity that offered, for returning home; during the night of the second of July, the wind suddenly shifting to the eastward, Captain Harvey immediately prepared to get under weigh; and before day-break his ship was clear of the enemy's squadron. The garrison were in the morning much surprised that the Panther was not to be seen; and greatly mortified was Don Barcello when he perceived that Captain Harvey had eluded all his vigilance: on the twenty-fifth the Panther arrived at Spithead, having captured a Spanish packet in her passage.

Sir Samuel Hood, in the month of November following, was sent to the West Indies to reinforce Sir

G. B. Rodney with a squadron, which the Panther joined: they arrived at Barbadoes on the seventh of January, 1781. Captain Harvey was present at the subsequent capture of St. Eustatia, February the third; and on the evening of the same day joined his Majesty's ships, the Monarch and Sybille, under the command of Captain Francis Reynolds (Lord Ducie), in pursuit of a Dutch convoy, richly laden, that had sailed only thirty-six hours before the arrival of Sir G. B. Rodney. The next morning, at day-break, they hove in sight of them, and soon captured the whole fleet of merchantmen, together with a sixty gun ship that was in company.

From this time, to the first of August, 1781, the Panther continued cruising among the different islands: when, as she was an old ship, considerably weakened by being constantly at sea, Sir George Rodney sent her home with the Triumph, Captain Stair Douglas, as convoy to a large fleet of merchant ships, then under sailing orders. During the passage they experienced much blowing weather, with thick fogs: though the enemy's fleet was at sea to intercept them, they happily brought the whole of the convoy (one hundred and thirty-five vessels) safe into Cork, the place of their destination. In the month of January, 1782, the Panther was ordered into Dock at Portsmouth; when Captain Harvey was appointed to the command of the Sampson, of sixty four guns.

During the ensuing spring of this year, Lord Howe, having been advanced to the rank of a peer of Great Britain, was appointed to command the fleet destined for the relief of Gibraltar. Captain Harvey in the Sampson, who had been cruising with different squadrons on home stations, received orders to put himself under his lordship's flag. With what superior lustre the professional skill of our brave seamen, and their admiral, shone forth on this occasion is well known, nevertheless Captain Harvey was inferior to no one either in courage or in conduct.

Don Louis De Cordova, the Spanish admiral, with his flag on board the *Santa Trinidad*, showed considerable skill in the composition of his official account of the proceedings of the combined squadron under his command on this occasion; yet appeared insensible to the judicious manœuvres of the British fleet. He however described the stormy night of the tenth of October, with which both fleets had to struggle, in much stronger colours than his brave adversary Lord Howe, who had other events to narrate:—
“Night came on, and with it a furious tempest, which lasted until seven o’clock next morning, and put all the ships in the greatest danger of being wrecked on the coast, or of being dashed to pieces against each other: in such circumstances it was not easy to procure new anchors; especially as all the small vessels which could have performed that service had been removed from the line of battle. It was only by dint of assiduous labour that we preserved ourselves from the greatest part of the danger which threatened us.”

Notwithstanding such tempestuous weather, the British fleet on the morning of the eleventh entered the Straits; and contending with repeated difficulties, at length, on the eighteenth, accomplished the arduous service of relieving the garrison.

On leaving Gibraltar, Captain Harvey was ordered by Lord Howe to take under his command the *Crown*, *Vigilant*, *Andromache*, and *Minerva*; and to cruise for a month according to his own judgment: they accordingly parted from the British fleet on the first of November, and reached Spithead on the seventh of the ensuing month, after an unsuccessful cruise.

Captain Harvey had now attained a very high professional character, and had greatly attracted the notice of Lord Howe, not only by the zeal with which he executed his duty, but also by the skill he displayed, when firmness and presence of mind were required: he had so far recommended himself to this discerning

patron of merit, that, with a view to being appointed to Lord Howe's ship, the *Victory*, he was soon superseded in the *Sampson*: but, the peace that took place in 1783, prevented his commission from being signed.

When a rupture with France seemed inevitable, in the year 1787, Captain Harvey, at the particular request of Lord Howe, who then presided at the Admiralty, undertook to superintend the impress-service at Deal; with the express condition, that a ship should be reserved for him at Chatham. So beneficial and salutary were the regulations which Captain Harvey made in this service, that Lord Howe offered him a guard-ship at Chatham; and he, in consequence, on the 21st of November, 1788, was commissioned to the *Arrogant*, of seventy-four guns. This ship having been attached to the western squadron, during both the Spanish and Russian armaments, was paid off on the 14th of September, 1791; when Captain Harvey again returned to the solace of a domestic life, and to enjoy that happiness, he soon was called on to sacrifice upon the altars of his country.

At the commencement of the last eventful war, Captain John Harvey pressed forward in the path of naval glory, regardless of the bourne to which it sometimes leads, and addressed to the Admiralty, in the most anxious terms, his desire to be soon employed. The talents of such a man were too well known, to suffer any delay to paralyse his earnest wishes for active service; he was soon appointed to the *Magnificent*, but did not join her; as, in consequence of the particular request of Lord Howe, he was appointed soon afterwards, February 7th, 1793, to the *Brunswick*, a seventy-four of a large and particular construction, with a complement of six hundred and fifty men. Lord Howe's sentiments on this occasion will best appear from the following extract of a letter sent by Mr. Brett, his lordship's confidential friend, to Captain Harvey:

—“As his lordship has an idea, occasions might arise, wherein it might be more convenient for him to shift his flag into a two-decked ship; in that case he would prefer the Brunswick, and, therefore, wishes to have a captain in her with whom he is acquainted; and has authorized me to ask you whether it would be agreeable to you to be appointed to her, in case he can get it done.”

Lord Howe sailed from Spithead on the 14th of July, 1793; but during that, and several subsequent cruises, nothing particularly worthy of notice occurred until the memorable 29th of May, 1794; when the British and French fleets commenced that contest for the sovereignty of the ocean which terminated with such glory to Great Britain on the 1st of June.

On the 29th of May, 1794, the Brunswick being to leeward of the line, Captain Harvey, after using his utmost endeavours, found it impossible to take his proper station, as second to the Queen Charlotte; but resolving, as he said, “to have a berth somewhere!” he tried to get in between several of our ships; and, hailing the Culloden, he desired the captain to shorten sail, when he pushed the Brunswick in between her and the Montague, about the seventh ship from the rear; and in that station received the fire of the French line, as the fleets passed each other. Perceiving his friend, Captain Bazely, in the Alfred, hard pressed by an eighty gun ship, Captain Harvey bore down to his assistance, and obliged the French ship to quit the Alfred, and follow her own fleet. On the 30th and 31st, the weather being very thick and hazy, no engagement took place.

On the 1st of June, the Brunswick was in her station, and had continued close to the Queen Charlotte's stern all night; the instant the signal was made for every ship to bear down, and engage her opponent to windward or leeward, as circumstances would admit, the Brunswick's helm was put up at

the same time with the Queen Charlotte's, and both ships ran down together for the centre of the French line. The signal being thrown out to make more sail, to shut in the angle of fire from the rear as soon as possible, both ships dropped their foresails; and the Brunswick's being first down, brought her rather a-head of the Charlotte, and covered that ship from the galling fire of the centre and rear of the enemy's fleet: but she suffered severely by it, for the cockpit was filled with wounded men before a single shot was fired from the Brunswick.

Lord Howe, cutting through the French line, close under the Montague's stern, raked the Jacobin a-head with his starboard-guns; it was Captain Harvey's intention to pass between the Jacobin and the next ship, that he might engage his proper opponent, as second to the commander in chief; but the enemy lay in such close order, that the Brunswick was obliged to bear up for an opening, which presented itself between Le Patriot the third, and Le Vengeur the fourth ship, from La Montague. The latter, endeavouring to frustrate this design, shot a-head; which being observed by Captain Harvey, he kept his helm a port, and the two antagonists were immediately laid alongside each other—the starboard anchors of the Brunswick hooking into the fore-chains of Le Vengeur.

When the master informed Captain Harvey of this, and asked whether he should cut Le Vengeur clear, his animated reply was, "No! we have got her, and we will keep her!" So closely were they grappled, that the crew of the Brunswick, unable to haul up eight of her starboard ports from the third port abaft, were obliged to fire through them: thus situated, they went off large from both fleets, hotly engaged—in an hour and ten minutes they were about a mile to leeward of the French fleet: when the smoke dispersing for a few minutes, they perceived a French line of battle ship, with her rigging and decks covered

with men ready for boarding, and gathering upon their larboard quarter. Captain Harvey immediately ordered the lower deck to prepare for receiving her; the men from the five after-starboard guns were instantly turned over to the larboard. The French ship being now within musket reach, a double headed shot was added to each gun, already loaded with single thirty-two pounders: the word was then given to fire and re-load as quick as possible: at the same time continuing to engage *Le Vengeur* with the starboard guns forwards. When about five or six rounds had been poured in, the gallant crew of the *Brunswick* had the satisfaction to behold first the foremast, and then the other masts go by the board. Many of the crew fell into the sea, and implored assistance; but *Le Vengeur* still required so much attention, that it was impossible to afford them any relief.

The joy which was experienced on board the *Brunswick*, from disabling their new assailant, may easily be conceived; but what words can express their glow of soul, when, in about an hour after this successful event, word was passed throughout the ship—"The brave Captain Henry Harvey, in the *Ramillies*, is coming to the support of his gallant brother" The air resounded with their cheers.

As the *Ramillies* stood towards the *Brunswick*, the crew of the former made signs, by waving, to cut *Le Vengeur* a-drift, that she might drop, and receive the fire of the *Ramillies*.

A most tremendous broadside was poured into her; every shot of which seemed to take place: this was followed by a second, equally animated; and then the *Ramillies* made sail for another French ship, bearing down upon them, and went off engaging her.

Previously to this, the rudder of *Le Vengeur* had been split, by some well-directed shot from the *Brunswick*; her stern-post had also been shivered,

and such havoc made in her counter, that the water was rapidly pouring in. When the Ramillies left them, the Brunswick was lying across the bows of her opponent; and in that position kept up a steady raking fire, until the fore and main-mast of *Le Vengeur* went by the board, dragging the head of the mizen-mast with them. This dreadful conflict had now continued for two hours and a half: the crew of the Brunswick with the greatest coolness at one time driving home the coils, watching attentively the rising of the enemy's ship to fire below the water-line; and at another withdrawing the coils to elevate the muzzles of their guns, and rip up the decks of *Le Vengeur*.

At length the French ship was obliged to confess the superiority of our professional skill, and to yield to British valour; her colours having been shot away, she hoisted an English jack in token of submission, and implored assistance. The boats of the Brunswick had all been shot to pieces; no relief, therefore could by her be given to the vanquished opponent. *Le Vengeur* sunk between three and four o'clock; and though every exertion that humanity could dictate was made, only two hundred of the crew were saved—the remainder, in number about six hundred, went to the bottom in the ship.

The Brunswick was now left a dismal wreck—her mizen and fore-top-gallant-mast gone; the bowsprit cut two-thirds through, near the lower gammon; the main-mast greatly crippled; the fore-mast in a similar state, with a deep wound three feet below the tressel-trees; all the running, and much of the standing rigging, shot away; the sails torn to shreds; eight ports on the starboard side wanting of their batteries; the starboard quarter-gallery entirely ground off; twenty-three guns dismounted; three anchors carried away from the starboard bow; the best bower, with the cat-head, towing under her bottom, and all the yards in a shattered state. The ship hav-

ing been on fire three times, the hammocks taking fire on the gang-way, were partly cut over-board, and the quick-work, just before the gang-way, was much burnt and splintered. The loss she sustained in her crew was considerable; forty-seven of them were killed, and one hundred and eighteen were badly wounded. Their wounds in general were peculiarly distressing and severe, being lacerated by langridge shot of raw ore, and old nails; stink-pots were thrown into the port-holes; which occasioned the most painful excoriations; burning and scalding the faces and arms of the British sailors in so shocking a manner, that they anxiously wished for death to terminate their agonies.

In this forlorn state the opinion of the officers was taken; when it was unanimously agreed that they could not possibly join the British fleet. They now perceived, at the extent of the French line, two ships in tolerable condition, that threatened to bear down to the Brunswick: next them lay all the dismasted ships, and those that had struck; and on the larboard and weather quarter, appeared the remainder of the French ships, veering under each other. It was imagined also, that these ships were preparing to attack the Brunswick and the Queen, about two miles to windward of the former, in order to cut them both off. Captain Harvey, who was severely wounded, on being informed of the supposed intention of the enemy, gave his express commands, that the Brunswick, if attacked, should be defended to the last extremity; all his officers had but one sentiment on the occasion. The French, however, made no attempt upon the Brunswick; and, therefore, finding it impossible to regain their station, it was judged necessary, in order to save the ship, to bear away for port: favoured by Providence, and good weather, she first made Cape Clear, in Ireland; and then coasting it up the Channel, anchored on the evening

of the eleventh at St. Helen's; and the next morning proceeded to Spithead.

As our biographical memoir draws towards its close, it will powerfully awaken the commiserating regard of every reader, and recall to the memory of the brave companions of Captain Harvey, the heroic fortitude, and patient endurance, which this illustrious officer displayed in his last moments.

He was wounded early in the action by a musket ball, which tore away part of his right hand; but this he carefully concealed, and bound the wound up in his handkerchief. Some time after this he received a violent contusion in the loins, which laid him almost lifeless on the deck: from this severe blow he however rallied his strength of mind, and continued on the quarter deck, directing and conducting the action; until a double-headed shot splitting, struck his right arm near the elbow, and shattered it to pieces: this seems to have been about half past eleven, just after his encounter with *L'Achille*. Growing faint through loss of blood, he was now compelled to retire; but when assistance was offered to conduct him below, he nobly refused it, "I will not have a single man leave his quarters on my account! my legs still remain to bear me down into the cockpit." In this wounded and shattered state, he essayed to go: when casting a languid, yet affectionate look towards his brave crew, "Persevere, my brave lads, in your duty! continue the action with spirit for the honour of our King and Country; and remember my last words," "The Colours of the Brunswick shall never be struck!"

When he at length had reached the surgeon, surrounded by the maimed and dying, who were involved in smoke and sulphur, he displayed a fortitude that nothing could affect, and a tenderness of affection towards his crew, which all the anguish of his wounds could not diminish. About sun-set it was found necessary to amputate his arm above the elbow. On

the Brunswick's arrival at Spithead, Captain Harvey was the next morning conveyed on shore at Portsmouth; where, after bearing the most excruciating pain with christian resignation, he was released from this world and lost to his country, on the 30th of June.

His remains being carried to Eastry in Kent, were deposited, with every respect an affectionate sorrow could bestow, in a vault in that church; and the following inscription points out the hallowed spot to posterity.

“ In a vault, near this place, are deposited the remains of Captain John Harvey, late Commander of his Majesty's ship Brunswick; who, after gloriously supporting the honour of the British Navy, on the memorable 1st of June, 1794, under Earl Howe, died at Portsmouth, on the 30th of the same month, in consequence of the wounds he received in the engagement; aged fifty-three.

“ The House of Commons, to perpetuate his most gallant conduct on that day of victory, unanimously voted a monument to his memory in Westminster Abbey; his untimely death only, prevented his being honoured in the flag promotions which took place on that occasion.

“ In him his afflicted family, and numerous friends, have sustained an irreparable loss; his public character being only equalled by his private virtues.”

CONSTANTINE JOHN PHIPPS, LORD MULGRAVE,

Was the eldest son of Constantine, created Baron Mulgrave, of New Ross, in the county of Wexford and kingdom of Ireland, by writ of privy seal, dated at St. James's, August the 8th, 1767, and by patent, at Dublin, on the 3d of September following.

The mother of the noble lord, whose memoirs we are about to give, was Lepell, eldest daughter to John, Lord Hervey, of Ickworth, son of John, first earl of Bristol. His lordship was born on the 30th of May, 1744, and, having made choice of a maritime life, entered into the sea-service at a very early age. He was promoted to the rank of lieutenant on the 17th of March, 1762; but no particular information relative to him has come to our knowledge during the time he continued in this rank, or the superior one of commander, to which he was advanced on the 24th of November, 1763. On the 20th of June, 1765, he was raised to the rank of post-captain, and appointed to the *Terpsichore* frigate; but, excepting the mere date of the commission just given, we know no particulars whatever relative to him. In 1767, he was captain of the *Boreas*, of twenty-eight guns, then employed as a cruising frigate, but did not long continue to retain this command. At the general election in 1768, he was, after a very strong contest with Mr. Vyner, chosen one of the representatives for the city of Lincoln, and very soon became distinguished as a speaker, but does not appear to have held any subsequent naval commission till the beginning of the year 1773, when an expedition to the North Pole having been undertaken, by the advice of the Royal Society, as well for the purpose of ascertaining to what degree of latitude it was possible to penetrate, as of making some astronomical observations which might be serviceable to navigation, and advance the discovery of a north-east passage into the South Seas, Captain Phipps was proposed as an officer in every way qualified to command so difficult and dangerous an expedition. Of this expedition we have given a full account in vol. v.

Captain Phipps, in consequence of the death of his father, which happened on the 13th of September, 1775, succeeded to the title of Lord Mulgrave, and, in the year 1777, he was chosen representative in

parliament, in consequence of his friendship and connexion with the earl of Sandwich, for the town of Huntingdon. At the close of the same year, that is to say, on the 4th of December, he was appointed one of the commissioners for executing the office of lord-high admiral, a station which he uninterruptedly held, through four commissions, till the general political convulsion, which caused him to quit it on the 30th of March, 1782. Soon after the commencement of the dispute with the American colonies, his lordship was appointed to the *Ardent*, of sixty guns, one of the ships employed to cruise in the Bay of Biscay, as well as off other parts of the coast of France, for the double purpose of watching the naval armaments of that country, and of restraining the commerce of the colonies; but a short time before the actual commencement of hostilities with the former power, his lordship was promoted to the *Courageux*, of seventy-four guns.

In this ship he served during the whole of the war, except at intervals, where his attendance in parliament, or the indispensable attention to the station he held, of commissioner of the Admiralty-board, rendered his absence from command necessary, and caused, as was sometimes the case, the *Courageux* to be sent to sea under an acting captain. To enumerate the most material occasions on which his name is mentioned, as concerned—he was present at the encounter with the French fleet, off Ushant, on the 27th of July, 1778, and very materially engaged, having had nineteen men killed or wounded. Being one of the witnesses examined on the trial of Admiral Keppel, which took place in the ensuing spring, a long and disagreeable altercation, carried on with considerable warmth on both sides, arose between his lordship and Admiral Montague, one of the members of the court: the dispute terminated, however, without being productive of any serious consequences.

During the year 1779, as well as the succeeding,

no extraordinary occurrence appears to have fallen within the sphere of his lordship's command. He continued constantly on the home or channel station, belonging to the fleet under the orders of Admiral Sir Charles Hardy; and after the death of the gentleman last-mentioned, of Admiral Geary and Mr. Darby progressively, a period which, we have already had occasion to observe, owing to the cautious conduct, or very superior force, of the enemy, passed on without contest. At the conclusion of the year first mentioned, his lordship was ordered out on a winter cruise in the Channel, in company with the Valiant, a ship of the same force with his own. On the 4th of January, 1781, they fell in with two French frigates, one of which being chased by the Valiant, his lordship pursued the other, which proved to be the Minerva, of thirty-two guns, and three hundred and sixteen men, taken from the English, in the West Indies, at the commencement of the war. The sea ran extremely high at the time the Courageux got up with the chase, a circumstance which encouraged the Chevalier De Grimouard, who commanded the enemy's ship, and in this instance, unfortunately for him, possessed a bravery, bordering on frenzy, to attempt a resistance which the smallest reflection must have convinced him, was not only intemperate, but nugatory and who futile. The Minerva did not surrender till after a most obstinate contest of an hour's continuance; by which time all her masts were rendered unserviceable; her hull very considerably damaged; one of her lieutenants, with forty-nine of the crew, killed; the captain himself, with his nephew and twenty-one other persons wounded, the greater part of them very dangerously. The Courageux, though far less injured in this very unequal, and frantic contest, a contest prolonged in consequence of not one twentieth part of her shot having taken place owing to the great swell, had, nevertheless, ten men killed and

seven wounded; with her fore-mast, mizen-mast, and bolt-sprit, also very materially injured. The following is an extract of a letter from Lord Mulgrave to Mr. Stephens, dated Spithead, January 8, 1781.

“ I arrived here this morning with *La Minerve*, a French frigate of thirty-two guns, and three hundred and sixteen men, taken by the *Courageux*, in company with the *Valiant*, on the 4th of this month, about three in the afternoon, Ushant bearing east, distant fourteen leagues. She had sailed from Brest on the 3d, with *La Pine*, *L'Aigrette*, and *La Diligente*, to cruise for a fortnight off Scilly. The *Chevalier De Grimouard*, who commanded her, did not strike till she had been for about an hour under the fire of our broadside, within musket-shot. From the ships being so near each other, the few shots fired by the frigate in the course of that time necessarily took place, by which the *Courageux* had ten men killed, and seven wounded. The fore-mast, mizen-mast, and bow-sprit, are damaged. On board *La Minerve*, Mons. *Andrieu*, one of the lieutenants, and forty-nine men, were killed, and twenty-three wounded, amongst whom, it is with great concern that I mention, the *Chevalier Grimouard*, and his nephew, Mons. *Nossay*, both I fear very dangerously. All her masts were rendered unserviceable, and the hull much damaged. The *Valiant* parted from us in chase of one of the other frigates. The disabled state of the prize made it absolutely necessary to tow her into port.”

In this engagement, Lord Mulgrave had a very narrow escape. His valet stood at his left hand, and was in some conversation with his master, when a cannon-ball came, and struck him dead at the noble lord's feet.

The frigate proved an important capture, as she had on board all the signals for the French squadron, in the West Indies; and Lord Mulgrave thought so highly of the gallantry of her captain, who fortunately recovered from his wounds, that he wrote a

letter to the French minister of the Marine, praising the conduct of the Chevalier De Grimouard during the action, and recommending him to further promotion, which was attended with the desired effect. So noble-minded an instance of generosity towards an enemy, reflects great honour on the character of Lord Mulgrave, and bespeaks him a man gifted with the finest qualities of the heart.

Soon after his return into port, and his consequent refitment, he was sent, with another ship of the same force, and some others of inferior rate, to make an attempt on the Dutch port of Flushing; but, owing to information received by the enemy, previous to any attack, or even the preparations for one, the whole design was obliged to be abandoned.

Early in the ensuing spring, his lordship accompanied Vice-admiral Darby with the fleet to Gibraltar; but neither on this, nor any subsequent occasion, is he particularly noticed during the remainder of the war, except as having accompanied Lord Howe, and the main fleet, to Gibraltar in 1782. In the slight encounter which took place off the Straits with the combined fleet on the 20th of October, he led the division of the commander in chief, and had one midshipman killed, together with four seamen wounded. Peace took place in a few weeks after the return of the fleet into port, and the *Courageux* being, consequently, paid off, was put out of commission early in the ensuing spring: after which, we do not believe his lordship ever to have accepted of any naval command.

He continued to represent the town of Huntingdon from the time he was first chosen, till the general election in 1784, when he was returned for the town of Newark-upon-Trent. In the month of April 1784, he was appointed to the high station of joint paymaster-general of the forces; and, on the 18th of the ensuing month, one of the commissioners for managing the affairs of the East India Company; both

which offices, together with that of a lord of the committee of council, appointed by his Majesty for the consideration of all matters relative to trade and foreign plantations, he continued to hold till 1791. On the 16th of June 1790, he was raised to the dignity of a peer of Great Britain by the same title he had before held in Ireland, but did not long continue to enjoy this accumulation of honours, dying on the 10th of October, 1792.

His character has been thus drawn in the *Naval Chronicle*:

“ At sea he joined humanity to the strictest discipline. The meritorious officer found in him a liberal patron; the sober and active sailor a warm friend. Nor did he forsake them on shore: his grave was bedewed with the tears of the veteran tar, and the seaman’s widow. Ardently attached to science, and a steady friend to merit, his regard was shewn more to the arts which contribute to utility, than to those which tend only to embellishment. He was cautious and tardy in his professions, but his promise, once made, was inviolable.

“ In his private life, those who saw him at a distance thought him rough and sullen; but on a nearer approach, through the hardy features of the British tar, shone forth the benignity and urbanity of the accomplished gentleman. His tender regret for the premature death of his most amiable lady, it is to be feared, greatly contributed to shorten a most valuable life. In fraternal affection he was almost beyond example, and it was returned with veneration and love. His table was most hospitable and convivial; there, among his select friends, he was confessedly superior. His wit, especially in repartee, was brilliant and keen, but never gave pain, and, what must ever be mentioned to his honour, he scorned to borrow it from the polluted sources of indecency or infidelity. As a landlord, his character was singularly benevolent and humane, and he was adored by his tenants, into

whose houses he would frequently go, asking them about their affairs with the most engaging condescension."

The following elegant and spirited picture, drawn by Lord Mulgrave, of the character of his relation the earl of Bristol, is so descriptive of himself, that we should be highly censurable were we to omit inserting it here :

" His constant employment in active service from his first going to sea, till the close of the American war, had furnished ample matter for experience, from which his penetrating genius and just observation, had deduced that extensive and systematic knowledge of minute circumstances and important principles, which is necessary to form an expert seaman and a shining officer: with the most consummate professional skill, he possessed the most perfect courage that ever fortified a heart, or brightened a character; he loved enterprise, he was cool in danger, collected in distress, decided in difficulties, ready and judicious in his expedients, and persevering in his determinations; his orders in the most critical situations, and for the most various objects, were delivered with firmness and precision which spoke a confidence in their propriety, and facility in their execution, that insured a prompt and successful obedience in those to whom they were addressed.

" Such was his character as an officer, which made him deservedly conspicuous in a profession, as honourable to the individual, as important to the public: nor was he without those qualifications and abilities, which could give full weight to the situation in which his rank and connexions had placed him in civil life; his early entrance into his profession had, in some measure, deprived him of the advantages of a classical education; this defect was, however, more than balanced by the less ornamental, but more solid, instruction of the school he studied in: as a member of parliament, he was an eloquent, though not a cor-

rect speaker: those who differed from him in politics, confessed the extent of his knowledge, the variety of his information, and the force of his reasoning; at the same time that they admired the ingenuity with which he applied them to the support of his opinions.

“ He was not more eminent for those talents by which a country is served, than distinguished by those qualities which render a man useful, respected, esteemed, and beloved, in society. In the general intercourse of the world, he was an accomplished gentleman and agreeable companion; his manners were noble as his birth, and engaging as his disposition; he was humane, benevolent, compassionate, and generous; his humanity was conspicuous in his profession; when exercised towards the seamen, the sensibility and attention of a commander they adored were the most flattering relief that could be afforded to the sufferings or distresses of those who served with him; when exerted towards her enemies, it did honour to his country, by exemplifying, in the most striking manner, that generosity which is the peculiar characteristic, and most distinguished virtue, of a brave, free, and enlightened people. In other situations, his liberality was extensive without ostentation, and generally bestowed where it would be most felt and least seen, upon modest merit and silent distress.”

In consequence of his lordship having left no issue, the English title became extinct; but, in 1794, it was revived in the person of his brother, the Right Honourable Henry Phipps, now Lord Mulgrave of the kingdom of Great Britain, as well as of Ireland.

CAPTAIN ROBERT FAULKNOR.

THE name of Faulknor, which has descended from an ancient family in Hampshire, claims pre-eminence in the naval history of the British Isles. From the

close of the seventeenth century, and as it would appear even previous to that time, it has uniformly adorned the list of our Admiralty.

Captain Faulknor's great grandfather, was William Faulknor, Esq. who in the year, 1695, appears as fourth lieutenant of the Royal William. On the 17th of March, 1707, he was advanced to the rank of captain, with the command of the Torbay. He was afterwards removed into a frigate; and, in 1715, was appointed to the Cumberland, of 80 guns, under the flag of Admiral Sir J. Norris, commander of the Baltic fleet. In 1720 he commanded the Sandwich, of 90 guns, on the same station, and under the same Admiral. He was afterwards, in 1722, for a short time, Master Attendant of Woolwich Yard; and died Lieutenant-Governor of Greenwich Hospital, on the 28th of February, 1724-5.

Our hero's grandfather, Samuel Faulknor, Esq. was captain of the Victory, with Admiral Sir J. Norris's flag on board, in the spring of 1741: previously to this, in the same year, Captain S. Faulknor had commanded the Royal Sovereign, and, in 1736, the Britannia. It was in 1744, that he attended Admiral Balchen, Governor of Greenwich Hospital, with his flag on board the Victory, and sailed with a fleet of British and Dutch ships from St. Helen's for Lisbon, on the 28th of July. During that fatal voyage they took six French ships from St. Domingo, and obliged M. De Rochambeau to retire into Cadiz. On the 3d of October they were overtaken by a dreadful gale, which dispersed the fleet; and, during the night, between the 4th and 5th of the same month, the Victory, then considered the finest ship in the world, was lost, as supposed on a ridge of rocks called the Casketts, off Alderney. No boat could venture to their assistance. The whole crew perished, amounting to nearly a thousand men; besides fifty young volunteers, sons of the first families in the kingdom. It was afterwards said, that the loss of this ship was

in a great measure owing to her having been built too lofty for her breadth; which probably was the truth; as our principles of naval architecture, at that period, were very erroneous.

The next ancestor of the subject of our present memoir, was an uncle, who also bore the name of Samuel, and distinguished himself in 1746, as commander of the Vulture sloop. He was afterwards made post.

On the 21st of April, in the same year, 1746, Captain Faulknor having obtained his post-rank, was appointed to the Amazon frigate, of twenty guns, and afterwards into the Fox frigate, of twenty guns, and one hundred and sixty men, in which he sailed to Jamaica: during the hurricane on the 11th of September, 1751, the Fox was lost, but Captain Faulknor, and the greater part of his crew were saved. He returned to England during the summer of 1752, and was again appointed to a twenty gun ship called the Hind, and early in 1755, to the Lyne, also of twenty guns. In the spring of the same year he received his commission for the Windsor, of sixty guns; and distinguished himself in the cruising service on various occasions, particularly on the 17th of April, 1758, when he chased two French frigates, and three storeships, until he captured the Grand St. Pierre; and on the 27th of March, 1759, when being off the rock of Lisbon, he attacked four large French ships, and took the Duc de Chartres, East-India-man. This gallant officer died on the 28th of May, 1760.

Our hero had another uncle in Admiral Jonathan Faulknor, who had been made lieutenant on the 24th of August, 1753. On the 28th of September, 1758, he was made commander, and was appointed to the Furnace bombketch, under Commodore Keppel, in the Goree expedition. On the 9th of July, 1759, he appears as Captain of the Mercury, a twenty-gun ship, in which he sailed to the West Indies. In 1767 he

was appointed to the *Superb*, of seventy-four guns, the flag-ship of Rear-Admiral Sir John Moore, who then had the command at Portsmouth. The *Superb* soon afterwards was ordered to the Mediterranean; and on her return, with a regiment which had been stationed at Minorca, she was nearly lost, owing to the carelessness of the pilot who had undertaken to conduct her into Cork harbour.

Captain Faulknor was next appointed to the *Royal Oak*, of 74 guns, in 1777; and in 1778 sailed under the flag of Admiral Keppel, as second captain of the *Victory*. On this memorable service he received the highest commendations for his cool intrepidity, from the commander, and from Admiral Campbell, who was Captain of the fleet; and was sent home with the dispatches. In 1782, he was appointed to the *Princess Royal*, of ninety-eight guns, and proceeded with Lord Howe's fleet to the relief of Gibraltar: where he was stationed as one of the seconds to the commander-in-chief. Captain Faulknor afterwards continued in the *Princess Royal* as a guard-ship at Portsmouth; and was appointed to the *Triumph*, of seventy-four guns, on the same service. He was advanced to the rank of rear-admiral of the white, on the 24th of September, 1787; rear-admiral of the red, September 21, 1790; vice of the blue, February 1st, 1793; vice of the white, April 12, 1794; vice of the red, on the 12th of July following; and admiral of the blue on the 1st of June, 1795. During the whole of these periods he resided chiefly at Havant-park, in Hampshire; but on receiving his last promotion, he came to London, in order to be presented. He arrived there on the evening of the 22d of June in the above year; and to the grief of all who knew him, was struck on the following morning with a fit of apoplexy, while engaged in conversation at the Hon. Colonel Stanhope's, in Park-lane, who married his niece. He lived only till the next day.

The following tribute to his memory appeared in the public prints:—"By his death the country has lost a most gallant and meritorious officer, and his family an excellent father and friend. His well known nautical abilities, and extensive knowledge in his profession, are above panegyric, and his name will be revered to future ages."

This short account of the naval ancestors of our hero is closed with some interesting anecdotes relative to his gallant father, Captain Robert Faulkner, brother to the late Admiral Jonathan Faulkner; the intimate and honoured friend of the Lords Anson and Howe, and of the Admirals Barrington and Cornwallis. Mr. Robert Faulkner was the son of the unfortunate captain of the *Victory*, Samuel Faulkner, Esq. who was drowned with Sir John Balchen. He was born in 1726, and being always destined for the navy, entered it when very young. At the siege of Carthage, 1741, then in his fifteenth year, he served as a volunteer on board the *Galicia* prize, of seventy guns, taken by Captain Knowles, which Admiral Vernon had ordered to be prepared as a floating battery, mounting sixteen guns eighteen and twelve-pounders, and commanded by Captain Hore. This ship was manned with volunteers from the different ships; and from the manner in which she was fitted up, having her merlons filled with earth and sand, drew full as much water as some of our eighty gun ships. In this perilous service Mr. Faulkner received a severe wound, from the effects of which he never entirely recovered; sixteen splinters of bone were taken from his ankle. Mr. Faulkner was made lieutenant soon afterwards, and among other service, was in the engagement between Admiral Byng and M. De Galissioniere, May 20, 1756. Soon after that action Lieutenant Faulkner was promoted to the rank of commander, in a sloop of war; and, according to Mr. Charnock, was one of the witnesses on the memorable trial that ensued. In 1757, Captain Faulkner was advanced to post rank, and held the com-

mand of the Marlborough, of ninety guns, for a short time.

During the year 1761, Captain Faulknor, who then commanded the *Bellona*, of seventy-four guns and five hundred and fifty-eight men, whose crew had been previously well disciplined, by the brave Captain Dennis, in the *Dorsetshire*; distinguished himself in the most eminent manner, amidst the brilliant actions which then took place. On the 10th of August, Captain Faulknor sailed from the Tagus, in company with the *Brilliant*, of thirty-six guns, Captain Loggie, with a considerable sum of money on board, belonging to the merchants. For the first three or four days, the wind though extremely moderate, continued favourable for England. On Thursday evening, the 13th, a little off Vigo, the wind veered about to the northward, when both ships were obliged to trim their sails sharp, and ply off and on, until next day, the 14th, when, in the afternoon, three sail were discovered in the offing, standing in for the land. The enemy bore down on the English, with their top-gallant sails clewed up, until they came within about seven miles; when, all of a sudden, they wore round, let fall their top-gallant sails, set their studding-sails, and crowded away before the wind, with all the canvas they could carry. Chase was immediately given; and being favoured by the moon, they could clearly discern the enemy during the whole of the night. At sun-rise the French ships were perceived near five miles a-head; the *Bellona*, though at that time one of the best sailing ships in the service, and built only in the preceding year, having, in a long chase of fourteen or fifteen hours, gained little more than two miles. No sooner had the French Commodore, M. Du Gue Lambert, (in the *Courageux*, of seventy-four guns and seven hundred men, with the *Malicieuse* and *Ermine* frigates, each of thirty-six guns,) a view of his opponents by clear day-light, than he hoisted a red ensign in the mizen shrouds, as a signal for his frigates

to close with, and engage the Brilliant; and hauling down his own studding-sails, wore round and stood for the Bellona, mistaking her, as it would appear, for a fifty gun ship. As this was one of the most memorable actions in the splendid annals of the British navy, we give a more detailed account than has hitherto appeared, from a private letter sent from Commodore Johnstone, who commanded at Lisbon, to the late Lord Howe.

“ MY LORD,

Lisbon, Sept. 4, 1761.

“ As I have always considered your lordship’s character incapable of admitting the smallest spot of envy to sully its lustre; so I sincerely believe no man rejoices with greater warmth at the noble actions of others. It is from this consideration that I venture to send you some account of the taking the Courageux, by Captain Faulknor of the Bellona. His conduct naturally calls your lordship to my mind; and therefore I hope it will prove the more agreeable, since it seems to confirm the method of attack which you were pleased to illustrate at the beginning of this war. But I feel my own weakness:—Who is capable of painting the lightning of Jupiter, or what words can convey the idea of his thunder? It was Apelles alone who could communicate those terrors among the ancients; it is your lordship’s imagination that now must supply their place.

“ The Bellona, of seventy-four guns, Captain Faulknor, and the Brilliant, of thirty-six guns, Captain Loggie, sailed from Lisbon, with immense treasure on board. In passing by Cape Finisterre they had sight of the Courageux, of seventy-four guns, the Malicieuse, of thirty-six, and the Ermine, of the like number. These were returning full of wealth, and full of pride, from a successful voyage round the French West India Islands, in which they had made many prizes, having now eight ransomers on board. The seventy-four was commanded by Mons. Du Gue Lambert, who was esteemed the best officer in France,

and had been entrusted with discretionary power, under promise of what he was to perform. The glory of this scheme departed on the issue of the battle. The French ships (intending for Vigo) bore down to make the British distinctly: the close of the evening left them uncertain, but rather inclined to believe both of the line of battle. The French fled; the British pursued; during a serene night, a pleasing gale, and every circumstance that could keep the imagination employed. The beams of Aurora discovered the force of the Brilliant. The French Commodore immediately shortened sail, and made the signal for the frigates to attack her. At six the combat began between those three; when Mons. Lambert, like a fair gamester, hauled for the Bellona; so that their bows pointed to each other: at the distance of two cables' length the enemy began to fire; Captain Faulknor received his second broadside before he permitted a gun to be discharged; this enabled him to lock the yards when he gave orders to begin. The execution (as I had it from the French) was incredible. They received two broadsides in that situation, when the Bellona backed astern, in order to run on the other side. In performing this, her mizen-mast went away, and fell directly over the stern; several were bruised, none killed, and all the men in the top got in at the gun room ports. The driver boom broke the fall; this rather served to assist Captain Faulknor's scheme of wearing quickly under the Courageux's stern; and ranging on the other side: it was performed to a miracle: every gun was told on the quarter as they passed, till the Bellona was placed on the Courageux's bow, whose jib-boom was entangled in the other's fore shrouds. Here the guns were as quickly traversed, and as keenly plied. Taken in all directions, beat and buffeted on every quarter, her captain killed, her mizen-mast gone, her main-mast wagging, her tiller rope cut, her quarters laid open, two hundred and forty of her crew caruaged, one hundred and thirty

wounded, courage submitted to superior power, the main-mast fell with the flag.—The action lasted fifty-five minutes.

“ The prize was conducted into Lisbon, under the eyes of the King and Court, as well as those of every nation in Europe. The opposite shores were covered, from St. Julien’s to the town, with millions of people. What is strange, the *Bellona* had only a few shots, which pierced her hull; though shattered and torn in the sails and rigging. She lost but five men, and twenty wounded! mostly by musket balls, and the tumbling of destruction. It is natural to enquire into the reason of this disproportion, and it is imputed, with truth, to superior management: for the ship was more shattered than the *Formidable*. She appears to have been appointed in every respect superior to any of the French captures which have fallen under my notice—short guns, smooth cylinders, good powder, and grape well prepared; clear of cabins and other obstructions; the officers regarded as the best in France; the captain confident in his strength, and daily wishing for an opportunity to redeem the credit of his country: but the fact is, he was fairly out-worked. I can only compare the conduct of the *Bellona* to a dexterous gladiator, who not only plants his own blows with surety, but guards against the strokes of his antagonist. Fortune had little to say in the action; because it appeared that every thing that happened was told and foreseen. Each design was carried into execution: no confusion, no balk, no powder blown up, no cannon fired in vain. The people, it is true, had been twice in action: all the officers were of a superior class. The first lieutenant, Mr. Male, is not to be equalled for modesty or merit; nor can the master be compared with any of his corps. Captain Faulknor’s speech*, in the note below, to the

*GENTLEMEN,

I have been bred a seaman from my youth, and consequently am no orator; but I promise to carry you all near enough, and then

people, will explain what I mean, by saying every thing was foreseen :

“ Every action corresponded with the speech, which is the circumstance I admire the most. It appears wonderful to some, that so many men should be killed in so short a space. But on viewing the ship, that passion is called to account how any could escape. The force of a man of war when well applied, was never more evident. Your lordship will easily conceive this, who knows the slaughter committed in the *Hero* about the same time.

“ There is an anecdote of *Faulknor*, which I think not unworthy of being related even to your lordship. It is true, and it is natural ; and I think favours more of presence of mind, than some I have met with in noted histories :—

“ When the *Bellona's* mizen-mast went away, a fellow, looking afraid, cried out, “ Oh Lord ! we have lost our mizen-mast ! *Faulknor* immediately replied, “ What has a two-decked ship to do with a mizen-mast in time of action ? See, and knock away his mizen-mast.”

“ Not to interrupt the thread of the principal action, I seemed to have forgot poor *Loggie* in the *Bril-*

you may speak for yourselves. Nevertheless, I think it necessary to acquaint you with the plan I propose to pursue in taking this ship, that you may be the better prepared to execute my orders with quickness and facility. French men of war have been taken with their guns lashed on the opposite side. They know little of this business ; put them to management, and they run into confusion : for this reason, I propose to lead you close on the enemy's larboard quarter ; when we will discharge two broadsides, and then back astern, and range upon the other quarter ; and so tell your guns as you pass. I recommend it all times to point chiefly at the quarters, with your guns slanting fore and aft : this is the principal part of a ship. If you kill the officers, break the rudder, and snap the braces, she is yours of course : but for this reason I desire you may only fire one round shot, and grape above, and two round shot only below ; take care and send them home with exactness. This is a rich ship : they will render you in return their weight in gold.

liant. We left him engaged with two. He never perfectly closed with either, but pursued his excellent plan of employing both, to prevent any from interfering with the Gladiators, who were fitted. He succeeded, and they left him. They are since got into Vigo.

“ The circumstance which amazes foreigners most in this affair, is the pursuing a superior force with so much money on board. It shows so much despite, so much confidence; and the issue appears so complete a proof, that even the French, on this occasion, yield with the tongue what they lost with the sword. When the second captain came on board, he told Faulknor, he had got a rich prize! By Jove, says Bob, I gave you a chance for a better. There is 100,000*l.* in the hold; you might have divided, without agency. The man stood amazed, as he declared himself.”

During the action Captain Faulknor was induced from the heat to throw off his coat; nor would he listen to his officers, who fearing it might prove a mark to the enemy, earnestly requested him to put it on: but he peremptorily refused—“ Never mind such thoughts, I must take my chance for that.”

After the action had thus terminated, our heroes stood for Lisbon; that being the only port they could expect to reach in their disabled condition. But the night before they arrived, one of the sentries in the hold, being intoxicated, set fire to some rum on board the *Courageux*, near one of the magazines. The intrepidity and presence of mind of Mr. Male saved the ship: he instantly jumped down the hatchway, and extinguished the flames, which had already communicated to some shavings and lumber. The sentry was so much burnt, that he died soon afterwards; and twenty of the French prisoners, hearing the alarm, threw themselves overboard, and were drowned. On the arrival of the ships at Lisbon, it was discovered, that no provision had been made by the French government for the relief of such of their subjects as

the fortune of war might bring there: a subscription was therefore immediately set on foot by their humane conquerors, in which the British factory took a leading part: and the very persons who had acted so basely and dishonourably towards the brave crew of the *Bellona*, experienced that noble return, which the christian mariner alone feels it his duty and his inclination to render. M. Du Gue Lambert, who had been wounded in the neck, died on the 25th, and his funeral was honoured both by the British and French officers. Lieutenant Male was advanced to the rank of commander. The *Courageux* was added to the British navy; in 1777, she was commanded by the present Lord Hood; and in 1778, under Admiral Keppel, by Captain Lord Mulgrave; and has since, in 1797, been lost on the coast of Barbary, when she drove from her anchors in Gibraltar bay.

The fame of Captain Faulknor's action prepared a cordial and flattering reception for him when he returned to his native land; and had awakened an enthusiastic admiration in Miss Elizabeth Ashe, whom he married in Nov. 1761.

The next ship to which Captain Faulknor was appointed, during the peace which took place in 1763, was the *Kent*, of seventy-four guns.

After this his health being considerably affected by a fall from his horse, whilst hunting in Northamptonshire, he, for sometime, resided chiefly at Bath, and afterwards at Dijon, in the south of France, where he died on the 9th of May, 1769. His body was brought to England, and buried in the family-vault at Gosport.

The widow of Captain Faulknor returned to England in the same year, 1769, with her children. Through the intercession of the duke of Cumberland, she at length obtained, in 1770, a pension from the king himself. She placed her two eldest sons at a grammar-school at Northampton, the place of their former residence and birth: and when the Royal Academy at Portsmouth was first established, under the

auspices of his present Majesty, and the direction of the earl of Sandwich; Mrs. Faulknor's eldest son, Robert, to whom our attention is now directed, was admitted the first scholar.

The wonderful progress which he displayed, called forth his master's repeated encomiums; and when the three years, the period allotted for his education, had elapsed, this excellent young man had the advantage of being appointed to the *Isis*, of fifty guns, on the 9th of March, 1777, commanded by the Hon. Captain Cornwallis, in North America, attached to Lord Howe's fleet. Letters of marque and reprisal had been issued against the thirteen revolted provinces of America, on the 6th of February in the same year. During the month of November, the *Isis* particularly distinguished herself at the attack of Fort Island, in the River Delaware, and drew forth the following encomium from the commander in chief: "The *Isis* being as well placed in the eastern channel, as the circumstances of the navigation would permit, rendered very essential service against the fort and galleys, much to the personal honour of Captain Cornwallis, and credit of the discipline of his ship." On the 7th of December, 1777, Mr. Faulknor having been a few hours on board the *Chat-ham*, was moved with his noble friend into the *Bristol*, of fifty guns, *vice* Captain J. Rayner, who succeeded to the *Isis*, and gallantly supported her character during the action, in which the duke of An-caster served as a volunteer. The *Bristol* was at this time in the Delaware River; and the following letter from his gallant commander, will shew what he then thought of our young hero.

River Delaware, Dec. 10.

"MADAM,

1777.

"I will not trouble you with a letter relative to your son, as I hope you will see him very soon: but as I thought it probable that you might hear I had

changed my ship, and be anxious to know the fate of my dear little friend, I could not let slip the opportunity of a few lines, to inform you, I have brought him with me for many reasons. He has behaved extremely well in all things, and I do assure you, is perfectly good in every respect, and bids fair to be as great a credit to the service as his father was.

“ I am, &c.

“ W. CORNWALLIS.”

On the 23d of December, 1777, Mr. Faulknor followed his commander into the Ruby, of sixty-four guns, and Medea; and having returned with him to England, probably in the latter ship, was appointed to the Lion, of sixty-four guns, under his command, on the 18th of August, 1778. This ship was attached to the fleet under Lord Shuldham, with his flag in the Foudroyant, Captain J. Jervis, that sailed from Spithead on the 25th of December, 1778, to escort the trade to America, and the East and West Indies. The Lion proceeded with the squadron under Commodore J. Rowley, in the Yarmouth, to the West Indies; and opened a new scene of enterprise and experience to our young mariner.

Mr. Faulknor terminated his professional services as midshipman, under this excellent officer, on the 20th of December in the same year, 1780; when he was appointed lieutenant on board the Princess Royal, of ninety-eight guns, Rear-admiral J. Rowley, Captain J. T. Duckworth; and, during the next year, obtained that admiral's leave to come home in the Princess Royal, then commanded by Captain Sir Thomas Rich, Bart. who, with seven other ships, Captain G. Bowyer, Commodore, sailed from Jamaica on the 22d of August, with the homeward-bound trade. On the passage, they were separated in a heavy gale of wind; some of the merchantmen foundered, and the Albion, of seventy-four guns, the commodore's ship, with the Princess Royal, were the

first of the squadron that reached England: the latter had only bread for three days longer, and was in a shattered and sickly state. Lieutenant Faulknor's arrival had been preceded by a letter from Sir Peter Parker, in which he informed Mrs. Faulknor, "That her son more than answered the good opinion he had formed of him." Admiral Rowley also, in a subsequent letter from Jamaica, spoke of him as a "young man of great merit." These testimonies are essential, as they mark the progressive merit of our hero; and prove that his future glory was the fruit of professional virtues, that had been tried and approved.

After so long an absence from his native country, Lieutenant Faulknor enjoyed the comforts of the shore for upwards of a twelvemonth; and on the 7th of April, 1782, was appointed to the *Britannia*, of ninety-eight guns, Vice-admiral Barrington, Captain B. Hill; who sailed from Spithead with a powerful squadron on the 13th of the same month, in order to intercept a French convoy, under M. De Soulange, bound to the East Indies. The *Pegase*, of seventy-four guns, Chevalier De Cillart, and *L'Actionnaire*, of sixty-four guns, *armée en flute*, with twelve merchant vessels, were taken. The *Britannia* arrived with most of the prizes at Spithead, on the 26th, and then joined the Channel fleet; and on the 11th of September, Admiral Barrington sailed as second in command under Lord Howe, to the relief of Gibraltar. On the 20th of January, 1783, the preliminary articles of peace were signed at Versailles, and on the 3d of September, the definitive treaty. Lieutenant Faulknor, on being paid off from the *Britannia*, March 13th, 1783, continued on half pay until the 17th of April in the same year, when he was appointed to the *Merlin*, of fourteen guns, commanded by Captain G. Lumsdaine; in which ship he continued until the 28th of December, when he was moved into the *Daphne*, of twenty guns, Captain the Hon. M. Fortescue; and, on the 9th of October

1787, Lieutenant Faulknor again served under his friend Admiral Barrington, in the *Impregnable*. On the 6th of March, 1788, he was appointed for a short time to the *Hero*, of seventy-four guns; and, on leaving it, remained on half-pay from the 9th of April 1788, to the 26th of July 1789; when his name appears on the books of the *Carnatic*, of seventy-four guns, where he continued until the ensuing September. He then remained on half-pay until May 10, 1790, when he served for the last time as lieutenant on board the *Royal George*, of one hundred guns, Admiral Barrington; and was advanced, on the 22d of November, in the same year, to the rank of commander.

After continuing for some months on half-pay, Captain R. Faulknor was appointed to the *Pluto*, fire-ship, of fourteen guns, April 2, 1791, and continued in her until September 7, in the same year. He then remained on half-pay until the 12th of June, 1793, when he commanded the *Zebra* sloop, of sixteen guns; the ship in which he closed his service as commander with so much glory.

On the 13th of October, in the same year, Lord Chatham sent Captain Faulknor directions to fit out the *Zebra* for foreign service, and at the same time informed his mother—"That her son should be sent, according to her wishes, to the West Indies, under the protection of Sir John Jervis."

On the 3d of February 1794, Vice-admiral Sir John Jervis, with his flag on board the *Boyne*, of ninety-eight guns, Captain George Grey, sailed with a part of the fleet, and a large body of troops, under General Sir Charles Grey, to the attack of Martinico; and, before the 16th of March, the whole of the island, excepting forts Bourbon and Royal, were in our possession. On the 17th, Lieutenant Bowen, of the *Boyne*, who had the command of the night-guard and gun-boats, nobly pushed into the carenage, and captured the *Bienvenu* frigate, under a se-

vere discharge of grape-shot and musketry from the ramparts and parapet of the fort. His gallantry, and the success which attended it, brought on an immediate attempt to take the town and Fort Royal by storm. Accordingly the *Asia*, of sixty-four guns, Captain J. Brown, and the *Zebra*, Captain R. W. Faulknor, were ordered to hold themselves in readiness to enter the carenage, and to cover the flat boats, barges, and pinnaces, that were under the command of Commodore Thompson, supported by Captains Riou and Nugent: a detachment from the army advancing at the same time along the side of the hill, under Fort Bourbon, towards the bridge over the canal, at the back of Fort Royal. Sir John Jervis in his dispatches adds as follows:

“This combination succeeded in every part, except the entrance of the *Asia*, which failed for the want of precision in the ancient lieutenant of the port, Monsieur De Tourelles, who had undertaken to pilot the *Asia*. Captain Faulknor observing that ship baffled in her attempts, and the *Zebra* having been under a shower of grape-shot for a great length of time (which he, his officers, and sloop's company, stood with a firmness not to be described), he determined to undertake the service alone; and he executed it with matchless intrepidity and conduct: running the *Zebra* close to the wall of the fort, and leaping overboard, at the head of his sloop's company, he assailed and took this important post before the boats could get on shore, although they rowed with all the force and animation which characterize English seamen in the face of an enemy. No language of mine can express the merit of Captain Faulknor upon this occasion; but, as every officer and man in the army and squadron bears testimony to it, this incomparable action cannot fail of being recorded in the page of history. In addition to this, we shall, in the note at the foot of the page, give the

copy of a letter from Commodore Thompson* on the same subject.

Sir Charles Grey, in his dispatches, highly commended Captain Faulknor, and the exertions of the navy: "The navy acquitted themselves with their usual gallantry (particularly Captain Faulknor, whose conduct justly gained him the admiration of the whole army), carrying the fort by *escalade* about twelve o'clock of the 20th instant, under the able conduct of Commodore Thompson, whose judicious disposition of the gun and flat boats, assisted by that spirited and active officer, Captain Rogers, contributed materially to our success.

The death of the pilot of the Zebra, which Commodore Thompson mentions in the above letter, was attended with some extraordinary circumstances, which have been preserved:

* "SIR,

Fort Royal, March 20, 1794.

"I have the pleasure to acquaint you, that the only loss we have sustained in the capture of Fort Royal is, the pilot of the Zebra killed, and four seamen belonging to the same ship wounded. So soon as I perceived she could fetch in, I gave orders to Captains Nugent and Riou, who commanded the flat boats; which, with the men embarked in them, were lying upon their oars, to push in, and mount the walls; when every exertion was made, and the boats seemed to fly towards the fort. Captain Faulknor, in the mean time, in a most spirited and gallant manner, entered the harbour, through the fire of all their batteries, and laid his sloop alongside the walls, there being deep water close to: when the enemy, terrified at his audacity; the flat boats full of seamen pulling towards them; and the appearance of the troops from all quarters; struck their colours to the Zebra. A well-directed and steady fire from the gun-boats under Lieutenant Bowen, as also from our batteries, was of great service. The alacrity and steadiness of the officers and seamen in general under my command, was such, that I had not the least doubt of success against the whole force of the enemy, had they disputed our entrance.

The fort is full of ammunition and stores of all sorts, but the buildings are in a miserable condition from the effects of our bombs, the gun-boats, and batteries.

I have the honour to be, Sir,

Your most obedient humble servant,

J. THOMPSON.

(Copy.)

“ Captain Faulknor’s collected mind observing a visible confusion in the countenance of the pilot of the Zebra, when he received Captain Faulknor’s orders to place the sloop close under the walls of Fort Royal; said to one of the officers, ‘ I think Mr. ——— seems confused, as if he did not know what he was about. Was he ever in action before?’—‘ Many times, Sir; he has been twenty-four years in the service.’ Captain Faulknor, however, being more convinced that his suspicion was well founded, went up to the pilot, and asked him some trifling question, to ascertain the real state of the case: when his agitation was such, as entirely to render him incapable of giving any answer. But he added in a low voice, and without raising his eyes to his noble commander’s face—‘ I see your honour knows me. I am unfit to guide her. I don’t know what is come over me. I dreamt last night I should be killed; and am so afraid I don’t know what I am about. I never, in all my life, felt afraid before.’ Captain Faulknor, with that presence of mind which marked his character, and when all around was confusion and death, replied in a still lower tone: ‘ the fate of this expedition depends on the helm in your hand—Give it me! and go and hide your head in whatever you fancy the safest part of the ship. But fears are catching: and if I hear you tell yours to one of your messmates, your life shall answer for it to-morrow.’ The poor fellow, panic struck, went away; and, overcome with shame, sat down upon the arm-chest; whilst Captain Faulknor seized the helm, and, with his own hand, laid the Zebra close to the walls of the fort: but before he had got upon them, at the head of his gallant followers, a cannon-ball struck the arm-chest, and blew the pilot to atoms.”

The following extracts of letters from some of this illustrious officer’s letters to his mother, cannot but be very acceptable to the future historian. The first is dated from Martinique harbour, March 25th, on board

the "Undaunted, the Bienvenu's prize," into which he had been made post by Sir John Jervis, on the 20th of the same month; and which was thus named by the admiral, in compliment to our hero:

"HONOURED MADAM,

"On the 20th of this month I was made post captain into the Undaunted, a French frigate, of twenty-eight guns, captured in Fort Royal harbour, the magazine and arsenal of all the French West India islands: the whole island has surrendered to the British arms.....The Zebra has been employed during the whole siege; and I have served alternately on board, and on shore. At the storming of Fort Royal a circumstance so fortunate happened to myself, that I cannot help relating it:—I had a ship's cartouch box, which is made of thick wood, buckled round my body, with pistol cartridges in it, for the pistol I carried by my side. As the Zebra came close to the fort, a grape shot struck, or rather grazed my right hand knuckle, and shattered the cartouch in the centre of my body: had it not miraculously been there, I must have been killed on the spot.—Thanks to Almighty God for his kind preservation of me in the day of battle!

"This important island being secured, the fleet and army will next proceed to St. Lucia, and then to Guadeloupe; where we expect to find but little resistance. The admiral told me to day, I was immediately to go into the Rose; a removal which will be very pleasant to me, as she is an excellent English frigate, quite manned, and in good order. She becomes vacant by Captain Salisbury's being appointed Commissioner of the dock-yard, at Martinique. Adieu, my dearest mother! may this find you well and happy, sincerely prays your most affectionate and dutiful son.

"*Postscript.*—The admiral has appointed me to the Rose, paying me such compliments, that it is impossible for me to relate them. The sword and colours of Fort Royal were delivered to me by the Governor

of the Fort ; and I take some credit to myself, that after the Zebra had stood an heavy fire, and when we had the power to retaliate, for we were mounted upon the walls, I would not allow a man to be hurt, on their being panic struck, and calling for mercy. It would take a volume to relate the events which have happened to me since I left England. The Zebra, when she came out of action, was cheered by the admiral's ship ; and the admiral himself publickly embraced me on the quarter deck ; and directed the band to play—' See the conquering Hero comes !—Such compliments are without example in the navy ; I never could have deserved them."

Captain Faulknor's next letter is dated from on board the *Blanche*, Barrington Bay, St. Lucia, April 4 :

" HONOURED MADAM,

" Since my last of the 25th of March, from Martinique, the fleet and troops have proceeded to this island, and found it an easy capture, after sustaining the fire from the different batteries, and intending to storm the strong fort of *Morne Fortunée*, in which I was to have commanded a party of my own seamen of the *Rose*, which ship I had till the island was taken ; when the admiral was good enough to remove me to a frigate, of thirty-two guns (the *Blanche*), where I mean to stop, not wishing to have a larger ship. The *Rose* was the first ship into Barrington Bay, so named by Sir John Jervis, it being the famous place where that good admiral made so gallant a defence in the late war : I think he will receive pleasure to hear of this event, and had I a moment's time I should not fail to write to him. We next proceed to *Guadeloupe*, where we shall probably meet with some opposition."

I am ever, &c.

In the subsequent conquest of this island, Captain Faulknor continued to distinguish himself ; and at the storming of the principal fort, which was attended

with a good deal of loss, he commanded a detachment of seamen.

In a subsequent letter from Halifax, Captain Faulkner enters at large on the late transactions in which he had been engaged, of which the following is an extract:

Blanche, Halifax, May 18, 1794:

“ After a pleasant passage of eleven days, I arrived safe at this port on the 16th instant, with his Royal Highness Prince Edward. I was ordered to take my old ship the Zebra under my command, and to cruise, after the two ships are refitted, along the whole coast of America, until the end of October. A large force of one hundred and fifty ships have sailed from America to France, guarded by three sail of the line, and six large frigates. One frigate, and a sloop, are left in the Chesapeake to block up the Dædalus, a British frigate, which has been kept in port these last five months by superior force. The *Blanche*, I trust, will be ready for sea in a few days, and I mean without a moment’s delay to proceed to her relief.

“ The public papers, and the different letters I have written, will inform you of the singular success of our arms in the West Indies. The exertions in the execution of the different operations were a continued competition; and each officer and man, in the army and navy, were zealous to excel the other: the sailors became good soldiers. Among others it fell to my lot, to serve alternately on board, and on shore, but chiefly the latter; and although I had but a small share in the business, yet the escapes I have had have been great.

“ In a former letter I related to you my receiving a shot in a cartouch box, that was buckled round the centre of my body: since which, I commanded a detachment of seamen at the storming the strong fort of Fleur d’Épée, at Guadaloupe; and which was thought impracticable to be taken by assault. The grenadiers, light infantry, and seamen, were sent on this service.

The side of the mountain which the seamen had to get up, was almost perpendicular, and defended by nature and art.—All difficulties were overcome: but by the time we got upon the ramparts, we were so blown, and our strength so exhausted, that the strongest amongst us were unmanned. I was attacked by two Frenchmen, one of whom made a thrust at me with his bayonet, which went through the arm of my coat without wounding me; and the other made a blow at me, which I parried, and he eluded mine in return: but immediately sprung upon me, clasping his arms round my neck, and fixing his teeth in the breast of my shirt, wrenched the sword out of my hand, and tripped me up; falling with great violence upon the ground, with this French officer upon me. In this situation two of my own seamen flew to my relief, and saved my life; and at the moment, when the man upon me had his hand lifted up to stab me. An escape so providential, and an event so critical, calls for my warmest thanks to the Almighty. The conquest of this fort determined the fate of Guadaloupe: the troops who had intended before to make a vigorous opposition, now ran before us; and we had little to do afterwards but to march through the island: a march indeed of great severity in a climate so unhealthy. Thus ended the conquest of the French West Indies, before the rainy season had set in, which alone might have frustrated all our hopes.”

In a letter, dated December 31, 1794, Captain Faulknor informs Admiral Caldwell, that he had chased an armed schooner on shore, laden with gunpowder, near Fort Louis, Guadaloupe, which he afterwards got off, and sent to St. John's, Antigua. He also, the day before, chased a national corvette, commanded by a Lieutenant de Vaisseaux, into the bay of Descada, where she anchored close under a battery, and a long range of musketry on the shore. From the annoyance which such vessels rendered the

trade, he thought it expedient to anchor, to silence the battery, and bring the schooner out; which his bravery accomplished. The *Blanche* suffered a little in her hull, masts, and rigging. A midshipman and one man were killed, and five wounded. The enemy, both in the battery and on board the schooner, suffered considerably,

We now come to the glorious, but melancholy termination of our hero's career; in the desperate engagement of five hours, which took place off Point à Petre, on January 5th, 1795, between the *Blanche*, of thirty-two guns, who had two master's mates, and twelve men, away in prizes; and *La Pique* frigate, of thirty-eight guns, with a number of brass swivels on her gunwale. In this engagement, Captain Faulknor was shot through the heart by a Frenchman, from the bowsprit of *La Pique*; having previously lashed the bowsprit of *La Pique* to the capstern with his own hands. Mr. Watkins, first lieutenant, gallantly fought the ship after Captain Faulknor was killed; Mr. David Milne, was second lieutenant. This officer was promoted to the rank of post captain, and commanded *La Pique*, when she was lost on the coast of France, after an action with the *Seine* frigate. Her crew were saved; and Captain Milne was appointed to the *Seine*, in 1798.

An extract of a letter, contains a merited tribute to the hero who fell, also some further account of the action* :—

* EXTRACT OF A LETTER FROM VICE-ADMIRAL CALDWELL,
TO MR. STEPHENS,

Dated off Martinique, the 11th of January, 1795.

For the information of my Lords Commissioners of the Admiralty, I enclose two copies of letters received from Lieutenant Watkins, of the *Blanche*, with minutes of Mr. Milne, her second lieutenant, who came to me express, giving an account of their taking the French frigate *La Pique*, of thirty-eight guns, and three hundred and sixty men, after an action of five hours, as brilliant and decided as ever happened: nor can too much praise and commendation be given to all the officers and ship's company. Their

The death of this gallant officer made a considerable impression on the public mind, and the gallantry of this action was long the theme of his country's praise. On the 6th of May, an Interlude, called "*The Death of Captain Faulknor*," was performed at Covent Garden Theatre. It also was selected by an eminent artist, as a subject well adapted to his genius; and the efforts of his pencil were worthy of this glorious event. But the sense which the nation at large entertained of the professional renown of this excellent officer, is best ascertained by what took place in the House of Commons, on Tuesday, April 4, respecting the public monument which was then voted.*

His monument, executed by Rossi, has been placed in St. Paul's, with the following inscription:

THIS MONUMENT

Was voted by his Country

TO CAPTAIN ROBERT FAULKNOR,
Commander of his Majesty's Ship *Blanche*,
Whose Ancestors had, without cessation,
Served with glory in the British Navy,
For nearly two Centuries,

And

Who himself fell on the 5th of January, 1795,
When engaging *La Pique*,
Of superior Force,

Which was afterwards captured by the *Blanche*.

Lordships will see by the minutes, the judicious manner in which the *Blanche* laid the enemy on board, and twice lashed her bowsprit to the *Blanche's* capstern; and when the former's main and mizen-masts fell, she payed off before the wind and towed the enemy; when the stern posts not being large enough, they blew the upper transom beam away, to admit the guns to run out, and fired into her bows for three hours. The marines under Lieutenant Richardson keeping so well directed and constant a fire, that not a man could appear upon her fore-castle until she struck, when the second lieutenant and ten men swam on board, and took possession of her. Captain Faulknor was unfortunately killed after two hours' action, by which his Majesty has lost an officer as truly meritorious as the navy of England ever had.

* See Stockdale's Parliamentary Debates, Vol. 41. p. 185-93.

HONOURABLE JOHN FORBES.

ADMIRAL OF THE FLEET, &c.

SIR GEORGE FORBES, third earl of Granard, the father of the Honourable John Forbes, was a flag officer in his Majesty's service. He entered into the navy very early in life; was promoted to the command of the *Lynn*, on the 16th of July, 1706; was appointed to the *Sunderland*, of sixty guns, in 1708; and, afterwards, he commanded the *Greenwich*, of the same force. In 1726, he commanded the *Canterbury*, also of sixty guns, one of the squadron employed on the Mediterranean station, under Admiral Hopson, to whom he was captain, and subsequently under Sir Charles Wager, who succeeded that officer in the command. The events of the temporary war, which broke out about that period were comparatively unimportant; but it fell to the lot of Lord Forbes, to give the first proof of the actual commencement of hostilities; and in the trivial occurrences of the time, he had the satisfaction of being engaged, as much as any of his contemporaries, on the same station. The contest terminated in June, 1727; but Lord Forbes did not return to England till April, 1728. In 1731, he commanded the *Cornwall*, of eighty guns, one of the fleet which was sent to Cadiz, under Sir Charles Wager, to settle the difference between the Spaniards and the emperor of Germany. After his return to England, he was, in April, 1733, appointed minister plenipotentiary to the court of St. Petersburg, at which he arrived in the month of June following. In May, 1734, he was made rear-admiral of the white; and in the succeeding month he received his letters of recall. On his departure from St. Peterburgh, the Czarina presented him with a diamond ring of considerable value, her picture elegantly set with diamonds, and a purse of six thousand

rubles. By the death of his father, on the 24th of February, 1734, he became earl of Granard. In the same year, he was made rear-admiral of the red: in 1736, vice-admiral of the blue; and in June 1738, he was appointed commander-in-chief of a squadron of ships intended for the West Indies; a command which he very soon resigned, and he does not appear to have accepted of any farther naval employment.

The Honourable John Forbes was the second son of the nobleman, of whose professional services we have given the above rapid sketch. He was born about the year 1714: and received the first part of his naval education under Sir John Norris, with whom he acquired an exalted share of professional credit.

On the 7th of March, 1737, Mr. Forbes was promoted to the rank of post captain, and appointed to the *Poole*. On the 24th of October, 1738, he was removed into the *Port Mahon*, a frigate of twenty guns employed on the Irish station; and on the 10th of August, 1739, he was promoted to the *Severn*, of fifty guns, at that time principally engaged as a cruiser in the Channel. In this service, Captain Forbes had very little success; his chief prize being a Spanish privateer of fourteen guns, which had done considerable mischief to our commerce. On the 9th of July, 1740, he was removed into the *Tiger* of fifty guns; and in 1741, he commanded the *Guernsey* of the same force, in which he proceeded to the Mediterranean, with some other ships, as a reinforcement to Admiral Haddock.

After the arrival of Admiral Matthews in the Mediterranean in 1742, Captain Forbes was removed into the *Norfolk*, of eighty guns: and, in our memorable encounter with the French and Spanish fleets off Toulon, in 1744, he was stationed as one of that officer's seconds, in the centre division of the fleet. On this occasion, he behaved with the most distinguished gallantry. "The *Norfolk*," says Entick, the naval historian, "after three quarters of an hour, obliged the *Constant*, com-

manded by Don Augustine Eturiago, the Spanish admiral's second, to bear away out of the line, much disabled; on which the Spanish admiral and his second astern, notwithstanding their warm exercise against the *Namur* and *Marlborough*, fired some guns at her to bring her back, but to no purpose, for she continued to lie to leeward of them, and never more returned to the battle; the *Norfolk* did not think proper to quit the line in pursuit of her; and having no antagonist, she fell to windward, having twenty men killed, and twenty-five wounded, and her rigging, masts, and yards, considerably shattered." As to the *Norfolk*, not thinking proper to quit the line in pursuit of the *Constant*, the fact is, that she was too much disabled to pursue that ship, which crowded all the sail she could set. "All the letters" observes Charnock, "written from on board the fleet immediately subsequent to the action, many of which are still extant, bear the same uniform testimony to the intrepidity and very distinguished conduct of this gentleman: and the tribute of popular applause appears to have been very equally divided between himself and the very brave but unfortunate Captain Cornwall."

Captain Forbes remained in the Mediterranean, during the continuance of hostilities, and was employed in the most important services of the time. "On November 29, 1746, he commanded the small vessels and pinnaces which supported the Austrian army under Count Brown, in forcing the passage of the *Var*. The force under Mr. Forbes consisted of the *Phoenix* frigate, the *Terrible* sloop, a *barcolongo*, on board which a party of German soldiers were embarked, and eight armed pinnaces. These vessels were stationed along shore to the westward of the *Var*, and at day-break, on the 30th, commenced a very brisk fire on the French post to the left of the village of *St. Laurent*. General Brown bestowed the highest encomiums on the conduct of Captain Forbes,

and declared, in the warmest terms of gratitude, that the assistance he received from the English had been the principal cause of his success.

On the 15th of July, 1747, this officer was promoted to the rank of rear-admiral of the blue squadron: and, shortly afterwards, he became, *pro tempore*, commander-in-chief in the Mediterranean. On the 12th of May, 1748, he was made rear-admiral of the white, and subsequently rear-admiral of the red: but in consequence of the war having terminated, he was not appointed to any command.

On the 4th of February, 1755, he was promoted to be vice-admiral of the blue: and on the 11th of December, 1756, he was nominated one of the commissioners for executing the office of lord high admiral: an honourable station, which he filled in a manner highly creditable to his abilities, and with eminent service to his country. Shortly afterwards, however, a remarkable circumstance deprived the nation, for a time, of his exertions. On the condemnation of the unfortunate Admiral Byng; Admiral Forbes, who certainly possessed the mildest manners, blended with the most conscientious integrity, was the only member of the Admiralty Board, who refused to sign the warrant for carrying the sentence into execution. For his refusal, he assigned the undermentioned reasons: *—

REASONS, &c.

* “ It may be thought great presumption in me, to differ from so great authority as that of the twelve judges; but when a man is called upon to sign his name to an act which is to give authority to the shedding of blood, he ought to be guided by his own conscience and not by the opinions of other men.

“ In the case before us, it is not the merit of Admiral Byng, that I consider; whether he deserves death or not, it is not a question for me to decide; but whether or not his life can be taken away by the sentence pronounced on him by the court martial, and after having so clearly explained their motive for pronouncing such a sentence, is the point which alone has employed my most serious consideration.

Notwithstanding all the efforts which were made for the preservation of Admiral Byng's life, that offi-

“The 12th article of war, on which Admiral Byng's sentence is grounded, says (according to my understanding of its meaning), ‘that every person who, in time of action, shall withdraw, keep back, or not come into fight, or do his utmost, &c. through motives of cowardice, negligence, or disaffection, shall suffer death.’ The court martial does, in express words, acquit Admiral Byng of cowardice and disaffection, and does not name the word negligence. Admiral Byng does not, as I conceive, fall under the letter or description of the 12th article of war. It may be said that negligence is implied, though the word is not mentioned, otherwise the court martial would not have brought his offence under the 12th article, having acquitted him of cowardice and disaffection. But it must be acknowledged, that the negligence implied cannot be wilful negligence; for wilful negligence in Admiral Byng's situation, must have proceeded either from cowardice or disaffection; and he is expressly acquitted of both these crimes; besides, these crimes, which are implied only, and not named, may indeed justify suspicion and private opinion, but cannot satisfy the conscience in case of blood.

“Admiral Byng's fate was referred to a court martial. His life and death were left to their opinions. The court martial condemn him to death, because, as they expressly say, they were under a necessity of doing so by reason of the letter of the law, the severity of which they complain of, because it admits of no mitigation. The court martial expressly say, that for the sake of their conscience, as well as in justice to the prisoner, they must earnestly recommend him to his Majesty for mercy. It is evident then, that in the opinions and consciences of the judges; he was not deserving of death.

“The question then is, shall the opinions or necessities of the court martial determine Admiral Byng's fate? If it should be the latter, he will be executed contrary to the intentions and meaning of his judges; if the former his life is not forfeited; his judges declare him not deserving death; but, mistaking either the meaning of the law, or the nature of his offence, they bring him under an article of war, which according to their own description of his offence, he does not I conceive, fall under; and then they condemn him to death, because as they say the law admits of no mitigation. Can a man's life be taken away by such a sentence? I would not willingly be misunderstood, and have it believed that I judge of Admiral Byng's deserts; that was the business of a court martial, and it was my duty only to act according to my conscience; which, after deliberate consideration, assisted by the best light a poor understanding can afford it, remains still in doubt; and, therefore,

cer suffered, pursuant to his sentence,* on the quarter deck of the *Monarque*, at Portsmouth, on the 14th of March, 1757.† Admiral Forbes, in consequence of his non-acquiescence with this obnoxious sacrifice, quitted the Admiralty Board; a new commission for which was sealed and published on the 6th of April following. His inflexible integrity, however, obtained its deserved triumph over his opponents; and, in a short time, he was recalled to his former station, with a brilliancy of character which the world might probably have been less acquainted with, had not such an opportunity offered of making it, without the least ostentation, so generally known.

He retained his seat at the Admiralty Board, till the 23d of April, 1763; during which period, *viz.* on the 31st of January, 1758, he was promoted to the rank of admiral of the blue squadron.

On his quitting the Admiralty Board, he was ap-

I cannot consent to sign a warrant, whereby the sentence of the court martial may be carried into execution, for I cannot help thinking, that, however criminal Admiral Byng may be, his life is not forfeited by that sentence. I do not mean to find fault with other men's opinions; all I endeavour at is, to give reasons for my own; and all I desire or wish is, that I may not be misunderstood. I do not pretend to judge Admiral Byng's deserts, or give any opinion on the propriety of the act.

*Signed 6th February, 1757,
at the Admiralty.*

“ J. FORBES.”

+ In the church at South-Hill, Bedfordshire, is the following inscription to the memory of this unfortunate officer:

“ To the perpetual disgrace of
Public Justice,
The Honourable John Byng,
Vice-admiral of the Blue,
Fell a martyr to
Political persecution,
On March 14, in the year 1757;
When bravery and loyalty
Were insufficient securities
For the life and honour
Of a naval officer.”

pointed general of marines: in the year 1770, he was made admiral of the white squadron: and on the death of Lord Hawke, in 1781, he succeeded that nobleman as admiral of the fleet.

During the latter part of Admiral Forbes's life, a remarkable circumstance occurred respecting his holding the appointment of general of marines; the particulars of which, reflecting the highest honour upon the admiral, are thus related in the "European Magazine," for March, 1796:—

"During a late administration, it was thought expedient to offer a noble lord, very high in the naval profession, and very deservedly a favourite of his sovereign and his country, the office of general of marines, held by Admiral Forbes, and spontaneously conferred upon him by his Majesty, as a reward for his many and long services; a message was sent by the ministers, to say it would forward the king's service if he would resign, and that he should be no loser by his accommodating government, as they proposed recommending to the king to give him a pension in Ireland, of 3000*l. per annum*, and a peerage to descend to his daughter. To this Admiral Forbes sent an immediate answer. He told the ministers, the generalship of the marines was a military employment, given him by his Majesty as a reward for his services; that he thanked God he had never been a burthen to his country, which he had served, during a long life, to the best of his ability, and that he would not condescend to accept of a pension, or bargain for a peerage; he concluded by laying his generalship of marines, together with his rank in the navy, at the king's feet, intreating him to take both away, if they could forward his service; and at the same time assuring his Majesty, he would never prove himself unworthy of the former honours he had received, by ending the remnant of a long life as a pensioner, or accepting of a peerage obtained by political arrangement. His gracious master applauded his manly spi-

rit, ever after continued him in his high military honours, and to the day of his death, condescended to shew him strong marks of his regard."

In the publication from which we have transcribed the above anecdote, we find the subjoined sketch of Admiral Forbes's character:—

"He was remarkable, above all other men, for his extensive and universal knowledge of naval affairs, having studied them in all their branches, with a perseverance, and observed upon them with an acuteness and judgment altogether unparalleled; his mind was capable of embracing the greatest and most complicated objects: and having bent it towards the study of that profession, of which he was allowed, by the universal voice of his contemporaries, to be a principal ornament, he attained such a summit of nautical skill, as rendered him the oracle of all those who were most eminent, whether in the direction of the fleets of this nation, or in the equally arduous task of superintending the civil departments of the different branches of the marine."....."In the earlier part of his life, he was peculiarly noticed as an able, enterprising, and intrepid officer."....."Such are the outlines of the public character of Admiral Forbes. Infirmity deprived him of exerting his great talents, in his latter days, publicly for the service of his country: but all who had the happiness of his acquaintance will agree, that in private life he continued, to his last breath, an example of the brightest virtue which can adorn the human character."

For some years prior to his death, Admiral Forbes lived totally in retirement; a retirement rendered truly honourable by his former faithful and perfect discharge of all public and private duties, as an officer and as a man. He died at the advanced age of eighty-two, on the 10th of March, 1796, respected, revered, and lamented by all.

SIR JOHN LAFOREY, BART.

ADMIRAL OF THE BLUE.

SIR JOHN LAFOREY was the son of Lieutenant-colonel John Laforey, a descendant of the family of Laforey, or La Forest, which came over to England with William III. and of Mary, daughter of Jasper Clayton, Esq. a lieutenant-general in the army.

This officer was born about the year 1729; and, having been educated for the navy, he passed through the regular gradations of service, and obtained a lieutenant's commission in the year 1749. He was promoted to the rank of commander on the 24th of May, 1755; and, in 1756, he was appointed to the Hunter sloop of war, one of the small vessels which, in the following year, were attached to the fleet sent under the orders of Admiral Holbourn, against Louisbourg. Continuing in the command of the Hunter, he served under Admiral Boscawen, in the third expedition against Louisbourg, in 1758. It was on the 28th of May that the admiral sailed from Halifax, with a fleet amounting to one hundred and fifty-seven sail. By the 2d of June, the greater part of the troops were landed; after which, from the tempestuous state of the weather, the communication between the fleet and the army was cut off, for several days. The military commander (General Amherst) as he advanced, drove the enemy from their outposts, and obliged them to take shelter in the town; against which, by the 25th of the month, he had erected batteries, and opened upon it with considerable success. On the 28th, the enemy sunk a ship of the line, a frigate, and two corvettes, across the harbour. On the 21st of July, the *Entreprenante*, of seventy-four guns, took fire, and blew up; by which accident two other ships were also consumed. There now remained in the

harbour only two ships of the line—*La Prudente*, and *Le Bienfaisant*, which the admiral determined either to take or destroy. For this purpose, on the night of the 25th, he ordered six hundred seamen to be sent in the boats of the fleet, under the command of Captain Laforey, and of Captain Balfour, who rowed into the harbour and executed this service with the greatest resolution and bravery, amidst an incessant fire from the enemy's ships and batteries. Captain Laforey boarded *La Prudente*; but, finding that she was a-ground, and also moored with a strong chain, he set her on fire. Captain Balfour, his associate in this enterprise, carried the *Bienfaisant*, and towed her into the north-east harbour.

Captain Laforey's very spirited conduct, on this occasion, was justly rewarded by Admiral Boscawen, who immediately promoted him to post rank, and gave him the command of the *Echo* frigate, which had been taken by the enemy a short time before.

He continued in the *Echo*, employed on the West India station, till the beginning of the year 1762, when he returned to England, and, we believe, had no farther command till 1770. He was then appointed to the *Pallas*, a large frigate, of thirty-six guns, in which he remained about a twelvemonth, In 1776, on the expectation of a rupture with France, he was appointed to the *Ocean* of ninety guns, one of the ships which were at that time put into commission.

During the whole of the time that the *Ocean* was commanded by Captain Laforey, she was attached to the Channel fleet; and, in the memorable encounter off Brest, on the 27th of July, 1778, she was stationed as one of the seconds to Sir Hugh Palliser, who commanded the rear division, and, though very warmly engaged, she had only two men killed, and eighteen wounded.

In 1779, soon after the termination of Sir Hugh Palliser's trial, Captain Laforey was appointed resi-

dent naval commissioner, at Antigua. This appointment resulted from the conviction, on the part of government, that it was indispensably necessary to the service, that a naval officer of rank should constantly reside in the West Indies, for the purpose of superintending, conducting, and accelerating the re-
fitment of such ships as might receive damages, of a nature to be repaired without their returning to Europe.

On the death of Captain P. H. Ourry, the naval commissioner at Plymouth, in February, 1783, Captain Laforey was appointed to succeed him. He retained this station till the year 1789, when he was promoted to be rear-admiral of the red, having, by the special order of his Majesty in council, taken rank according to his seniority on the list of captains, as though he had been promoted to be a flag-officer two years before, in his regular turn.

On the 3d of November, 1789, seven days prior to his promotion to a flag, he was advanced to the dignity of a baronet of Great Britain; and, immediately afterwards, he hoisted his flag on board the *Trusty*, of fifty guns, and proceeded to the Leeward Islands, as commander-in-chief on that station. It was not, however, till after the commencement of hostilities with France, that any thing occurred, within the limits of his command, deserving of notice.

In the spring of 1793, an attack was projected, and immediately carried into execution, against the island of Tobago; a settlement which had been ceded to the king of France, at the preceding peace. The expedition sailed from Barbadoes on the 12th of April; and, on the 15th, the French commandant having refused to surrender, the principal fort of the island was stormed and carried by the land-forces, with the slight loss of three men killed, and twenty-five wounded. The whole island consequently surrendered.

The usual period allotted for a command on the West India station having expired, Sir John Laforey was succeeded by Rear-admiral Gardner, who arrived a few days after the surrender of Tobago. Sir John, in consequence, sailed from Antigua, in the *Trusty*, on the 23d of June, and reached England, after a month's favourable passage. During his absence he had been promoted, on the 1st of February, 1793, to the rank of vice-admiral of the white squadron; on the 12th of April, in the following year, he was made vice-admiral of the red; and, on the 1st of June, 1795, he was promoted to be admiral of the blue.

In the last-mentioned year, Sir John was re-appointed to the chief command on the Leeward Island station, whither he proceeded, as a passenger on board the *Aimable* frigate, commanded by his son (the present Baronet) Captain Francis Laforey. He sailed on the 9th of May, and reached Antigua after a very speedy and prosperous passage. The West India seas at this time swarmed with French privateers, which greatly annoyed the trade, and captured many merchant vessels; and the Islands of St. Vincent, Grenada, and Dominica, were in a dreadful state of insurrection. The Charibs and negroes, encouraged by the French Republicans from Guadaloupe, committed the most horrid acts of cruelty on the defenceless inhabitants; putting to death men, women, and children, and burning the plantations. However, by the steady and determined bravery of a few British troops, assisted by the loyal inhabitants, the insurgents were completely defeated, with great slaughter, in several attacks.

On the 15th of April, in the ensuing year, (1796) Sir John detached a small squadron, under the command of Captain Parr, to take possession of the Dutch settlements of Demerara, Issequibo, and Berbice. Twelve thousand troops were embarked on board this squadron, under the command of Major-

general Whyte. They arrived off Demerara on the 21st of April; on the evening of which, the Pique and Babet frigates, with the Grenada transport, and small vessels, passed the bar, and came to an anchor at the entrance of the river, within random shot of the fort. The night was employed in making the necessary arrangements for landing the troops; and, at day-light, on the following morning, a flag of truce was sent to the governor, to demand the surrender of the colony and its dependencies to his Britannic Majesty, on certain terms proposed by General Whyte and Captain Parr; which were immediately accepted, and his Majesty's troops put in possession of the place. In the harbour were taken, the Thetis, Dutch frigate, of twenty-four guns; the Seagull cutter, of twelve guns; and several merchant vessels, richly laden. Having left a sufficient number of troops for the defence of Demerara, General Whyte and Captain Parr proceeded to Berbice, which also surrendered on the 2d of May.

On the 21st of April, the day that Demerara surrendered, Rear-admiral Sir Hugh Cloberry Christian, K. B. arrived in Carlisle Bay, Barbadoes, and joined Sir John Laforey, with a squadron of ships of war and transports, from England. The next day, Sir John sailed with the fleet of ships of war and transports, and, on the 23d, anchored in Marine Bay, Martinique. He then resigned the command to Admiral Christian, and sailed for England in the Majestic. Unfortunately, he fell a victim to the yellow fever, on the 14th of June, two days before the ship made the land. His remains were publicly interred at Portsmouth, on the 21st of the same month; Sir Peter Parker,* the port admiral, having issued the order mentioned below, on the 19th:

* "*Royal William, at Spithead, June 19.*

MEM.—It being my intention to pay the deceased, Admiral Sir John Laforey, Bart. every military honour due to an officer of his high rank, at his funeral on Tuesday next, the 21st instant, the

CAPTAIN RICHARD BOWEN.

THIS Gentleman was born at Ilfracombe, a sea-port in the north of Devonshire, in the year

flag-officers and captains of the fleet are to assemble on board the *Majestic* at ten o'clock in the morning of that day, and to attend the procession in the following order; viz.

“ A twelve-oared cutter with the marine band.

“ Barge with three captains, pall-bearers. { Corpse in a barge the crew dressed. } Barge with three captains, pall-bearers.

“ Admiral Sir Peter Parker, Bart. chief mourner.

“ Rear-admiral Sir Roger Curtis, Bart.

“ Vice-admiral Colpoys.

“ Rear-admiral Bligh.

“ The 8th captain in seniority. The 7th captain in seniority.

“ 10th ditto. 9th ditto.

“ 12th ditto. 11th ditto.

“ The remainder of the post-captains according to seniority, two and two.

“ Commanders in like order.

The flags and pendants in the different boats to be hoisted only half-staff.

“ As soon as the procession begins from the *Majestic*, the flag-ships and all his Majesty's ships and vessels, at Spithead and in Portsmouth harbour, are to strike their flags and colours half-mast, following the example of the *Royal William* in striking the same and hoisting them again. The *Majestic* to fire minute-guns, when the boats are at a proper distance, and continue doing so until the *Royal William* hoists her flag to the mast-head. The *Majestic* only to keep her flag and colours half-masted till sun-set. The ships near which the procession passes are to man the shrouds, the crews with their hats off, and turn out a guard presenting their arms, but not to beat the drum or cheer, and the boats which row are to land in regular succession at the Sally port.

“ As many lieutenants as can be spared from the duty of each ship, and all the chaplains of the fleet, to assemble at the Fountain inn, in time to join the procession, when the body is landed at the Sally port. The commission officers to wear their uniforms, with crape round their arms. The admirals and captains in the new frock uniforms. It is expected that a profound silence be observed, and that every person strictly attends to precedence agreeable to the above arrangement.

“ PETER PARKER,

“ Admiral and commander-in-chief, &c.

1761; and having early in life, manifested a predilection for the sea, he commenced his career, at the age of thirteen, with his father, who commanded a ship in the merchant service. Two years afterwards, he joined his eldest brother, Captain James Bowen, then commanding a ship belonging to London, in the Canada and Jamaica trade. This removal fortunately opened the way to an employment more congenial to the wishes of an active and intelligent mind. While Mr. Bowen was at Jamaica, in the year 1778, the news arrived of hostilities having been commenced between Great Britain and France; a circumstance which impressed him with a desire to volunteer his services in the navy. Having intimated this wish to his brother, it was by him communicated to Captain Caldwell, with whom he was on terms of friendship; and, with the frankness and liberality which that officer was well known to possess, he offered the young adventurer his protection. Captain Caldwell at that time commanded the Emerald frigate, in which Mr. Bowen served, and returned with him to England, at the latter end of the year 1779. Immediately on his return, Captain Caldwell was appointed to the Hannibal, a new ship, of fifty guns; but as she was not ready for sea, Mr. Bowen, with several of the officers of the Emerald, joined the guard-ship at the Nore, *pro tempore*.

Before the Hannibal was launched, Capt. Calder, who was fitting out the Lightning fire-ship, at Sheerness, having applied to the port admiral for assistance, Mr. Bowen, with a party of seamen, was directed to attend his commands. Whilst thus employed, Captain Calder soon discovered him to be an active, diligent, and attentive young officer; and he therefore requested Captain Caldwell's permission to retain him in the Lightning till the Haunibal should be ready for sea. It does not appear that Mr. Bowen ever served in the latter ship; as, on the promotion of Captain Calder, that officer strongly recommended

him to the protection of Captain Jervis (now Earl St. Vincent), of the *Foudroyant*, where he soon had an opportunity of displaying those qualities which secured to him the esteem of her distinguished commander; an esteem which, during the entire remainder of his life, continued to reflect equal honour on both parties.

On the 29th of July, 1781, Vice-admiral Darby's squadron, to which the *Foudroyant* belonged, fell in with two French men of war. Chase was immediately given; but the wind dying away, the boats of the squadron were ordered to tow the *Perseverance* to the enemy. On this occasion, the conduct of Mr. Bowen, who commanded one of the boats of the *Foudroyant*, excited the admiration and praise of his captain. The *Perseverance* captured the largest ship, which proved to be the *Lively* (formerly British) of twenty-six guns and two hundred and five men, seven of whom were killed in the action: her consort, *L'Hirondelle*, a corvette, escaped by means of her sweeps.

In April, 1782, Admiral Barrington succeeded Adm. Darby in the command of the Channel fleet: and on the 20th of that month, while on a cruise, an enemy's squadron was discovered by the look-out frigate, the *Artois*, Captain Macbride, who led to the general chase which immediately ensued. Before night, the whole force had advanced so near to the enemy, as to cause him to make the signal to disperse. The *Foudroyant*, now taking the lead of the British squadron, kept sight of two of the enemy's line-of-battle ships, which separated on her drawing near them. This was before midnight, and not a ship of Admiral Barrington's fleet was in sight. Captain Jervis, however, continued the chase: about one A.M. on the 21st, he brought the sternmost ship to close action; and, in less than an hour, by skilful management and a well-directed fire, he obliged the *Pegase*, of seventy-four guns, and seven hundred and

fifty men, to surrender. The Foudroyant was much crippled, and had eighty men killed and wounded; but her commander was the only officer who received a personal injury in the action.

Mr. Bowen had the honour of acting as aid-de-camp to Captain Jervis upon this occasion; and he displayed so much courage and ability, that on the return of the Foudroyant into port, he received a commission from his gallant captain, to act as junior lieutenant of that ship. He was also presented with a handsome sword by his friend, Captain Calder.

Whilst the Foudroyant was refitting, Sir John Jervis, desirous of giving to his *élève* employment more suitable to his active spirit, sent him, with a party of the Foudroyant's crew, to Captain Macbride, of the Artois, who had been ordered to cruise in the Bay of Biscay. In this ship he acted as third lieutenant, and had the pleasure of once more serving with his brother, who was the master. Before the cruise ended, Sir John Jervis was appointed commodore and commander-in-chief of a secret expedition. He therefore sent for Mr. Bowen and his men, who rejoined their ship at Plymouth; but, in consequence of the sudden termination of the war, the intended expedition never sailed.

Not having served his time, when the Foudroyant was paid off, Mr. Bowen entered on board the *Pégase*, Captain Marshall, as master's mate; a situation from which Sir John Jervis removed him, to the *Blenheim*; and, at the latter end of the year 1783, he joined the *Adamant*, to go to the West Indies, on promotion, under the flag of Rear-admiral Sir Richard Hughes. During a service of three years on that station, he was thrice appointed a lieutenant, in vacancies, and as often disappointed of confirmation; and he came home acting junior lieutenant of the flag-ship, and was again paid off. He availed himself of this opportunity of passing his examination at the Navy Office; and soon afterwards, on the pros-

pect of a Dutch war, in 1787, he joined the Royal Sovereign (intended for the flag-ship of Admiral Pigot, as commander-in-chief of the Channel fleet) on promotion. Again he was destined to experience a severe disappointment; as, on the reduction of the armament, notwithstanding the utmost efforts of Sir John Jervis, who had been recently promoted to the rank of rear-admiral, the Admiralty could not be prevailed on to give him a lieutenant's commission. These repeated checks, however, seem only to have redoubled the ardour of this indefatigable young officer; for, at the latter end of the same year (1787) he proceeded in a packet to the West Indies, by the advice of his eldest brother, and of his unshaken friend, Sir John Jervis, by whom he was strongly recommended to Commodore Parker, the commander-in-chief on the Leeward Island station. He joined the commodore in the month of January, 1788, and was immediately appointed acting lieutenant of the Jupiter; a situation in which he continued, until his hopes of confirmation were again destroyed, by the arrival of a young nobleman (Lord William Beauclerk) to supersede him. Incompetent as he was to combat with such superior influence as that which had now crushed his well-founded expectations, and as the profound peace which subsisted held out no farther prospect, he made up his mind to relinquish the pursuit of promotion, till a more favourable opportunity should occur. At the request of Sir John Orde, then governor of the island of Dominica, he therefore accepted the command of the Lord Howe, government brig, in which he was occupied in cruising against smugglers, till the month of July, 1789.

Whilst serving in the West Indies, Mr. Bowen assiduously employed himself in the study of the mathematics, and astronomy, in surveying coasts and harbours, and in amassing such a store of useful knowledge, as placed him on a level with our best and most celebrated navigators; of which, his subsequent

voyage to New Holland and India, alone, afforded a sufficient proof.

In the Spanish armament of 1790, Mr. Bowen had the satisfaction of rejoining his friend and patron, Sir John Jervis, as his flag-lieutenant, on board the *Prince*, and was included in the list of the first twenty young officers, who were promoted by the Admiralty in consideration of former disappointments. At the request of his early friend, Captain Calder, Lieutenant Bowen was next appointed to the *Stately*; in which he continued, till, in consequence of the adjustment of our differences with Spain, that ship was paid off, in the same year.

Agreeably to the constant activity of his mind, Lieutenant Bowen then offered his services to the Navy Board; by which he was immediately appointed to the command of a division of transports, destined to relieve the new colony in New South Wales. In March, 1791, he sailed from Plymouth, on board the *Atlantic*, accompanied by two other ships, and arrived at Port Jackson in the month of July following. The governor, not deeming the supply thus obtained adequate to the wants of the colony, dispatched him to Bengal for another cargo. In his way thither, he landed Lieutenant-governor King, and his family, on Norfolk Island; and then, steering an eastern course, he passed New Caledonia, the Isle of Pines, and Terra Arsacides, forming a route never traced before. In order to shorten the distance, he passed through an unexplored passage, between Borneo and Paragua, into the China Sea; thence he proceeded through the Straits of Malacca, and arrived at Bengal in the latter end of January, 1792. There he purchased a cargo of rice, and other provisions, with a quantity of live stock for the colony; and, leaving Bengal on the 4th of April, he reached Port Jackson on the 19th of June. After relieving Norfolk Island, he finally quitted New Holland, with Governor Phillips on board, on the 11th of December,

1792. He arrived at Spithead on the 10th of May following; having, in little more than two years, made two voyages, one of which was round the world, in a common transport. Service, more essential to his country, was never performed by any individual, similarly employed; and, as he was presented with the thanks of the Navy board, and of the Secretary of State for the Colonial Department, he had the satisfaction of knowing, that his exertions were duly estimated.

On his return to England, he found that hostilities had been commenced against France; and Sir John Jervis having been promoted to a flag, and, some time afterwards, appointed commander-in-chief of an expedition, destined for the attack of the French settlements in the West Indies, Lieutenant Bowen declined a very advantageous offer that was made to him, on a service similar to that which, with so much credit, he had recently performed, and again embarked with his distinguished patron, as fourth lieutenant, and signal officer, on board the *Boyne*. Nor had he any reason to repent of this preference; for he was soon furnished with an opportunity of displaying his undaunted courage, and professional skill, and of recommencing a career of glory, which terminated only with his life.

The whole of the force, intended for the attack of the enemy's possessions, having rendezvoused at Barbadoes, Sir John Jervis sailed from that port on the 3d of February, 1794; and, on the arrival of the squadron in Fort Royal Bay, he selected Lieutenant Bowen to command the guard and gun-boats, at the intended siege of Martinique. Sir John also directed him to take the first opportunity, that he might judge favourable, of boarding the *Bien Venu*, a large French frigate, which lay in the Carénage, under the walls of Fort Royal, and was reported to have a number of English prisoners on board, whom the enemy meant to blow up and destroy should the Fort be at-

tacked by storm. As the time for executing this daring enterprise was left to his discretion, he formed the necessary arrangements, and determined on making a dash at mid-day; which he accordingly did, on the 17th of February, to the astonishment and admiration of the whole British fleet and army. Lieutenant Bowen took the lead in the *Boyne's* barge, followed by the boats which he had chosen to support him; and, before the enemy's frigate could bring a gun to bear, he was alongside, boarded, killed and drove overboard every man except twenty, under a most tremendous fire of round and grape shot from the fort. Finding no Englishmen on board, however, he manned the frigate's guns, fired a broadside into the fort, and brought off his prisoners in triumph, though not without some loss. The wind, blowing directly into the harbour, prevented him from bringing the frigate out; which, otherwise, he could have done with ease, although she was chained to the fort.

This gallant exploit of Lieutenant Bowen's was duly noticed in Sir John Jervis's official account of the attack on Fort Royal, contained in the London Gazette Extraordinary of April 22, 1794, in the following terms:—

“ Lieutenant Bowen, of the *Boyne*, who had commanded the night guard and gun-boats for a considerable time, perceiving a favourable moment, pushed into the Carénage with the rowing boats of the guard, boarded the *Bien Venu*, french frigate, and brought off the captain, lieutenant, and about twenty men who were on board her, under a smart fire of grape shot and musketry, from the ramparts and parapets of the fort. The success of this gallant action determined the general and me to attempt the fort and town of Fort Royal by assault.” [See the Memoir of Captain Faulknor.]

On the 20th of March, 1794, the same day

that the *Bien Venu* was commissioned for Captain Faulknor, and named the *Undaunted*, Lieutenant Bowen was promoted to the rank of commander, and appointed to the *Zebra*, which was afterwards actively employed in the reduction of St. Lucia, Guadaloupe, and other islands.

In the month of April following, Captain Bowen, was made post in the *Veteran*, from which he was soon afterwards removed into the *Terpsichore* frigate of thirty-two guns. In the latter ship he was sent to America, upon a particular service; and, hearing that the *Dædalus*, Sir Charles Knowles was blocked up in the Chesapeake, by two large French frigates, he determined to push into her relief. This, to the great mortification of the enemy, he successfully effected, on the 17th of May. The Frenchmen made a shew of following the *Terpsichore* and *Dædalus* out to sea; but, when our frigates hove-to, to receive them, they prudently returned to their anchorage.

After accompanying the *Dædalus* to Halifax, the *Terpsichore* returned to Guadaloupe, which Captain Bowen had the mortification to find was invested, and partly in possession of the enemy, Fort Matilda being closely besieged, he was directed by Admiral Caldwell to cover and guard the supplies which were brought for the garrison; a service which he performed with such vigilance and activity, as obtained the applause of the whole army; and when it was deemed expedient to evacuate the fort, the garrison were greatly indebted for their safety to his judicious arrangements. His services were most handsomely acknowledged, by the sea and land officers, who commanded on the evacuation of Guadaloupe, as appears by the extracts from the London Gazette, of February 14, 1795, inserted below.*

* COPY OF A LETTER FROM REAR-ADMIRAL THOMPSON TO VICE-ADMIRAL CALDWELL.

“ SIR,

“ Yesterday morning Captain Bowen, of his Majesty's ship

The shot, referred to in Captain Thompson's letter, having cut deep into Captain Bowen's cheek-bone, the

Terpsichore, accompanied by Captain Thomas, aid-de-camp to Lieutenant-general Prescott, brought me a letter from the general, saying that he had held out at Fort Matilda as long as possible (indeed from the ships we could perceive that the walls of the fort were much shattered, and many of the guns dismounted), and requested that I would make an arrangement for taking off the troops, who would be ready at the water side by seven o'clock that evening. On my mentioning to Captain Bowen, that it would be necessary an officer of rank should conduct the embarkation, he, in a very handsome manner, offered to undertake the service, provided I thought him equal to it. Knowing his abilities, I accepted his offer with pleasure, and he performed it very much to my satisfaction; bringing the whole garrison off, without any loss on their part. Unfortunately, in rowing along shore, to inquire after an out picket (which there was some doubt about, but which had been called in, and was embarked) Captain Bowen received a bad wound in the face. A mate and one man were killed in the Alarm's launch, in consequence of her being thrown on the beach by the surf. This was all the loss we sustained, although the enemy kept up a smart fire of musketry, and from some of their batteries. Considering the short notice, every thing succeeded beyond my expectations, and I felt myself much obliged to all concerned, officers and men; but Captain Bowen I beg leave to recommend particularly on the present occasion, and for his exertions during the whole siege, of which I have no doubt but Lieutenant-general Prescott can bear ample testimony. We are now employed in arranging the troops, in order to send them for the protection of the different islands. When that is finished, I shall make the best of my way to join you at Martinique.

I have the honour to be, &c.

“ C. THOMPSON

“ EXTRACT OF A LETTER FROM GENERAL SIR J. VAUGHAN,
K. B. TO THE SECRETARY OF STATE.

“ Lieut.-general Prescott reports, that it has been greatly owing to the ready assistance afforded to the garrison by Vice-admiral Sir John Jervis, and since by Rear-admiral Thompson, that he was enabled so long to resist the efforts of the enemy. He also gives the highest encomiums to Captain Bowen, of his Majesty's ship Terpsichore, who superintended the embarkation, and by whose able disposition of the boats every thing was managed with the most perfect order and regularity. Unfortunately he was severely wounded, but we hope not in such a manner as to endanger his life.

Testimonies equally strong and pointed were given to Mr. Bowen, from Lieutenant-general Prescott.

wound soon became so dangerous in that climate, that Vice-admiral Caldwell, duly appreciating the value of this gallant officer, sent him to England, with his despatches. After his return, he was actively employed in the North Sea.

In December, 1795, Sir John Jervis was appointed to succeed Admiral Hotham, as commander-in-chief of the Mediterranean fleet; and soon after his arrival on that station, the *Terpsichore* joined him, and Captain Bowen received a fresh proof of the attachment and confidence of his patron, by being appointed to command a squadron of small vessels, for the purpose of protecting the trade and supplies of the garrison of Gibraltar. Sir John Jervis in a letter to General O'Hara, mentioned in Clarke and M'Arthur's "Life of Nelson," thus introduces our hero to the general's notice:—"Captain Bowen, who is a child of my own, is selected to command the small naval force at Gibraltar; and you will find in him the most inexhaustible spirit of enterprise and skilful seamanship, that can be comprised in any human character."

While Captain Bowen was employed on this service, frequent opportunities occurred for displaying his nautical abilities; and it ought particularly to be mentioned, that, by the practical application of the observations which he had made on the regular tide, on each side of the Gut of Gibraltar, he refuted the common opinion, of the impossibility of beating out against a westerly wind. He also conducted the important duties committed to his charge, with a zeal, activity, and judgment, which gained him the admiration and gratitude of the garrison, and the warm attachment of the governor.

Early in October, 1796, Rear-admiral Man's squadron was chased into Gibraltar by a Spanish fleet; and Captain Bowen was despatched, in the *Terpsichore*, to give the information to the commander-in-chief. On the 10th, he fell in with the *Pallas*, delivered his despatches for Sir John Jervis to the Hon. Captain

Curzon, and hauled his wind, to return to his station. On the 13th, being off Carthage, at day-light in the morning, a strange frigate was seen to windward, apparently in chase, under all sail. Notwithstanding the Terpsichore's company had been considerably reduced by sickness, Captain Bowen depended on the tried valour of his remaining crew, and determined to risk an action, the particulars of which, with its splendid result, we give in the note* from the Gazette;

* " EXTRACT OF A LETTER FROM CAPTAIN BOWEN TO SIR JOHN JERVIS.

Gibraltar, October 23, 1796.

On the morning of the 13th instant at day-light, we discovered a frigate to windward, standing towards us. About eight I could perceive her making every preparation for battle, and was then apparently in chase of us; our situation altogether was such as to prevent my being over desirous of engaging her: out of our small complement of men we had left thirty at the hospital, and we had more than that number still on board on our sick and convalescent lists, all of whom were either dangerously ill, or extremely weak. We were scarcely out of sight of the spot, where we knew the Spanish fleet had been cruising only two days before, and in fact we had stood on to look for them, with a view of ascertaining their movements; a small Spanish vessel, which we conjectured to be a sort of tender, was passing us, steering towards Carthage; so that I could hardly flatter myself with being able to bring the frigate off, in the event of a victory, or of even escaping myself if disabled. On the other hand, it appeared that nothing but a flight and superior sailing could enable me to avoid an action, and to do that from a frigate apparently not much superior to us, except in point of bulk, would have been committing the character of one of his Majesty's ships more than I could bring myself to resolve on. I, therefore, continued standing on, without any alteration of course. Having, with infinite satisfaction and comfort to myself, commanded the Terpsichore's crew for two years and a half, through a pretty considerable variety of services, I well knew the veteran stuff which I had still left in health to depend upon, for upholding the character of British seamen; and I felt my mind at ease as to the termination of any action with the frigate in sight only. At half-past nine she came within hail, and hauled her wind on our weather beam; and as I conceived she only waited to place herself to advantage, and to point her guns with exactness, and being myself unwilling to lose the position we were then in, I ordered one gun to be fired, as a trier of her intention. It was so instantane-

only adding, that the satisfaction of having humbled the pride of the enemy, and nobly maintained the glory of the British flag, was considerably enhanced by an opportunity of rendering justice to the merits of his youngest brother, who was one of his lieutenants, and whose conduct on this and many other occasions, justly entitled him to the encomiums of his gallant relative.

ously returned, and followed up by her whole broadside, that I am confident they must have done it at the sight of our flash: the action of course went on, and we soon discovered that her people would not, or could not resist our fire. At the end of about an hour and forty minutes, during which time we had twice wore, and employed about twenty of the last minutes in chase, she surrendered. At this period she appeared almost entirely disabled, and we had drawn close up alongside with every gun well charged and well pointed. It was, nevertheless, with considerable difficulty that I prevailed on the Spanish commander to decline the receiving of such a broadside, by submitting; and from every thing I have since heard, the personal courage, conduct, and zeal of that officer, whose name is Don Thomas Agalde, was such during the action, notwithstanding the event of it, as reflects on him the greatest honour, and irresistibly impressed on my mind the highest admiration of his character. After (from the effect of our fire) his booms had tumbled down, and rendered his waste guns unserviceable, all the standing rigging of his lower masts shot away, and I believe every running rope cut through, and a great number of his people killed and wounded, he still persevered, though he could rally but few of his men, to defend his ship, almost longer than defence was justifiable. Had there been the smallest motion in the sea, every mast must have inevitably gone by the board. Our loss (which will appear by the enclosed list) has been much less than could have been expected; but our masts, sails, and rigging, were found to be pretty much cut up. The spirited exertions of every officer, man, and boy, belonging to the ship I command, as well in the action as in securing the two disabled ships, and bringing them off instantly from a critical situation, by taking the prize in tow, and by their incessant labour ever since, will, I trust, when their small number is considered, place them in a light superior to any praise I could bestow. I am even unwilling to speak of the particular conduct of any of the officers; but the talents displayed by the first lieutenant, Devonshire, who was but just out of the sick list, during the action, added to his uncommon fatigue in taking care of the prize, and the very able manner in which he conducted and prepared to defend her, entitle him to this distinction, and prove him highly

In consequence of the well-merited commendation bestowed in the above letter, the Admiralty promoted Lieutenant Devonshire to the rank of commander; and the merchants at Lloyd's evinced their sense of the importance of this gallant action, by voting Captain Bowen a piece of plate.*

deserving of the recommendation you gave him with his appointment in the West Indies; and although I had rather any other person should observe the conduct of a brother of mine, in action, and speak of it afterwards, yet I feel it my duty, as captain of the ship, to state that I thought Mr. Bowen's (the second lieutenant's) conduct was particularly animating to the ship's company, and useful, from the number of guns which he saw well pointed in the course of the action; added to which, from the absence of the first lieutenant on board the prize, the labouring oar of this ship has fallen on him; and, in my mind, the task we have had, since the action, has been infinitely more arduous than that of the action itself. The name of the prize is the *Mahonesa*, carrying on the main deck twenty-six Spanish twelve-pounders, weighing eighteen ounces more than ours; eight Spanish sixes on the quarter-deck, and a number of brass cohorns, swivels, &c. had on board two hundred and seventy-five men, besides six pilots, qualified for the Mediterranean, as high as Leghorn, and to be put on board Admiral Langara's fleet, which she had been sent from Carthagena to look for. She was built in 1789, at Mahon; is of very large dimensions, measuring eleven hundred and fourteen tons and a half (Spanish); was before the action in complete good condition; and is considered by the Spanish officers the fastest sailer, and one of the best constructed, and what they attach considerable importance to, the handsomest frigate in their navy. Both the frigates have this moment anchored in safety.

“I am, &c.

“RICHARD BOWEN.”

* “MEETING OF THE COMMITTEE FOR ENCOURAGING THE CAPTURE OF FRENCH PRIVATEERS, ARMED VESSELS, &c.

RAWSON AINSLIE, Esq. in the Chair.

“Resolved,

“*Merchant Seaman's Office, Dec. 1, 1796.*

“That Captain Richard Bowen, of his Majesty's ship *Terpsichore*, be requested by this committee to accept a piece of plate, value one hundred guineas, in acknowledgment of his very gallant behaviour in the capture of the Spanish frigate *Mahonesa*, of superior force, in the action of the 13th of October last; and in testimony of the high sense this committee entertains of the protection he has thereby afforded to the commerce of Great Britain.”

Captain Bowen lost no time in refitting his ship; which having accomplished, he sailed on a cruise to the westward. On the 12th and 13th of November, he captured several small vessels, and sent them into Gibraltar. On the 22d of the same month, off Cape St. Mary's, he spoke an American brig, the master of which informed him, that he had the evening before parted from a large Spanish ship from Monte Video, bound to Cadiz, and that he supposed she was then a little to the southward of him. The weather being thick and hazy, she was not discovered by the *Terpsichore* before noon; when a Spanish ship of the line also hove in sight, apparently in chase of the *Terpsichore*. Captain Bowen, by a judicious manœuvre, drew her after him, until it was dark; then shaped his course for Cadiz; and, at ten the next morning, he captured the *Monte Video* ship in the mouth of the harbour, and towed her off in triumph.

At day-light, in the morning of the 12th of December, while cruising about twenty leagues to the westward of Cadiz, a gale of wind blowing at south-east, with a heavy short sea, a strange frigate was discovered about four miles on the weather-quarter of the *Terpsichore*. Chase was instantly given, under all the canvass she could bear. The enemy made all sail, upon a wind, and the chase was continued, with much manœuvring on both sides, for nearly forty hours; during which, from the weather being extremely squally, and at times blowing an absolute storm, the *Terpsichore* sprung her fore and main-top-masts. At length, however, the enemy, finding it impossible to avoid an action, brought to; and about ten o'clock at night, on the 13th, Captain Bowen had the satisfaction of getting along side of her. A most spirited battle immediately commenced, yard-arm and yard-arm; and, after a hard contest of nearly two hours, the enemy surrendered to the superior bravery and discipline of the *Terpsichore*. She proved to be *La Vestale*, French frigate, of thirty-

six guns, and two hundred and seventy men; having her captain, and forty men killed: the second captain, and about fifty men wounded; and, in a few minutes after she had struck her colours, all her masts, and bowsprit, went by the board. The *Terpsichore's* loss in this action was one quarter-master, and three seamen, killed; Lieutenant George Bowen, Mr. Fane, midshipman, and seventeen seamen wounded. Two lieutenants, and thirty seamen, were absent in prizes. Of his brother's conduct in this action (for which he was afterwards promoted by the Admiralty to the rank of commander) Captain Bowen writes to his commander-in-chief thus:—

“My brother, who was the only lieutenant on board, and on whom fell the task of conducting the duty on the main-deck, was, by a shot fired after our opponent had actually struck, very severely, and as I much dread, incurably wounded, chiefly in the shoulder, but with the addition of several bad contusions in different places. I feel thankful, however, that I was not deprived of his co-operation, or my feelings agitated by the occasion, until our united efforts were crowned with success.”

Captain Bowen sent the master, and a boat's crew, to take charge of the prize, which had by this time drifted amongst the shoals between Cape Trafalgar and Cadiz, the breakers of which were seen by the light of the moon. She had not an anchor clear for letting go, and most of the Frenchmen were drunk. However, by great exertions, Mr. Elder (the master) succeeded in bringing her up in fifteen fathoms, and rode out the night about two miles from the shore. The *Terpsichore*, from her crippled situation, and want of hands to repair damages, could render her prize no assistance; and it was with much difficulty that she weathered the rocks of St. Sebastian. On the following morning Captain Bowen stood in and anchored in the bay of his prize, four miles south-

west of the Island of Sancti Petro, the whole Spanish fleet in Cadiz clearly in view. In the evening, a favourable slant of wind gave him an opportunity of getting under weigh, with his prize in tow; but the tow rope getting foul of a rock, it was cut for the safety of both the ships, and he was under the necessity of abandoning *La Vestale* to her fate, and standing off for the night. The next morning, on standing in, he had the extreme mortification to see her running into Cadiz, under jury sails, and French colours re-hoisted; the French having risen upon the master and his small party, and got assistance from the shore during the night. Captain Bowen, after a painful detail of the unfortunate sequel to the gallant exertions of himself and his brave followers, adds—“As we feel conscious of having done our duty, to the utmost of our power, we endeavour to console ourselves with the expectation of our conduct being approved.” How well this expectation was answered, the Letter,* given below, from the pen of his commander-in-chief, will prove.

* “DEAR BOWEN,

“The intelligence we received from the patrons of two pilot-boats, when off Cadiz, on the 17th December, that the French frigate then lying between the *Diamond* and *Pocros*, had been dismantled and captured by an English frigate, impressed us all with an opinion, that the *Terpsichore* had achieved this gallant action. I lament exceedingly that you and your brave crew were deprived of the substantial reward of your exertions; but you cannot fail to receive the tribute due to you from the government and country at large. I was very much agitated with the danger you apprehended your brother was in, when you wrote: I have, however, derived great consolation from the report of Captain Mansfield, that he was much recovered, and able to walk down to the Mole, before he sailed. The account you gave of Francis Fane is very grateful to my feelings, and I have sent your postscript to Lady Elizabeth, as the greatest treat I could give to a fond mother, and an high-minded woman.

“I hope when the upper-works of the *Terpsichore* are thoroughly repaired, and well caulked, you will not find her so crazy as you apprehend. I agree with the commissioner, that it was not justifiable to rip the copper off her bottom, recollecting that

The moment that the intelligence of the glorious 14th of February, 1797, arrived at Gibraltar, Captain Bowen got under weigh to join his victorious chief; and, on his passage to Lagos Bay, he fell in with the Emerald, Captain Wallers, the Cornwall, Captain Berkeley, and two other frigates, watching the Santissima Trinidad: it was late in the evening, and Captain Bowen was confident that he saw the union jack flying over Spanish colours on board her, and congratulated the senior officer on the event; but, as it blew too strong for any communication, but by hailing, it was doubted by Captain Berkeley, whether the prize colours were a token of surrender, or a mere *ruse de guerre*. In the night, Captain Berkeley, with his frigates lost sight of her, and Captain Bowen proceeded to the commander-in-chief, to whom he communicated the circumstance. On his return to his station, he had the peculiar good fortune to fall in with the same mighty ship, carrying four tiers of guns, by herself with only her foremast standing. Captain Bowen determined to ascertain, whether she would surrender to him. The wind was very light, and it falling calm when the *Terpsichore* arrived within gun-shot, he soon found that the Spaniards treated him with contempt. How this arrogance of a four-decker was chastised by a little two-and thirty gun frigate, will long be remembered; and the effect

she underwent that operation on her return from the West Indies; and holding an opinion, that, although your two actions have been very heavy, the shock cannot have materially affected her body, much below the line of flotation. In respect to your going to England, I submit to your cooler judgment, now your brother is recovering, and the *Terpsichore* putting to rights, whether it would not look like a dereliction of the very honourable post you have been selected to fill, and which I consider as the highest situation a captain of your standing on the list could be appointed to.

“I desire you will remember me kindly to your brother, and to all the good fellows in the *Terpsichore*, and believe me to be, most truly yours,

J. JERVIS.”

“*Victory, in the Tegyus, 15th January, 1797.*”

of his fire was made known to Captain Bowen, in a letter from his admiral, dated Ville de Paris, April 2, 1797, of which an extract is given below.*

On the 29th of May, two Spanish frigates at Algesiras, having troops and money on board, for Ceuta, took advantage of the *Terpsichore* being in the Mole, and pushed out; but as soon as their intentions were perceived, Captain Bowen warped his ship out, joined the *Pallas*, and gave chase to the Spaniards, who, the instant that they saw the *Little Devil* (a name which the *Terpsichore* had acquired among them) under weigh, returned to their anchorage. This conduct of the enemy's ships contributed not a little to the amusement of the garrison. The *Pallas* returned to Gibraltar; but the *Terpsichore* continued out, and, that night, took a small prize from under the Spanish batteries.

On the 12th of June, Captain Bowen was detached by Sir John Jervis to look into Teneriffe; and on the 18th, at midnight, he cut out from under the batteries of the Mole of Santa Cruz, a rich ship from the Manillas, bound to Cadiz. On the 5th of July, after having been actively engaged in the first bombardment of Cadiz, under Rear-admiral Nelson, he was, by that officer, entrusted with the command of the second bombardment, of which the *London Gazette* gives the following detail:—

“Rear-admiral Nelson ordered a second bombardment of Cadiz on the night of the 5th, under the direction of Captain Bowen, of the *Terpsichore*, Cap-

* MY DEAR BOWEN.

“You were very unfortunate, indeed, not to have fallen in with Oakes or Tyler; either would have done. The gallant attack you made deserved success: it is not given to mortals to command it. An American gentleman, who called upon me at Lisbon, saw the second captain of the *Trinidad*, who was badly wounded by the *Terpsichore*, and told my informant that you had killed nine on the spot, and wounded a great number, several of whom he had reason to believe had since died of their wounds, and they described your fire as infernal.”

tain Miller, of the *Theseus*, and Captain Waller, of the *Emerald*, and appointed Mr. Jackson master of the *Ville de Paris*, to place the *Thunder*, *Terror*, and *Strombolo*. The bombardment produced considerable effect in the town, and amongst the shipping; ten sail of the line (amongst them the ships carrying the flags of Admirals *Mazzaredo* and *Gravina*) having warped out of the range of the shells with much precipitation the following morning."

The enemy's gun-boats, on this occasion, kept close under the walls; "and no opportunity (says Nelson, in one of his letters to Earl St. Vincent) was offered to Bowen to make a dash."

Captain Bowen, whose numerous services had pointed him out as a fit person to be employed on any bold and adventurous enterprise, was one of the officers who were selected to carry into effect the long projected attack upon *Teneriffe*. It is evident, indeed, from the following extract of a letter from Sir John Jervis to Rear-admiral Nelson, dated June 6, 1797, that the commander-in-chief had long had his eye upon him, for this service:—

"MY DEAR ADMIRAL,

"If I obtain a reinforcement of four ships of the line, as I have reason to believe I shall, from the strong manner I put the necessity of the measure in my public letter to Nepean, and private correspondence with Lord Spencer; I will detach you with the *Theseus*, *Culloden*, *Zealous*, *Leander*, *Emerald*, and *Andromache*, with orders to attempt the surprise of *Santa Cruz*, in the *Grand Canary*. *Terpsichore Bowen* shall also be of the party; but I rely chiefly on the local knowledge of Captain *Thompson*, of the *Leander*. Turn this in your mind; for the moment the expected ships arrive, I will dash you off."

On the succeeding day, Sir John Jervis also wrote to Rear-admiral Nelson as follows:—

"Your train of artillery, fixed ammunition artil-

lery, and devil-cart will be supplied cheerfully by General O'Hara. Terpsichore Bowen will come with the bomb-vessel, and shall be sent for them the moment I have notice of the approach of the reinforcement."

On the 24th of July, every necessary arrangement having been made, Captain Bowen had the glorious, but eminently hazardous post assigned to him, of leading the rear-admiral to the attack. At the head of forty or fifty of his crew, he landed at the Mole Head of Santa Cruz, stormed the battery, spiked the guns, and was proceeding towards the town, in pursuit of the fugitive Spaniards, when a tremendous discharge of grape, from some field-pieces in his front, brought him to the ground, with his first lieutenant, and many of his brave followers, at the moment that Nelson received his wound on landing.

Thus fell Captain Richard Bowen! than whom, says the immortal Nelson, "a more enterprising, able, and gallant officer, does not grace his Majesty's naval service!" The failure of this enterprise, by the other boats mistaking their direction in the darkness of the night, is too well known, for a repetition of the painful detail to be at all necessary. The body of Captain Bowen, covered with wounds, was discovered in the morning, under those of his first lieutenant and his whole boat's crew, who had been his faithful companions in many hazardous and successful enterprises; had been the witnesses, and imitators of his gallantry in many triumphs over the enemies of his country; and who had sealed their attachment to their lamented leader, by participating in his glorious fate. His body was committed to the deep, with the honours of war, on the 27th of July. The dark wave rolls over the remains of the hero; the tears of his friends and of his shipmates embalm his memory; and the fame of his gallant actions shall endure, when the marble shall have mouldered into dust!

Lord Spencer, who then presided at the Admiralty, was strongly urged by Earl St. Vincent, and by his eldest brother, on the subject of a monument to Captain Bowen's memory. On this subject, Admiral Nelson, in one of his letters to Earl St. Vincent (published in Clarke and M'Arthur's splendid work) thus writes:—"Why is not a monument voted in St. Paul's, to perpetuate the memory of the gallant Bowen? I put it strongly to Lord Spencer. If you have an opportunity, pray express my surprise, that no mention has been made of him in either House of Parliament."

Lord Spencer, however, declined bringing the subject forward, on the ground that no precedent existed of such an honour, to the memory of an officer who had perished in an unsuccessful enterprise. In consequence of his lordship's declining to introduce the subject to the notice of parliament, a monument, erected by his father, in the church of his native place, is the only memorial of the services, and of the fate, of Captain Richard Bowen; of that spirited and indefatigable officer, who, in time of peace, had relieved and rescued from ruin an infant colony; who had taken from the enemy three frigates, of very superior force, after obstinate engagements, and one of them with boats only, in the face of a powerful land force; who had preserved, to render further services to his Majesty, the brave garrison of Fort Matilda, at Guadaloupe; who had, in his little frigate, engaged the largest first-rate in the Spanish navy; who had annoyed the enemy's trade, almost beyond example; who, for the protection which he had afforded to the commerce of Britain, had received the most honourable acknowledgments from the merchants of London; who had been dangerously wounded in the execution of his duty; and who had finally laid down his inestimable life, for the glory of his king and country! This monument, the tribute of paternal affection, is all that the nation boasts, to

record the fame of an officer, whose character is so strongly depicted in the services which he performed, as to render all panegyric superfluous: and whose greatest reward was, the steady and constant friendship of his noble patron, Earl St. Vincent, whose discerning eye first discovered his hidden talents, and whose magnanimity and great example called them forth to victory and renown!

CAPT. SIR ANDREW SNAPE DOUGLAS.

COLONEL OF MARINES.

SIR ANDREW SNAPE DOUGLAS, who was born on the 8th of August, 1761, was the son of a Scotch gentleman, that had married Sir Andrew Hamond's eldest sister, and who died at Edinburgh in the year 1770. At the time of his father's decease, and when young Douglas was only ten years old: having shewn an inclination for the sea-service, his mother sent him up to his uncle in London, after having received some slight education at a school in Edinburgh. Captain A. Hamond had just been appointed to the *Arethusa* frigate, of thirty-two guns, in which his nephew sailed with him for the coast of North America: and, it being a time of peace, his active commander and relation took the opportunity of making his officers well acquainted with the coast and harbours of that country. In 1773, the *Arethusa* returned to England, and was paid off; but Douglas was sent by his uncle to the West Indies, with the late Lord Gardner, in a twenty-eight gun frigate, and continued on that station until the American war broke out in 1775. He then rejoined his uncle, who had the command of the *Roebuck* at Virginia, a new ship of forty-four guns, and built on a new plan. In December 1775, the *Roebuck* arrived at Halifax, and, in this ship, whilst on most active and perilous service, Mr. Doug-

las went through all the gradations of midshipman, third, second, and first lieutenant; until at the siege of Charlestown, Admiral Arbuthnot being commander-in-chief, with his flag on board the Roebuck, Lieutenant Douglas was advanced by him master and commander into the Germain. Captain Douglas shall now speak for himself.

“I was,” says he in a letter to his uncle, “made a master and commander on the 15th of February, 1780, and appointed to the command of the Germain: but instead of joining her, I commanded the Sandwich, floating battery, at the siege of Charlestown. At the surrender of which I was made a post captain into the Providence, American frigate, of thirty-two guns. On the 15th of May, 1780, my uncle, Sir Andrew Hamond, captain of the Roebuck, being ordered to England, with the admiral’s dispatches, and other public business, I was directed to take the command of the Roebuck during his absence: and I was succeeded in the Providence by Captain Henry. Through the kindness of my uncle, a confirmation was sent to me from the Admiralty, as captain of the Roebuck, in which ship I remained until July, 1781; having, during that time, been very actively employed, and having taken two frigates, *viz.* the Confederacy, of thirty-six guns, and the Protector of twenty-eight, besides several privateers.

“In July, 1781, the Roebuck being ordered to England, I was appointed captain of the Chatham, of fifty-four guns; in the command of which ship I continued, during the war, upon the coast of North America. During the first part of the time, about three months, I was employed, from my knowledge of the coast, as conductor of the fleet under Admiral Graves, in a cruise to the Bay of Boston, which was at that time the rendezvous of the French fleet; and during the latter part of the same period, about two years, I was commander of a squadron of frigates, and senior officer upon the northern coast of North

America ; having taken or destroyed in the last twenty months fifty sail of vessels from the enemy, one French frigate, of thirty-six guns, the *Magicienne*, and several stout privateers. Some circumstances, which existed at the time, made this capture of the *Magicienne*, of great consequence : for her commander was also commodore upon the same station, and had appointed his squadron, a fifty gun ship, and three frigates, to meet him, on the morning upon which I took him, exactly on the spot where I first engaged his ship : he had steered directly for the harbour of Boston, where the French squadron then lay, and they were actually under way, coming out with their headmost, the *Astrea*, of forty guns, commanded by Mons. De la Perouse, not more than three or four miles off, when the *Magicienne* struck. Having sent all my ships upon different services, I was alone. The intention of the commander of the *Magicienne*, in ordering his ships to join him off Cape Ann was, to have attempted the destruction of our mast ships, in the river of St. John's, Bay of Fundy : this capture was, therefore, of the more consequence, as it defeated such an intention in the enemy.

“ When the war ended, I went on half-pay, and continued so from that period until August, 1786. Having, during that interval, studied naval architecture at Chatham dock-yard ; and made a tour of observation on the continent, when I embraced the opportunity of rendering myself acquainted with both the French and Italian languages. On my return to England, I was immediately appointed commander of the Southampton frigate, of thirty-two guns, and was sent to the Mediterranean, where I continued until the year 1787 ; and was then ordered home, with an account of the state of the French and Spanish fleets ; England having thought it necessary to arm, in consequence of some disturbance in Holland. At the end of the Dutch armament, I returned to the Mediterranean, where I continued some time ; and after-

wards commanded my ship, the Southampton, in the channel of England, nominally stationed between the South Foreland and Dunnose; but I had private leave to visit Cherbourg, and the ports of France in the Channel.

“ During the latter part of my continuance on this station, I was ordered to put myself under the king’s directions at Weymouth; when his Majesty, with the royal family, sailed in the Southampton: the first time the king had ever been under way in one of his men of war; and he was pleased to repeat it afterwards between thirty and forty times. When the royal family went to Plymouth by land, I carried the first lord of the Admiralty there, Lord Chatham, in the Southampton. The royal family, with the king and board of Admiralty, came on board the Southampton in Plymouth Sound, and proceeded to sea to review a squadron of line of battle ships, under the command of Commodore Goodall. The Southampton carried the Standard at the main, the Admiralty flag at the fore, and the Union at the mizen-top-mast head. The royal family then returned to Weymouth by land, but Lord Chatham accompanied me thither by sea in the Southampton. After this service, the king was pleased to confer upon me the honour of knighthood: and when the royal family left Weymouth, I was ordered to Portsmouth.

“ The Southampton was now paid off. I had commanded her three years and a quarter, and the next day I was appointed to the *Golia*, of seventy-four guns, in which ship I continued six months; when she was found defective, and I was removed from her, with my officers and ship’s company, into the *Alcide* of seventy-four guns, upon the armament then fitted out to check the insolence of Spain, in May, 1790. On that occasion, I sailed as one of a fleet consisting of thirty-one sail of the line, under the command of the Earl Howe, who did me the honour of appointing me to lead the centre division or column of the fleet.

We continued a month at sea ; and upon our return, the object of the armament having been adjusted without coming to blows, I was put under the command of Lord Hood, who was at the head of a large fleet then intended to act against the Empress of Russia. But at length that design was relinquished, and the Alcide, with other ships, were ordered into Portsmouth harbour, where I continued the command of her, until the latter part of the year 1792, at which time she was paid off. I had commanded her and the Goliah for three years.

“Afterwards, that is on the breaking out of the present war, in 1793, I was appointed to the Phaeton, of thirty-eight guns, which was the first ship sent out to cruise for the destruction of the enemy, and the protection of our commerce ; for which service the merchants of London presented me with a piece of plate. While I commanded the Phaeton, a fortunate accident enabled me to take the French privateer General Dumourier, and a Spanish galleon, the St. Jago, which she had captured.*

* The following letters from Sir A. S. Douglas, to his uncle Sir A. Hamond, particularly illustrate this part of the above narrative.

TO SIR ANDREW HAMOND, BART.

On leaving him the Charge of my Wife and Children, when I sailed in the Phaeton for the Mediterranean. Dated February 12, 1793.

“The uncertainty of human affairs induces me to leave this with my dear friend, that he may be assured of my gratitude to the last, for his fatherly attention to me. Words are insufficient to express all I wish to say to him upon this occasion. My heart feels the tenderest affection towards him. If the chance of war should prevent me from returning, I commend to his care a dear and most beloved wife, and my infant family : and at this moment it is a source of infinite consolation to me to reflect, that I have so sincere a friend whose protection they will be sure of.

“Adieu, thou best of friends. Heaven guard you, Lady Hamond, and your children. Your affectionate and most grateful nephew.”

“ I continued upon that and other services, until Lord Howe proceeded to sea with the Channel fleet. This happened just at the time I had returned from Lisbon, with a small frigate of the enemy, *La Prompte*, of twenty-eight guns, and a privateer, which I had taken; and I was then attached to the western fleet by the Admiralty. Lord Howe gave me a distinguishing pendant, and the command of all the frigates of the fleet, formed into a separate squadron. This was the first appointment of the kind that had ever taken place; and as such I considered it as a very honourable one, although it was very fatiguing: for it might in some measure, be considered in the same light as the flank corps of an army. I continued to serve in that situation, sometimes cruising separately, but in general with the fleet, until the

FROM THE SAME TO THE SAME.

*On taking the Spanish galleon. Dated Phaeton April 15, 1793.
41 deg. 43 min. N. lat. 25 deg. W.*

“ MY DEAREST UNCLE,

“ Yesterday our squadron gave chase to two sail in the north-west, I came up with a large Spanish galleon under French colours: dropped a boat on board of her as I passed, leaving her to be taken possession of by Molloy, and stood on in chase of the headmost, which I took two hours afterwards, a French privateer coppered, the *General Dumourier*, of twenty-two guns, six pounders, one hundred and ninety-six men; having on board six hundred and eighty cases of silver, each case containing three thousand dollars. The galleon is from Lima, she had been taken by the French eleven days before. The two prizes are of immense value, exceeding Commodore Anson's. We have had a meeting in the admiral's cabin, and we consider ourselves fully entitled to all and every thing found on board the *General Dumourier*; but we imagine we shall only receive the salvage of the galleon, I think it is one half. The admiral sends the *Edgar* in, with the prizes. If this money had got to France, how it would have operated in their favour! The money in the privateer, weighs fifty-five tons: we have put it all into the *Edgar*. You may easily imagine, as success has a very sensible effect upon the human mind, how much we are elated at this stroke of fortune, and I feel much gratified at having been the principal feature in the picture: Phaeton sails remarkably well.... Ever believe me, my dear uncle, your most grateful and affectionate nephew.”

captain of the Queen Charlotte, Lord Howe's ship, quitted the command of her, and went to be a commissioner of the Transport Board; when Lord Howe applied for me to be appointed to succeed him. I was accordingly nominated captain of the Queen Charlotte, on the 8th day of April, 1794.

“ In that situation, as captain of the Queen Charlotte, I have remained ever since, with the good fortune of having commanded her in three engagements with the enemy's fleet, *viz.* on the memorable 29th of May, and 1st of June, 1794, under the union flag worn by the Earl Howe. And again, on the 23d of June, 1795, when she was a private ship, commanded by myself, under the flag of Lord Bridport, off L'Orient. I trust I may say, I had it in my power to render my country some service upon those occasions, without incurring the imputation of arrogating to myself what I have no right to.

“ I forgot to mention my having gone over to France a second time, as you may remember I did by your advice, just before I was appointed to the command of the Southampton, for the purpose of visiting the different ports in the channel upon the French coast, in order to form some judgment of the practicability of the French being able to invade this country suddenly, by their large fishing boats and coasters, without giving us the alarm of a preparation. I did so, and freely confess, that I had hopes of sometime or other rendering my visit useful to the public.

“ I remember, my dear uncle, your desiring me some time ago, to put down in writing the principal occurrences of my life for your perusal: which I have now done, in the hope, that, as I owe every thing to your fatherly kindness, and continued affection towards me, it may enable you at least to imagine that my life has not been badly spent; and that I have done all in my power, by pursuing a steady course, with unremitting attention to my duty, to second those

kind endeavours on your part for my welfare. I do not mean to say, that there are not many parts of my public life, which might be altered for the better if it were to come over again ; but I have, at the same time, the invaluable consolation of reflecting, that every determination I have taken, in the journey I have now related to you, has been governed by honour and by honesty, and according to the best of my judgment upon the circumstances existing at the moment. I never have for one moment lost sight of the good of the king's service and the welfare of my country. I have been nearly twenty-seven years in his Majesty's service, upwards of twenty-four years in actual employ, and nearly seventeen years of that time a post captain.

“ You may put this by amongst your papers, and it may fall into the hands of your, or my children, when we may be no more ; and as it contains the general outline of my public life, it may afford them some satisfaction. Although there is nothing brilliant in it, yet I trust there is nothing that will cause them to blush upon my account : and that, upon the whole, I shall have acquired the credit of having been a zealous officer, a steady well-meaning friend to my country, and a faithful servant of the king.”

“ A. S. DOUGLAS.”

Such was the modest letter of this great sea-officer, to his intimate friend and relation : and it remains to be added, what is far from being generally known, that the glorious victory of the 1st of June, or rather the glorious termination of the battle which commenced on the 28th of May, and did not entirely terminate until the 1st of June, was much indebted to the great and painful exertions of Captain Douglas. During the action on the 1st of June, and at a most critical moment, in that memorable contest, a piece of grape-shot forcibly struck Sir Andrew Douglas in the forehead, above the right eye. His face was co-

vered with blood, and the pain was intense. Yet did that lamented officer, knowing the importance of the moment, order the tourniquet to be applied to what proved a mortal wound, even with a piece of the shot still remaining in it; and, in that state, holding the tourniquet on with one hand, and grasping his speaking trumpet with the other, he instantly returned to the quarter-deck; where a gloominess and even a despair prevailed, which his activity and unparalleled exertions soon dissipated. Lord Howe, with his usual liberality, afterwards declared, that Sir A. Douglas was a prodigy; and that his admiral could never, as commander-in-chief, say enough of Sir Andrew's services during that action.

If the services of Sir A. S. Douglas had been great, whilst he continued in Lord Howe's fleet during the year 1794, they were equally pre-eminent, in the memorable action which Lord Bridport had with the French fleet on the 23d of June, 1795.

During the whole night that preceded the morning of the 23d of June, Sir A. S. Douglas never left the deck; thus taking immediate advantage of every flaw of wind, and by his presence imparting additional promptness and energy to his judicious orders.

“By watching every breath of wind,” adds one of his officers, “that blew from the heavens, and trimming incessantly to give it with the best advantage to the sails, Sir Andrew Douglas, soon after the morning broke on the 23d, had the satisfaction to find himself within two miles of the enemy's rear. Undismayed by the fire which they soon poured upon the Queen Charlotte, and the slender prospect of an essential support, he appeared willing, if necessary, to sacrifice his ship for the public benefit. She was seen to approach the enemy with a silent intrepidity, that at least deserved a pointed notice; and with even royals and steering sails set, she dashed amidst the thickest of the enemy. Sir A. Douglas thus received the broadsides of five or six of their ships, and the

stern chasers of three of them at the same time ; but closing with the nearest, four of them were brought into one point, by which the effect of their guns was greatly diminished."

Sir A. Douglas, on going to the admiral's ship after the action, was received by Lord Bridport at the gangway, and thanked by him publicly for bringing the French fleet to action, and thereby retarding their design of getting into L'Orient. And these sentiments of Lord Bridport, were afterwards supported by Captain Domet, on his arrival in town, who expressed, in very strong terms, his admiral's sense of Sir A. Douglas's services, of which he assured his friends, he could not say enough.

It had long been the wish of Sir A. Douglas's friends, that as he had been captain of the Queen Charlotte, Lord Howe's flag ship, in the battle of the 1st of June, and had rendered such great and known service in Lord Bridport's action, of June 23, 1795 : government would extend the rank of mere knighthood, to that of a baronet. A reference to the list of baronets, will shew some names that were created at that time, whose claims were certainly not superior to that of an eminent naval officer, already knighted by his Sovereign, and standing deservedly high in his Majesty's opinion. The tide did not, however, lead on to this distinction ; and although Lord Spencer, as first lord of the Admiralty, declared himself to be of that opinion ; he thus concluded the letter, which he felt it to be his duty to write on this subject to the comptroller of the navy : " I shall say no more about it at present, except repeating, that I have so high an opinion of your nephew's merit, that whenever an opportunity offers, when I can with propriety press for any thing in his favour, it will give me a great deal of pleasure to contribute towards the gratification of any wish he may have formed of distinction or advancement."

The following is the answer which this officer wrote

in consequence to Sir A. Hamond, dated Portsmouth, June 14th, 1796.

“ MY DEAR UNCLE,

“ I must begin my letter, by thanking you most sincerely for your kind conduct towards me, just as much as if you had succeeded, by inducing Lord Spencer to confer upon me the distinction of a baronet; and the sensation I feel for your having done so is indescribably grateful to my mind. I have said so much already, upon the subject of my pretensions, that I will say no more of that kind, but have done with it for ever: feeling, however, perfectly satisfied in my own mind, that what I have looked for, and what you had the kindness to ask for me, could not have been considered as a prostitution (’tis a word of my own) of the favours of government. And I am also certain, I could convince the whole world, by an explanation, that I have been treated extremely ill by all those people, who pretended to be my friends. Now then I have done, and never again will mention the subject. Assuring you that I have too much of the spirit of a man, to let it affect me for a moment; on the contrary, I shall really go to sea in better spirits; as I am more perfectly convinced, that true happiness is only to be derived from the state of one’s own mind. I could add a great deal more, but to say the truth, I am in much pain, and it is taking up your time. There is a promise that you must make me, in the first place, as the greatest favour you can possibly confer---never to mention this subject again to Lord Spencer, nor to suffer yourself to be drawn into conversation upon it; I beg this particularly: And, in the next place, that you will not in the slightest manner allow it to interfere with the good understanding and harmony that ought to subsist between you both, and which, for your own comfort, I trust and hope you will not fail to cultivate; for I cannot bear the idea of your feeling all that you have done, for some

time past. You will naturally give your opinion upon the public service, as you always have done, like an honest man: if your advice is not followed, you should not for that make yourself uneasy, and if it is not asked, you have the less to answer for. A truce for the future with honours and distinctions. And now let me tell you, what you will be sorry to hear. I have been extremely ill; all apprehension, however, is removed, and I am now getting better very fast: the pain will leave me to-day, and then I shall be as well as ever. Our love and affection to you and yours. Keep your mind at ease, and continue to go right forward."

Notwithstanding the energy and vigour of this great seaman's mind, he was at that time suffering the most acute and increasing pain in his head, from the wound he had received on the 1st of June, 1794; and his days in consequence of it began to draw towards a close. The effects of this wound long baffled the experience and solicitude of the medical men who attended him; and like all complaints, whose latent cause cannot be discovered by the imperfect ken of human penetration, the general term of nervous had too hastily been given to the mortal effects, which the severe contusion had produced. Yet neither himself, nor any of his friends, imagined for a long time any immediate danger. "Let me assure you," said he, in writing from Widley to Lady Hamond, "let me assure you, upon my faith, that there is not the smallest occasion to be under any apprehension about my speedy and most perfect recovery; and I do not speak in the least more favourably than I ought to do. My constitution has undergone, as it appears to me, a perfect revolution, and I have not the smallest doubt of enjoying better health than I have ever done. For God's sake take care of my uncle—I hope in a very few days to report myself fit for service. I am as retired here as a hermit, and in all respects am very comfortably situated.—P. S. To

say the truth, I had not an idea that I was so far down the hill, as I found to be the case when I came on shore: but then you are to recollect, that I had been very ill three weeks before that, and perhaps the crisis of the disorder happened at St. Helen's."

With these delusive ideas of the state of his health, this resolute and zealous servant of his king and country, was induced to return to the command of his old ship, the Queen Charlotte; which at the close of the year appears to have been attached to the flag of Admiral Thompson.

On the 20th of January, in the ensuing year 1797, Mr. White, surgeon of the Royal William at Spithead, reported the declining state of Sir Andrew Douglas's health to his uncle, and recommended change of scene; with every caution to be observed, to avoid any thing that might agitate a mind too susceptible of slight impressions, and a constitution already in much too irritable a state. He, in consequence of this, was removed to a villa of Sir Andrew Hamond's at Fulham. Where, after the severest sufferings which he bore with all the fortitude and resignation of a christian, he expired on the 4th day of June, 1797. Having just outlived the third anniversary of a proud day for his country.

CHAP. XXX.

Naval History from the Beginning of the Year 1798 to the Peace of Amiens.

IN the speech from the throne, which was delivered on the meeting of parliament, November 2d, 1797, his Majesty adverted to the endeavours which he had used to bring about a peace between Great Britain and France, through the negociations which had been carried on by Lord Malmsbury, a few months before at Lisle. These endeavours had been frustrated by the ambitious and insincerity of the French government; they had, however, been made so evidently in the spirit of peace, and had been carried on so openly in the face of all Europe, that the continuance of the war could be justly and fairly attributed only to the enemy. His Majesty, therefore, trusted, that, as he had proved that peace could not be obtained on safe and honourable terms, Europe would not censure him for the future mischiefs and miseries which the war might engender and spread, nor would his subjects object to those additional burdens which might be deemed in the wisdom of parliament, necessary to prosecute it with vigour and success. That these burdens would not press very heavily, he was induced to believe, from the flourishing condition of British commerce; that they would be cheerfully borne, the spirit of the British nation unimpaired, and yet fresh, led him confidently to expect. His Majesty then adverted in terms of congratulation and pride, to the successes of the navy, during the preceding year; and particularly he dwelt upon the vic-

tory of Camperdown. The address was opposed in the House of Lords, principally by Earl Fitzwilliam, on the same grounds which had induced him to oppose it at the commencement of the preceding session: peace, he contended, was no more desirable, or if desirable, no more attainable with the government of France now, than it had been some years before; indeed, he would go farther; if peace were justifiable now, the war had been unjust in its origin, since the same spirit, principle, and conduct, which had called Great Britain into the contest, against French Jacobinism, still existed in all their genuine and undiminished influence and vigour. His lordship concluded his speech, by moving, as an amendment, to omit the words in the address, which expressed approbation of his Majesty's endeavours to procure for his people the blessings of peace: since, in the opinion of his lordship, if these words were retained, the justice and legality of the French government were virtually acknowledged. The amendment of Earl Fitzwilliam was rejected without a division, but, as on a former occasion, he entered a strong protest, in which all his peculiar sentiments were expressed in nervous and manly language.

As very few of the opposition appeared in the House of Commons, no formal amendment to the address was moved there: but Mr. Bryan Edwards, in a speech of great eloquence, dwelt upon the evident and striking change in the language which his Majesty had used on opening the parliament this session, compared with his language on former occasions of the same kind. There was no longer any promise held out of indemnity for the past and security for the future. He then particularly adverted to our West India conquests; and his knowledge of those Islands led him to give it as his decided opinion, an opinion which has been most fully and fatally confirmed, that if it was to-morrow in our power to conquer the whole of the French islands, the conquest so far from being

advantageous or productive, would be ruinous in the holding.

The supplies granted for the navy this year were rather greater than those which had been granted for 1797, while the total supplies were considerably less : as will appear from the following statement ; for the maintenance of one hundred and twenty thousand men, including twenty thousand marines ; and ordnance for sea-service, 6,680,000*l.* ; wear and tear of ships in which they are to serve, 4,290,000*l.* Expence of the transport service, and for maintenance of prisoners of war in health, 1,200,000*l.* ; ordinary, including half-pay to sea and marine officers, 689,858*l.* 19*s.* 7*d.* ; building and repairs of ships and other extra work, 639,530*l.* : making a total of 13,449,388, 19*s.* 7*d.* ; whereas the total for the sea-service of 1797 was 13,133,673*l.* 1*s.* 7*d.* The grand total of the supplies for 1798, was 35,028,798*l.* 4*s.* 10*d.* ; and for 1797, 44,783,262*l.* 3*s.* 5½*d.* In the month of May, a resolution passed the House of Commons to augment the naval force, ten thousand men : and on this occasion Mr. Pitt moved for a bill to suspend the protections granted by the allowed prerogative of the crown, to watermen, masters who had apprentices on board, &c. ; and, at the same time, to suspend, for one month, protections granted in the coal trade, and for five months, all protections granted in other trades. This bill was brought forward in consequence of the disturbed state of Ireland, and the apprehension very generally entertained that the French was again to attempt the invasion of that island ; it was carried through the House of Commons in all its stages the same evening, and in a day or two afterwards passed into a law.

Early in this year, Sir Home Popham proposed a plan for the farther protection and defence of our coasts : Sea Fencibles, composed of fishermen, seamen employed in coasting vessels, and all sea-faring men engaged in the different harbours, rivers, and

crecks, along the coast, were formed into corps. These Fencibles were to be trained to the use of the pike, and when they had an opportunity, they were to be exercised with the great guns. The whole coasts were divided into districts: and over each district a post captain and a certain number of masters and commanders were appointed. Protections were granted to all the Sea Fencibles, which were to continue in force, so long as they regularly attended muster and exercise; besides this privilege, at each muster one shilling was given to each man. The districts were 1st. from Emsworth to Beachy Head; 2d. from Beachy Head to Deal; 3d. from Deal to Faversham; 4th. from Leigh to Harwich; 5th. from Harwich to Yarmouth; 6th. Isle of Wight; 7th. coast of Hampshire; 8th. coast of Dorsetshire; 9th. coast of Devonshire; 10th southern coast of Cornwall, from Plymouth to the Land's-end; and 11th. between Salt Fleet and Flamborough Head. The Sea Fencibles were afterwards extended to other parts of the kingdom. The following is the number of men raised on those coasts which were supposed most liable to invasion: Sussex, eight hundred and fourteen; Hampshire, three hundred and seventy-nine; Isle of Wight, five hundred and seventy-nine; Devonshire, one thousand two hundred and sixty-eight; Dorsetshire, seven hundred and thirty-four; Kent, three hundred and eighty-nine; Essex, one thousand two hundred and five; Suffolk, one thousand one hundred and forty-two; and Cornwall, one thousand one hundred and forty-three.

In the month of January, a cartel for the exchange of prisoners was agreed upon between Great Britain and France; at that time the number of French prisoners in this country, amounted to thirty thousand two hundred and sixty-five, besides three hundred officers, who were on their parole: while the British prisoners in France were only two thousand eight hundred.

As on the conquest of Holland by the French, an immense number of Dutch seamen had entered the British service, the Directory passed a decree, declaring that all persons, natives of, or originally belonging to neutral countries, or countries in alliance with France, who may form a part of the crews of any of the king's ships of war, or any British vessels, shall be considered and treated as pirates. In consequence of this decree, the commissary for French prisoners in Great Britain was officially informed, that if it should in any instance, be carried into execution, it was his Majesty's firm resolve to retaliate in the most severe and effectual manner against those subjects of the French republic, whom the chances of war might bring into his power. This determined spirit, thus explicitly manifested, rendered the decree of the Directory a mere dead letter, as they never deemed it safe or prudent to carry it into execution.

We have already adverted to the disturbed state of Ireland, and to the designs which the French entertained of again attempting the invasion of that country, in consequence of that state; but from some cause or other, not explained, the enemy were so tardy in their operations, that the rebels had suffered a most severe and decisive defeat at the battle of Vinegar Hill, before any French succours appeared on the coast. Those succours not only arrived too late, but in point of numbers they were very contemptible; on the 22d of August, nine hundred men were landed in the Bay of Killala, from three frigates. Trifling as this force was, it was enabled to beat the British forces at Castlebar, to march a considerable way towards Dublin, and to spread terror over the whole island; at length they were met, defeated, and taken prisoners at Ballinamuck.

Before the failure of this expedition had reached France, the government there had planned and prepared another much more formidable; it consisted of one ship of the line, and eight frigates, which

had on board a large reinforcement for the army which had already reached Ireland. The British government, though they had discovered some negligence in not having prepared such a force as might have defeated the troops that landed at Killala, before they could advance into the interior; were on the alert to prevent any reinforcement being sent; for this purpose, a squadron under the command of Sir John Borlase Warren, consisting of the *Canada*, of seventy-four guns; the *Robust*, seventy-four; the *Foudroyant*, eighty; the *Magnanime*, forty; and the *Melampus*, thirty-six; were ordered to cruise off Loch Swilly. On the 10th of October, he was joined by the *Amelia* frigate, from whom he learnt, that the French fleet had been watched from the time it sailed from Brest, by the *Ethalion*, *Anson*, and *Sylph*, and that it was now near at hand. Accordingly about noon the next day the three English frigates first made their appearance, and very soon afterwards the enemy. The signal for chase was immediately thrown out by Sir John Warren; which was kept up all that day, and the following night, the weather the whole time, being very stormy. Early in the morning of the 12th, the French squadron was discovered to windward bearing down with their line formed in close order on the starboard tack; the line of battle ship having carried away her top-mast during the chase. Sir John Warren's squadron at this time was much dispersed so that it was two hours after he perceived the enemy, before they could collect and prepare to receive them. The action was begun between the *Robust*, seconded by the *Magnanime*, and the *Hoche*, the French line of battle ship: it continued with great fury, from twenty minutes past seven, till eleven, when the enemy struck. In the mean time, the frigates were attacked by the rest of the British squadron: but on perceiving the fate of the line of battle ship, they crowded all the sail they could carry, and endeavoured to escape; for five hours they were

closely pursued, a running fight being kept up all the time; three of them then surrendered, *La Bellona*, and *La Coquille*, each carrying forty guns: and *L'Ambuscade*, of thirty-six guns. *La Resolue*, having steered a different course during the chase, was pursued by Captain Moore, in the *Melampus*, who about midnight came up and captured her: she proved to be *La Resolue* of forty guns. *L'Immortalité* made her escape at that time. The loss of the enemy, on this occasion was sixty-eight killed, and one hundred and eighteen wounded; that of the British, thrée killed, and thirty-five wounded.

The French government, whether serious or not in their designs to invade England, kept up every appearance of such a design; they constructed an immense number of gun-boats, and flat-bottomed boats, at Boulogne, Dunkirk, Ostend, and the neighbouring ports; as it was necessary to assemble these boats at one place, and as this could not be effected while we were masters of the sea, and watched their coasts so completely and effectually, by the usual mode, it was determined to transport them by the Bruges Canal. In order, therefore, to destroy this channel of conveyance, which was useful, both for the purpose to which it was about to be applied, and for the transportation of troops and stores, a plan was formed by the British government, for the destruction of the basin-gates and sluices. As the depth of water near Ostend, where it would be necessary for the expedition to land, was very trifling, small vessels of war and gun-boats, were employed for this occasion: they assembled at Margate, early in the month of May, with two thousand troops on board, under the command of General Coote, Sir Home Popham being entrusted with the naval superintendance and direction of the enterprise.

Owing to adverse winds, they did not arrive off Ostend till the morning of the 18th of May: when it was found that the surf broke with great violence on

the shore ; this was caused by the wind having suddenly shifted to the west, which not only rendered the landing dangerous, but the re-embarkation of the troops very doubtful. Under these circumstances, the first opinion and design of both the commanders were, to abandon the enterprise ; but having learnt that the enemy's force was very trifling, and that the whole operation of blowing up the sluices might be performed in a very short time, and with little risque or difficulty, General Coote determined to land ; though if the surf continued, his re-embarkation might be impracticable. The troops were accordingly landed without opposition ; while the *Hector* and *Tartarus* bombs set the town on fire in different places, and much damaged the vessels in the basin, by the shells which they threw. General Coote lost no time in proceeding against the sluices : and about twenty minutes past ten, a great explosion was seen from the ships, which proved that he had succeeded in his object ; the only difficulty now remaining was, to get the troops on board again : this, however, it was found impossible to do that day ; and the re-embarkation was put off till the following day, in hopes that then the surf would have fallen. The situation of the troops was by no means comfortable or safe ; they were stationed on the sand hills near the coast, and were obliged to lie on their arms all night.

The next morning, the enemy was discovered in great force on all sides of them ; so that General Coote, after having defended his post with great gallantry, for several hours, was compelled to capitulate. It may fairly be questioned, whether the object of the expedition, though fully accomplished, was not too dearly purchased, by the capture of the army employed on the occasion.

Among the cabinet papers, of which the French republican government gained possession, when they overturned the monarchy, it is said there was one, containing a project, drawn up by the Count De Ver-

gennes, for the seizure and colonization of Egypt. This the Directory determined to put in execution ; and the year 1798 was chosen for this purpose, on various accounts ; France, by the treaty of Campo Formio, was freed from most of her enemies : while a numerous and victorious army, with a general, a great favourite with it, who had conducted it so often to victory, was entirely unemployed. The Directory, therefore, readily embraced the proposal of Buona-parte, or perhaps suggested the scheme to him, of invading and conquering Egypt. The Turkish government, at this time, was so much weakened and distracted by internal commotions and rebellions that no formidable opposition was to be dreaded from it ; Egypt indeed, could be regarded only as nominally part of the Turkish dominions ; and if the French Directory even had any scruples respecting the attack which they meditated, they might perhaps quash them, by the reflection that Egypt was, in a manner, common property, open to those who could seize it : and that the Turks would no more be injured by its being in the power of France, than by its continuing under the dominion of their rebellious subjects.

Besides the motives which had led the French government, during the monarchy, to plan the subjugation of Egypt, there were others which, no doubt, prompted the republic to undertake that enterprise. France had been nearly stript of all her West India colonies ; and while England was mistress of the seas there was little prospect or probability that she would be able to regain them, or to preserve them when regained. But Egypt offered itself as a colony, as valuable, in point of fertility, as any of the West India Islands ; and much more convenient and desirable in many other respects. The distance from France was comparatively short : the navigation from that, and other circumstances, not so liable to be interrupted by British cruisers ; and the climate was much more healthy. All these considerations had theirweight,

viewing Egypt merely as a substitute for the French West India Islands: but it was placed and considered by Buonaparte and the Directory in another point of view. England derived a great deal of her wealth from her possessions in the East Indies; the attempts to invade and conquer her, though still held out by the government of France, as not only practicable, but easy of execution, were known by them to be hopeless and desperate; the only chance, therefore, of humbling this haughty and mighty foe was, to cut off her wealth; if this were done, her naval power fell of course. To the East Indies, therefore, the Directory looked; and the invasion of Egypt they planned as the most easy route for a nation inferior at sea, to reach those distant British possessions. Besides, whoever possessed Egypt, had the key to the Turkish dominions: and, if they were acquired, not only would the glory and the strength of France be much increased, but the resources of Great Britain would be deeply cut into, while Austria would be laid bare in a very important quarter.

Such seem to have been the motives and considerations that led to the invasion of Egypt by the French; and this enterprise the Directory were resolved to undertake with means, much more, to all appearance, than commensurate to the mere conquest and occupation of that country. The ports in the South of France were chosen for the assembling of this mighty armament; but troops and ships were collected from all quarters; from Normandy, Brittany, Venice, Genoa, and Corsica. From documents which were afterwards found on board some of the captured ships, the armament, at its sailing from Toulon, was composed of forty-two thousand land-forces; ten thousand eight hundred and ten seamen; besides four thousand nine hundred and forty-eight, which were on board the vessels that were destined against Alexandria. The flotilla, which was to go up the Nile, consisted of one thousand five hundred sail, each of

which contained one hundred men ; and the transports which carried out the troops, were manned with three thousand and seventeen ; making a grand total of sixty-two thousand two hundred and seventy-five men. The fleet, which was to protect this army, consisted of thirteen ships of the line, one of which carried one hundred and twenty guns, three eighty, and nine seventy-four ; seven frigates, carrying forty guns each ; besides smaller vessels, making on the whole forty-four sail. The command of the fleet was given to Admiral Brueys.

On the 20th of May, this fleet sailed from Toulon ; and on the 9th of June, it arrived off the island of Malta. This island was too desirable an object in the eyes of Buonaparte, to permit any scruples of conscience, to stand in the way of its acquisition ; but as it is excessively strong, it was necessary to adopt some method of gaining it by fraud, rather than have recourse to force, which might prove ineffectual, and would, whatever were the result, retard the accomplishment of the ultimate object of the expedition. This was carefully to be avoided, since, if England gained intelligence of its object, before the fleet reached Egypt, its success would be very doubtful. The plea on which Buonaparte called at Malta, was a very flimsy one ; his fleet, he said, wanted water, although three weeks had not elapsed, since it sailed from Toulon ; and Malta was not the most suitable place to obtain water for so large an armament. Unfortunately, however, this pretext met, on the part of the Maltese, either with perfidy, or with a want of confidence in their own strength ; for they granted permission for the fleet to enter, but only two ships at a time. If the Maltese government hoped by this concession, to satisfy Buonaparte, they were grossly mistaken ; for he immediately construed this limited permission into a proof of a hostile disposition ; and after a weak and ineffectual resistance on the part of the Maltese, landed such a number of French troops, as in less than

Two days put him in possession of the whole island, notwithstanding the garrison consisted of seven thousand men, the shores were defended by ten fortresses, of wonderful and unequalled strength, and the city of Valetta itself was deemed impregnable. On the 20th of July, Buonaparte sailed from Malta, leaving a sufficient force to guard it, and on the 1st. of July he reached the coast of Egypt. As soon as he had effected a landing and gained possession of Alexandria, he directed Admiral Brueys to enter the Old Port with his fleet, apprehensive, it would seem, of the approach of the English; but when the channel was sounded, it was ascertained that there was not sufficient depth of water for the admiral's ship; the design, therefore, was given up: and all the French squadron, except two Venetian men of war, and a few transports, who went into the Old Port, remained at their anchorage off Aboukir.

Although the British ministry were ignorant of the precise destination of this armament, yet they were not uninformed of its equipment, and the probable time of its sailing: instructions were, therefore, sent to Earl St. Vincent, to dispatch Admiral Nelson in quest of the French fleet. At the time Lord St. Vincent received these instructions, Admiral Nelson was cruising in the Mediterranean with three sail of the line and a few frigates; but as this force was totally inadequate to the object on which he was now to be employed, Lord St. Vincent resolved to send him ten sail of the line; these, however, could not be immediately spared, without endangering the blockade of Cadiz, which was still continued. The Admiralty at home had taken the necessary preparations to enable Lord St. Vincent to reinforce Admiral Nelson, by ordering out the same number of vessels from England, as he meant to send into the Mediterranean: of this intention of the Admiralty, his lordship was informed; and he accordingly victualled ten sail of his squadron, and had them completely ready in other

respects, to sail the moment the ships from England came in sight. Frigates were stationed to be on the look out; and as soon as they made the signal that the reinforcement was in sight, Captain Trowbridge, of the *Culloden*, who, as senior captain, had the command of the squadron destined to join Admiral Nelson, got under weigh, and the whole were out of sight, before the squadron from England had anchored off Cadiz. About sun-set on the 8th of June, they joined Lord Nelson, who having previously learnt that the enemy's fleet had sailed from Toulon on the 22d of May, with the wind at N. W. concluded that their course was up the Mediterranean, and accordingly directed his pursuit thither. Before, however, he proceeded in quest of the French fleet, he arranged the order of battle, and the plan of attack, which was to be followed, in case he came up with them: he divided his squadron into two divisions; in the centre of the van, his own ship was stationed; and the *Orion*, Captain Sir James Saumarez, in the centre of the rear-division: the post of leading the line on the starboard tack, was assigned to the next senior captain, Trowbridge, in the *Culloden*; and Captain Darby, in the *Bellerophon*, who ranked in point of seniority next to Captain Trowbridge, was directed to lead the line on the larboard tack. In this arrangement, Admiral Nelson was actuated by an earnest desire, to conform to the old fashion, of paying a compliment to seniority, and of placing confidence in those who had had the most experience.

Admiral Nelson first steered to Corsica, but not being able to gain any intelligence respecting the French fleet, he proceeded to Naples, where he arrived on the 16th: here he merely gathered from vague report, that the enemy had been seen steering towards Malta. As the wind was fair, Admiral Nelson resolved to proceed to that island, by the nearest passage, through the *Faro di Messina*; as he passed between Sicily and the main land, he learnt that the French had actually

been at Malta, and had conquered it. When he reached this island, they had sailed a few days before, directing their course to the south-east. As their object could only be Egypt, the British admiral pressed on thither, under all the sail that his ships could carry; but when he arrived off Alexandria, there was no appearance of the French fleet, nor could he gain any intelligence respecting them. His future course was now to be directed principally at random; he first steered for the coast of Caramania, and afterwards towards the island of Candia. Changing his route, he then returned to Sicily, whither he arrived on the 18th of July. Here it was absolutely necessary to get a supply of water; but so eager were the admiral, officers, and crew, to resume the pursuit, that in five days, the fleet was ready for sea. Admiral Nelson being still impressed with the idea, that Egypt was the object of the French expedition, towards it he again steered; when he came off the coast of the Morea, he learnt that the enemy's fleet had been seen, about four weeks before, steering in a south-east direction, from the island of Candia. After them then in this direction he pressed forward under a crowd of sail, and it was a fortunate circumstance, that the rate of sailing of all the ships was so nearly equal, that none were delayed, and none were strained in the pursuit.

At length, on the 1st of August, the Pharos, of Alexandria, was descried; and very soon after, the French fleet at anchor in Aboukir Bay, drawn up in line of battle. The admiral immediately hauled his wind; and in this, he was instantly followed by the whole squadron; he then made the signal to prepare for battle: as soon as he had determined on the plan of attack, which was formed on a principle and system which he had before fully explained to all the captains of the fleet, he gave orders to prepare to anchor by the stern, and to wear at the same time. By this manœuvre, the relative position of the ships was com-

pletely changed; those, which while their heads were to the offing, were dropping a stern to take their position in the rear, now took the lead; while those which before had composed the van, now fell into the rear. The next signal was to form the line of battle a-head; each ship to fall into its situation at the time best suited, without regard to the established order of battle, in order to be ready for anchoring, a bow or cable of each ship was got out abaft, and bent forward.

The enemy's fleet was moored in a strong and compact line of battle, close to the shore; their line described an obtuse angle, the flanks of which were defended by numerous gun-boats; while on the island on their van, a battery of guns and mortars was erected. To a common mind the obstacles and difficulties in the way of attacking a powerful fleet, thus situated and thus protected, would have appeared insurmountable: but Admiral Nelson was not a common mind; it rejoiced, and found its most pleasing and congenial exercise, in overcoming those difficulties, from which other men would have shrunk. It immediately occurred to him, that if the enemy's ships had room to swing, there must be between them and the shore, room for the English vessels to anchor. This idea no sooner rose in his mind, than it was cherished and adopted as the main principle of the plan of his attack.

The wind was from the N. W. and N. N. W.; during the day, it had blown rather fresh; but as the evening came on, it nearly died away. The honour of leading was assigned to the *Goliah* and the *Zealous*; before the first of these ships had approached within a mile of the enemy's van, they began to fire with their starboard guns, and at the same time the batteries also began a cannonade. This was borne with great coolness by the British tars, as from the situation of the French fleet, and the shallowness of the water around them, it could not possibly be avoided. Captain Foley, in the *Goliah*, soon changed the appear-

ance of the combat; by passing round the bow of the enemy's van, and thus getting on the inside of their line, in which manœuvre he was followed by the other ships in the van of the British squadron. In doing this, he was compelled to go very near the edge of the bank, but having succeeded in getting round the enemy, he laid his ship alongside *Le Conquerant*, the second vessel in the line, and immediately dropped anchor. Close after the *Goliah*, followed the *Zealous*, who dropped her anchor alongside *Le Guerrier*, the ship which Captain Foley had passed in order to get to *Le Conquerant*. The *Orion*, *Audacious*, and *Theseus*, also took their stations on the inside of the enemy's line, and immediately commenced a close action.

In the mean time, the *Vanguard*, Admiral Nelson's ship, anchored on the outside of the enemy, within half pistol shot of *Le Spartiate*; and by her fire, not only did great damage to this vessel, but also covered and protected the advance of her own comrades, the *Minotaur*, *Defence*, *Bellerophon*, *Majestic*, *Swiftsure*, and *Alexander*, which came up in the order in which they are named. As all the vessels, when they took their stations, anchored by the stern, the line became inverted from van to rear. The *Culloden*, Captain Trowbridge, was not so fortunate; in his anxiety to gain his station on the van of the enemy's line, he grounded on the tail of a shoal, which run out in a north-west direction from the island, on which the French batteries were erected; every effort was made to get the ship off, but without effect, while the engagement continued; and it was not till the morning of the 2d, that this was accomplished, after having lost her rudder, and having received considerable damage in other respects.

Soon after the battle became general, the sun set; and as is the case in those latitudes, darkness spread over the sea and land: this darkness was, however, most awfully removed at intervals, by the fire of the

hostile fleets: at those times, the hemisphere was illuminated, like as if the most vivid lightning had burst through the clouds.

About nine o'clock, the enemy's van, as far as the fourth ship, had surrendered; a few minutes after, a fire was discovered on board the centre ship of the enemy, L'Orient, which spread with such rapidity, that she was soon in a complete blaze. As soon as this circumstance was made known to Admiral Nelson, he immediately came from below, whither he had retired, in consequence of a severe wound he had received on the head, and gave orders that the boats of the Vanguard should be hoisted out, to endeavour to save the crew; the same humane measure was adopted by several other of the British ships, which saved the lives of upwards of seventy men. L'Orient continued burning till ten o'clock, when she blew up with a most appalling and tremendous explosion; for a few minutes afterwards, as if by common consent, all was silent, and the silence was like that of death. The masts, rigging, &c. of L'Orient, fell in all directions, and exposed the surrounding ships to great danger; fortunately, however, none of them suffered the least damage.

About ten minutes after the explosion, the cannonade was renewed; and it continued at intervals, till three o'clock in the morning: when day broke, it was ascertained, that the greatest part of the French van, were dismasted, and had struck; a French frigate was seen going down; the Bellerophon was at anchor, some miles to the eastward, without a single mast standing. Part of the centre and rear of the enemy were still unconquered: and against them, such of the British ships as were least damaged proceeded: this caused the action to be partially, and for a very short time renewed; but it was soon terminated by the surrender of L'Heureux, and Mercure, and by the dismasting of Le Tonnant. Only two of the rear were in a condition to effect their escape; these were Le Guillaume Tell, and Genereux; Le Timoleon

endeavoured to follow their example, but being badly manœuvred, she ran on shore, and was set fire to by her crew. Two frigates also escaped, *La Diane*, and *La Justice*. None of the British were in a condition to pursue them but the *Zealous*; this she did for a short time, but finding that though she gained on them, none were coming up to support her, the admiral called her back by signal.

Only one ship of the French line of battle ships remained unconquered, *Le Tonnant*; she was entirely dismasted, and had driven very considerably to leeward. On her surrender being demanded, her captain promised to comply, provided his crew, which he said amounted to fifteen hundred, were sent to France. He was told that he must surrender unconditionally; and as he still kept his flag flying, on the morning of the 3d of August, the *Theseus* and *Leander* were ordered to attack him, but on the approach of the former, the flag of truce was hoisted. At the commencement of this action, the French fleet consisted of thirteen sail of the line, and four frigates, having on board twelve hundred guns, and between ten and eleven thousand men. Of the ships of the line, nine sail were taken, two were burnt, and two effected their escape; one of the frigates was sunk, another was burnt, and two escaped. Besides Admiral Brueys, two other admirals, and three captains were slain, the loss of the French on the whole was estimated at between seven and eight thousand men; but the wounded and prisoners were given up, on condition, that they should not fight against England, till they were regularly exchanged. The British fleet consisted, at the commencement of the action, of thirteen sail of the line and a fifty gun-ship, carrying in all a thousand guns, and having on board eight thousand men: of these, the killed and wounded amounted to nine hundred. Among the former, was Captain Westcott of the *Majestic*, who was greatly and deservedly lamented; his own merit, which had

always been conspicuous, had been the sole cause of his rise to the rank which he held at the time of his death.

As the battle was fought so very near the shores of Egypt, they were crowded with astonished and anxious spectators. The French wing, at Rosetta, though at the distance of thirty miles from Aboukir, were enabled by the help of glasses, to gain a confused and imperfect sight of what was going on; and their anxiety was still greater than that of the natives, since, if their fleet were defeated and destroyed, all hopes were cut off, of reinforcements, or of being able to return to their native land, in case they should not succeed in their conquest of Egypt. When the explosion of L'Orient took place, the earth shook even to the distance of Rosetta. As the battle terminated during the darkness of the night, the French on shore would have remained for some hours ignorant of the issue, had not the shouts and the actions of the Arabs, too unequivocally and fatally pointed it out to them; for these people, either sincerely and really hostile to their invaders, or disposed to take part with the conquerors, whether British or French, committed every outrage on such of the latter as fell into their hands, in their endeavours to escape on shore from their captured and burning ships.

The effects of this most glorious and decisive victory, were felt over nearly the whole of Europe: Austria refused to ratify the treaty of Campo Formio; and made immediate and formidable preparations for the renewal of hostilities; even the lethargy of the Turkish government was roused, and a declaration of war against France was issued: the King of Naples marched an army against Rome, with a view of driving the French beyond the Alps; and Russia sent a fleet into the Mediterranean to act against the common foe. It is not possible to describe, and it is difficult even to conceive the exultation and joy which were manifest on every British countenance, when the in-

telligence of the victory of the Nile reached England : for many years, she had not seen such a day : proud as she justly was of her navy, what had been now achieved, surpassed all its former exploits. But it was not merely on account of what had been achieved on the 1st of August, that the country rejoiced ; it was not less from the anticipation of future glory, which that day promised. A race of heroes, with the gallant Nelson at their head, had that day sealed their fame ; and while they existed, England was certain that the empire of the sea was her's ; and before their course was run, she knew that the desire of emulating them would produce others, not unworthy to succeed and rival them.

Parliament only echoed the voice of the nation, in voting their thanks to the whole fleet. Admiral Nelson was advanced to the peerage, by the title of Lord Nelson of the Nile : the captains of the fleet were honoured with a gold medal, as a testimony of his Majesty's approbation of their conduct ; the first lieutenants of each ship of the line were promoted, by the Board of Admiralty, to the rank of commanders ; while most liberal subscriptions were entered into for the support and relief of the wounded, and the widows and orphans of the slain. 1100*l.* were subscribed at Lloyd's Coffee-house alone, in the course of the same day, on which the intelligence of the victory arrived.

In order that Lord Nelson might be enabled to support his new rank, the parliament of Great Britain voted him a pension of 2000*l.* a year for his own life, and that of his two next heirs ; while from the parliament of Ireland he received a pension of 1000*l.* per annum. So sensible were the East India Company of the importance of the victory which he had gained, to the security of their possessions, that they presented him with the sum of 10,000*l.* Besides these, he had several other presents, as marks of gratitude and respect from the city of London, the Turkey Company, &c. &c. But that which he valued most

was, an elegant sword, with the names of the ships and of their commanders engraven on it, which was presented to him by the captains of the fleet.

Nor were honours and presents bestowed on Lord Nelson by his country alone : as soon as this important victory was made known at Constantinople, the Grand Seignor, ordered a superb diamond aigrette, or plume of triumph, taken from one of the imperial turbans, to be sent to him, and a purse containing 2000 sequins, to be distributed among the wounded British seamen ; while the mother of the Grand Seignor sent the Admiral a rose, set with diamonds of great value.

The King of Naples created him Duke of Bronte, ceding to him, for the support of this title, the territory annexed to it, worth 3000*l.* per annum ; and at the same time, presented him with a sword richly set with brilliants, and valued at 60,000 ducats.

The refitting of the British disabled ships and the prizes, occupied the attention of Lord Nelson completely till the 18th of August ; and even then, it was performed in rather a temporary and imperfect manner, in consequence of the great damage, which many of the latter, and some of the former had sustained ; and of the comparatively small stock of stores, which could be procured : as soon as this business was completed, Lord Nelson sailed from Aboukir, leaving Captain Hood, with four sail of the line and two frigates, to block up the port of Alexandria, and intercept any supplies which the French might endeavour to send to their army in Egypt. Part of the British fleet was put under the command of Sir James Saumarez, with orders to take the prizes under his care and protection, and make the best of his way for England. Accordingly, after stopping at Sicily to obtain water and refreshments, Sir James Saumarez, having been joined by a Portugueze squadron, proceeded off Malta, where he summoned the governor to surrender ; but his summons not being complied with, he pursued

his course to England, leaving the Portuguese squadron to blockade that island.

On the 22d of September, Lord Nelson, in the *Vanguard*, accompanied by the *Thalia*, arrived at Naples: the *Culloden*, *Alexander*, and *Bonne Citoyenne*, having reached there a few days before him.

Bonaparte endeavoured to throw the blame of the defeat of the French squadron entirely on Admiral Brueys: it has been already noticed, that he left orders for the admiral to carry the ships into the Old Port of Alexandria; and that the attempt was found to be impracticable, owing to the shallowness of the water across the channel. That this order was given by Bonaparte there can be little doubt, as Admiral Brueys actually endeavoured to obey it; but it is not so certain, as asserted by Bonaparte in his intercepted dispatches, that he directed the fleet to sail to Corfu as soon as possible after the landing of the troops, if they should find it impracticable to enter the Old Port. This assertion of Bonaparte's is contradicted by the testimony of different French officers of rank and character, who positively and concurrently affirm, that Admiral Brueys was detained in the bay of Aboukir, by the express orders of the commander-in-chief, who did not wish to deprive himself of the means of retreat. This statement is in some measure confirmed by another passage in one of Bonaparte's intercepted letters, in which he acknowledges that, at one time, he did direct the admiral not to put to sea: but this, he says, was, when it was known that the English fleet were cruising on the coasts of Syria and Egypt, and some weeks after the troops had been landed. This admission, however, is sufficient to remove the blame of the defeat from Admiral Brueys, and to fix it on Bonaparte; and the character of the latter suffered much in the opinion of all candid persons, on account of his endeavours to tarnish the reputation of the admiral, after he had lost his life, in the service of his country, and in consequence of

the commands, or at least, having in view the interest and support of the very person who censured him. Thus much we have thought it but just to say in defence of the character of a brave but unfortunate enemy.

In order to render our account of the battle of the Nile complete, and to connect with it every transaction of importance that resulted from it, we shall deviate a little from our usual plan, and relate some actions which, otherwise, would more properly fall to be noticed, at the close of the year's narrative, under the head of single actions.

Admiral Nelson considered the defeat of the French fleet off Aboukir of so much importance, that he sent his own captain, Berry, in the *Leander*, a fifty gun ship, with the dispatches relating to it, to Earl St. Vincent the commander-in-chief in the Mediterranean. On the 18th of August, the *Leander* being then near the island of Candia, a large vessel was seen in the south-east quarter, standing down under easy sail, and with a fine breeze. The *Leander*, on account of the importance of the dispatches which she was carrying, her captain, Thompson, did not think it proper to detain or to put out of her track, in order to engage the enemy; and she would therefore have proceeded, had she not unfortunately been quite becalmed, at the time that the strange vessel was enjoying a favourable breeze. It was soon ascertained that she was a ship of the line; and as the *Leander* was eighty men short of her usual and regular complement, the captain was the more anxious to avoid an engagement with such a very superior force: this, however, was found to be impossible; and, therefore, every precaution was taken to enable the *Leander* to sustain the unequal combat. When the strange vessel came near the *Leander*, she first hoisted Neapolitan colours, hoping thereby to throw Captain Thompson off his guard; but he was not to be so deceived: soon afterwards the Neapolitan colours were hauled

down, and French displayed in their stead. The *Leander* still kept on her course with all sail set; but all the men were in readiness to alter her situation, when necessary, so as to bring her fire to bear with the greatest effect on the enemy; accordingly, when the latter had come within half-gun shot of the *Leander's* weather quarter, she was hauled up so as to bring her broadside to bear directly on the enemy, and immediately she poured in upon her a most tremendous cannonade. The firing was returned, the ships still keeping under a crowd of sail, and the Frenchman gaining on the *Leander*. As the latter had suffered considerably in her rigging in the battle of the Nile, she was rather unmanageable; and the enemy taking advantage of this, succeeded in laying her on board, on the larboard bow, intending to board her; but this intention was frustrated by the fire of the marines, supported by a furious cannonade. In this attempt to board the *Leander*, the enemy sustained a dreadful slaughter. It was, however, evident, that unless Captain Thompson could completely free his ship, the superiority of the enemy, especially in point of men, would enable him, at last, to succeed in the object he had in view; this the British commander would have found it difficult to effect, had not a slight breeze sprung up, which gave the ships head way: this favourable circumstance was improved by the great skill and promptness of Captain Thompson, for luffing under the enemy's stern, within a few yards of him, he poured in every gun, as he passed with great effect.

The enemy, however, was not to be driven from his purpose; and his next attempt was unfortunately more successful: perceiving that the guns on the starboard side of the *Leander* were rendered almost useless, by the spars and rigging which had fallen on them, he took advantage of a light breeze, to pass the *Leander's* bow, and recommence the action on that quarter. Here he could not be opposed; and

the enemy on this, hailed to know, if she had surrendered. The *Leander*, indeed, was by this time, in no condition to continue the fight any longer: she was completely ungovernable, lying like a log on the water; her hull and rigging were cut to pieces, and her decks were covered with the wounded and dead. Under these circumstances, Captain Thompson, with the advice of Captain Berry, replied in the affirmative to the enquiry of the enemy, and the *Leander* was surrendered to *Le Genereux* of seventy-four guns, which had escaped from the battle of the Nile. The French ship had one hundred men killed, and one hundred and eighty-eight wounded, out of a crew of nine hundred men: the *Leander* had thirty-five killed and fifty-eight wounded; among the former were Captain Thompson, and two lieutenants. The behaviour of the French captain and crew to the crew of the *Leander* was extremely cruel; they were plundered of every thing, even to the clothes on their backs; and what was still more barbarous, the instruments of the surgeon of the English ship were stolen from him while he was attending to the wounded: no redress could be got from the captain of *Le Genereux*. What we are about to relate, forms a most striking contrast to this behaviour, and proves (if proof were necessary), that British seamen are as anxious to surpass their enemies in humanity, as they are in bravery; and that they actually do surpass them in this noble quality, the constant attendant of real courage. It has already been stated, that Admiral Nelson, after the battle of the Nile, left part of his fleet, to block up the port of Alexandria, and to watch the motions of the French; this was the more necessary, as the French had still a great number of gun-boats, besides a large flotilla on the Nile. One of these gun-boats was observed by the *Seahorse* and *Emerald* frigates, while they were cruising off Alexandria, to anchor near an Arab town; the boats of the frigates were immediately sent to bring her off, or if that were

impracticable, to set fire to her; the Frenchmen, on their approach, deserted their vessel, and made for the shore: the destruction of the vessel, as she lay among the breakers, and could not be brought off, was therefore easily¹ performed: but as the men were about to return to the frigates, they perceived that the crew of the gun-boats, on their landing, were attacked by the Arabs, who put to death all who offered any resistance, and were proceeding to strip those who quietly submitted: a few of these unfortunate men, having escaped from these savages, made their way to the shore, and threw themselves under the protection and on the humanity of the British—those very British, from whom a very short time before they had been so anxious to escape. The British sailors immediately forgot that they were enemies, and what was still more, that they were Frenchmen; a species of foes that they regard with peculiar dislike; and resolved to use their utmost endeavours to rescue them from the Arabs; for this purpose it was absolutely necessary to swim ashore: this they immediately did, notwithstanding the danger was very great on account of the tremendous surf: and by means of small lines and casks, which they carried with them, they succeeded in saving their lives.

The only other naval events, worthy of record, which happened in the Mediterranean this year, were the reduction of Minorca, and of the small island of Gozo; and the blockade of Malta by Sir Alexander Ball. The reduction of the island of Minorca was accomplished by Commodore Duckworth, and General the Honourable Charles Stuart: they landed a considerable body of troops near Fournella, without meeting with any opposition from the enemy. Their next object was the town of Mercaval, which they also took possession of without resistance; the Spaniards having retired to Mahon, and appearing there determined to defend themselves. The principal em-

ployment of the squadron, while the troops were pursuing their conquests, was, to block up the island, particularly on that side next Majorca, in order that no supplies or reinforcements might arrive from thence: it was also intended that some part of the squadron should co-operate in the reduction of Mahon, but this they could not do, till the boom which obstructed the entrance into the harbour was removed: this, however, was soon done, in consequence of the surrender of Fort Charles. As it was of the utmost importance to the defence of Mahon that reinforcements should be thrown into it, from Majorca, and as this could not be effected while the British squadron blockaded the island, four forty-gun ships left Majorca, and succeeded in drawing off Commodore Duckworth; he did not, however, continue in pursuit of them long, or to any great distance from Minorca, suspecting that their object was, by drawing him off, to free the island from blockade, but having directed Captain Markham in the Centaur of seventy-four guns, to pursue the enemy, he resumed his station off Minorca. On his return, he learnt that the whole island had surrendered on capitulation to his Majesty's arms on the 15th of November. This conquest did not cost the British the loss of a single man: the Spanish forces amounted to between three and four thousand.

The squadron employed in the blockade of Malta, consisted of three sail of the line, a frigate, and fire ship; and so active and vigilant was Sir Alexander Ball in the execution of this service, that he not only kept this important island so completely blockaded, that it was of little or no use to the French, but while employed on this service, he dispatched a force sufficient to take possession of Gozo.

In the West Indies, nothing of importance occurred this year, except the evacuation of St. Domingo. The principal causes which led to this measure were, the excessive unhealthiness of the climate; and the

formidable opposition which the French were enabled to raise, by means of the negroes whom they had liberated and trained to arms. In the month of May the evacuation took place; the terms and conditions, on which it was agreed to give up the Island, were settled between General Maitland and the Republican General Touissant Louverture; the latter guaranteed the lives and properties of all the inhabitants who might choose to remain on the island, while General Maitland, on his part, consented to leave all the works which were in possession of the English, in perfect order.

An event, in which the navy were partly concerned, and which, therefore, calls for more particular notice than the evacuation of St. Domingo, took place in the month of September, on the continent of America, adjoining the West India Islands. The British settlements in the Bay of Honduras have always been the object of Spanish jealousy, even in time of peace; it was natural, therefore, to suppose, that, when war broke out between Great Britain and Spain, the latter would use considerable efforts to reduce them, or at least to harass the British settlers. Accordingly, on the 4th of September, the Spaniards appeared off St. George's Key, in great force; they had fifteen sail of sloops and schooners, carrying from twelve to twenty-two guns, besides six armed schooners of an inferior size; and eleven transports and victuallers: the flotilla was manned by five hundred seamen, and had on board two thousand soldiers. To oppose this formidable force, the British had the Merlin, carrying sixteen guns; two sloops each, with one gun, and twenty-five men; two schooners, and seven gun-flats; the land forces consisted only of two West-India regiments, and a detachment of the royal artillery, besides bay men, and negroes, who were employed in cutting logwood, &c. From the 4th till the 15th of September, the Spaniards made repeated attempts to land and dispossess the British;

but though their attacks were well planned, and supported with their whole force, yet, by the prudent and gallant conduct of Lieutenant-colonel Barrow, and Captain Moss, who commanded the Merlin, they were compelled to desist from their attempts, and to retreat in considerable confusion, and with no small loss. On the side of the British, not a single man was killed.

In the East Indies the French were successful in several valuable captures which they made; particularly in the capture of two East India ships, by La Precieuse, a frigate of forty guns. This loss was much more than compensated by the success of an expedition planned and executed by Captain Edward Cooke in La Sybille; who, along with the Fox, Captain Malcolm, having received information that several rich and valuable Spanish vessels were lying in Manilla Roads, proceeded against them. Great gallantry was displayed on this enterprise; the first fruits of which was the capture, in broad day-light, in view of all the people of Manilla, of three gun-boats; a guard-boat; a felucca; and the barge of the Spanish admiral; on board of the last were twenty-three officers and men. So completely did Captain Cooke succeed in disguising his vessels, that the Spaniards, having no suspicion that they were English, came on board them, and continued there for a considerable time, without discovering their mistake. Besides the capture of these boats, Captain Cooke succeeded in taking some valuable coasters, but the most lucrative part of the enterprise was frustrated, as the two Spanish ships, which had on board an immense number of dollars, were ascertained to be not at Manilla, as had been represented, but in the Cavita, where they could not be attacked.

Of the actions between British frigates, or single ships of the line, and those of the enemy, which took place this year, the following are the most remarkable.

On the 29th of June, the Jason, Captain Sterling, the Pique, Captain Milne, and the Mermaid, Captain Newman, were cruising off the Saintes, when a large French frigate was discovered: she was immediately chased by all the frigates; but so well did she sail, that though the chase began at seven in the morning, she was not overtaken and brought to action till eleven o'clock at night; and then only by the Pique: a running fight continued between them till two o'clock in the morning, when the Jason came up, and the Pique, having lost her main top-mast, fell astern. The Jason had scarcely commenced the action, when she and her opponent ran aground; on the rise of the tide, the stern of the Jason being in deep water, swung round so, as to expose her to the broadside of the French ship, which poured in upon a raking and destructive fire. In this situation, Captain Sterling had recourse to the only means that could be adopted to defend himself and harass the enemy: he ordered several guns to be brought aft; by which he so damaged his opponent, who had been previously dismasted, that she soon struck her colours. In the mean time the Pique, having refitted, came up; but not perceiving that the two ships were on shore, she also ran aground, and was so much damaged, that it was found necessary to destroy her. The enemy's ship, with great labour and difficulty was got off; she was *La Seine*, of forty-two guns, having on board six hundred and ten seamen and soldiers, one hundred and seventy of whom were killed, and one hundred wounded. The Jason lost seven killed; and had twelve wounded: the Pique one killed, and six wounded. The Mermaid did not come up till the enemy had surrendered. About four months after this action, the Jason was not so fortunate, for being in pursuit of a French convoy, near Brest, she struck so fast upon a rock, that every exertion to get her off proving ineffectual, the crew were glad to escape on shore, and to surrender them-

selves prisoners of war ; six alone excepted, who, having been permitted to take the cutter, arrived safe in her at Plymouth.

Although the Mermaid had not an opportunity of joining in the action with La Seine, yet a short time afterwards she was engaged in a battle still more desperate, and in which Captain Newman, though not victorious to the degree that his courage and skill deserved, had a favourable opportunity of displaying his seamanship and bravery. The Mermaid, on the occasion alluded to, was in company with La Revolutionnaire, and the Kangaroo brig. They were proceeding to Black Cod Bay, when they discovered and chased two large frigates. In order to divide the attention and the force of the British, the enemy's ships steered different courses ; and, consequently, the Mermaid and La Revolutionnaire also separated : the Kangaroo brig for some time accompanied the former ; but having come up with the enemy before she could be seconded by the Mermaid, her fore top-mast was carried away by a ball from one of his stern chasers, and she was obliged to give up the chase : for two nights and one day the Mermaid continued the pursuit ; at last the French frigate hauled her wind, and evidently appeared preparing for action. As her deck was crowded with troops, Captain Newman concluded from this circumstance, and from her manœuvres, that she intended to board the Mermaid ; this, however, he prevented ; and the action commenced at a quarter before seven in the morning, both ships going before the wind. At half past nine, the Mermaid, having received several shot between wind and water, and several of her guns being rendered useless by the falling of the rigging, was obliged to relinquish the contest. The French frigate was by no means disposed to renew, or continue the combat, as she appeared to have suffered even more than the Mermaid, in her hull and rigging, and to have lost a considerable number of men. The Kangaroo, in the mean

time, had fallen in with the Anson, Captain Durham; and shortly after their junction, the same frigate was seen, without her fore and main top-masts. The Anson was also greatly disabled, so that they were nearly on an equality. Captain Durham lost no time in bringing her to action; and after a resistance of an hour and a quarter she surrendered: she proved to be La Loire, of forty-six guns, though pierced for fifty; having on board six hundred and sixty-four seamen and soldiers, forty-eight of whom were killed, and seventy-five wounded; she proved a valuable and important capture, as she contained complete clothing for three thousand men, besides a great quantity of ammunition and stores. The Anson had two killed, and fourteen wounded; the loss of the *Mermaid* was three killed and thirteen wounded.

As line of battle ships generally sail in squadrons, or fleets, it very seldom happens that an engagement takes place between them single-handed; when such engagements do occur, the superiority of British seamanship in the manœuvring of the vessels, and of British bravery in the result of the battles, are equally conspicuous and glorious, as when two frigates fight single-handed: the naval annals of this year furnish a decisive proof and example of this.

Lord Bridport this year had the command of the Channel fleet; and on the 21st of April he threw out a signal for Captain Hood in the *Mars* to give chase to a strange ship, which was evidently keeping near the French coast, for the purpose of endeavouring to escape through the passage Du Raz; it is probable she would have completely and speedily succeeded in this attempt, had not the wind been directly against her, and the tide at the same time setting in from the shore; she was, therefore, obliged to come to an anchor. Captain Hood took immediate and effectual advantage of this circumstance; and it is difficult to decide, whether the skill which he manifested in

laying the Mars alongside of the enemy, or the bravery with which he afterwards fought her, is most to be celebrated and commended. The British captain was resolved to do the business so effectually, as to put it entirely out of the power of the French ship to escape, or even to resist for any length of time; and besides, it was to encourage and *accommodate* his brave crew by coming to close quarters, that he laid the Mars so near, that several of the lower deck ports were unshipped. The enemy on his part was not dismayed by having a British man of war so near him; he fought this ship with great gallantry and coolness; and a most bloody conflict commenced and continued for upwards of an hour and a half; when British bravery received its due and just reward in the surrender of the French ship. The prize was a valuable one; proving to be a quite new and well-finished seventy-four gun ship; the Hercules of seventy-four guns, and seven hundred men. She had sailed but a very short time before from L'Orient to join the Brest fleet. Her loss was dreadful: upwards of four hundred men were killed or wounded; and on the side, where, from being at anchor, she was exposed to the fire of the Mars, her hull was burnt, and almost torn to pieces.

The loss on board the Mars was trifling, if the mere number of men killed and wounded is taken into account; but heavy and lamentable indeed, from the circumstance that the gallant Captain Hood fell in this well fought action; just before it terminated, he received a wound in the thigh, that proved mortal; he lived long enough, however, to be gratified in the hour of his dissolution, with the joyful news of the enemy's surrender, and expired as a Briton ought to die, whose life is devoted to his country, in the arms of that victory, which had been won by his courage. Besides her captain, the Mars had seventeen killed, sixty-five wounded, five of whom died of

their wounds, and eight missing. It is probable that the last had fallen overboard during the heat and bustle of this dreadful engagement.

An action between the *Fisguard* of forty guns, commanded by Captain Thomas Martin, and *L'Immortalité*, a new frigate, mounting forty-two guns, of very heavy metal, was not inferior in point of bravery to that which we have just described. At first the French frigate endeavoured to escape; but, after a running fight of an hour's continuance, she was brought to close action: the enemy perceiving that the fire of the *Fisguard* was so well served and directed that she must soon surrender, directed her fire with great effect against the masts and rigging of the English ship, and, in the course of twenty-five minutes, succeeded so well and completely in her object, that the *Fisguard* became entirely unmanageable. Having accomplished this, the enemy endeavoured to escape; but the activity and exertions of Captain Martin and his crew, were so great and unremitting, that, in a very short space of time, the *Fisguard's* rigging was put into such a condition, that she was able to pursue her flying opponent; and coming up with her, the battle again commenced. The Frenchman, though evidently desirous to get away, yet when he found that he must fight, fought with the courage and obstinacy of desperation.

The renewed battle lasted an hour and fifty minutes, when *L'Immortalité* hauled down her colours. The *Fisguard* had ten men killed; and twenty-six wounded. *L'Immortalité* lost ten officers and forty-four men killed; and sixty-one wounded.

We have already had occasion to mention the particulars of the capture of one British ship this year, viz. the *Leander*: another also fell into the hands of the enemy; and this happened under circumstances which gave them rather too much the appearance of reason in the gasconades which, according to their usual practice, they published on this occasion. On

the 14th of December, the *Ambuscade*, commanded by Captain Henry Jenkins, being on a cruise in the Bay of Biscay, fell in with a large French privateer, mounting thirty-two guns, and carrying three hundred men. An obstinate and bloody engagement immediately commenced; the issue of which, in all probability would have been favourable to the *Ambuscade*, had not a series of untoward and unfortunate accidents occurred: the action was scarcely began, when Captain Jenkins was wounded by a musket ball in the groin; the wound was dreadful and almost unprecedented, since it not only attacked that mortal part, but, at the same time, carried away the top of his thigh bone. In this situation, Captain Jenkins was absolutely compelled to quit the deck; scarcely was he gone below, when the master received a severe wound; he still, however, kept on deck, when a cannon shot laid him dead. The French seem to have directed their musketry principally against the quarter deck; as they directed the fire of their cannon, contrary to their usual practice, rather against the hull, than the rigging of the *Ambuscade*. The action still continued with unabated fury, when Lieutenant Mayne, who had taken the command on the death of Captain Jenkins, was also killed. Under these circumstances, the ship being deprived of the skill and encouraging influence of three of her officers, Lieutenant Sinclair of the marines came forward, and volunteered his services out of his regular and official line; but scarcely had he begun to act in his new character, when he received a ball in his shoulder, and having been previously severely wounded, he was reluctantly obliged to leave the deck. The loss hitherto was principally confined to the quarter-deck; the officers there having suffered in more than the usual proportion to the men; but an accident now happened, which not only destroyed a great many of the crew, but alarmed and intimidated the remainder, in a most fatal manner. Mr. Briggs, the second lieute-

nant, had assumed the command of the *Ambuscade*, and while he was exerting himself with the greatest bravery to defend the ship, and setting a noble example to the men, a gun burst on the main deck; dismay and confusion spread on all sides: it was at first supposed, that a more serious accident had happened; terror spread among the crew; and in spite of all the representations, and threats of Lieutenant Briggs, they could not be kept to their stations.

In the mean time, the enemy aware of the loss which they had occasioned in the *Ambuscade*, and perceiving the state of her crew, resolved to take advantage of this favourable opportunity: the *Bayonnaise* (for this was the name of the privateer) was to windward of the *Ambuscade* at this period of the engagement; this enabled her to run her bowsprit through the shrouds of the English frigate, and to grapple her. Nothing now prevented the enemy from boarding to great advantage, and with almost any number of men they thought fit to employ; accordingly a colonel and fifty soldiers boarded from the bowsprit; the quarter deck was soon cleared; and proceeding thence to the main deck, where the crew had not yet recovered from their confusion and alarm, occasioned by the bursting of the gun, they drove them all below. The principal opposition in this contest was made, when the enemy first boarded; the colonel and eleven men were killed. Had not the engagement been terminated in this manner, it is probable the French privateer would not have succeeded in capturing the *Ambuscade*: since just at the moment that the boarding took place, the masts and bowsprit of the former fell. In the *Ambuscade* there were ten killed and thirty-six wounded, including Captain Jenkins, and Lieutenant Sinclair of the marines; for, extraordinary as it may appear, the captain, though his wound was received in a part, which is usually considered mortal, and attended besides with the fracture of his thigh bone, was not deprived of life. On the

26th of August, 1799, a court martial was held on board his Majesty's ship *Gladiator*, in Portsmouth harbour, for the trial of Captain Jenkins; we have not usually adverted to the proceedings and sentences of court martials, unless on some particular occasions: but such was the bravery of this contest, and the extraordinary circumstances attending it, that we shall briefly state the opinion of the court, respecting the loss of the *Ambuscade*. Captain Jenkins was acquitted in the most honourable manner; the court adverting to the disastrous circumstances, which had attended the commencement of the engagement, it appearing in evidence, that the mizen mast of the *Ambuscade* was carried away, and the wheel shot to pieces, and rendered useless; while the explosion, to which we have already alluded, besides creating such confusion and alarm among the crew, blew up the stern of the ship. The court, therefore, considering these circumstances, and moreover the great loss in officers, which the *Ambuscade* sustained, not only honourably acquitted Captain Jenkins, but paid a just tribute to part of the ship's company, for their heroic exertions: the evidence, which was adduced, particularly pointed out Mr. Penny, a midshipman, scarcely fifteen years old, who had preserved the most cool and resolute courage, while older and more experienced seamen had given way to alarm, and who had contributed in a most honourable degree to the defence of the *Ambuscade*. While, however, the court acquitted the officers and the greater part of the crew, they passed a severe censure on those, who by the explosion of the gun, had suffered themselves to lose that cool and unappalled intrepidity, which should always characterize British seamen.

We have already mentioned that the French government did not neglect such an opportunity, as the capture of the *Ambuscade* by a privateer, afforded, of displaying their usual taste for gasconade: in the first place, they misrepresented the actual and compa-

rative force of the two ships ; stating that the Bayonnaise mounted only twenty guns, while they represented the Ambuscade as carrying thirty-four guns, of much heavier metal than her opponent ; and in the next place, they bestowed rewards of a very extraordinary nature, on the officers and crew of the privateer ; thus holding out the capture of the Ambuscade, as an enterprise of most singular bravery.

The unfortunate capture of Sir Sidney Smith has already been noticed : as the liberation of this officer was, very laudably, a matter of great interest and importance with the British government, they used every effort and means to accomplish it. M. Bergeret, captain of the Virginia frigate, which had been captured by Sir Edward Pellew, was liberated, and permitted to go to France, to endeavour to negotiate an exchange between himself and Sir Sidney Smith. But though he used every endeavour for this purpose, he did not succeed ; and like an officer, under the old regime, rather than like one under the modern government of France, he very honourably returned to England, and surrendered himself into captivity when he found he could not liberate Sir Sidney Smith. The British government duly appreciated and rewarded this honourable conduct ; for, afterwards, when Sir Sidney Smith returned to England, though his liberation was not brought about, in the smallest degree, or in the most indirect manner, by M. Bergeret ; and though it was effected, even against the utmost endeavours of the French government to retain him. yet, on his return, M. Bergeret was immediately permitted to return to his native country.

Although it may appear foreign to the plan and purpose of this work to enter into all the details, which relate to the escape of Sir Sidney Smith, yet this circumstance must not be passed over in silence. There are two considerations which induce us to give an account of it, which we are well assured,

will fully excuse us with all our readers : in the first place, the character of Sir Sidney Smith; for who, that feels a British heart beat in his bosom, does not feel it beat with a more vigorous and proud pulsation, while reading of his exploits; and in the second place, the circumstances attending his escape are extraordinary and interesting, independently of their connection with the individual; and still more interesting, as they serve more completely to unfold his character, and to display to view, his active and comprehensive mind, expanding and exerting itself in proportion to the arduous nature of the circumstances, in which he was placed. In the account which we subjoin, we shall use the words of Sir Sidney Smith himself.

“ When I was taken at sea, I was accompanied by my secretary, and Mr. Tr— a French gentleman, who had emigrated from his country; and who, it had been agreed was to pass for my servant, in the hope of saving his life by that disguise; nor were our expectations frustrated; for John, as I called him, was lucky enough to escape all suspicion.

“ On my arrival in France, I was treated at first with unexampled rigour; and was told I ought to be tried under a military commission, and shot as a spy. The government, however, gave orders for my removal to Paris, where I was sent to the Abbaye, and together with my two companions in misfortune, was kept a close prisoner; meanwhile, the means of escape were the constant object on which we employed our minds. The window of our prison was towards the street; and from this circumstance we derived a hope sooner or later to effect our object. We already contrived to carry on a tacit and regular correspondence, by means of signs, with some women, who could see us from their apartments, and who seemed to take the most lively interest in our fate. They proposed themselves to assist in facilitating my liberation; an offer which I accepted with pleasure; and it is my duty to con-

fess, notwithstanding the enormous expences occasioned by their fruitless attempts, they have not less claim to my gratitude.

“Till the time of my departure, in which, however, they had no share, their whole employment was, endeavouring to save me: and they had the address at all times to deceive the vigilance of my keepers. On both sides we used borrowed names, under which we corresponded, theirs being taken from the ancient mythology, so that I had now a direct communication with Thalia, Melpomene, and Clio. At length I was removed to the Temple, where my three muses soon contrived means of intelligence, and every day offered me new schemes for effecting my escape. At first I eagerly accepted them all; but reflection soon destroyed the hopes to which the love of liberty had given birth. I was also resolved not to leave my secretary in prison, and still less poor John, whose safety was more dear to me than my own emancipation. In the Temple, John was allowed to enjoy a considerable degree of liberty; he was highly dressed like an English jockey, and knew how to assume the manners that corresponded with that character. Every one was fond of John, who drank and fraternized with the turnkeys, and made love to the keeper's daughter, who was persuaded he would marry her; and as the little English jockey was not supposed to have received a very brilliant education, he had learnt by means of study sufficiently to mutilate his native tongue.

“John appeared very attentive and eager in my service, and always spoke to his master in a very respectful manner. I scolded him from time to time with much gravity; and he played his part so well, that I frequently surprised myself, forgetting the friend, and seriously giving orders to the valet. At length John's wife, Madame De Tr——, a very interesting lady, arrived at Paris, and made the most uncommon exertions to liberate us from our captivity.

She dared not come, however, to the Temple, through fear of discovery; but from a neighbouring house she daily beheld her husband, who, as he walked to and fro, enjoyed alike in secret the pleasure of contemplating the friend of his bosom. Madame De Tr—— now communicated a plan for delivering us from prison, to a sensible and courageous young man of her acquaintance, who immediately acceded to it without hesitation. This Frenchman, who was sincerely attached to his country, said to Madame De Tr——, ‘I will serve Sir Sidney Smith with pleasure, because I believe the English government intend to restore Louis the XVIIIth to the throne. But if the commodore is to fight against France, and not for the king of France, heaven forbid I should assist.’

“Charles L’Oiseau (for that was the name our young friend assumed) was connected with the agents of the king when confined in the Temple, and for whom he was also contriving the means of escape. It was intended we should all get off together. M. La Vilheurnois being condemned only to a year’s imprisonment, was resolved not to quit his present situation; but Brothiere and Duverne De Presle were to follow our example; had our scheme succeeded, this Duverne would not perhaps have ceased to be an honest man; for till then he had conducted himself as such. His condition must now be truly deplorable, for I do not think him formed by nature for the commission of crimes.

“Every thing was now prepared for the execution of our project: the means proposed by C. L’Oiseau appeared practicable, and we resolved to adopt them. A hole twelve feet long was to be made in a cellar adjoining to the prison; and the apartments to which the cellar belonged were at our disposal. Mademoiselle D—— rejected every prudential consideration, generously came to reside there for a week, and being young, the other lodgers attributed to her alone the frequent visits of Ch. L’Oiseau. Thus every thing seemed to

favour our wishes. No one in the house in question had any suspicions; and the amiable little child Mademoiselle D—— had with her, and who was only seven years old, was so far from betraying our secret, that she always beat a little drum, and made a noise while the work was going on in the cellar. Meanwhile L'Oiseau had continued his labour a considerable time without any appearance of day-light, and he was apprehensive, he had attempted the opening considerably too low, it was necessary, therefore, that the wall should be sounded, and for this purpose a mason was required. Madame De Tr—— recommended one, and C. L'Oiseau undertook to bring him, and to detain him in the cellar until we had escaped, which was to take place that very day: the worthy man perceived the object was to serve some of the victims of misfortune, and came without hesitation. He only said, 'If I am arrested, take care of my poor children.'

"But what a misfortune now frustrated all our hopes! Though the wall was sounded with the greatest precaution, the last stone fell out and rolled into the garden of the Temple; the sentinel perceived it; the alarm was given; the guard arrived, and all was discovered: fortunately, however, our friends had time to make their escape, and none of them were taken.

"They had indeed taken their measures with the greatest care; and when the commissaries of the Bureau Central came to examine the cellar and apartment, they found only a few pieces of furniture, trunks filled with logs of wood and hay, and the hats with tri-coloured cockades provided for our flight, as those we wore were black.

"This first attempt, though extremely well conducted, having failed, I wrote, (continued Sir Sidney Smith) to Madame De Tr——, both to console her and our young friend, who was miserable at having foundered just as he was going into port. We were

so far however from suffering ourselves to be discouraged, that we still continued to form new schemes for our deliverance; the keeper perceived it, and I was frequently so open as to acknowledge the fact. 'Commodore,' said he, 'your friends are desirous of liberating you, and they only do their duty; I also am doing mine in watching you still more narrowly.' Though this keeper was a man of unparalleled severity, yet he never departed from the rules of civility and politeness. He treated all the prisoners with kindness, and even picqued himself on his generosity. Various proposals were made to him, but he rejected them all, watched us more closely, and preserved the profoundest silence. One day when I dined with him, he perceived that I fixed my attention on a window, then partly open, and which looked upon the street. I saw his uneasiness, and it amused me: however, to put an end to it, I said to him, laughing, 'I know what you are thinking of; but fear not, it is now three o'clock, I will make a truce with you till midnight; and I give you my word of honour until that time, even were the doors open, I would not escape; when that hour is passed, my promise is at an end, and we are enemies again.' 'Sir,' replied he, 'your word is a safer bond than my bars or bolts; till midnight, therefore, I am perfectly easy.'

"When we rose from table, the keeper took me aside, and said, 'Commodore, the Boulevard is not far; if you are inclined to take the air there, I will conduct you.' My astonishment was extreme; nor could I conceive how this man, who appeared so severe and so uneasy, should thus suddenly persuade himself to make me such a proposal. I accepted it, however, and in the evening we went out; from that time forward this confidence always continued. Whenever I was desirous to enjoy perfect liberty, I offered him a suspension of arms till a certain hour; this my generous enemy never refused; but when

the armistice was at an end, his vigilance was unbounded; every post was examined; and if the government ordered that I should be kept close, the order was enforced with the greatest care; thus I was again free to contrive and prepare for my escape, and he to treat me with the utmost rigour. This man had a very accurate idea of the obligations of honour; he often said to me, 'If you were under sentence of death, I would permit you to go out on your parole, because I should be certain of your return. Many very honest prisoners, and I myself among the rest, would not return in the like case; but an officer, and especially an officer of distinction, holds his honour dearer than his life: I know it to be a fact, commodore, and therefore I should be the less uneasy if you desired the gates to be always open.'

"My keeper was right: while I enjoyed my liberty, I endeavoured to lose sight of the idea of my escape: and I should have been averse to employ, for that object, means that had occurred to my imagination during my hours of liberty. One day I received a letter containing matter of great importance, which I had the strongest desire immediately to read; but as the contents related to my intended deliverance, I asked leave to return to my room and break off the truce. The keeper, however, refused, saying, with a laugh, that he wanted to take some sleep; accordingly he lay down, and I postponed the perusal of my letter to the evening.

"Meanwhile no opportunity of flight offered; but on the contrary the Directory ordered me to be treated with rigour. The keeper punctually obeyed all the orders he received; and he, who the preceding evening had granted me the greatest liberty, now doubled my guard, in order to exercise a more perfect vigilance.

"Among the prisoners, was a man condemned for certain political offences, to ten years confinement; and whom all the other prisoners suspected of acting

in the detestable capacity of a spy on his companions. Their suspicions, indeed, appeared to have some foundation, and I felt the greatest anxiety on account of my friend John. I was, however, fortunate enough soon after to obtain his liberty; an exchange of prisoners being about to take place, I applied to have my servant included in the cartel; and though this request might easily have been refused, fortunately no difficulty arose, and it was granted. When the day of his departure arrived, my kind and affectionate friend could scarcely be prevailed upon to leave me, till at length he yielded to my most earnest entreaties. We parted with tears in our eyes, which to me were the tears of pleasure, because my friend was leaving a situation of the greatest danger.

“The amiable jockey was regretted by every one; our turnkeys drank a good journey to him; nor could the girl he had courted help weeping for his departure; while her mother, who thought John a very good youth, hoped she should one day call him her son-in-law. I was soon informed of his arrival in London, and this circumstance rendered my own captivity less painful. I should have been happy also to have exchanged my secretary; but as he had no other dangers to encounter than those which were common to us both, he always rejected the idea considering it as a violation of that friendship of which he has given me so many proofs. On the 4th of September (18th Fructidor) the rigour of my confinement was still further increased. The keeper, whose name was Lasme, was displaced, I was again kept close prisoner, and, together with my liberty, lost the hopes of a peace which I had thought approaching, and which this event must contribute to postpone.

“At this time a proposal was made to me for my escape, which I adopted as my last resource. The plan was, to have forged orders drawn up for my removal to another prison, and then to carry me off. A French gentleman, M. De Phelipeaux, a man of

equal intrepidity and generosity, offered to execute this enterprise.* The order then being accurately imitated, and, by means of a bribe, the real stamp of the minister's signature procured, nothing remained but to find men bold enough to put the plan in execution. Phelipeaux and C. L'Oiseau would have eagerly undertaken it, but both being known, and even notorious at the temple, it was absolutely necessary to employ others. Messrs. B---- and L---- therefore, both men of tried courage, accepted the offer with pleasure and alacrity.

“With this order then they came to the Temple, Mr. B---- in the dress of an adjutant, and Mr. L---- as an officer. The keeper having perused the order, and attentively examined the minister's signature, went into another room, leaving my two deliverers for some time in the cruellest uncertainty and suspense; at length he returned, accompanied by the register (or greffier) of the prison, and ordered me to be called. When the register informed me of the orders of the Directory, I pretended to be very much concerned at it, but the adjutant assured me in the most serious manner, ‘that the government were very far from intending to aggravate my misfortunes, and that I should be very comfortable at the place whither he was ordered to conduct me. I expressed my gratitude to all the servants employed about the prison; and, as you may imagine, was not very long in packing up my clothes.

“At my return, the register observed, that at least six men from the guard must accompany me; and the adjutant, without being in the least confounded, acquiesced in the justice of the remark, and gave orders for them to be called out. But on reflection, and remembering as it were the laws of chivalry and of honour, he addressed me saying, ‘Commodore,

* He afterwards accompanied Sir Sidney Smith to Egypt, and died at the siege of Acre.

you are an officer, I am an officer also; your parole will be enough. Give me that, and I have no need of an escort.' 'Sir,' replied I, 'if that is sufficient, I swear on the faith of an officer to accompany you wherever you choose to conduct me.' Every one applauded this noble action, while I confess I had myself great difficulty to avoid smiling. The keeper now asked for a discharge, and the register gave the book to Mr. B——, who boldly signed it with a proper flourish, L. Oger, adjutant-general. Meanwhile I employed the attention of the turnkeys, and loaded them with favours to prevent them from having time to reflect, nor indeed did they seem to have any other thought than their own advantage. The register and keeper accompanied us as far as the second court, and at length the last gate was opened, and we left them after a long interchange of ceremony and politeness.

"We instantly entered an hackney coach, and the adjutant ordered the coachman to drive to the suburb of St. Germain. But the stupid fellow had not gone a hundred paces before he broke his wheel against a post, and hurt an unfortunate passenger. This unlucky accident brought a crowd about us, who were very angry at the injury the poor fellow had sustained; we quitted the coach, took our portmanteaus in our hands, and went off in an instant. Though the people observed us much, they did not say a word to us only abusing the coachman. And when our driver demanded his fare, Mr. ———, through an inadvertency that might have caused us to be arrested, gave him a double louis d'or. Having separated when we quitted the carriage, I arrived at the appointed rendezvous with only my secretary and M. De Phelipeaux, who had joined us near the prison, and though I was very desirous of waiting for my two friends to thank and take my leave of them, M. De Phelipeaux observed there was not a moment to be lost. I therefore postponed till another opportunity my expression

of gratitude to my deliverers, and we immediately set off for Rouen, where Mr. R*** had made every preparation for our reception.

“ At Rouen we were obliged to stay several days, and as our passports were perfectly regular, we did not take much care to conceal ourselves, but in the evening we walked about the town or took the air upon the banks of the Seine. At length, every thing being ready for us to cross the channel, we quitted Rouen and without encountering any further dangers, I arrived in London, together with my secretary and my friend M. Phelipeaux, who could not prevail on himself to leave us.”

1799. In the speech from the throne, which was delivered at the meeting of Parliament, on the 20th of November, 1798, his Majesty naturally took the opportunity of dwelling with great emphasis on the glorious naval victory which had been lately achieved. “ The unexampled series of our naval triumphs had received fresh splendour from the memorable and decisive action, in which a detachment of his fleet, under the command of Rear-admiral Nelson, had attacked and almost totally destroyed a superior force of the enemy, strengthened by every advantage of situation. By this great and brilliant victory, an enterprise, of which the injustice, perfidy, and extravagance, had fixed the attention of the world, and which was peculiarly directed against some of the most valuable interests of the British empire, had, in the first instance, been turned to the confusion of its authors; and the blows, thus given to the power, and influence of France, had afforded an opening, which, if improved by suitable exertions on the part of other powers, might lead to the general deliverance of Europe.”

His Majesty then proceeded to panegyricize the wisdom and magnanimity of the Emperor Paul of Russia; and to notice the decision and vigour, which had been infused into the Ottoman Porte, by the victory

of the Nile. The whole tenor and bearing of the speech, so far as it regarded France, was more full of hope and confidence respecting the final successful issue of the war, than any of the speeches which had been delivered for several years before. France, it was contended, had not only been defeated in her grand object against Egypt: she was not only now opposed by a more formidable, and well organized and concordant combination of powers, than had ever before been brought to bear against her; but she had been completely unsuccessful in a scheme, to which she had directed her most secret and crafty manœuvres, and by means of which, she had hoped to inflict a mortal blow, on the prosperity and very existence of Great Britain. In Ireland she had failed; rebellion, excited and kept alive, and in action, by French intrigue, and by French principles, was crushed and extinguished. His Majesty trusted that his deceived subjects in that island, would now open their eyes to their real interests; and at last be convinced, that France would lead them to ruin, while Great Britain alone was disposed, and had the means to benefit them.

Both Lord Darnley^e who moved the address, and Lord Craven who seconded it, in the House of Lords, celebrated with great warmth and effect, the achievements of Lord Nelson; and insisted with much force on the consequences of his brilliant victory. After Lord Craven had sat down, the Marquis of Lansdowne arose, and in a speech, distinguished by his usual political acumen and knowledge reprobated in strong terms the attempts which were making to renew Continental alliances against France: he perfectly coincided in the opinions which had been expressed respecting the battle of the Nile, and in the praises which had been bestowed upon that victory: but when he saw this triumph, and the prospect of a new Continental combination, producing only a more eager and determined desire to prosecute

the war, he could not but lament that our government knew not how to procure peace, or were indisposed to seek it. In reply to the Marquis of Lansdowne, the ministers, and particularly Lord Grenville, assumed a high tone; already he seemed to behold the subjugation of France, or at least the contraction of her power, and the destruction of her principles; and with such fair and cheering prospects, he was by no means disposed to court peace, but to win it in the only manner, in which it could possibly be safe, honourable, or permanent, viz. by such victories over France, as he had reason to anticipate, and as might restore her to a sense of moderation and justice.

In the House of Commons, as well as in the House of Lords, both parties concurred in extolling the brilliant achievements of the navy, which had distinguished the year 1798, and particularly the victory of the Nile. Lord Grenville Levison Gore, who moved the address, went very fully into the consequences which had resulted from this victory; besides noticing those that have been already pointed out, he informed the house, that the destruction of the French fleet in the Bay of Aboukir, had not only given spirit and energy to the Turkish government, but it had inspired all Europe with hope and joy. "When the news of that great event, reached Rastadt, the deputies of the empire, for the first time, ventured to resist the ambitious projects of the French plenipotentiaries." In short, according to the opinion and assertions of the partizans of ministers, the victory of the Nile had changed the face of Europe, and placed the destruction of French principles, and the overthrow of the projects of French ambition, so completely and easily within the power of England, that it would have been the extreme of folly and madness to think of peace.

The first member of opposition who ventured to oppose the address in the House of Commons, was Sir John Sinclair, and as he seldom stood up to ex-

press his opinions on political events or measures, his speech attracted a good deal of notice, and did not fail to draw down upon him the caustic animadversions of the ministerial party. Among the naval topics which he introduced, he mixed up a severe censure of ministers: the victory of the Nile was undoubtedly most brilliant and important; but the laurels which had been won on that occasion, had nearly been blasted by the misconduct of our rulers. "The orders for the sailing of the fleet had been shamefully delayed, in consequence of which, Lord Nelson had not been able to attack the French fleet at Malta; had he been able to have done this, in all probability both the fleet and army of Bonaparte, must have surrendered." No frigates, or very few, had been sent along with the British fleet; in consequence of this, Lord Nelson had been under the necessity of sending home the *Leander*, a fifty gun ship, with the news of the victory, and she had fallen into the hands of the enemy. If bomb vessels had been sent out along with Lord Nelson, the French transports would not yet ride in safety in the harbour of Alexandria. In short, Sir John Sinclair seemed on this occasion to put forth all his nautical knowledge; and to be determined, if possible, to deprive ministers of all share in the glory of the victory of the Nile. There was, however, one circumstance, mentioned by Sir John, deserving notice, as it proves on how apparently trifling a cause, the opportunity of gaining a victory may depend: he stated, that if the *L'Orient* had not drawn too much water to enter the harbour of Alexandria, the French fleet, in all probability, would have been moored there in safety, long before Lord Nelson had arrived off the shores of Egypt. We have already stated, that the non-entrance of the French fleet into Alexandria, is by some ascribed to a different cause; but if this were really the cause, certainly ministers were to blame, if while they could, they did not dispatch Lord Nelson into the Mediterranean sufficiently soon, to have in-

intercepted the enemy before they arrived at Egypt. The replies that were made to this speech of Sir John Sinclair, were more distinguished for their personal severity and bitterness, than for their cool and persuasive argument. As, however, Sir John did not move an amendment to the address, it was carried without a division.

The total amount of the supplies granted for the year 1799, was 44,782,923*l.* 3*s.* 4½*d.*; of which, for the sea service, there was voted 13,654,013*l.* 6*s.* 7*d.*; composed of the following items: for the wages of 120,000 seamen and 20,000 marines, 2,886,000*l.*; for victuals, 2,964,000*l.*; for wear and tear, &c. 4,680,000*l.* ordinary, 399,000*l.*; ordnance, including half pay, 729,063*l.* 6*s.* 7*d.*; building, repairs, and extra-work, 693,750*l.*; and for transport service and prisoners of war, in health, 1,311,200*l.*

During the year 1799, no naval action on a large scale, or of very important consequences occurred; but we nevertheless succeeded in gaining possession of several line of battle ships belonging to one of our foes. The British ministry had received information, from various quarters, and at different times, on which they thought they could depend, that the inhabitants of the United provinces, particularly of the north part of Holland, were so completely tired of the French, and of the new form of government which they had introduced, that they would willingly co-operate with a British force, if it were landed among them, for the purpose of expelling the French, and restoring the Stadtholder. Accordingly, a formidable expedition was equipped by the British ministry; and the Emperor Paul professed his readiness to send a large Russian force, on the receipt of an adequate subsidy. In order that no means might be omitted which could ensure success to this enterprise, the Prince of Orange addressed a proclamation to the people, stating that the troops, which were about to be sent to their assistance, would not appear or act as enemies, but as

friends and deliverers. As little danger or difficulty was supposed to attend the expedition, and great glory and success were confidently anticipated, it was resolved that the Duke of York should go over to take the supreme command, as soon as the troops had fairly landed on the shores of Holland.

On the 13th of August, the 1st division of the army embarked on board one hundred and forty transports, at Ramsgate, and proceeded on their destination, under the convoy of Vice-admiral Mitchel. Lord Duncan was already cruizing in the North Seas; and his fleet was also to be employed on this expedition. On account of adverse winds and the unfavourable state of the weather, the troops could not be landed till the 27th: the enemy at first seemed disposed to oppose the landing, and for this purpose were assembled in considerable force upon the beach; but the bomb-vessels sloop of war, and gun-brigs, effectually scoured the beach, and drove the enemy to such a distance, that the British troops were landed without difficulty or loss. At this time the Dutch men of war were lying at anchor in the Mars Diep; but as soon as our army landed and gained possession of the Helder, they got under weigh, and retired to the Nieuve Diep. It was well known that the Dutch naval officers and seamen were, in general, well disposed to the Stadtholder; Admiral Mitchell, therefore, opened a communication with them, and soon obtained possession of nine armed ships and three Indiamen: of the former, there was one sixty-four gun ship; one of fifty-four guns; three of forty-four, one of thirty-two, and three of twenty-four guns. The others refused to comply with the proposals of Admiral Mitchell, and proceeded up the Texel; as the navigation of this sea is very difficult and dangerous for large ships, Admiral Mitchell was obliged to wait a few days for pilots; but as soon as he procured them, he sailed up the Texel with the whole of his squadron. He pointedly and determinedly told the Dutch Admirals, that he was resolved

to gain possession of all their ships, either by persuasion or by force; "that he was determined to follow them to the walls of Amsterdam, unless they either surrendered to the British flag, or capitulated to the Prince of Orange." Notwithstanding that Admiral Mitchell proceeded under the guidance and direction of very experienced pilots, with the utmost circumspection and caution, two ships and a frigate grounded. The admiral, however, still advanced, passed the Mars Diep, and continuing his course towards the Vlieter, the Dutch fleet were discovered at anchor, off the Red Buoy.

A summons was immediately sent to Admiral Story, who commanded them; requiring him instantly to hoist the flag of his Serene Highness the Prince of Orange; if he did, Admiral Mitchell would immediately receive and treat him as a friend; if he did not, he must take the consequences: the blood that might be spilt in case of his refusal, would be on his own head. The Dutch admiral returned an answer in about an hour; in this answer, he agreed to surrender the fleet under his command, but this, he said he did unwillingly; he was reluctantly compelled to this step, since the traitors whom he commanded, refused to fight.

The consequence of this successful negotiation was, that twelve sail were immediately surrendered by the Dutch commander, viz. ; one of seventy-four guns; four of forty-eight; two of fifty-four; two of forty-four; a small frigate, and a sloop of war.

It is foreign to the nature of this work, to notice the operations which were carried on by land, nor were they on the whole, or in their final issue and result, such as Britain should be proud of. Indeed, the only honour, glory, and real advantage in this expedition to Holland, were gained by the navy; and to the other exploits which they performed on this occasion, we shall entirely confine ourselves.

The nature of the coast of Holland, intersected by navigable rivers, lakes, and arms of the sea, af-

forded many opportunities for the squadron under Admiral Mitchell, to annoy the enemy, and to prevent them from sending re-inforcements to their main army: in the squadron, there were several light vessels, which drew little water, and which were armed in such a manner, as enabled them to act against bodies of men as they were marching along the shore, and against the boats which were employed to defend the coast. Several enterprises, in which British skill and valour were conspicuous, were successfully undertaken by them. At the mouth of the Zuyder Zee, a Dutch ship, and brig of very superior force, were lying: against them, the Arrow sloop, Captain Portlock, and the Wolverene, Captain Bollin, determined to proceed; and notwithstanding they had to work to windward against a strong tide, and during this traversing, were exposed to the raking fire of the enemy, they succeeded in gaining possession, not only of the Dutch vessels, but also of an island in the Texel, near which they were lying.

On the 21st of September, Admiral Mitchell, always active, and co-operating to the utmost of his power in the grand object of the expedition, gained possession of several towns and villages, and hoisted, with the consent of the inhabitants, the colours of the Prince of Orange. These successes alarmed and distracted the enemy; and as they were now in great force, and had gained several advantages over the British army, they turned their thoughts and endeavours to regain the conquests, which the British navy had won; for this purpose, on the 11th of October, they made a formidable attack on the town of Lemmer, one of those places, which had surrendered to Admiral Mitchell; but as it was defended by the British sailors and marines, they were repulsed and obliged to retire with considerable loss.

In the mean time, the Duke of York found himself under the painful necessity of entering into a capitulation with the enemy; according to this capitu-

lation, he was to be permitted to re-embark with his troops without molestation: but this was purchased by the dishonourable surrender of eight thousand of their seamen, whether Batavians or French, who were prisoners in England. No time was lost in re-embarking the British and Russians; and along with them a great number of Dutch loyalists, to the amount of nearly four thousand, came to England. Thus ended an enterprise which brought glory only on the navy.

Our attention is next called to one of the most brilliant exploits which the first French revolutionary war can furnish; to an exploit in which it was made abundantly evident, that the bravery of British seamen, even when exerted and employed on services not congenial to their taste or habits, meets with few or no obstacles or difficulties which it cannot surmount or remove. Buonaparte, for a considerable time after he landed in Egypt, met with almost uniform success: the Turks, indeed, were extremely hostile to him, and offered every opposition to his plans, and his progress, in their power: but a lawless and undisciplined rabble, however numerous or zealous, stood very little chance, when brought into the field against the veteran troops of France, headed by one of their most favourite and victorious generals. Accordingly, Buonaparte was rather harassed than impeded by the Turks: and having gained possession of the greater part of Egypt, he resolved to advance into Syria: what was his grand and ultimate object, it is not easy to divine. His first object undoubtedly was, to chastise and remove out of the way, the army of Achmet, Pacha El D' Jezzar, who commanded at the frontier town of Acre, and who had brought a formidable force to act against the French general.

In this expedition against Syria, Buonaparte employed only one thousand chosen men: with these he began his march: every opposition made by the

native troops was unavailing: no fortress could resist him; and in a very short time he sat down before Acre. Here, however, his ambitious projects were destined to be foiled; and foiled by a man who had already incurred his most deadly hatred.

Sir Sidney Smith had no sooner escaped from the Temple, in the manner already narrated, than he determined to oppose himself personally to Buonaparte. He accordingly arrived in the Mediterranean: and as soon as he understood that Acre was threatened, he proceeded to the coast of Syria, and on the 11th of March, arrived before Caïpha. By being very expeditious and active, he succeeded in getting the start of the enemy by two days, which he employed in making preparations for the defence of Acre. Although this place was neither by nature nor art, strong, Buonaparte eager to reduce it with the least possible delay, had ordered round heavy cannon, ammunition, platforms, and other articles, necessary for the siege, on board of the French flotilla. This flotilla Sir Sidney Smith took measures to intercept, and on the 16th of March, about eight in the evening, he captured the whole of them, off Cape Carmel: the artillery were immediately landed, and mounted on the ramparts of Acre.

The French, however, being favoured by the nature of the ground, were enabled to carry their trenches within half a musket-shot of the ditch place; and on the 50th of March, having effected a breach in the wall, they endeavoured to take the town by assault. They were repulsed with dreadful loss; the ditches being absolutely filled with their dead bodies. Nine several times did Buonaparte attempt to storm Acre; each time with increased vigour and obstinacy; and each time he was repulsed with dreadful loss. In the mean while, the garrison, instructed and encouraged by Sir Sidney Smith, made frequent sorties, which kept the French on the defensive, and impeded the construction of their covering works. No relaxa-

tion was permitted on either side, except what was unavoidably produced by excessive fatigue. Buonaparte seemed as resolutely bent on carrying the place, as Sir Sidney Smith was on preserving and defending it. There can be little doubt, that, independently of all considerations of the immense importance of Acre, the rival chiefs were inflamed by personal motives of hatred and glory. On the 7th of May, after the town had been besieged fifty-one days, a reinforcement to the British appeared in sight, under the command of Hassan Bey; and nearly at the same time, Buonaparte was encouraged and strengthened by the arrival of a fleet of corvettes and transports.

As Buonaparte's reinforcement landed before Hassan Bey actually reached Acre, he resolved to make one more desperate effort to gain immediate possession of it; their success was partial and temporary. At day-light, on the morning of the 8th of May, the French colours were discovered on the outer angle of the tower. The native troops were alarmed and discouraged: at this critical moment, Hassan Bey's troops were seen in the boats, having just begun to disembark. No time was to be lost; the safety of the place depended entirely upon the decisive courage of Sir Sidney Smith. He, therefore, landed the boats at the Mole, and headed the crews, armed with pikes, up to the breach; he thus rallied the fugitive and terrified Turks, and supported the few brave men of that nation, who were still defending the breach. The French, apprehensive that the prize would be snatched from them just as they had gained possession of it, advanced in great numbers: the ruins of the wall served as a breast-work for both parties; and so close did they approach, that the muzzles of their guns touched one another, and their spear-heads were absolutely locked together. After a most dreadful contest, in which the Turks, animated by the presence and example of the British, behaved with wonderful steadiness and courage; Sir Sidney Smith pro-

posed that a sally should be made; accordingly, the gates were opened: the Turks rushed out, but though they were a match for the French, while behind their entrenchments, they were inferior to them without the walls:—they were driven back to the town with great loss.

At this moment Buonaparte, surrounded by his generals and aides-de-camp, was conspicuously distinguished on a mount called Richard Cœur De Lion. His officers formed a semicircle; in the centre of which he stood. It was soon apparent, from his movements, that he had by no means abandoned the idea of gaining possession of Acre; another assault, if possible, more dreadful and determined than any of the former, was anticipated and prepared for. The bashaw was resolved to adopt the Turkish mode of warfare, by admitting the enemy into the breach, and then cutting them off. The French mounted the breach unmolested; conceiving that the garrison were incapable or unwilling to offer further resistance, they proceeded with too little caution; but scarcely had they descended into the bashaw's garden, when a great part of them were attacked, and destroyed, and the remainder compelled to seek their safety in a precipitate retreat.

Buonaparte, utterly and most ignominiously foiled, endeavoured to gain the town, by a most unfair and dishonourable stratagem; here, however, he was again disappointed; and only reaped fresh ignominy and chagrin. During the whole of this siege, he discovered more impatience than is consistent with the idea of a truly great man; and his determination to conquer the town seemed to encrease, in proportion as the probability of conquest lessened; in short he displayed a greater degree of obstinacy than talent, throughout the whole of this enterprise. Even the measures which he took to accomplish the object which he had in view, were not characterized by common prudence or skill: his loss of temper had so

completely darkened his understanding, and rendered useless his military talents and experience. At last, his grenadiers absolutely refused to mount the breach again; and on the night between the 20th and 21st of May, after a siege of sixty days he was compelled to retreat. Part of his artillery were put on board of the country ships, to be conveyed along with the wounded men to Egypt: but Sir Sidney Smith took such effectual measures, that they all fell into his hands. The humanity of Sir Sidney on this occasion, could only be equalled by the bravery he had displayed at the defence of Acre; and drew from the enemy expressions of the most lively gratitude: while they poured out their execrations against Buonaparte.

By the treaty, which had been concluded between Great Britain and Russia, the latter was bound to send a fleet into the Mediterranean, to be employed there against the common enemy; this fleet accordingly appeared in that sea; but the only enterprise to which its successful efforts were directed was, the conquest of the island of Corfu; amongst the vessels captured in the harbour was, his Britannic Majesty's late ship the *Leander*, which the Emperor of Russia, out of compliment to his ally, ordered to be restored.

The only further naval events that occurred during the year 1799, which deserve our notice are, the actions that took place, either between squadrons of frigates, or between frigates single handed: these, according to our plan, we shall now proceed to detail.

The coast of France, this year, was watched, not only by whole squadrons of line of battle ships, but also by frigates, either singly, or in company. On this employment, were the *St. Fiorenzo*, of forty guns, commanded by Sir Harry Purrard Neale, and the *Amelia*, of forty guns, Captain Herbert, when three French frigates, and a large gun-vessel, were discovered in the great road off Belleisle, apparently ready to come out. Although they were superior to the

British, the enemy probably would not have ventured to sea, had not a sudden squall of wind unfortunately carried away most of the *Amelia's* masts. As soon as the enemy perceived this, he made sail: but Sir Harry Neale was not intimidated; he resolved not only to protect his consort, but if possible to gain possession of some part of the French force. In the mean time the crew of the *Amelia* were very busily engaged in repairing the damage which she had sustained; and she was soon brought into such a state, that she could be kept close and under command: a brisk action soon commenced. The French finding that the British ships were well prepared to meet them, no longer shewed the same disposition to continue a close engagement; but gradually edged down towards their own coast; by this means they gained the protection of the batteries, which fired on the English frigates. The action continued in this manner, for an hour and fifty-five minutes, when the enemy's frigates being dreadfully shattered, took refuge in the Loire; the British commanders finding it absolutely impossible to prevent their escape.

The next action of frigates, which we have to record, is more remarkable for the rich prize, which victory brought into the possession of the British, than for any very superior bravery which was displayed by the captors. On the 16th of October, the *Naiad* and *Alcmene* discovered and chased two Spanish frigates in the Bay of Biscay: the *Triton* and the *Ethalion* soon afterwards joined in the chase. The *Ethalion* succeeded in coming up with and capturing one of the frigates; she proved to be the *Thetis*, of thirty-six guns, and two hundred and fifty men, from Vera Cruz, bound to any port in Spain, which she could reach; she had on board one million four hundred and eleven thousand two hundred and fifty-six dollars, and a large quantity of cocoa.

In the mean time, the rest of the British frigates continued to pursue the other Spanish frigate; the

captain, perceiving that he had no chance of escaping, stood close on the rocks of Monte Lora; and the Triton, headmost and eager in the pursuit, while going at the rate of seven knots an hour, struck on these rocks; she luckily, however, received no damage, and, by the exertions of her crew, was soon got off, and commenced a brisk fire upon her opponent. The other British frigates were not long in coming up and joining in the battle; the Spaniard defended himself bravely against this unequal force, but was at length compelled to strike; she proved to be the Santa Brigada, of thirty-six guns, and three hundred men; she had also come from Vera Cruz, and had on board one million four hundred thousand dollars, besides other articles of great value. The treasure taken in these frigates, was conveyed to the bank of England; the prize money received by the officers and crew, was as follows.

Captains, each,	40,730	18	0
Lieutenants, ditto,	5,091	7	3
Warrant-officers, ditto,	2,468	10	9 $\frac{1}{2}$
Midshipmen, &c. ditto,	791	17	0 $\frac{1}{4}$
Seamen and Marines, ditto, ..	182	4	9 $\frac{1}{4}$

The Success, frigate, Captain Peard, in the Mediterranean, performed a most brilliant exploit; a Spanish polacre, which she had chased, took refuge in the harbour of La Seva; but Captain Peard was by no means disposed to forego the acquisition of her: he accordingly sent in his boats to attempt her capture; they found her defended by a strong boarding netting, and under the protection of a small battery. Nothing, however, could discourage or daunt the boat's crew; they were only forty-two in number; but, with true British courage in their hearts, they overcame all opposition. During this enterprise, a marine, who had his right arm broke by a grape shot, was asked, by the officer who commanded the boat, if his right arm were not disabled, to which he nobly replied, "yes, it was, but, thank God, though he

could not pull a trigger with his right, he could handle a cutlass with his left hand :” and he was as good as he promised, for he was very active, notwithstanding his wound, in assisting to board and carry the vessel.

So convinced, were the British naval commanders, of their superiority to their enemies, that they were not deterred from attacking them, even when the force was very disproportionate. A striking instance of this occurred in Ballasore Roads, in the East Indies : where Captain Edward Cooke, in *La Sybille*, of forty guns, after a most gallant and spirited action of an hour and forty minutes, dismasted and captured *La Forte*, a French frigate, of fifty-four guns, and seven hundred men. So heavy and well-directed was the fire of the English frigate, that the French crew were twice driven from their quarters ; and the captain and almost all the officers were either killed or desperately wounded. When *La Forte* was taken possession of, her decks exhibited a scene of dreadful carnage. The French captain was a worthy pupil of the celebrated Suffrein, and was reckoned one of the ablest officers in the French navy. On board of *La Sybille*, Captain Cooke was wounded, and obliged to quit the deck : he lingered till the 23d of May, when he died, respected by all who knew him ; the loss of the English frigate, in other respects, was not heavy, as she had only three killed, and eighteen wounded.

We cannot close the naval records of the year 1799, with a more daring and gallant enterprise, than that which was executed on the 25th of October, by Captain Edward Hamilton, in the *Surprise*, of twenty-four guns. In the year 1797, the crew of the English frigate *Hermione*, mutinied, and carried her into a Spanish port in the West Indies ; in 1799, she was lying in Port Cavallo, ready for sea, mounting forty-four guns, with a ship’s company of three hundred and twenty-one officers and sailors, fifty-six soldiers, and fifteen artillery-men on board. Captain Hamil-

ton, who was cruising off the Jamaica station, could not bear to think that an English frigate should continue in possession of the enemy. "The honour of my country, and the glory of the British navy," to use his own language, "were strong inducements for me to make an attempt to cut her out." The enterprise was bold and arduous in no common degree; the port in which the *Hermione* lay, was defended by two hundred pieces of cannon. Yet, as soon as Captain Hamilton announced his intention to his crew, they returned three cheers, and declared they would all follow to a man. Accordingly at half past twelve, on the morning of the 25th, the boats, containing one hundred men, proceeded on this enterprise; they first met and beat the launch of the *Hermione*; and afterwards proceeded against the frigate herself; when they boarded her, they gained possession of the fore-castle without much resistance; a dreadful carnage took place on the quarter deck, which, however, the British gained possession of in a quarter of an hour: from thence, they proceeded to the main-deck, which offered a long and bloody resistance: while part of the boats' crew were thus engaged, the rest had cut the cables, hoisted sail, and by the assistance of boats a-head to tow, were getting the frigate out of the harbour; still, however, the main-deck held out for some time, and when the Spaniards were driven from it, they retreated to the lower decks; and continued firing till their ammunition was expended; then, but not before, they called for quarter. The *Hermione* had one hundred and nineteen killed, and ninety-seven wounded; of the boats' crew of the *Surprise*, none were killed, and only a very few wounded. It adds greatly to the merit of this enterprise, that the frigate thus taken was not only of such great comparative force: but was also defended with so much bravery; while we do justice to the gallant defence of the Spaniards, we should not forget, that, notwithstanding this defence, they were vanquished by a

very inferior force, placed in very unfavourable circumstances.

During the whole of the year 1799, we have not to record the loss of a single ship of war belonging to the British, while no fewer than twenty frigates, corvettes, and luggers, belonging to France, and ten to Spain, were captured : and the Dutch navy was nearly annihilated, twenty-five ships belonging to that nation were added to the British navy.

1800. In consequence of the combination against France, which had in a great measure, resulted from the battle of the Nile, and the decided part which the British ministry had resolved to take in the war on the continent, parliament were assembled so early as the 24th of September, in 1799. His Majesty, in his speech to both houses of parliament, informed them, that the principal object he had in view, in assembling them at that unusual period was, that they should consider of the propriety of enabling him, without delay, to avail himself of the voluntary service of the militia, at a moment, when our actual force abroad might be productive of the most important and beneficial consequences. He also hinted at the prospect of a union between Great Britain and Ireland; this measure, however, would require the most calm and serious deliberation. As the number of members, who attended either house at the opening of parliament, were few, little debate or opposition occurred; indeed little business, except what respected the measure mentioned expressly in his Majesty's speech, was done this year. In a committee of supply, 1,680,000*l.* was voted for the use of the navy, for two calendar months, beginning the 1st of January, 1800; 121,110*l.* for the ordinaries of the navy, and 115,625*l.* for the extraordinaries. The houses then adjourned till the 21st of January, 1800.

When parliament met, according to adjournment, the first subject of importance to which their attention and deliberations were directed was, the proposal of

peace, which had come from the consular government of France. Buonaparte, after having been foiled in his attempts upon Acre, had directed his thoughts and plans entirely to his escape from Egypt: to this he was incited, not only by the difficulties and dangers which opposed his further progress and victories in that country, but also by the state of affairs in France. The government there, totally incapable of concerting measures equal to the emergency of the occasion, had lost the confidence of the French people: defeat attended their armies; their conquests were snatched from them, by the valour and enterprise of the Austrians and Russians: and France, in a short time, would probably have been again compelled to defend her own ancient territories, had not the good fortune of Buonaparte enabled him to escape from Egypt, at this most critical moment. It is surprising, how he eluded our cruisers in the Mediterranean, who were constantly on the alert, and look out for him, aware, that, in the then state of France and Egypt, he would, in all probability, endeavour to return to the former country. Having seized on the supreme authority immediately on his arrival in Paris, and soon afterwards been invested with the name and dignity of consul, he lost no time in offering peace to Great Britain, in a letter expressly addressed to his Majesty. The consideration of this proposal, was the first object which employed parliament, when it met, after the adjournment, in January, 1800. Ministers insisted, that no peace could be made with France, while she was actuated with the same spirit, and entertained the same views, which were manifest to the whole world. The opposition, on the contrary, contended, that, as France had now, in some form and degree, a regular government, we should not object to treat with her: that a refusal to treat, could only be considered as a virtual declaration, that we meant to interfere in her internal government, and that we still wished to restore the Bourbon family.

The opposition, however, were weak, and the measures and votes of ministers were carried by a very large majority. The ministers had also equal majorities, when the nature, the management, and the result of the expedition into Holland came under consideration.

Although we have already mentioned the naval supplies which were voted when parliament first met in the month of September 1799; yet, as these were only for two months, in the beginning of 1800, we shall now, according to our usual custom, give a connected and detailed view of all the naval supplies for the whole year. The total supplies granted for the year 1800, comprehending every description of service, were to a great amount: *viz.* 47,690,739*l.* 6*s.* 2*d.*¹/₂. of these, the naval supplies amounted to 13,619,079*l.* 13*s.* 11*d.* composed of the following particulars; the first two months, one hundred and twenty thousand seamen, including twenty-two thousand six hundred and ninety-six marines: and, for the remaining eleven calendar months, one hundred and ten thousand seamen, and the same number of marines, 2,682,500*l.*; the victualling of these seamen and marines, 2,755,000*l.*; the wear and tear of ships, 4,350,000*l.*; ordnance for the sea-service, 362,500*l.*; extraordinaries, 115,655*l.*; for the ordinary, including half-pay to the sea and marine officers, 806,939*l.* 13*s.* 11*d.*; for building and repairs of ships, 365,515*l.*; for the probable expence of transport-service, 1,300,000*l.*; for the maintenance of prisoners of war in health, 500,000*l.*; for the care and maintenance of sick prisoners of war, 90,000*l.*

As the British ministry had formed, on the continent, a regular combination against the power of France, they were resolved to give it every assistance which our navy was capable of affording. The Austrians being employed in the siege of Genoa, a detachment of men of war was ordered to assist them, and was of great use during the operations of the

siege. That the French might not be able to send re-enforcements to Genoa, Toulon was blockaded; Alexandria, Cadiz, Flushing, Malta, and Belleisle, were also blockaded nearly at the same time by British fleets, or cruisers. The whole coast of Europe, from Holland to the extremity of the Mediterranean, was thus held in check by the navy of England; and terror was inspired into our enemies, by the names of St. Vincent, Nelson, Smith, and Mitchel. Such is a rapid and general sketch of the services, which the British navy afforded to the common cause, in the year 1800: we shall now proceed to the detail of particular naval events.

As the royalists, on the coast of Brittany, had again appeared in strength, and expressed a wish to be assisted by the British, Lord St. Vincent, in the month of June, dispatched Sir Edward Pellew, with a squadron of ships of war, having a considerable body of troops on board, on this service. Major-general Maitland had the command of the land forces. Quiberon, and the Bay of Morbihan were the places where the royalists were in the greatest force, and where, it was supposed, a landing and co-operation might be effected with the greatest ease and success. But the issue of this enterprise, though not so disastrous and fatal, as that which formerly took place at Quiberon, was not attended with any important or permanent success; this was owing entirely to the circumstance of the royalists being much less formidable than they had represented themselves to be. The forts on the south west end of Quiberon were silenced and destroyed; several vessels were cut out and captured; but this is nearly the sum total of the result of this expedition.

As so little could be done at Quiberon, Sir Edward Pellew and General Maitland resolved to make an attack on Belleisle: if this had been done, as soon as the plan was matured, it probably would have succeeded; but some delay took place from unforeseen

circumstances ; the enemy were alarmed and prepared ; and on the morning of the 19th of June, General Maitland received information, that a body of troops amounting to seven thousand, were assembled on the island. Nothing, now, could be done against Belleisle ; the small island of Houatt, was, indeed, taken possession of for a short time, but this also was abandoned, and the troops proceeded for the Mediterranean, where, it was thought, they might be more serviceably employed.

If we look at this attempt on the coast of France, solely with reference to the assistance and support which it might have given to the royalists, we shall be disposed to regard it as having utterly failed : but, if it be viewed as a measure intended to distract the intention of the enemy, it had no slight degree of success. At the time, when the coasts of France were kept in constant alarm, it was of the utmost importance for the French government to send all the troops they could spare, against their continental foes : this, undoubtedly, they were prevented from doing, by our expedition ; and, so far, the design was good, and the result beneficial.

We are afraid, that not even so much can be said in praise, or in defence of the expedition against Ferrol, which was undertaken in the month of August, this year ; indeed, it is not easy to divine, what was the ultimate and real object of this expedition, and, upon what kind of information, respecting the place to be attacked, it was planned and executed. A large body of troops, under the command of Sir James Pulteney, were embarked on board Sir John Borlase Warren's squadron. When they arrived in the Bay of Playa de Dominos, near Ferrol, the disembarkation took place ; this was effected without the loss of a single man, by the able measures which were taken by the admiral ; he also sent on shore, along with the troops, a number of seamen with scaling ladders, in order to get the guns up the heights which com-

manded Ferrol. As soon as the troops had landed, they advanced against the enemy with great spirit; it was first necessary to obtain possession of a ridge of hills adjoining the bay; just as they reached the summit of these hills, they encountered the Spaniards, whom they drove back. In consequence of this success, and of the repulse of another considerable body of the enemy, on the morning of the 26th, the British gained complete and undisturbed possession of the heights which commanded Ferrol; the loss which they sustained, during these operations, was very trifling, and occasioned more by the nature of the ground, than by the enemy's fire. Hitherto, every thing had gone on as well as could possibly have been expected or desired; and Sir John Borlase Warren was congratulating himself on the ultimate and complete success of the expedition, when, on the evening of the 26th, Sir James Pulteney informed him, that, on account of the strength of the country, and the enemy's works, no farther operations could be carried on, and that he had resolved to re-embark the troops without delay. This was accordingly done, fortunately without loss; every thing relating to it, being performed with the greatest order and regularity. From Ferrol, the squadron proceeded to Vigo, where an enterprize of signal courage was achieved; a French privateer was observed lying in Vigo Bay close to the batteries. Sir John Borlase Warren ordered the boats of the squadron to be manned for the attack, and he placed them under the command of Lieutenant Burke: they proceeded with the utmost coolness to the attack. The privateer was fully prepared for them; her captain was determined not to give up his vessel without a brave defence and resistance; in order to prevent his crew from giving way, and flying below, he had laid over the hatches; and as the boats advanced, the privateer's-men cheered them. This only inflamed the British; they perceived their foes were worthy of them, and with such they always prefer

fighting: they pushed on, boarded the privateer, and, in the short space of fifteen minutes, had obtained possession of her. The captain and crew of the privateer fought as resolutely as they were expected to do; nor did they yield, till twenty-five men were killed, and forty wounded; among the latter, was the brave captain: and his wound was mortal. On the part of the British, four were killed, and twenty wounded; Lieutenant Burke was among the latter.

This was not the only time, during the year 1800, that Lieutenant Burke had distinguished himself on a similar enterprise to that which we have just related. Sir John Borlase Warren having been informed, that a ship of war, and a large convoy of the enemy, were lying within the island of Normontier, destined for the fleet at Brest, resolved to attempt their destruction; Captain Martin was appointed to head and direct this enterprise: and the boats to be employed, were ordered to assemble on board the Fisguard. As the enemy never conceived themselves free from danger, while there was a bare possibility of the British seamen getting at them, they had used every means in their power, to defend and protect these vessels: they were lying within the sands in Bourneuf Bay, moored in a strong position, under the protection of six heavy batteries, besides flanking guns, on every projecting point. The boats destined for the attack, were formed into three divisions, and the whole plan was arranged with great judgment and skill by Captain Martin; he was fully aware of the difficulties he had to encounter, and the opposition which he should probably meet with; and he had taken his measures accordingly: after having given proper directions to Lieutenant Burke, to whom was entrusted the immediate management and command of the enterprise, the boats were sent from the Fisguard, soon after it became dark. By midnight, they reached their destination; immediately boarded: and after experiencing a very formidable resistance, suc-

ceeded in obtaining possession of the ship of war, four armed vessels, and fifteen merchantmen : but, as they found it impracticable to bring them out, the whole were burnt. The most arduous and dangerous part of the enterprise was still to be performed : it has been already stated, that the enemy's vessels were lying within the island, and very near the sands ; before the boats could get out into deep water, the tide fell, and they grounded ; in less than ten minutes they were left completely dry. In this unfortunate and unexpected situation, they were exposed to a continued fire from the forts, and besides this, a body of four hundred soldiers drew up in their rear, and fired on them with great effect. In this critical state of their affairs, they resolved to make an attempt, so very singularly daring, that none but British seamen could have either executed or conceived it : they resolved to make an attack on some other vessels of the enemy, for the purpose of securing one sufficiently large to carry off the whole party, as there was no chance of their succeeding in getting off all their own boats : they accordingly, deserting their boats, set out on this enterprise, and succeeded in gaining possession of a vessel suited for their purpose ; but this vessel lay on the opposite side of the bay, and before she could be of service to them, it was necessary to drag her upwards of two miles over the sands ; this, too, with great intrepidity, exertion, and strength, they accomplished ; but, before she was afloat, they were up to their necks in the water. Having secured the vessel, they proceeded on board the *Fisguard*. On this enterprise, seven officers, eleven petty officers, one hundred and thirteen seamen, and sixty-one marines, were employed ; of these, one hundred secured their retreat ; and four officers, and eighty-eight men were made prisoners.

As the British government had received information, that a formidable naval force was equipping in Cadiz, which was to be sent round to Brest, to join

the French fleet there, they judged it proper to attempt the bombardment of the former place. Lord Keith commanded the fleet, and Sir Ralph Abercrombie the land forces, which were employed for this purpose. It happened, that, at the time they arrived before Cadiz, a violent epidemic disease was raging in the city: the governor, therefore, represented this circumstance to the British commanders, hoping they would be thereby induced to give up the enterprise. In the letter, which he sent on this occasion, he expressed too exalted an opinion of English humanity, to think, that they would wish to render the condition of the people of Cadiz more deplorable than it actually was; "if, however," he added, "in consequence of the orders your excellencies have received, you are inclined to draw down upon yourselves the execration of all nations; to cover yourselves with disgrace, in the eyes of the whole universe, by oppressing the unfortunate, and attacking those, who are supposed to be incapable of defence; I declare to you, that the garrison under my orders, accustomed to behold death with a serene countenance, and to brave dangers, much greater than all the perils of war, know how to make a resistance which shall not terminate, but with their entire destruction."

In reply to this communication, a joint letter was sent by Lord Keith, and Sir Ralph Abercrombie: in this letter, they expressed compassion at the sufferings of the inhabitants of Cadiz, which, however, they believed to be much exaggerated: but, though they felt for the inhabitants, their duty, and the commands of their sovereign, compelled them to continue the bombardment, unless his Catholic Majesty's ships, which were armed to join the naval power of France, and prolong the troubles which afflicted all the nations of Europe, were given up; if these terms were not immediately complied with, they declared their firm determination to take every measure in their power, to destroy the fleet and the arsenals. This pro-

posal was rejected by the governor with indignation ; he considered it as insulting to the person to whom it was addressed, and little honourable to those who made it. The British commanders prepared to carry into full execution the threats which they had held out : but, the weather proving unfavourable, and, it is said, some apprehensions being entertained, that the contagion would spread among the troops, if they should succeed in their enterprise, it was abandoned.

In the Mediterranean, several events occurred, none of them, however, of very great importance, or which will detain us long in the narration. Lord Keith, who commanded the fleet on that station, was chiefly employed, during the first part of the year, in co-operating with the Austrian general, Melas, in the siege of Genoa, as has already been noticed ; Lord Nelson, who served under Lord Keith, was, at the same time, employed in blockading the island of Malta ; information having been received, that a squadron of the enemy were about to attempt its relief, Lord Nelson was directed to proceed to the windward of the island, with three sail of the line. During this course, he fell in with and captured *Le Genereux*, of seventy-four guns, bearing the flag of Rear-admiral Pervie, commander-in-chief of the French naval force in the Mediterranean, bound from Toulon, with a number of troops for the relief of Malta.

In the month of March, a most melancholy accident happened. Lord Keith was indefatigable in his exertions to harass the French in Italy, and to make diversions in favour of the Austrians ; the former had obtained possession of the small island of Cabrera, about thirty miles from Leghorn ; the reduction of this, Lord Keith was resolved to attempt ; he accordingly sent his own ship, the *Queen Charlotte*, under the command of Captain Todd, to reconnoitre the island. When she had arrived about three or four leagues from Leghorn, she was discovered to be on fire ; every assistance was immediately given from

the shore ; but notwithstanding this, and the exertions of her crew, she was totally destroyed. Most of the boats from the shore, when they approached her, were terrified, in consequence of the firing of the guns, which were shotted, and, when heated by the fire, went off in all directions. Captain Todd, with the first lieutenant, remained on deck till the last moment, and sacrificed their own lives, that they might be serviceable in saving the lives of the crew. The crew of the *Queen Charlotte* amounted to upwards of eight hundred and forty ; some of these were on shore ; of those on board, only one hundred and sixty-seven were saved.

Lord Keith, on the loss of this ship, hoisted his flag on board the *Minotaur* ; and proceeded to blockade the port of Genoa ; this he continued to do, till the French army evacuated that city, and the whole Genoese territory.

The blockade of Malta was still continued ; the squadron regularly employed on this service, was, at first, commanded by Captain Alexander John Ball ; in the autumn of 1800, he gave up the command, and was succeeded by Captain George Martin, who persevered, with equal success, in cutting off all the succours that were sent by the French, for the relief of the island. At last, after having been blockaded nearly two years, the fortress of Valette, with the whole island, surrendered to the British arms.

From Malta, we shall now turn our attention to what was going on in Egypt. Buonaparte left that country in the month of August, 1799 ; on his departure, he sent a letter to General Kleber, in which he assigned his reasons for returning so abruptly and suddenly to France, and appointed him commander-in-chief. In the month of December, 1799, General Kleber offered proposals for the evacuation of Egypt ; as the grand vizier left the whole arrangement to Sir Sidney Smith, the conferences respecting the mode and terms of the evacuation were held on board the

Tigre. The terms proposed by the French, were, 1st. That the Porte should restore to France all possessions, which she might have taken from her during the war; 2d. That the relations between the Ottoman emperor, and the French republic, should be re-established on the same footing as before the war; and 3d. That the French army should evacuate Egypt, with arms, and baggage, whenever the necessary means for such evacuation should be procured; and that they should proceed to such ports as should be agreed upon. It must be confessed, that these were high terms for an army, which was cut off from all supplies and re-enforcements, to insist upon. The Turks, therefore, objected to the spirit of the proposals; and General Kleber, finding his situation growing daily more precarious, hastened the termination of the negotiation, which was signed on the 24th of January, 1800. By this, it was agreed, that the French army, with all its stores, artillery, baggage, &c. with the ships of war, and transports, lying in the harbour of Alexandria, should be permitted to return to France, unmolested by the allied powers. As soon as Lord Keith was informed of the nature of this convention, he dispatched a letter to General Kleber, in which he gave notice, that he had received positive orders from his Majesty, to consent to no capitulation with the French army, unless it laid down its arms, and surrendered itself prisoners of war; giving up, at the same time, to the allies, all the ships and stores in the port and citadel of Alexandria. The French general, on the receipt of this letter, immediately re-commenced hostilities, and gained several important advantages over the Turks; inspired by these advantages, they refused, in their turn, to abide by the convention, when orders shortly afterwards arrived from the British government, to accede to it.

Although the naval annals of 1800, are in a great measure, destitute of events of prime importance, yet there are several transactions, that occurred during it,

which, as they display the British character, on its native element, to great advantage, deserve our particular and minute notice and record.

The first of these, to which we shall advert, took place during the blockade of Malta. On the 30th of March, Captain Blackwood, in the *Penelope*, of thirty-two guns, was directed by Captain M. Dixon, who at that time commanded the blockading squadron, to stand close in to Valette, in order to observe the motions and proceedings of the enemy on the island, with more certainty. While employed on this service, he descried a large ship, apparently a French man of war; he immediately sent off the *Minerva* brig, to inform Captain Dixon; at the same time, hoisting the proper signals, and giving chase in the *Penelope*. As it was now completely dark, the squadron, which instantly cut their cables, were guided in the pursuit solely by the guns of the *Penelope*. When day broke, the *Lion*, a sixty-four gun ship, commanded by Captain Dixon, came nearly up with the enemy, and, at the same time, observed the *Penelope*, within musket-shot, raking her in a most gallant and successful manner. The enemy was already greatly disabled in consequence of the running fight, which the English frigate had sustained with her during the night; she was reduced to the necessity of steering with her head sails only, having the wind on her quarter. The *Lion* was immediately laid alongside; and the two ships, for a short time, were entangled. Captain Dixon, aware of the very superior force of the enemy, manœuvred in such a manner, as to prevent his being boarded, or receiving her whole broadside, by laying the *Lion* across her bow; in this position, he poured in a most tremendous fire, while the enemy was not able to return it, except by the feeble fire of musketry, and her bow-chasers. As she was full of troops, her Captain did all he could to take up such a position, as would enable him to board the *Lion*; but he was constantly disappointed; and in a

very short time, the *Foudroyant*, of eighty guns, Captain Sir Edward Berry, came up under a press of sail, and called to the enemy to strike; as she, however, still held out, notwithstanding the damage she had received, and the great superiority of the force which was now opposed to her, the *Foudroyant*, *Penelope*, and *Lion*, attacked her with great impetuosity. In about an hour and a half, the French captain, finding further resistance unavailing, and his ship being completely dismasted, struck his colours. She proved to be the *Guillaume Tell*, mounting eighty-six guns, with one thousand men on board; the only vessel which remained to the French, of all those which were in the action of the Nile.

On the Newfoundland station, the most successful enterprises were undertaken and executed by some of the numerous privateers which were fitted out by the merchants and traders of Nova Scotia; particularly by the brig *Rover* a privateer of fourteen four pounders, and fifty-five men, commanded by Captain Godfrey. This vessel, being on a cruise in the month of September, off the Spanish main, discovered, while they were becalmed near the land, a schooner, and three gun-boats making towards them. In a short time, the enemy, having the advantage of oars, came nearly close up with the *Rover*; and Captain Godfrey hearing the commander of the schooner give orders to the gun-boats to board the privateer, while the schooner run up on the starboard quarter, he permitted them to advance, till they came within fifteen yards. As soon as they reached this distance, he ordered the *Rover* to be put round, so as to lay her starboard broadside across the bow of the schooner; he then poured in a dreadful fire of great and small shot, raking her deck, which was full of men prepared for boarding, fore and aft. As soon as he had poured his broadside into the schooner, in this manner, and with most terrible effect, he ordered the *Rover* to be put about again, and raked both the gun-boats, kil-

ling and wounding an immense number of men. As he now perceived that the gun-boats were no longer capable or disposed to molest him, and as the schooner recovered a little from her confusion and damage, was preparing to renew the attack, he directed his attention solely to her, commencing a close action, which continued three glasses. Her sails and rigging were soon completely disabled; and, about this time, a slight breeze of wind springing up, Captain Godfrey took advantage of it to back his head sails, thus bringing his stern on board of the enemy, by which means, he was enabled to board and carry her. She proved to be the *Santa Ritta*, mounting ten six pounders, and two twelve pound carronades, with one hundred and twenty-five men. She had been fitted and sent out of port for the express purpose of taking the *Rover*: her loss was very great; every officer, except one, was killed; fourteen men were found dead on her deck, when she was boarded, and seventeen wounded. Not a single man was hurt in the privateer.

Captain Milne, who was the second lieutenant on board the *Blanche*, when she captured *La Pique*; and who swam on board to take possession of her, had an opportunity of signalizing himself this year. He had been raised to the rank of captain, and appointed to the command of the *Seine*, a frigate of forty-two guns: in her he was cruising off *St. Domingo*, when a large ship, standing to the northward, was observed, apparently intending to pass through the *Mona* passage. Chase was instantly given; but it was near midnight before Captain Milne could bring her to action; the enemy seemed resolved to escape if possible; and even after Captain Milne had commenced the action by firing at the rigging of the *Seine*, he contrived to prevent its becoming, for some time, so close and regular as the British captain wished. Captain Milne, observing this disposition on the part of the enemy, employed his crew, during the remainder of the night,

in repairing the damage which his vessel had sustained; and by day-break, next morning, was enabled to accomplish his object most completely and satisfactorily. The battie raged with great violence for an hour and a half; and, by that time, so powerful and well directed had been the fire of the *Seine*, that the enemy had lost her fore-mast, mizen-mast, and main-top-mast, all of which falling on board, created great confusion. It was, therefore, necessary, when she had determined to surrender, for an officer to come out on the end of the bowsprit; for from no other part of the ship could he have been seen, and to declare, that she had struck to the British flag. When she was taken possession of, she was found to be the *Vengeance*, mounting twenty-eight eighteen pounders, on the main-deck; sixteen twelve pounders, and eight forty-two pounder carronades on her quarter deck and fore-castle, with shifting guns on the main and quarter-decks. At the commencement of the action, she had on board four hundred and fifty-three men, of which number, when she was taken, there were found only two hundred and ninety-one. On board of the *Seine*, one officer and twelve men were killed: and three officers and twenty-six wounded.

The enemy, this year, gained possession of a British frigate by the treason of her crew; the *Danae*, commanded by Captain Lord Proby, was one of the ships that were employed to watch the enemy's fleet in Brest harbour; on the 14th of March, she had chased an armed brig into Camaret Bay. On the day after, when she had returned to some distance from the coast, the mutineers, who had formed their plan with great secrecy, resolved to carry it into execution; forty-one of the ship's company, headed by a man of the name of Jackson, one of the captains of the fore-top, and assisted by the prisoners, who were on board, composed the mutineers. At nine o'clock at night, they rushed on the quarter deck, knocked down the master, and threw him down the main hatch-

way. This was the signal for revolt agreed upon. In order to prevent the great majority of the crew, who were ignorant of their intentions, from offering any resistance, they fastened down the grating of the hatchways, and placed the boats, filled with shot, over them. The officers were now alarmed; but, in order to intimidate them, the mutineers pointed some guns aft, and fired through the cabin; no person, however, there was injured. Lord Proby, as soon as he heard the noise, suspecting something serious was going on, attempted, along with his officers, to get up the ladder of the quarter-deck; but he was forced back into the cabin, and sentinels placed over him. Jackson, who now took the command of the frigate, steered for Camaret Bay, came to anchor, and sent a boat on board a French armed brig that was lying there. The lieutenant, who commanded her, returned to the Danae; and on his asking Lord Proby to whom he surrendered, he very pointedly and spiritedly answered, "To the French nation, but not to mutineers." Two of the British blockading squadrons, suspecting what was going on, gave chase to the Danae, when she first steered for Camaret Bay; but as Jackson having obtained possession of the signals, hoisted the one which indicated that the Danae was giving chase, they did not press forward with sufficient quickness to come up with her. It fortunately happened, that Lord Proby found an opportunity of sinking the box containing all the private signals. When he landed, he and his officers were treated with the greatest politeness and attention, by the French commander, while the mutineers, much to their surprise and disappointment, were marched to Dinan prison.

After this instance of British treachery, it is consoling to record instances of qualities, more congenial to the hearts and habits of British sailors. Of these qualities, the most common, distinguishing, and honourable, are undoubtedly their skill in seamanship,

and their courage in battle. Of each of these, this year affords remarkable proofs.

Early in the month of January, the *Amity*, a pilot boat, belonging to Bembridge, was on the look out for ships, the day was extremely hazy, so that a lugger privateer of the enemy, was nearly close upon them, before they perceived her. Little or no chance of escape presented itself to the master of the pilot boat; since the enemy was rowing with thirteen oars on each side, and there was little or no wind; as she was fast approaching to the *Amity*, there was no alternative, but to leave her to her fate, and endeavour to get away in a small boat, which was lying alongside. The whole crew of the *Amity* consisted of the master, another man, and a boy, named James Wallis; as soon as the two former had got into the boat, they desired the boy to quit the *Amity* and follow them; but he bravely answered, he would remain by the vessel, whatever might be the consequence. So cool and determined was he, that no persuasions could induce him to alter his mind; he merely desired that they would take charge of his watch, and of the little money he had, and give them to his father; this they promised to do, and left him to his fate. The privateer, at this time, was only a quarter of a mile distant, and was approaching very rapidly. In a few minutes after the captain and the other man had left the pilot boat, the enemy run up under her lee-quarter, with an intention to grapple her; but just as they were in the very act of throwing their grappling-line, the boy, aware of their design, put the helm of the boat down, and tacked; as the privateer had lowered part of her sails, while in the act of grappling the pilot boat, by this manœuvre, the boy was thus enabled to make head way from her, before the enemy had time to resume his course: they immediately began to fire small arms and swivels at him; but without effect: as soon as the boy perceived that they were again approaching him, he tacked again and weathered

them about the length of the lugger ; the privateer, on this, was also obliged to tack, sailing in the wake of the boat. The boy constantly followed the plan of tacking every time the lugger set her sails ; and this was repeated sixteen or seventeen times ; the distance between them was seldom more than thirty yards ; and though, at this short distance, the privateer kept up a regular and constant fire ; she did not succeed, either in wounding the boy, or in damaging the rigging or hull of the pilot boat. For two hours, these manœuvres were carried on ; and, about the end of that time, a fresh breeze happily sprung up ; the pilot boat had then gained about a cable's length of the privateer, which, observing no chance of success, after firing all her fire-arms and swivels, bore up and left her. The coolness, firmness, and presence of mind of this boy, cannot be too much applauded ; left by himself, with no person either to counsel or assist him ; obliged alone to manage the helm and the sails, while, at the same time, his attention was necessarily called off, almost every minute, to watch the motions of the enemy, he succeeded in saving the pilot boat, and in baffling all the manœuvres of a fast sailing vessel, fully manned, and seriously bent on his capture.

The other exploit, which we have to record, possesses the character of heroism, in a very uncommon degree ; when we say *uncommon*, we have reference to the annals of British bravery at sea ; and, therefore, this commendation is one of no slight moment. The Viper cutter, commanded by Lieutenant Coghlan, was employed to watch Port Louis : while engaged on this service, several of the enemy's vessels were observed in the harbour ; these, Lieutenant Coghlan thought he could succeed in boarding. The enterprise was not only one of a most arduous, but also of a most dangerous nature ; but, having obtained permission of Sir Edward Pellew, the commanding officer, and being joined by twenty men, who volunteered

their services, in two boats, he set out, resolved to capture a gun brig, mounting three long twenty-four pounders, and four six pounders; she was full of men, and lying at anchor with springs on her cables. The harbour of Port Louis was extremely difficult of access, on account of the intricacy of the navigation; three batteries were within pistol-shot of the gun-brig, and a seventy-four gun ship and two frigates were scarcely a mile distant from her. The enemy were soon apprized of the object of the attack; this, however, did not discourage Lieutenant Coghlan; nor yet the circumstance of the boat in which he was, having gained greatly the start of the other, and being in fact, almost close alongside of the gun-brig, while their companion was at a considerable distance. Lieutenant Coghlan well knew how much depended upon instant and firm action; but unfortunately, as it was still dark, in attempting to board, he got entangled in a net, which was hung up to dry, and being pierced through the thigh with a pike, he, and several of his men were knocked back into the boat. Their ardour, however, was not to be checked; hauling the boat further ahead, they again boarded; their opponents consisted of eighty-seven men, sixteen of whom were soldiers; the contest was obstinate and bloody, rather than long. Nothing could withstand Lieutenant Coghlan; he succeeded in bringing off his prize, notwithstanding the fire of the batteries, and several vessels which lay around her. Only one man was killed and eight wounded on this occasion; among the latter, were Lieutenant Coghlan, and a midshipman.

1801. One of the most favourite objects with Mr. Pitt, was a Union between Great Britain and Ireland; to this, he long directed the attention of his vigorous and comprehensive mind; from it he anticipated, in the most confident and sanguine manner, consequences of the highest interest and importance to both the divisions of the British empire. By the friends of

that statesman, his views in endeavouring to bring about this Union, were said to be of the purest and most patriotic nature ; and, indeed, it was not difficult to foresee, that, if this Union were accomplished with the good-will of the Irish nation ; if it were formed and arranged on terms of liberal and just policy ; if it were meant and calculated really to incorporate Ireland with Great Britain, by abolishing every regulation, law, and practice, which pointed out the one as an inferior and conquered country, and the other as the master and victor ; if it were intended to apply the gentle hand of conciliation towards the allaying of discontents, and the healing of the wounds of the sister kingdom ; if, in short, the Union, which Mr. Pitt proposed, had become the object of his wish and endeavours, solely because he intended by means of it, to make Ireland as much a part of Great Britain, so far as regarded her interests and happiness, as any English county was ; then this measure must have been deemed the greatest glory and pride of Mr. Pitt's administration, and would have proved the greatest blessing, which these kingdoms had ever received from the hands of a prime minister.

But there were not wanting many, who ascribed the fondness, which Mr. Pitt manifested towards this measure, to far different, and, indeed, opposite motives and views : notwithstanding the influence which the prime minister of Great Britain necessarily possessed over Ireland ; notwithstanding the latter country was pressed down by the harsh and impolitic measures of the sister island ; still a spirit of resistance and independence very frequently broke out, in a strong and even violent degree. The Irish parliament, more than once, had formed and displayed an opposition to the British ministry, which had caused him no small uneasiness and trouble ; and when they were supported by the Irish nation, they had extorted the remission of some of the marks of servitude, that Great Britain had imposed upon them. All parties were agreed.

that Ireland had long been in a state, in which she neither benefited herself nor Great Britain ; and the rebellious spirit, which, since the commencement of the French revolutionary war, had broken out in the most violent manner, and which had not been got under, till after great resistance and bloodshed, more strongly called the attention of every friend to both countries, to the state of that island.

The measure for an Union with Ireland, was first brought forward by Mr. Pitt, in the year 1799 : and the resolutions that were passed as a basis for that measure, were sent over to Ireland, in the month of May, in that year, for the consideration of the Irish parliament and nation. As may be supposed, on such a topic, there was very great diversity of opinion ; many parts of Ireland, and many classes of people there were strongly and decidedly averse to a Union, on any plan or terms. The people of Dublin, anticipating from this measure, the loss of a great deal of the wealth and respectability of their city, when it should be deprived of its parliament, were violently against the measure ; those also, and they were very numerous, powerful and active in various parts of the kingdom, who fondly cherished the memory of the days, when Ireland was an independent nation ; who regarded national independence as the first of blessings, which a patriot ought to wish, or endeavour to obtain and secure for his country ; who clung to the romantic and idle idea, that Ireland might, at some distant day, throw off entirely her dependence upon Great Britain, and assume that rank and character among nations, which her fertility, and the genius of her sons deserved. All these were decidedly against a Union on any plan or terms.

Of those who were favourable to the measure, some looked forward to it, with approbation, because they thought, if brought about with the approbation of the nation, and if formed on a liberal and just basis, it must eventually prove a great benefit to Ireland. In

the first place, it would place her more on a footing with Great Britain; she would participate in her privileges and rights; she would gain a share of her prosperity and wealth; the knowledge and civilization which distinguished Great Britain, would gradually find their way into Ireland. But above all, animosity and jealousy would be allayed and put down; and these friends of the measure sanguinely anticipated the period, when Great Britain and Ireland would, in reality, become one nation; one in their views and objects; in their interests; in their hopes and fears; though still distinct and peculiar in their character and manners. But these, and similar blessings, these friends of the Union anticipated only if it were brought about in the fair and liberal spirit of a wise and comprehensive policy, and with the approbation of the more enlightened and impartial part of the Irish nation; even from them, at first, they thought the measure might meet with some resistance and ill-will: but if the conditions of it were honourable and liberal, they thought that this resistance and ill-will would gradually disappear, and give way to approbation and joy.

Other friends to this measure, did not embrace, in the consequences which they thought it would produce, such patriotic and disinterested views; they regarded it merely as a measure which would promote the commercial and pecuniary interests of Ireland; and in this hope they became its supporters.

In the Irish parliament, it met with very great and violent opposition; and this opposition was not put down by the most fair and honourable means. Mr. Pitt, however, was determined to carry the measure through; and on the 5th of May, 1800, the resolutions to that effect were agreed to. The following is the substance of them: The first resolution declared, that on the 1st day of January, 1801. the kingdoms of Great Britain and Ireland should for ever after be united into one kingdom, by the name of the United Kingdom of Great Britain and Ireland. The second,

that the succession to the crown of the United Kingdom, and of the dominions therunto belonging, should continue limited and settled in the same manner, as it now stands, according to the Union between England and Scotland. The third, that the United Kingdom be united in one and the same parliament. The fourth, that four lords spiritual of Ireland, by rotation of Sessions, and twenty-eight lords temporal of Ireland, elected for life by the peers of Ireland, should be the number to sit and vote, on the part of Ireland, in the House of Lords: and one hundred members in the House of Commons of the United Parliament. The fifth, that the churches of England and Ireland should be united into one protestant episcopal church, to be called "The United Church of England and Ireland:" and that the continuance and preservation of the said United Church, should be for ever held, as a fundamental article of the Union. The sixth article provided for a fair participation in commercial advantages. The seventh left to each kingdom the separate discharge of its public debt, already incurred, and ordained that from twenty years from the union, the national expence should be defrayed, in the proportion of fifteen parts for Great Britain, and two for Ireland. The eighth article declared, that the laws and courts of both kingdoms, civil and ecclesiastical, should remain as they were established, subject, however, to such alterations as the united legislatures might hereafter deem expedient.

The meeting of the imperial parliament was fixed for the 1st day of January, 1801; but it was judged proper that there should be a short session, previously, in the winter of 1800. This was, indeed, necessary to form some minor regulations respecting the Union, and also to take into consideration the state of the lower and poorer classes of the community, who were undergoing dreadful sufferings and privations, in consequence of the high price of provisions. Accordingly, the parliament assembled on the 11th of November, 1800:

His Majesty in his speech, on this occasion, dwelt first and principally on the distresses of his people, and recommended to parliament the most serious and prompt measures for their relief; he then passed on to the subject of the pacific overtures, which the French government had again made. He justified his not acceding to these overtures, on the ground, that the enemy wished him to treat separately from his allies; at the same time, he expressed his most sincere and earnest wish to put a stop to the miseries and ravages of war, whenever it could be done with safety and honour. An amendment to the address was moved by Lord Holland, the spirit of which was decidedly hostile to his Majesty's ministers: as it declared that, while they continued in power, the nation must not look for peace; after a debate, which presents nothing very novel, or interesting, the amendment was rejected, there being only five votes for it, while there were fifty against it. In the House of Commons, the motion for the address gave rise to a long discussion on the causes of the scarcity and the high price of provisions; which, of course does not fall within our plan to notice.

During the remainder of this short session, a motion was made in the House of Commons, and a similar motion in the House of Lords, for papers respecting the evacuation of Egypt. The opposition contended, that the convention agreed upon by Sir Sidney Smith, ought to have been ratified; that independently of all considerations of honour, we should have been glad to have got the French out of the country on those terms. Ministers on the other hand, maintained, that, as the French army was completely shut up in Egypt, they must fall unconditionally into our power; and that Sir Sidney Smith had exceeded his authority in entering into any convention with them. In order to meet the expences of the nation, till this imperial parliament began to act, supplies were voted for three lunar months; for

the service of the navy, one hundred and twenty thousand men, including twenty-two thousand six hundred and ninety-six marines; a sum not exceeding 666,000*l.* was voted for the payment of these men; at the rate of 1*l.* 7*s.* *per* month; 684,000*l.* was granted for victualling them at the rate of 1*l.* 8*s.* *per* man *per* month; 205,000*l.* for defraying the ordinary establishment of the navy; 20,000*l.* for defraying the extraordinary expences; 35,000*l.* for the maintenance of sick prisoners of war; 475,000*l.* for the expence of the transport service, and for the maintenance of prisoners of war in health. In order to present a complete view of the whole naval supplies for the year 1801, we shall give them as they were voted by the Imperial parliament in addition to those, which we have already enumerated. The total supplies for the navy were 15,800,000*l.* 14*s.* 6*d.* *viz.* for the wages and victuals of one hundred and thirty-five thousand men, including thirty thousand marines, 5,062,500*l.*; wear and tear 4,500,000*l.*; ordnance 337,500*l.*; ordinary, &c. 637,900*l.*; extraordinaries, &c. 733,000*l.*; transport service 1,445,718*l.* 14*s.* 6*d.*; maintenance for prisoners of war 155,000*l.*; voted the preceding year for three lunar months 2,928,382*l.* The total supplies of all kinds, and for all services voted, amounted this year to 42,197,000*l.*

On the 1st of January 1801, a proclamation was issued, declaring his Majesty's pleasure concerning the royal style and titles appertaining to the Imperial Crown of Great Britain and Ireland, and its dependencies, and also the ensigns armorial, flags and banners thereof. The arms were ordered to be quarterly; first and fourth, England: second, Scotland; third, Ireland. The standard of the United Kingdom to be the same quartering as on the arms; the Union flag to be azure, bearing the crosses of Saint George, Saint Andrew, and Saint Patrick: the colours to be borne at sea by merchant ships, belong-

ing to any of his Majesty's subjects of the United Kingdom of Great Britain and Ireland, or the dominions thereunto belonging, were to be distinguished from the colours borne by the royal ships in a manner, particularly pointed out and described in a proclamation issued for that purpose. To celebrate the Union, among other promotions, a very numerous promotion of flag officers took place.

Although the Imperial parliament met on the 1st of January 1801, his Majesty did not deliver his speech till the 2d of February; the intervening period being occupied, principally, in swearing in the members of both houses. His Majesty's speech chiefly insisted on the injustice of the armed neutrality, which had been formed by the Northern powers, for the purpose, as they asserted, of recovering and maintaining the independence and liberty of the seas; but in reality, to crush the maritime power of Great Britain, and thus subserve the views and interests of France. As there was nothing interesting in the debates which took place, we shall direct our attention to this armed neutrality.

The Emperor Paul, to whom, at one period, Great Britain, or at least her ministers, looked up for the salvation of Europe, and the destruction of France, was, it is now universally acknowledged, a madman; his caprices were so extravagant, and his passions so violent, that no dependence could be placed on his measures or alliance. Buonaparte, fully aware of his disposition and frame of mind, took advantage of it, and brought him completely over to his interest. After he had succeeded in detaching him from the continental confederation, he resolved to render him subservient to his views and plans, against the maritime power of Great Britain. These intentions of Buonaparte were seconded by the conduct of the British Government towards Paul; among other freaks, he had set his mind on the acquisition of Malta; and as our ministry were not so eager to give

up this important island to him, as he was to receive it, he became violently indignant, and ready to unite with Buonaparte, in any of his designs against this country. In less than a year after he had issued his famous proclamation for restoring the Bourbons to the throne of France, he sent an ambassador to Paris; and Buonaparte, in order the more effectually to secure him, did not hesitate to promise him Malta, whenever it could be wrested from the English.

But Buonaparte had designs on other governments besides that of Russia, in order that his favourite scheme of the liberty of the seas might be accomplished. Denmark and Sweden were to be brought into the confederacy; how favourite this scheme was with Buonaparte, and how constantly it was present to his mind, is evident from the following curious circumstance. In January 1801, the National Institute of France, made a present of some valuable books, most magnificently bound, to the Royal Society of London. Buonaparte was at this time president of the National Institute; and in that character, he accompanied the present with a letter of compliment signed Buonaparte, president of the National Institute and First Consul of France. On the letter was a finely executed vignette representing Liberty sailing on the open ocean in a shell, with this motto, *Liberté de Mer.*

Besides the powerful interference of the Emperor Paul with the Courts of Denmark and Sweden, these courts were induced from other causes, to join the armed neutrality. France, in consequence of our great superiority at sea, was unable, in her own vessels, to bring from the Baltic, the naval stores which were necessary for her fleets. The Swedes and Danes tempted by the high price which these articles bore, were disposed to run all risks in carrying them to France; and when their merchant-ships were searched and stopped by our cruizers, the courts of Denmark and Sweden gave countenance, and, as they thought,

protection, to this contraband trade, by sending out, in more than one instance, ships of war to protect their merchant-men. Our government were aware of this; and, though extremely unwilling to bring on a rupture with these northern courts, they could not suffer such a practice to go on unchecked. In the year 1800, particularly, in consequence of the captain of a Danish frigate refusing to have his convoy searched, an engagement took place at the mouth of the Channel; this, it was at the time apprehended, would have produced an immediate and open rupture, which however, was prevented at this time, partly by the negotiations of Lord Whitworth, and partly by the appearance off Copenhagen of nine sail of the line, four bomb-ships, and five gun-vessels, under the command of Admiral Dickson. A convention was signed by Lord Whitworth, and the Danish minister Bernstorff, in which it was agreed that the Danish frigate and convoy, which had been captured and carried into Deal, should be repaired at the expence of Great Britain; and that the discussion respecting the right which the English claimed, of visiting convoys, should be adjourned to a further negotiation to be carried on in London. Till this negotiation was brought to a termination, the Danish ships were to sail without convoy, except in the Mediterranean for the purpose of protection from the Barbary corsairs; and they were to be liable to be searched, as before. It is evident that the grand point in dispute was thus left open and undetermined; and in this state of affairs, the Emperor Paul found no difficulty in gaining over the court of Denmark to the armed neutrality.

Sweden also was by no means indisposed to act hostilely against Great Britain, and to assert what was termed, the liberty and independence of the seas. Her first cause of complaint against this country occurred in the year 1798. In the month of January in that year, a fleet of Swedish merchant-men laden

with iron and hemp for France, was detained by the British cruizers. When the cause came into the Admiralty court, Sir William Scott condemned the ships and cargoes, stating at the same time, what was the law of nations on this point. The pride and resentment of the Swedish king were greatly irritated by this condemnation; and they were still further roused by the following circumstance, which happened about the end of August 1800. An English frigate, and the boats belonging to the *Minotaur* man of war, resolved to attempt the capture or destruction of two Spanish frigates, which were lying in the inner harbour of Barcelona: in proceeding on this enterprise, they fell in with a Swedish merchant-man; as they conceived they would gain the harbour much sooner on board of her than in their own ship and boats, they took forcible possession of her, till they approached the harbour; they then let her go. The court of Spain made loud complaints to the King of Sweden on this subject; and the latter vented his hostile spirit against this country in very bitter and violent language.

Prussia also, though she can hardly be regarded as a maritime power, joined in this confederacy; she did not want plausible pretexts. In the beginning of October 1800, a Prussian vessel with naval stores, bound for the Texel, was taken by an English frigate, and carried into Cuxhaven. The king of Prussia immediately ordered a body of troops to march into this place; and though the senate of Hamburgh, to whose territory Cuxhaven belongs, purchased the captured vessel, and restored her to her owners; the Prussian troops still continued in possession of the town.

On the 10th of September 1800, the Emperor Paul caused it to be announced, as his own opinion, in the Petersburg Gazette, that a rupture would probably ensue between Russia and England; and in the same Gazette on the 7th of November, an official note to

the foreign ministers at the Russian court was published, in which it was declared, that his Imperial Majesty, being determined to defend his rights, had been pleased to command that an embargo should be laid on all English ships, till the convention between him and England, by which he was promised the possession of Malta, should be executed.

At this time, there were in the ports of Petersburgh, Riga, Revel, and Cronstadt, nearly three hundred British ships; these were all seized: and their commanders and crews were marched into the interior of the country, some to the distance of one thousand miles, where they were thrown into prison. At Narva, the British seamen making some resistance to this measure, the emperor ordered all their vessels there to be burnt: and he again declared in the Petersburgh Gazette, that the embargo should not be taken off, till Malta was given up to him. The king of Sweden soon afterwards visited his Imperial Majesty; and, on the 16th of December 1800, the northern confederacy was signed by Russia, Sweden, and Denmark; and, on the 19th of the same month, Prussia acceded to it. It was nearly the same as the armed neutrality of 1780, but rather more favourable to belligerent powers at sea, and less so to neutrals.

The British government were still disposed to settle the differences in an amicable way by negociation; but they also thought it prudent to meet the embargo laid on by the Northern powers, by a seizure of all vessels belonging to them, at that time lying in the British harbours. Of these, the greatest number belonged to Sweden and Denmark: the merchant-ships belonging to Sweden and abroad were calculated to amount to four hundred and fifty; of these, two hundred were either seized at sea, or detained in English harbours.

At the time of this rupture, the Danish navy consisted of twenty-three sail of the line; one or two of which, however, were old and unfit for service; and

very few of them were in good repair. They had also fourteen frigates and cutter-brigs, mounting from twenty to forty guns; seventeen gun-boats, each carrying twenty four guns; together with guard-ships. The whole fleet was very indifferently manned, in respect to numbers, though the sailors which they had on board were excellent.

Sweden had eighteen ships of the line, fourteen frigates, sloops, and other vessels of war; and seventy-four galleys and flat-bottom boats. besides gun-boats: they were all well and fully manned; and most of them in good order and repair.

The maritime force of Russia consisted of eighty-two sail of the line, and nearly forty frigates, besides galleys and small craft: several of the ships of the line were totally unfit for service; and some of them being at Archangel, could not be immediately made use of: in this port, and in Cronstadt, Revel, and Petersburgh, there were forty-seven sail of the line. In respect to the officers and men, they were all very ill off: and, as the British, who commanded many of them, would not act in this war, the Russian fleet, on the whole, though numerically much greater than those of Sweden and Denmark, could hardly be regarded as efficiently equal to them.

As it was naturally supposed that Copenhagen would be the first object of British attack, every precaution was taken to strengthen it, and the whole island of Zealand; the Sound, particularly, was fortified, both on the Swedish and Danish sides. Batteries were erected on the island of Amack, and on the Sproe in the Belt, in case the British fleet should venture to take that passage. Red-hot shot were prepared; and artillery-men were stationed in all the batteries for the purpose of firing them.

Such were the preparations made by the Danes for their defence; let us now look to the means which the British ministry had resolved to employ, to bring the Northern courts to reasonable terms of accommo-

dation, when it found that the differences could not be adjusted, without having recourse to war.

The fleet which was destined to dissolve this formidable Northern confederacy, consisted of eighteen sail of the line, four frigates, and a great number of bomb-vessels and gun-boats, amounting, in the whole, to fifty-two sail: it had on board several regiments of marines and of riflemen. Admiral Sir Hyde Parker commanded it, and he had under him Lord Nelson, as second in command. It sailed from Yarmouth on the 12th of March; soon after its departure, the *Invincible*, a seventy-four-gun ship, struck on a sand-bank, off the coast of Norfolk, by which accident she was so much injured, that she soon afterwards sunk.

As soon as this fleet arrived in the Cattegat, the admiral sent a letter to the governor of Cronenburgh, in which he demanded explicitly and directly to be informed, whether he would permit the fleet to pass that fortress without impediment and in a peaceable manner; he added, that he should deem the firing of the first gun a declaration of war on the part of Denmark. In reply to this letter, the governor stated that, as a soldier, he could not meddle with politics; but that he was not at liberty to permit a fleet, the intentions of which were not known, to approach the guns of the castle, which he had the honour to command. Sir Hyde Parker immediately entered the Sound, keeping near the Swedish coast, from which he received no hostile indications, while the fire from the fortress of Cronenburgh was distant and harmless. The fleet were nearly four hours in passing the Sound; after which, having come to an anchor within a short distance of the city of Copenhagen, the admiral, in company with Vice-admiral Lord Nelson, and Admiral Graves, reconnoitred the formidable preparations, which were made for defending it. These consisted principally of an extensive and very strong line of ships, pontoons, galleys, fire-ships, and gun-boats, all of which were ranged in the road of Copenhagen. Near the entrance

to this road, are two small islands called the Crowns ; on these were erected strong and formidable batteries, which flanked and supported the line of ships, &c. : on the largest of these batteries, were mounted nearly fifty pieces of cannon. In the inner road of Copenhagen, two ships of seventy guns and a large frigate lay ; while on the starboard side of the entrance into the arsenal, two sixty-four-gun ships, without masts, were moored. After two days spent in examining these preparations for defence, the British admirals formed their plan, and came to the resolution of commencing the attack from the southward.

Lord Nelson volunteered his services on this most important and arduous enterprise ; and he prepared for its execution, with his accustomed circumspection and prudence ; he first examined and buoyed the outer channel of the middle ground, and then, on the evening proceeded to an anchor off Draco point, with the armament he meant to employ on the occasion : this consisted of twelve sail of the line, all the frigates, bombs, fire-ships, and all the small vessels. While Lord Nelson was employed in the grand and principal attack, the other ships were to menace the Crown batteries, and the four Danish ships of the line, that lay at the entrance to the arsenal.

On the morning of the 2d of April, Lord Nelson threw out the signal for the attack : the fleet immediately weighed anchor and made sail : their principal object was six sail of the line, eleven floating batteries, carrying from eighteen eighteen-pounders, to twenty-six twenty-four pounders, and one bomb-ship, besides gun-vessels. As the navigation in this part was very narrow and intricate, the *Bellona* and *Russel*, two of Lord Nelson's fleet, unfortunately took the ground, where they were however of some service in the attack. The *Agamemnon* not being able to weather the shoal, which lay in the middle of the entrance, was obliged to anchor. As these vessels were more particularly meant to have acted against the Crown batteries, the

British line opposed to them was necessarily inadequate to the purpose for which it was intended: not stretching out so far as to be opposed to the whole range of these batteries. The result of this misfortune was, that the *Defiance*, and the *Monarch* suffered a very heavy loss of men; and exposed Captain Rion, to whom Lord Nelson had assigned the command and direction of a small squadron of frigates to a most galling fire, in which he lost his life.

Lord Nelson had hoisted his flag on board of the *Elephant*; and a-breast of her were stationed the bomb-vessels: the gun-boats, in the mean time, though every exertion was made to bring them up, were unable to stem the strong current; and their services were of course, in a great measure, lost.

A few minutes after ten o'clock the action commenced. The *Edgar*, commanded by Captain George Murray, led the van in a very gallant style: for upwards of four hours and a half, the battle raged in a most dreadful manner. The Danes fought for the defence of their native land, in the view of their prince, and of their wives and children. Their native courage, which is, perhaps, second only to that of the British, was roused by the situation in which they were placed. The British fought directed and animated by the example and presence of Nelson; and he was able to call from the British heart all the courage and bravery which it contained. When such were the respective opponents, it may well be conceived, what was the nature of the engagement: at the expiration of four hours and a half, the Danish fire slackened, and it was apparent that victory must declare in favour of the British.

As soon as Lord Nelson perceived that he had gained a clear and decided advantage; that the Danish fire was dying away, and that most of their ships and batteries were in his power, he desired pen, ink, and paper, to be brought up on the quarter deck; and wrote a short note, directed "To the Brothers

of Englishmen, the Danes," in which he declared, that he had directions to spare Denmark, when no longer resisting; but if the fire continued on the part of Denmark, he should be obliged to set on fire all the floating batteries which he had taken, without having it in his power to save the brave Danes, who had defended them. An incident is mentioned, relative to this letter, which points out in a most striking manner, not only Lord Nelson's coolness of mind, but his knowledge of human nature. After the letter was written, the officer who was near Lord Nelson, offered him a wafer to put into it; but Lord Nelson desired he would go below and bring up a candle and sealing wax; the officer, on this, observed, that in the circumstances, under which the letter was written, this formality might be excused, and that the Danes would know to what to attribute the letters being sent only with a wafer in it. His lordship immediately replied, that this was really the time to do all things with due form, and in regular order, that the Danes might perceive that the letter was written under no perturbation, with no hurry, and on their account rather than on that of the British.

It must not, however, be concealed, that Lord Nelson, at the time he dispatched this note to the Danes, was placed in rather awkward and difficult circumstances:—the principal batteries, as well as the ships, which were stationed at the mouth of the harbour, were still unconquered; two of his own vessels were aground, and exposed to a heavy fire, others, if the battle continued, might be exposed to a similar fate: while he found that it would be scarcely practicable to bring off the prizes under the fire of the batteries. These considerations, undoubtedly influenced him in resolving to endeavour to put a stop to hostilities, in addition to the instructions he had received from the British ministry to spare the Danes, and the respect he must have felt for their brave defence.

His lordship's note was delivered to the Prince

Royal of Denmark, who sent an officer on board to enquire what was the object in sending it: Lord Nelson replied, that his object in sending the truce was humanity; and that with humble duty to his Royal Highness, he should consider this the greatest victory he ever gained, if it were the cause of a happy reconciliation between his own most gracious Sovereign and his Majesty the King of Denmark. Lord Nelson, at the same time, told the prince, and the officer who brought the message from the prince; "that the French fought bravely, but that they could not have stood an hour the fight which the Danes maintained for four. I have been (added he) in one hundred and five engagements, in the course of my life, but that of to day was the most terrible of all." An armistice was soon concluded, for fourteen weeks; the principal condition of which was, that for that period, the armed confederation, so far as it respected Denmark, should be suspended; while the British admiral was to reap all the fruits of his victory.

According to the account which the Danes published of this engagement, their loss amounted to between sixteen hundred and eighteen hundred men; on our side, twenty officers, including Captains Moss and Riou were killed, and two hundred and fifty four men forty-eight officers, including Captain Sir Thomas Thompson, were wounded; and six hundred and eighty-nine men; in all, nine hundred and forty-three killed and wounded.

As several of the British ships were very much disabled, Sir Hyde Parker left them at Copenhagen, under Lord Nelson, and proceeded with the remainder up the Baltic. It has been already mentioned, that though the fleet, in passing through the Sound, kept very near to the Swedish coast, the batteries there did not fire a single shot at them. This seemed to indicate that Sweden, though she had joined the armed confederation, was not very sincere in the cause; or at least, from the jealousy which has long subsisted

between her and Denmark, that she was not indisposed to see that power injured by the British fleet. After the battle of Copenhagen, Sir Hyde Parker learnt that the Swedish fleet had actually left Carlscrona, for the purpose of forming a junction with the Russian fleet at Revel; he therefore directed his course towards the northern extremity of the island of Bornholm; but as soon as the Swedish admiral learnt that the British were in quest of him, he very prudently returned to port.

When Lord Nelson received information that the Swedish squadron had put to sea, and that Sir Hyde Parker was in pursuit of them; he became restless and impatient; he could not endure the idea, that a battle should take place, in which he was not engaged, while there was a possibility of joining in it. He, therefore, ordered a boat to be manned, and set off in hopes of reaching Sir Hyde Parker, before he came up with the Swedish fleet. In his hurry and impatience, he forgot his cloak, and the weather being very cold, the master of the *Bellona*, whom he had taken with him, offered him his great coat, which his lordship refused, "No, I am not cold, my anxiety for my country will keep me warm." He then asked the master, if he thought the fleet had sailed; and on his replying, "I should rather suppose not my lord," his lordship observed, "If they are, we shall follow them to Carlscrona, in the boat, by God." The distance was at least fifty leagues. At midnight, however, they reached the British fleet.

While Sir Hyde Parker was endeavouring to induce the Swedish Admiral to abandon hostile measures, an express arrived from Petersburg, of the death of the Emperor Paul, and of the accession of Alexander; which led to a pacification, first with Sweden, and afterwards with Russia.

Early in the spring of 1801, Mr. Pitt went out of office, in consequence it is generally believed of his opinions respecting the Catholic Question: he was suc-

ceeded by Mr. Addington, as prime minister, while the Earl of St. Vincent was appointed First Lord of the Admiralty.

The mind of Bonaparte was at this period bent upon invading England; or at least, the measures which he took, and the military movements which he made, were intended to produce the belief that such was his intention. He had made peace with Austria, after the battle of Marengo; and his troops being no longer occupied with Continental warfare, nor enriched with Continental plunder, were promised the conquest and the plunder of these Islands. Camps were formed at Amiens, so early as September, 1800; afterwards near Bruges, Ostend, Gravelines, and Dunkirk: by the month of July 1801, an immense number of troops were collected in these camps, among whom were many of the emigrant Irish. At Brest also, a large armament was collected, destined, it was supposed for the invasion of Ireland; and in order still more to weaken the force and distract the attention of this country, Jersey and Guernsey were threatened, from St. Maloe's, Granville, and Cherbourg. It was stated upon good authority, that the fleet in Brest harbour, in January, 1801, amounted to fifty-two sail of the line.

As the establishment of a marine was a favourite and leading object with Bonaparte, he divided the whole sea-coasts of France into six maritime prefectures, viz. Brest, Toulon, L'Orient, Rochefort, Havre, and Antwerp. Along the whole line of this coast, gun-boats, flat-bottomed-boats, and ships, were equipped, under the direction and superintendance of the prefect. At the same time, in order that these preparations might not be exposed to the attacks of the British, redoubts were constructed, and furnaces erected for making balls red-hot; telegraphs also were erected along the whole line of the sea coast.

But the means on which Bonaparte principally depended, either for invading or alarming Great Britain,

were the flat-bottom boats: these were first proposed and constructed for the purposes of invasion in 1744, by the famous Lalli, but the design was abandoned as impracticable. Indeed, if we seriously reflect on the nature of an invasion, and on the relative and peculiar circumstances of Great Britain and France at the time we are now treating of, we shall be convinced that the design was utterly chimerical: while Britain commands the sea, so entirely as she did then, and does now, it will never be in the power of France to land any number of troops, sufficient even to gain, or retain possession of a small portion of this island. It ought to be considered, that an army, destitute of cavalry and artillery, is deprived of its main and most important machines: and though France might succeed in landing some thousands of men, it is not to be supposed, that the same favourable circumstances would continue, till she had time to bring over cavalry and artillery, necessary for their equipment and action.

The British ministry and nation, however, acted very prudently and wisely in adopting measures of defence; orders were given early in the year for the construction of a great number of gun-boats; these were stationed at the entrance of the principal ports and rivers in the kingdom, and the sea fencibles were instructed in their management. The East India Company granted to government the use of such of their ships as were not engaged for the current year. Liverpool set the example of arming for its own defence; and this town was followed in other parts of the kingdom. About the end of July, a circular letter was sent from the Secretary of State for the Home Department, to the Lord Lieutenants of counties, informing them of the preparations for invasion that the enemy were making; and particularly recommending, that the respective corps of volunteer cavalry and infantry should assemble, for the purpose of performing their military exercises, as frequently as their necessary avocations would admit.

Nor was the sea coast neglected; from the Nore to Falmouth, night signals were erected to announce the appearance and approach of the invading enemy. Frigates and gun-boats were stationed off those counties, which were thought exposed to the most danger, or where a landing could most easily be effected. While our own coast was thus guarded, that of the enemy was completely blockaded, and their fleets so closely watched, that they could not put to sea. Admirals Dickson and Graves lay off the coast of Holland; for in the Dutch ports the preparations were nearly as great and as forward as in the ports of France;—the former admiral had along with him, twelve sail of the line, besides frigates. Admiral Graves commanded six sail of the line, and a proper proportion of smaller vessels. Brest was blocked up by Admiral Cornwallis, with fourteen sail of three-deckers, one eighty-gun ship, and several frigates and armed vessels. The port of Toulon, and the neighbouring coasts of the Mediterranean were guarded by Sir John Borlase Warren; while the watching of Cadiz was committed to Admiral Sir James Saumarez, with a squadron of eight sail of seventy-fours, two of eighty-four, and frigates, cutters, and gun-boats.

As notwithstanding the vigilance and exertions of our cruizers, which were stationed off the coast of France, the enemy succeeded in collecting a large number of gun-boats in Boulogne, which appeared to be the principal rendezvous for them, it was resolved to attempt their destruction there. On this enterprise, a flotilla of gun-boats and other armed vessels, protected and supported by several ships of the line, were employed. The command was given to Lord Nelson. As soon as the equipment of this armament was known in France, and that Nelson was to command it, the enemy ceased to go on with their preparations for invasion, and contented themselves with making preparations for their own defence. On the 30th of July, Lord Nelson hoisted

his flag on board the *Leyden*, of sixty-eight guns, at Deal; and, on the 1st of August, the squadron stood over for the coast of France; the 3d of that month was employed in reconnoitring the fortifications of Boulogne, and in devising the best mode of attacking and destroying them.

The coast of France about this place, stretches nearly east and west. On the east, a point of land runs out, which forms one side of the bay; in the middle of this is the mouth of the harbour, which fronts the north. In a line along the shore, about half a mile distant from it, lay the enemy's armament; consisting of six brigs, two schooners, and about twenty gun-boats; in front of the mouth of the harbour, the largest brig was placed.

As soon as Lord Nelson had ascertained from what distance at sea his bombs could reach the enemy, he gave orders to begin the attack at day-break, on the 4th of August, at four o'clock in the morning; he stationed the bomb-vessels in an oblique line, stretching from the west end of the line of the enemy. The other ships were stationed in another line behind the bombs. Lord Nelson's first object was, to discover the strongest points of the enemy's defence; for this purpose, he sent his ships of war close in shore near the batteries: a heavy cannonade now commenced; but, as soon as the tide fell, our vessels were obliged to draw off into deep water. The next object was, to send the bomb-vessels to act against the flotilla; and this they did with so much effect, that six of the French boats were obliged to be towed from the scene of action. As soon as it was dark, Lord Nelson intended to have sent three bomb-vessels close upon the enemy, but the wind shifting, this was impracticable; the fleet, therefore, hauled off, having rather, in this enterprise, ascertained what could be done, than effected much: to use the words of Lord Nelson, "it would serve to convince the enemy, that they could not come out of their harbours with impunity."

But Lord Nelson was not a man to leave any undertaking in which he had engaged, undone, or but imperfectly executed: he, therefore, resolved to make a second attempt. The force collected for this purpose amounted to about seventy vessels, of different sizes and descriptions. On the evening of the 14th of August, when it became dusk, this flotilla was formed in four divisions, in order to storm the French line of boats; these boats, besides being strongly made, and armed, were defended by long poles, headed with spikes of iron, which projected from their sides; a very strong netting was fastened up to their lower yards; they were moored head and stern across the harbour, with iron chains; on board of each vessel was from one hundred and fifty to two hundred soldiers; and, in addition to all this, they were protected by land-batteries and musketry from the shore. The circumstance of these vessels being so strongly fastened to each other, and to the shore, was unknown to Lord Nelson at the time he arranged the plan of attack.

The British sailors were provided with boarding-pikes, tomahawks, and cutlasses; fire-arms were forbidden, lest, by making use of them, they should alarm the enemy. Each of the divisions, into which the British fleet was formed, consisted of three flat-bottomed boats, and ten six-oared boats. The respective divisions left the *Medusa*, the vessel on board of which Lord Nelson had hoisted his flag, at half-past eleven at night, on the 15th; part of the boats of the second division run alongside of a large brig off the mole-head, which wore a commodore's pendant; but they could make no impression upon it, in consequence of the strong netting by which she was protected. At the same time, an instantaneous fire from two hundred soldiers in her, either killed or desperately wounded all the men in the boats. None of the other divisions were more successful; that under Captain Somerville was particularly unfortunate;

he succeeded, indeed, in carrying one brig; but, after he had got possession of her, he discovered that she was fastened to the shore, and that it was utterly impossible to get her off; while he was making attempts towards this, he was exposed to a most tremendous fire, by which his men suffered very severely. The loss of the English in this affair, in officers, seamen, and marines, killed and wounded, amounted to one hundred and seventy-two; while only one French lugger was brought off, with a lieutenant, eight seamen, and eight soldiers.

It is said that the French commodore addressed the first boat's crew that approached his ship, in the following words, which were spoken in pretty good English: "Let me advise you, my brave Englishmen, to keep your distance; you can do nothing here; and it is only shedding the blood of brave men to make the attempt."

At Deal, Lord Nelson did every thing in his power for the relief or comfort of the brave men who had suffered in this unfortunate expedition; and his kind and cordial sympathy afforded to our brave and generous seamen and marines, a very sensible consolation and pleasure. His time was chiefly occupied in visiting the wounded in the hospital. He paid the utmost attention to every individual; inquiring into their several cases, and consoling them with a promise, that he would shortly bring them good news. On asking one man, whom he recollected, how he was, he learnt that he had lost an arm; Lord Nelson told him, never to mind that; for that he himself had lost one also, and, perhaps, should shortly lose a leg; but that they could never be lost in a better cause, than in the defence of their country. This had a wonderful effect on the seamen. Several of them exclaimed, that they only regretted their wounds, as they prevented them from accompanying him in another attack on their enemies.

In the Mediterranean, two very severe actions were

fought. Admiral Sir James Saumarez, while he was cruising off Cadiz, received intelligence that three French line of battle ships and a frigate were at anchor off Algeiras; he immediately made sail for that place, determined to attack them if it were practicable. As soon as he came in sight of the Bay of Algeiras, the enemy warped their ships close under the batteries; no time was to be lost—the Venerable, Captain Hood led into the bay, and was directed to pass the enemy's ships without coming to an anchor; the Pompée and Audacious had, at the same time, been directed to anchor abreast of the inner ship; the Cæsar, Spencer, and Hannibal, abreast of the other ships and the batteries. These directions could not be strictly complied with; Captain Hood being obliged to come to anchor, in consequence of the wind failing him. The Pompée reached the position which she had been ordered to occupy, and opened a well-directed and tremendous fire on the French admiral; the Cæsar and Audacious also began the action; in a short time, it became general on both-sides, the batteries not only protecting the French ships, but also acting with great effect against ours. The Hannibal, which had been under the necessity of coming to an anchor, at some distance from the scene of action, took advantage of a slight breeze; and her commander, Captain Ferris, determined to pass between the enemy's ships and the batteries; unfortunately the depth of water was not sufficient, and she grounded close under one of the batteries. Every effort was made to get her afloat again, but it was impossible to succeed: in this state she made a most gallant and determined resistance; but, as she fought to great advantage, Captain Ferris was, at length, reluctantly compelled to strike his colours. While the engagement was going on, the enemy had been continually employed in warping their ships nearer the shore; Sir James Saumarez, on perceiving this, ordered the cables to be cut, being determined, if pos-

sible, either to destroy or bring them off. The wind, however, failing him, and a strong current opposing the attempt, he found all his endeavours ineffectual. In this unfortunate enterprise, the loss of the British was very severe, one hundred and twenty-one being killed, two hundred and forty wounded, and fourteen missing. The enemy acknowledged that they had three hundred and six killed, and one hundred and eighty-four wounded.

As soon as the British admiral returned to Gibraltar, every exertion was made to repair the damages that the ships had sustained, and to prepare them again for sea. On the 8th of July, the admiral received intelligence that a Spanish squadron, consisting of five sail of the line and three frigates, had stood in and anchored off Algeiras, where they were soon afterwards joined by a French ship of the line. On the 12th, the governor of Gibraltar informed the admiral that he had heard it was the enemy's intention to put to sea that evening. Upon this, Sir James Saumarez re-doubled his exertions to get his fleet out of the Mole; and, within a few hours after, the enemy were observed under sail, with a strong easterly wind, the whole British fleet was under weigh, except the *Pompée*, which had not time to take in her masts. At this critical juncture, the genuine spirit of British seamen broke forth in a most conspicuous manner; several of the *Pompée's* men concealed themselves on board the other ships, in order that they might partake in the battle; and even many of those who had been wounded in the former engagement, and were still in the hospital on shore, hired a boat, went off, and requested to be taken on board the *Cæsar*.

The *Superb*, Captain Keats, formed the van; he was directed to attack the sternmost ships of the enemy, and, if possible, to keep between them and the shore, in order that there might be no possibility of their running for their own harbours. Captain Keats obeyed these instructions with great alacrity

and skill; about eleven o'clock at night, the *Superb* was abreast of a Spanish three-decker, about three cables' length from her; a tremendous fire was immediately commenced: the shot of the *Superb* actually went over the enemy, and struck two other of their ships, which were in a line abreast of her. Owing to the darkness of the night, these ships, when the shots struck them, began to fire on each other. The *Superb* soon vanquished her opponent; for, in a quarter of an hour, she was on fire; and shortly afterwards, drifting down, she ran foul of another ship to leeward, and communicated the flames to her. As the wind was blowing very fresh at this time, it was impossible to afford any assistance to the miserable crews of these vessels: in the course of half an hour they both blew up; each ship mounted one hundred and twelve guns, and had on board upwards of one thousand two hundred men, all of whom perished.

When Captain Keats left the vessel which was first on fire, he bore down upon the *St. Antoine*, of seventy-four guns and seven hundred and thirty men, which struck, upon the *Cæsar's* joining in the action. The rest of the enemy's fleet now made sail, and endeavoured to escape; Sir James Saumarez pursued them during the whole of the night; when day broke, the *Venerable*, Captain Hood, was nearly alongside of the French ship, the *Formidable*; soon afterwards, he commenced firing into her, and probably, would have succeeded in capturing her, had not the *Venerable's* main-mast been shot away: the enemy took advantage of this accident to make sail again; Captain Hood pursued, but going too near the shoals, the ship struck upon one of them, and, in order to save her, it was found necessary to cut away her remaining masts. A light breeze springing up, the *St. Antoine* succeeded in getting into Cadiz.

On board the *Venerable*, there were eighteen killed and eighty-seven wounded; on board the *Superb*,

none were killed: Lieutenant Waller, and fourteen seamen and marines were wounded.

As the French, after the refusal of Lord Keith to ratify the convention, which Sir Sidney Smith had entered into, still maintained themselves in Egypt, the British ministry were determined to send such a force there, as would subdue them, and restore that country to the Turks. This determination was strengthened by the contents of several letters, which were intercepted, from which it appeared, that the French had suffered greatly from the climate, and were very dissatisfied with their situation and prospects. The armament designed to act against them, assembled in the Bay of Marmorice; the fleet was commanded by Lord Keith, along with whom was Sir Sidney Smith; and the army by General Sir Ralph Abercrombie; the latter amounted to fifteen thousand five hundred men. The Ottoman Porte had promised to send a squadron to co-operate in this enterprise; but as it did not make its appearance, Lord Keith resolved to wait no longer for it, but on the 25th of February set sail for the coast of Egypt. The passage was rather long, and very boisterous: in the beginning of March, the fleet anchored in the Bay of Aboukir, very near the place where the victory of the Nile had been won.

General Abercrombie, and Sir Sidney Smith lost no time in examining the shore: and, as soon as they had decided on the spot, where a landing could be effected with the least difficulty and danger, and on the mode of conducting it, preparations were made for that purpose. The enemy were prepared for them: all the commanding heights were lined with artillery and infantry, and the whole garrison of Alexandria, amounting to nearly three thousand men, were employed on this service. Numerous sand-hills line and cover the shore; musketry and field-pieces were placed not only upon these, but in the intervals between them: the beach, on each wing was flanked

with cannon ; and at a short distance from the coast, parties of cavalry were stationed to advance and support the infantry.

The first division of the army, which consisted of six thousand men, commanded by General Coote, began to dis-embark at three o'clock in the morning on the 8th of March : as the boats approached the shore, the enemy opened their fire from their mortars and field pieces ; this fire, encreased by the discharge of grape-shot and musketry from behind the sand-hills, was so galling and tremendous, that it scarcely seemed possible to effect a landing in tolerable order, and without very great loss. Nothing, however, could damp or discourage the troops ; while the seamen pushed on the boats with great steadiness and celerity, and in a very short time, the reserve, under General Moore, reached the shore, and obliging the French to retreat, secured a landing for the rest of the troops. The 23d regiment and part of the fortieth, under the command of Colonel Spencer, particularly distinguished themselves on this occasion, they gained a hill, which seemed almost inaccessible, and drove the enemy from it, taking, at the same time, seven pieces of artillery. On the succeeding day, the troops were all landed. The first military operation, was the reduction of the Castle of Aboukir ; when this was accomplished, Sir Ralph Abercrombie proceeded to give battle to the French army ; this most important and decisive battle took place on the 21st of March ; it commenced an hour before daylight ; and after a contest unusually obstinate, in which the enemy were twice repulsed, and their cavalry were repeatedly mixed with the British infantry, they were completely defeated. On both sides the slaughter was dreadful ; near the conclusion of the battle Sir Ralph Abercrombie received a wound, of which he died on the 28th on board of the *Foudroyant*. " His memory will be recorded in the annals of his country ; will be sacred to every British soldier ;

and embalmed in the recollection of a grateful posterity!"

The reduction of Alexandria was the next object of the British; towards this, both the navy and army were employed; Admiral Bickerton closely blockading it by sea, while General Hutchinson, who succeeded to the command on the death of Sir Ralph Abercrombie, cut off all communication by land. On the Lake Mareotis, the French had a numerous and powerful flotilla; this, in the opinion of Lord Keith, could easily be destroyed; and, as its destruction would greatly facilitate and hasten the reduction of Alexandria, it was resolved to attempt it. Troops were accordingly landed for this purpose; and while the operation was going on, Sir Sidney Smith made a feigned attack upon the city itself with some sloops of war, and armed boats. As soon as the enemy perceived the imminent danger to which their flotilla was exposed, they set it on fire, all of it was destroyed, except two or three, which were captured. After some other operations, in which the navy were signally and very advantageously employed, the blockade of the city was rendered complete; and on the morning of the 27th, General Menou sent to request an armistice for three days, in order to adjust the terms of a capitulation; the armistice was granted and on the 2d of September, the capitulation was signed. The Venetian and French ships of war which were found in the harbour of Alexandria, were divided between Lord Keith and the Captain Pacha: the latter receiving for his share, one of sixty-four, one of forty-six and one of twenty-six guns: Lord Keith received one of fifty, one of thirty two, and one of twenty-six guns.

In the West Indies, little of importance occurred during this year; as soon as the rupture with the Northern courts was inevitable, the British government sent out orders to the commanders on that station, to commence hostilities against the Danish and

Swedish islands; these, though small, were of considerable value: especially the Danish islands of St. Thomas, and St. Croix. The circumstance of the long continuance of hostilities between France and England, had thrown into these islands a degree of wealth, which neither their own natural fertility, nor the capital of their inhabitants could have acquired. These islands, as well as St. John, St. Martin, and St. Bartholomew, were reduced by a squadron under Rear-admiral Duckworth. As soon, however, as the armed neutrality was dissolved by the battle of Copenhagen, and the death of the Emperor Paul, they were restored to their respective owners.

One line of battle ship was this year taken by the enemy; but not under such circumstances as to tarnish the name of British seamen. Four French ships of the line, and a frigate determined to make an attempt to succour Alexandria, while it was blockaded by the British, before the arrival of Lord Keith's fleet; notice of this was given to Captain Hallowell, of the *Swiftsure*, of seventy-four guns; who was, at this time, employed in conveying some cartels and transports to Malta. He thought it would be of much more consequence to inform Sir John Warren of this circumstance, than to proceed on his destination: he, therefore, made sail for that purpose. On the 24th of June, three large ships were seen to leeward, which immediately chased the *Swiftsure*; as Captain Hallowell soon perceived that they were gaining fast upon him, he came to the resolution of bearing down upon the headmost ship in the hopes of being able to dismast or otherwise injure her in such a manner, that he might effect his escape. The enemy, perceiving this intention, tacked, and stood towards the *Swiftsure*; and at half past three o'clock, the *Indivisible* of eighty guns, having the flag of Rear-admiral Gantheaume, and the *Dix Aout* of seventy-four, run up within gun-shot, and opened a terrible fire, which was instantly returned.

Nothing now could be done, but to fight the *Swiftsure* against this very superior force, as long as possible: and she was fought accordingly: a few minutes after four o'clock, the *Jean Bart* and *Constitution* of seventy-four guns each came up; at this time, the *Indivisible* was nearly on board of the *Swiftsure* on the larboard bow: the *Dix Aout* on her larboard quarter: and the other vessels run up on her starboard quarter. Under these circumstances, his ship a complete wreck, and no chance of escape, or hope of succour existing, Captain *Hallowell*, in order to save the lives of his brave men, ordered the colours to be struck. Notwithstanding the *Swiftsure* was exposed to the fire of all these ships, her loss was very trifling; only two men were killed, and Lieutenant *Davis* and seven wounded. According to the official account of the enemy, the *Indivisible* had four men killed and wounded: and the *Dix Aout* had six men killed, and twenty-three wounded.

The first single action to which we shall direct our attention, was fought near *Ceuta*, off the coast of *Barbary*. The *Phœbe*, Captain *Robert Barlow*, on the 19th of February, discovered a French frigate of a very large class, steering along the African coast, to the eastward under a crowd of sail. He immediately gave chase; and about seven in the evening came up with her, and brought her to close action: the battle continued within pistol shot for nearly two hours. The bravery and skill displayed on each side were nearly equal; and the consequences were dreadful. The *Phœbe*, before the conclusion of the engagement, was nearly a complete wreck: she had five feet water in her hold; several of her guns were dismantled; and her decks were covered and encumbered with dead. Still Captain *Barlow* and his crew persevered; they perceived that the enemy, notwithstanding his force was much greater than that of the *Phœbe*, was suffering much more dreadfully; and their perseverance and resolution were, at length,

crowned with complete and deserved success. The French frigate struck her colours; she proved to be *L'Africaine*, of forty-four guns; twenty-six eighteen pounders on her main-deck; and eighteen nine pounders on her quarter-deck and fore-castle; at the commencement of the engagement she had on board seven hundred and fifteen men, four hundred of whom were troops and artificers. She had a broad pendant flying, being commanded by the chief of a division, who was slain along with several of his officers: her loss amounted to two hundred slain, and one hundred and forty-three wounded. In the *Phœbe*, only one man was killed, and Mr. Holland, the first lieutenant, the master and ten seamen were wounded.

Several other gallant actions took place in the Mediterranean, from which we have selected the following, as most deserving of notice and record. As the retaining possession of Egypt was of the utmost importance to the French, they used every exertion to send supplies and re-enforcements there; single vessels were principally employed for this purpose as most likely to elude the vigilance of our cruisers. One of these was lying in the Mole at Ancona, ready for sea, in the month of May, when Captain Thomas Rogers, of the *Mercury*, determined to attempt her capture or destruction. On the 26th of that month he anchored, after it was dark, off the Mole; as the fortifications were very strong, the only mode of succeeding in the enterprise was, by manning the boats. Accordingly, a little before midnight, the boats put off under the command of the first lieutenant, Mr. Mather. As the enemy were ignorant that the *Mercury* was in the Adriatic, they were taken completely by surprise, and the boats succeeded in boarding and carrying the sloop of war. When, however, they attempted to bring her away, they found that her stern was secured to the Mole by a cable, and that three cables were out ahead; these, of course, it was necessary to cut;

but, by this time, the alarm was given, and a most tremendous fire was opened upon them from the Mole. In this critical juncture, they were at first favoured by a slight breeze of wind, by means of which the sloop, in less than an hour, got beyond the reach of the batteries. At this period, it fell calm, and the current setting in towards the shore, carried the vessel back; the enemy, perceiving this, put off a great number of boats, filled with men, to attack her. Mr. Mather and his crew used every exertion to get the sloop away, but as the men had been rowing all night, they were nearly exhausted with fatigue. It was in vain to think of defending their prize; as the gunboats were fast approaching, and, besides, Mr. Mather was apprehensive, that, in the event of an engagement, the prisoners whom he had taken in the sloop, and who were under the hatchways, would rise on his crew. He was, therefore, compelled to give up his prize, having failed in several attempts to set her on fire. Captain Rogers, in the Mercury, was a spectator of what was going on; but the same want of wind, which prevented the boats from bringing off their prize, prevented him from getting near enough to support them. In this enterprise, the loss was trifling: only two men being killed, and four wounded: the enemy lost twenty killed, wounded, and drowned.

Among the young naval officers who distinguished themselves this year, and who bid fair to approach (for who can hope to come up to) the fame of Nelson, was Lord Cochrane. While cruising off Oropeso, in the Speedy, in company with Captain Pulling in the Kangaroo sloop of war, they perceived a Spanish convoy, consisting of twelve vessels, at anchor in the bay; they were protected by a strong battery: but this circumstance only incited the British seamen, and their commanders to the attack; for in the course of this war, having decisively proved their superiority to their enemies at sea, they extended their hopes and

ambition to conquering them, under still more arduous and difficult circumstances. Besides the battery, mounting twelve guns, that protected these vessels, there was a xebec, of twenty guns, and three gun-boats. The mode of attack was soon planned; the two brigs anchored within half gun shot of the enemy, against whom they opened a brisk fire; in a few hours, the fire of the Spaniards slackened; it feebly and partially recommenced, on the approach and assistance of a felucca of twelve guns; but about half-past three in the afternoon, the xebec, and two of the gun-boats sunk. The battery still continued its fire till nearly six o'clock, when it also was silenced: as soon as this was perceived, the Kangaroo cut her cables, and made close to it, upon which the remaining gun-boats fled. No obstacle was now in the way of destroying or capturing part at least of the convoy; for this purpose, the boats were manned, and they succeeded in cutting out such as were afloat; the remainder were either sunk or driven ashore. The loss on the side of the British, in this affair, was very trifling.

An exploit of a somewhat similar nature, equal in point of bravery, but not fortunate in its result, was performed on the coast of Africa. The *Melpomene*, commanded by Sir Charles Hamilton, was stationed off the mouth of the Senegal river; within which a brig and armed schooner were at anchor; their capture or destruction were, if possible resolved upon; the motive to this enterprise was not so much the desire to obtain these vessels, as, by means of them, to gain possession of a battery at the entrance of the river. Lieutenant Dick, with ninety-six men, in five boats, was dispatched on this service. Off the mouth of the river, there was a very heavy surf; this, however, they got over in safety; nor was their design observed, till they got near the brig. When they came near her, she fired on the boats with her bow-chasers, and with such effect, that two of them were

sunk, and Lieutenant Palmer, and seven seamen killed. The rest, however, were not intimidated; but, on the contrary, pushed on with still greater alacrity and courage, boarded the brig, and in twenty minutes were in complete possession of her. On seeing this, the schooner cut her cables, and run under the protection of the batteries. After the loss of so many of his men, and the destruction of two boats out of five, Lieutenant Dick did not think it practicable to proceed against the schooner; he, therefore, used every effort, and directed his sole attention to bring off the brig: in this, he would have succeeded, but, by this time, the tide had begun to ebb, with a considerable current, which, added to his ignorance of the channel of the river, caused the brig to run a-ground: nothing now remained, but to save themselves in the boats, which they did, under a most dreadful fire from the batteries, having first destroyed the brig. The loss was very great: three officers and eight men were killed, one officer and seventeen men were wounded.

As the French had several large frigates, besides privateers, in the Indian Ocean, which had been very successful in annoying our trade there, and as the grand rendezvous for them, and the place to which they carried their prizes, were the Isles of France and Bourbon, Sir Roger Curtis, who commanded the squadron on this station, was indefatigable in watching these islands. Besides the regular squadron under his command, there was a private ship of war, fitted out at the Cape, commanded by Mr. White, which was very enterprising and successful. In the month of August, as she was cruising off the Island St. Lawrence, a large ship bore down upon her; an action was not declined by the Chance, which was the name of Mr. White's vessel, though he found out, almost as soon as the enemy began to fire, that his metal was much heavier. On perceiving this he resolved to board her; and to board her in such a

manner as might give him the best chance of gaining possession of her. The bowsprit of the *Chance* was, therefore, lashed to her mizen-mast, and the boarders entered the upper deck; a desperate resistance was made by the enemy, but after they had defended themselves for three quarters of an hour, they were driven below into the cabin, and under deck: here they continued to fight, being armed with pikes, till the captain and twenty-eight were wounded, and twenty-five killed. On this the British gained complete possession of her. She proved to be a fine new vessel, mounting fourteen brass guns, with one hundred and twenty men.

In September, Mr. White had another engagement still more honourable to him, with a Spanish man of war brig, mounting eighteen guns, and having on board one hundred and forty men. The enemy began firing at the *Chance*, at a considerable distance; but Mr. White reserved his fire till he came close up to her, when, being yard-arm and yard-arm, the action was kept up with great spirit for two hours and three quarters; the Spanish vessel frequently endeavoured to escape, but by the skill and activity of Mr. White, all her endeavours to this purpose were ineffectual; and her captain being mortally wounded, and fourteen men killed, she struck her colours. The *Chance* had two men killed, and one wounded. When it is considered that the *Chance* had only sixteen guns, and fifty men, the bravery with which she was fought on both occasions must be highly applauded.

On the East India station, properly so called, one action was fought, which must not be passed over. The *Sybille* frigate, Captain Charles Adams, was stationed to protect the trade from China, off the Seychelles islands. About the middle of August, he was induced to think that a vessel of the enemy's was lying among these islands, from having observed a signal flying on one of them. In order that he might

get near enough to ascertain this circumstance, he stood in under French colours; and descried a large French frigate lying at anchor in the roads; the navigation was extremely intricate, as several shoals with which Captain Adams was but imperfectly acquainted, lay in the passage. These obstacles, however, did not prevent him from attempting the capture of the enemy. Using every precaution to prevent the ship from grounding, he succeeded in getting within a cable's length of the enemy, when he hauled down the French, and hoisted English colours, at the same time anchoring with a spring on his cable. The enemy had erected a small battery on the shore for the protection of their frigate, which was mounted with four guns; and from this battery and the vessel, a fire was opened against the *Sybille*. Captain Adams, from the state of the shoals, was obliged to anchor in such a manner, that the battery raked him; and as they also fired red hot shot from it, he suffered considerably. Notwithstanding these circumstances, in about twenty minutes, the enemy struck his colours; she proved to be *La Chiffone*, mounting forty-two guns, and having a complement of two hundred and fifty men; twenty-three were killed, and thirty wounded. The *Sybille* had two killed and one wounded.

The following anecdote should not be omitted, as it displays a singular instance of bravery and presence of mind. On board the *Immortalité*, one of the squadron which was appointed to watch Brest harbour, was a pilot, who spoke French extremely well. He frequently requested the captain of the *Immortalité* to permit him to go ashore on the coast of France, that he might learn some particulars respecting the fleet in Brest. The Captain was at length prevailed upon to give his consent, he accordingly went ashore, it having been previously agreed upon, that, in a few hours, a boat should be sent to bring him back: for

five successive nights, the boat was sent to the place appointed; but he was not there. Three days more passed away, when he came alongside the *Immortalité*, in a French boat rowed by two men; the following is his narrative: "As I was apprehensive that I should be taken and treated as a spy, I gave up all idea of attempting to get on board in the manner, and at the time agreed upon, and came to the resolution of hiring a boat to go into Camaret Bay. I, accordingly, hired a boat, but when we came near Camaret Bay, I told the men I did not mean that bay, but Bertheaume Bay, which was much nearer the ship; the men rowed me towards this place; and when we came near it, I again told them, I wished to go to point St. Matthew's only within two gun shots of the frigate; upon hearing this, the men flew into a violent passion, telling me that they would take me back to Brest. I immediately took a brace of pistols from my pocket; and pointing one at each of them, exclaimed, 'I am an Englishman: if you do not put me on board of my ship without delay, I will blow your brains out.' The Frenchmen judged it best to comply with my request." This man had actually been on board several of the French ships of war, and gave a particular and accurate account of their force and condition.

Soon after Mr. Addington became prime minister, it was rumoured, that he was much more disposed to peace than Mr. Pitt had been; and it was soon known, that negotiations were actually on foot between Great Britain and France: from the length of the war; the great changes which had been produced in the relative situation and power of the two countries, since its commencement; and the jealousy which subsisted between them, the negotiations were long protracted, and met with many obstacles. The delay was so long, that it was apprehended that the negotiation would be broken off; when on the 1st of October, 1801, Lord Hawkesbury, secretary of state for foreign af-

fairs, after a long but secret discussion with M. Otto, who resided in this country, as agent for French prisoners, announced, that the preliminaries of peace were signed between Great Britain on the one part, and France, Spain, and Holland on the other. The definitive treaty, however, was not signed at Amiens, by the Marquis Cornwallis, until the 27th of March, 1802.

No war had ever occurred, in which this country had ever won so much glory by sea, as in the war which was now terminated; and her superiority at sea had enabled her to strip the enemy of nearly all her insular and distant possessions. Eighty sail of the line had been captured: in America and the West Indies, Tobago, Martinique, St. Lucia, Guadaloupe, and part of St. Domingo, had been taken from France: Trinidad from Spain; Demerara, Issequibo, Surinam, Curaçoa, Berbice, and St. Eustatia, from the Dutch: in the East Indies, Pondicherry, Malacca, Ceylon, Amboyna, and Banda, fell into our possession. In Africa, we had subdued the Cape of Good Hope and Malta; while Egypt had been liberated and restored to the Turks; even the French and Spanish possessions in Europe had for a time confessed our superiority, as Toulon, Minorca, and Corsica, had been taken possession of.

Of all our conquests, Ceylon and Trinidad alone were retained; the terms of the peace were much canvassed and blamed; especially those by which Malta and the Cape of Good Hope were to be given up.

EARL HOWE,

ADMIRAL OF THE FLEET, GENERAL OF MARINES, KNIGHT OF THE GARTER, OF HIS MAJESTY'S MOST HONOURABLE PRIVY COUNCIL, AND ONE OF THE ELDER BRETHREN OF THE TRINITY HOUSE.

THE Right Honourable Richard Earl Howe, was the second son of Sir Emanuel Scrope, the second Lord Viscount Howe, Baron of Clonawly, who was appointed governor of Barbadoes, in May 1732, and Maria Sophia Charlotte, eldest daughter to the Baron Kilmanseck, master of the horse to George I. as Elector of Hanover.

Sophia Charlotte, the Baroness Kilmanseck, of the house of Offlen, was sister to the celebrated Countess of Platen, of the German empire. On the death of her husband in 1721, she was created Countess of Leinster in the kingdom of Ireland, and afterwards Baroness of Brentford, and Countess of Darlington in England. She was a woman of uncommon beauty. The family of Howe were of distinction in the counties of Somerset, Wilts, and Dorset, for several generations. The manor of Langar, in the county of Nottingham, came into the possession of the family by the marriage of John Howe, Esq. with Arabella, daughter of the Earl of Sunderland; whose eldest son, Sir Scrope, was created a baron and viscount, and was succeeded by Scrope the father of the late Earl Howe, in the year 1712.

His lordship was born in, or near, the year 1725. He lost his father early in life, who died March 29th, 1735, in Barbadoes, after having been three years governor of that island. At fourteen years of age his lordship left Eton school, to share whatever perils the squadron destined for the South Seas, under Commodore Anson, might experience. Even at this age, there was an hardihood and intrepidity about the

noble youth that promised much; and this probably induced his parents to devote him to the naval profession.

The South Seas opened a scene adapted to his daring and enterprising spirit; and he embarked, for the first time, on board the *Severn*, of fifty guns, commanded by the Honourable Captain Edward Legge. His first voyage gave the young mariner no inconsiderable idea of the various dangers and continued fatigue both of body and mind, which were annexed to the profession he had embraced. On the arrival of the squadron off *Terra del Fuego*, a most violent and continued tempest reduced it to the greatest distress. The situation of the *Severn* was particularly desperate; the fury of raging and contrary winds, formed a sea sufficiently tremendous to strike the stoutest hearts with terror.

Captain Legge returned to Europe as soon as his weakened and dispirited people had recovered a sufficient degree of strength at *Rio Janeiro*, where he was driven in by distress to navigate the ship. The next officer under whom our young sailor was placed, appears to have been Sir Charles Knowles, then Commodore of a squadron detached in the month of February, 1743, from Admiral Sir Chaloner Ogle's fleet, to attempt the town of *La Guira* on the Coast of *Caraccas*. Mr. Howe, who was at this time about eighteen years of age, served on board the *Burford*, commanded by Captain Franklin Lushington, one of the officers concerned in the capture of the well-known prize, the *San Josef*. The squadron arrived on the *Curaçoa* coast on the 18th of February. The *Burford* suffered considerably in the action. Captain Lushington, having lost his thigh by a chain-shot, died in two hours after he was landed at *Curaçoa*, on the 23d of February, 1742-3.

The attachment which our young officer entertained for his captain, must not be passed unnoticed. Being required to give evidence, relative to the con-

duct of the Burford, at a court-martial held subsequent to the action ; he proceeded in a clear and collected manner, until he came to relate the melancholy death of his beloved and gallant friend. Though possessing the strongest nerves ; nerves, which he afterwards proved, were not liable to be affected by those passions which often distract the minds of the bravest men ; the keen emotions of his youthful heart so overcame his hitherto firm recital, that, unable to proceed, he requested the indulgence of the court, until he could sufficiently collect himself. He then related, that Captain Lushington, having his thigh shot off, continued giving directions to his first lieutenant, until he sunk down, fainting from loss of blood. He was then conveyed to the cockpit. "I was soon sent," said the young officer, "by the first lieutenant, for orders ; "My dear Howe," said the noble Lushington, on seeing him approach, "since I have been brought down, I have received a mortal wound : tell the lieutenant to use his own judgment." He was proceeding to relate the death of his brave commander, when he again burst into a flood of tears, and retired.

Soon afterwards, Mr. Howe was appointed acting lieutenant by Commodore Knowles, and in a short time came to England with his ship. His commission not being confirmed by the Admiralty, he returned to his patron in the West Indies, where he was made lieutenant of a sloop of war. An opportunity here offered to display his active and resolute character ; an English merchantman had been captured, at the Dutch settlement of Eustatia, by a French privateer, under the guns and protection of the governor, who disregarded the transaction. Lieutenant Howe, unable to bear such an insult to his country, was, at his own earnest request, sent with orders to claim her for the owners ; but not meeting with that reply which national faith and justice demanded, he desired leave to go with the boats, and attempt

the cutting her out of the harbour. It was in vain that the captain represented the danger of so adventurous an attempt. The ardour of this young officer was permitted to operate; and the event showed, that his prudence in conduct was equal to the energy of his original conception. The vessel was cut out, and carefully restored to the proprietors.

In the eventful year of 1745, Lieutenant Howe was with Admiral Vernon in the Downs, whose flag, in the month of August, was flying on board the *St. George* in Portsmouth harbour; but his squadron being soon afterwards equipped, he removed into the Norwich, and sailed for the Downs, where he continued, the intervals of cruising excepted, during the greatest part of the ensuing winter. Lieutenant Howe was about this time raised to the rank of commander, in the *Baltimore* sloop of war, which joined the rest of the squadron, on the coast of Scotland, under the command of Admiral Smith.

In the journal of the siege of Fort William, the conduct of Captain Howe, at this period, is thus recorded:—"The *Baltimore*, Captain Howe, went up towards Killarndy Barns, on Tuesday, March 1, 1746, in order to protect the landing of our men. He fired several shot, and threw some cohorn shells, and set one hovel on fire; but could not attempt landing, for the rebels were intrrenched by an hollow road or rill, and in great numbers. The *Baltimore's* guns, being only four-pounders, had no effect on the stone walls of these barns, which the rebels had before loop-holed."

During the cruise off the coast of Scotland, an action took place, which stamped the character of Captain Howe for ever, as a most able and intrepid officer. The *Baltimore*, in company with another armed vessel, fell in with two French frigates of thirty guns, crowded with troops and ammunition for the Pretender. Captain Howe immediately ran the *Baltimore* between them, and almost close on

board one of the ships. A desperate and bloody action commenced. After fighting with that singular coolness and resolution, which have since so much distinguished his character, he was at length severely wounded by a musket ball in the head, and carried off the deck, to all appearance dead. The anxiety of the crew for their young hero, was, however, but of short duration. With medical assistance he soon discovered signs of life: and during the painful dressing of his wound, cheered and encouraged the ardour of his men. Scarcely was the operation finished, when he flew again to his post, and was received with shouts of joy by the sailors. The action was now continued with redoubled spirit, until the French ships sheered off, leaving the Baltimore in so shattered a state, that she in vain attempted to pursue them. He was immediately raised by the Admiralty to the post list of captains, and on the 10th of April, 1746, appointed to the Triton frigate, destined for the coast of Scotland.

Being ordered, with the Triton, to Lisbon, he there found the Rippon, commanded by Captain Holborne, who being indisposed, and destined for the coast of Guinea, they changed ships. Having visited that station, Captain Howe joined his early patron Admiral Knowles at Jamaica, and was by him appointed first captain of his ship, the Cornwall, of eighty guns. At the conclusion of the war in 1748, he returned with her to England, enjoying a character completely established for an high sense of honour, and every principle that constitutes a brave and valuable officer.

In March 1750-51, Captain Howe was appointed to the command of his Majesty's ships on the coast of Guinea, in La Gloire of forty-four guns. On his arrival at Cape Coast, the governor and council represented to him the ill treatment they had received from the Dutch governor General Van Voorst. Justly indignant at their recitals, Captain Howe prepared his

own ship, and the Swan sloop; and proceeding immediately with them, anchored as near the Dutch castle as the depth of water would permit. In this situation he sent a letter by Captain Digges, to the governor-general, demanding immediate satisfaction, in favour of the English merchants, and a release of all the free negroes who were imprisoned. The Dutch commander sending an evasive answer to the first demand, and an absolute refusal to the second, Captain Howe sent another letter to acquaint him, that he should immediately execute his orders; which were to distress those who interrupted the commerce of his countrymen to the utmost in his power. Captain Howe's vigilance in cutting off all communication with the Dutch ships, soon reduced the governor to reason, when every difference was finally adjusted.

At the close of the year 1751, Captain Howe was appointed to the *Mary* yacht, as successor to Captain Allen, then deceased; but quitted this station in the month of May 1752, on being commissioned to the *Dolphin* frigate. He was soon afterwards ordered to the Straits, and employed in many difficult services, which he executed with his usual spirit. In the course of the year 1754, he returned to England; and at the beginning of the ensuing one, obtained the command of the *Dunkirk* of sixty guns, one of the ships that were commissioned, in consequence of the apprehended rupture with France.

The government of Great Britain, roused by the intelligence that a powerful armament was preparing in the ports of Rochefort and Brest, which was destined for America, ordered a squadron to be immediately equipped: and towards the end of April 1755, Admiral Boscawen sailed with eleven ships of the line and one frigate. In this fleet Captain Howe had the command of the *Dunkirk* of sixty guns, to which ship he had been appointed in March.

Captain Howe, with a press of sail, came first alongside the sternmost ship, the *Alcide*, at twelve o'clock;

and, hailing the captain, delivered his orders, that he should go immediately under the English Admiral's stern. Monsieur Hoquart quaintly asked "whether it was peace or war." Captain Howe repeated his orders, and generously exclaimed, "Prepare for the worst, as I expect every moment a signal from the flag ship to fire upon you, for not bringing to. The ships being now close together, Captain Howe had an opportunity of seeing the officers, soldiers, and ladies, who were assembled on the deck. He on this took off his hat, and told them in French, that as he presumed they could have no personal concern in the contest, he begged they would leave the deck: adding, that he only waited for their retiring to begin the action. Captain Howe then, for the last time, demanded that the Frenchman should go under the English Admiral's stern. Monsieur Hoquart, still vehemently refusing, was informed that the signal was out to engage. He replied with the civility and *sang froid* of his nation, *Commencez, S'il vous plait!* to which Captain Howe answered, *S'il vous plait, Monsieur, de commencer!* Orders to begin the action were given by both nearly at the same instant. After the first broadside, the most dreadful groans, and screams, were heard from the Alcide; every shot of the Dunkirk went through, all her guns being double-shotted with round shot. In about half an hour the Alcide struck to the Dunkirk, her inferior in rate, guns, and men. Captain Howe, perceiving this, generously exclaimed, "My lads! they have behaved like men, treat them like men!"

Thus did Captain Howe strike the first blow of that memorable war, in which the naval honours of Great Britain were carried to an higher pitch than had been yet attained. The Alcide had on board nine hundred men, chiefly land forces. The General was killed. The Governor of Louisbourg, and four officers of note, were taken prisoners, with 30,000*l.* sterling.

It was about this period, that Captain Howe was hastily awakened in the middle of the night by the lieutenant of the watch, who informed him, in great agitation, that the ship was on fire near the gun-room. "If that be the case," said this resolute officer, rising leisurely to put on his clothes, "we shall soon know it." The lieutenant flew back to the scene of danger, and instantly returning, exclaimed—"You need not, Sir, be afraid, the fire is extinguished!" "Afraid!" exclaimed Captain Howe, "what do you mean by that, Sir?" "I never was afraid in my life:" and looking the lieutenant full in the face, he added; "how does a man feel, Sir, when he is afraid? I need not ask how he looks." Of other acts of heroism we have already given an account in our history, and, therefore, pass on to the year 1758, when he succeeded on the death of his brother to the title of Lord Howe, and on the 23d of August 1763, he was appointed to the Board of Admiralty; a station which he continued to hold through two commissions, until the 30th of August 1765. He was then made Treasurer of the Navy; and, on the 18th of October 1770, when he resigned this post, as well as his Colonelship of marines, was promoted rear-admiral of the blue, and commander in chief in the Mediterranean. He experienced no farther advancement until the 31st of March 1775, when he was appointed rear-admiral of the white; and, on the general election, which took place in the same year, was chosen member for the borough of Dartmouth. On the 7th of December 1775, according to the Admiralty list, he was made vice-admiral of the blue.

We now come to a very critical and important part of his lordship's life; his conduct during the American war. He was nominated commander in chief of the fleet to be employed on the American station, soon after his promotion of vice-admiral of the blue. Having hoisted his flag on board the *Eagle* of sixty-four guns, equipped for him, he arrived off Halifax on the

1st of July 1776. Every enterprize in which the fleet was concerned, was uniformly successful; every undertaking that was proposed by the general on shore, was warmly supported by the fleet. The conquest of New York, of Rhode Island, of Philadelphia, of every settlement within the power or reach of a naval force, are irrefragable proofs of his abilities and attention.

On the memorable change of ministry, in the spring of the year 1782, Lord Howe was advanced to the dignity of a peer of Great Britain, by the title of Viscount Howe of Langar, in the county of Nottingham; his patent bearing date the 20th of April. On the 8th of the same month he had been previously advanced to the rank of admiral of the blue. He now accepted the command of the fleet equipping for the relief of Gibraltar. The British fleet, with its convoy, entered the Straits on the morning of the 11th of October, and about five o'clock in the afternoon arrived off the bay.

Respecting the relief of Gibraltar, it has been justly said, "That foreign nations acknowledge its glory, and every future age will confirm it. Not only the hopes, but the fears of his country, accompanied Lord Howe. The former rested upon his consummate abilities, and approved bravery; while the latter could not but look to the many obstacles he had to subdue, and the superior advantage of the fleet that was to oppose him. Nevertheless, he fulfilled the grand objects of the expedition; the garrison of Gibraltar was effectually relieved, the hostile fleet baffled and dared in vain to battle; and the different squadrons detached to their important destinations; while the ardent and certain hopes of his country's foes were disappointed."

Lord Howe returned from this expedition on the 10th of November 1782, and arrived in safety at Portsmouth. The corporation of London, in common council assembled, ordered an historical picture

of the siege and relief of Gibraltar to be executed by Mr. Copley ; as a testimony of respect to Lord Heathfield the governor, and Earl Howe, commander of the fleet, as well as the soldiers and sailors, for their gallant conduct.

Peace was concluded almost immediately after Lord Howe's return. On the 28th of January 1783, he was nominated first Lord of the Admiralty, which office he resigned to Lord Viscount Keppel on the 8th of April following ; but again succeeded to it on the 30th of December in the same year. On the 24th of September 1787, he was advanced to be admiral of the white. On the 16th of July 1788, he finally quitted his station at the Admiralty, which he had occupied so much to the satisfaction of his country ; and on the 19th of August following, was created an earl of Great Britain, by the title of Earl Howe.

In 1790, until the Queen Charlotte was ready, he hoisted his flag on board the *Victory*. On the commencement of the war with France, in 1793, his lordship, at the particular request of his sovereign, accepted the painful and arduous command of the western squadron. Powers, such as have been seldom delegated to any commander in chief, were wisely entrusted to his prudence. By the short cruises which he made, the fleet was never obliged to remain long in harbour to refit ; but was constantly ready to engage the enemy. He entirely altered the signals, then in use, for others more simple and perfect ; and, by the system he adopted throughout, prepared the way for the glorious successes which have followed. On the 19th of May 1794, he received the news, off Ushant, that the French fleet under command of Rear-admiral Villaret, with the representative of the people, Jean Bon St. Andrè, on board the admiral's ship, *La Montague*, had left Brest. It was not till the 29th of May, that he discovered the enemy, and from that time till the 31st at noon, a fog prevented any thing decisive from taking place. The glorious victory of

the first of June soon followed; the fleet which was one of the most powerful that France had ever equipped for sea, was totally vanquished, and seven ships of the enemy's line were in possession of the conqueror.

On the morning of June the 13th the fleet with the prizes were seen from Portsmouth in the offing. Crowds of eager spectators lined the ramparts and beach. When the Queen Charlotte had come to anchor, a salute was fired from the battery. About half past twelve his lordship landed at Sally Port, when a second discharge of artillery took place. He was received on his landing with military honours and reiterated shouts of applause, the band of the Gloucester regiment playing "See the conquering Hero comes!" It was a scene that baffles description! the surrounding spectators alternately cheered and wept.

Their Majesties, with three of the Princesses, arriving at Portsmouth on the 26th, proceeded next morning, in barges, to visit Lord Howe's ship the Queen Charlotte at Spithead. His Majesty held a naval levee on board, and presented the veteran commander with a diamond hilt and sword, valued at three thousand guineas; and a gold chain, to which the medal, given on the occasion, is suspended. His lordship also received the thanks of both houses of parliament, and of the common council of London, with the freedom of that city in a gold box. Lord Howe was obliged, on account of ill health, to resign the command in the Channel, in May 1795; on the 18th of March in the ensuing year, he kissed hands, being appointed general of marines, vacant by the death of Admiral Forbes.

Lord Howe resigned the command of the western squadron in April 1797. Lord Bridport, who for some time had acted in that capacity, succeeded to this service; and Vice-admiral Sir Alan Gardner became, in consequence, second in command. The conduct of Lord Howe, during the mutiny in 1797,

was as commendable as it was arduous. The difficulties he had to encounter would almost baffle the exertions of the human mind. The kingdom contemplated, with a degree of unusual anxiety, this venerable character, whose head was silvered over with age and long service, struggling, at the close of life, with a monster, that required the strength and energy of youth. He felt humanely for those who were infected by its noxious poison, and strove with parental tenderness in their behalf. He stood like the guardian genius of his country, between the dead and the living, and stayed the plague.

His lordship did not long survive this business, which concluded as much to his own honour as to the advantage of the navy and country. He died August 5, 1799, in the seventy-third year of his age; and in the following October, Mr. Secretary Dundas said, that he had a motion to offer, on which he should say but a few words, as it was, in its own nature, calculated to excite the general attention and approbation of the house. On the death of the late respected Earl Howe, it was the general sentiment that such a man should not go out of the world without some public testimony of esteem and regard for his public services. On other occasions, when his Majesty had conferred marks of honourable distinction on those who were deserving, that house had interposed, by a peculiar grant, to prevent the nominal reward from becoming a burthen to the person so distinguished. The noble lord to whom he now alluded, had obtained an earldom by his own merits, but the circumstances of his family were such as not to stand in need of any aid from the public generosity. The gratitude of the house might, however, be manifested in another way, by voting a monument, at the expence of the nation, to the memory of a man so eminent and so meritorious. It would be some consolation to his surviving relatives to find that his deserts had not been forgotten by his country. Such

attentions to the memory of the departed great were necessary, to keep alive the ardent and burning spirit of emulation, to cherish the feelings of those who had fought and bled with this brave man, and to encourage others to persevere, in the hope of having their names transmitted in the same honourable manner to posterity. He should propose, that this monument should be erected in St. Paul's, rather than in Westminster Abbey; and he should do this for a reason which, he trusted, would meet with the approbation of the house. It was, that, on a late solemn occasion, the colours which Lord Howe had taken from the enemy on the 1st of June, 1794, had been placed in the former cathedral. He therefore moved, "That an humble address be presented to his Majesty, praying that he may be graciously pleased to direct that a monument be erected in St. Paul's cathedral to the memory of the late Earl Howe, with an inscription, stating the public sense of the services rendered to the state by that great personage during a long and active life, and particularly by the important benefits derived from the brilliant victory obtained over the fleet of the French republic on the 1st of June, 1794." See Stockdale's Parliamentary Debates, vol. x. of the third session of the 18th parliament.

CAPTAIN RICHARD BUCKOLL.

THE subject of our present memoir, Mr. Richard Buckoll, received his education at Guildford, in the county of Surrey, where he was born on the 23d of June, 1771. His early patron Admiral Sir Francis Geary, being much struck with the open character and daring spirit of the boy, recommended to his friends to send him without loss of time to Mr. Bettesworth's academy at Chelsea, that he might prepare himself for the naval profession. Mr. Buckoll was

accordingly sent thither ; and, after making a most rapid progress through every branch of nautical science, in the month of February, 1787, he joined the Adventure frigate, of forty-four guns, Captain Parry, bound for the coast of Africa.

There are few officers who have made five voyages to the coast of Africa during the period of their continuing midshipmen : Mr. Buckoll by this means acquired considerable experience. The Adventure having returned to England in the month of June, 1788, sailed again for the same station in the Autumn following. The health of Captain Parry being too precarious to allow him to undertake the voyage, the command of the Adventure devolved on Captain Inglefield, who came back in August, 1789. This officer afterwards made three successive voyages to the coast of Guinea in the Medusa, of fifty guns, during the whole of which, as on the first, Mr. Buckoll accompanied him as midshipman.

On his return to England, Mr. Buckoll received fresh assurances of patronage from Sir Francis Geary, whose friendship was as steady as those principles which gave such a lustre to his character. In September, 1791, the Medusa sailed again for Africa : being so continually exposed to the dangers of this unhealthy coast made no impression on the spirit of our young officer, though numbers daily fell around him ; and he began to flatter himself that he was at length seasoned against all the contagion of the climate.

After leaving this station at the usual period, the crew of the Medusa experienced, during their passage, considerable hardships : their whole allowance per day consisted of three quarters of a pound of biscuit, in so damaged a state as to be scarcely eatable. On reaching the Island of Ascension, they caught great numbers of turtle ; but even these, from being ate without moderation, added to the great scarcity of biscuit, had nearly proved fatal to

many of them; Captain B. Hallowell, of the Scorpion of sixteen guns, was left dangerously ill at Antigua, and the master of the Medusa died. Captain Inglefield immediately made Mr. Buckoll signal officer; a situation which prevented him from being so continually exposed to the night dews.

When the Medusa came round to Chatham, she was ordered to be laid up in ordinary, Captain Inglefield, being thus out of employ, was doubly anxious to serve Mr. Buckoll, whose interest he had always warmly patronised, and of whose merit he had long been sensible. Nothing better offering at the time, he sent him on board the Childers brig then under orders to act against the French gunboats: fearful, however, that this might not turn out sufficiently to his advantage, Captain Inglefield soon procured his appointment to the Alfred of seventy-four guns; and prompted by the same friendly zeal, without loss of time wrote to a person of high rank in his behalf, expressing himself in the warmest terms respecting the conduct and professional skill of our young officer. On the 7th of February, 1793, Mr. Buckoll passed the regular ordeal of examination, previous to his attaining the rank of lieutenant. Captain Inglefield, being soon afterwards appointed to L'Aigle of thirty-eight guns, again received Mr. Buckoll on board his own ship. By the 23d of March, L'Aigle was under sailing orders at Sheerness, and narrowly escaped being lost in a heavy gale of wind off Land Fort. She by no means proved what the seamen term a lucky ship, for soon afterwards she missed the famous St. Jago register-ship, then a prize to the Dumourier French privateer, by the distance of merely a few leagues: being then in company with only one frigate, the St. Jago would have proved a most valuable capture; the fear of falling in with the enemy's fleet induced them to steer in a different direction. To increase their chagrin, they were afterwards detained for more than two months at

Smyrna, before they could procure a convoy to England.

About the commencement of the year 1794, Mr. Buckoll was appointed by Lord Hood to the *Victory*: during the time that the combined forces remained at Toulon, this officer particularly distinguished himself, and shewed an active and daring spirit whilst executing the various service of peril that fell to his lot during this memorable period. When the French, more by intrigue than by any skilful manœuvre, had regained possession of that place. Mr. Buckoll was so unfortunate as to lose the whole of his clothes, and every thing of value which he possessed. In the subsequent gallant achievements of Lord Hood, this young officer had his share of glory, and of praise; acting with his usual intrepidity at the siege of Bastia, and during the whole of the operations which were carried on by the British admiral in subduing the Island of Corsica. In the month of January, 1795, Mr. Buckoll was made, by Lord Hood, lieutenant of the *St. Fiorenzo* frigate.

This ship being soon ordered home, he was appointed first lieutenant of the *Dido* frigate, Captain George Henry Towry; nor was Mr. Buckoll long without enjoying that opportunity of distinguishing himself, which is thus described:—The *Dido* and *Lowestoffe* were sent to look into Toulon, and on their passage thither fell in with two French frigates; the *Dido*, a little eight-and-twenty, of nine-pounders, the *Lowestoffe*, a two-and-thirty, of twelve pounders, had to contend with the superior force of *La Minerve*, a two and forty, whose guns were eighteen pounders, those of the other Frenchmen, were twelve-pounders, each having on board three hundred and fifty men; the *Dido* had two hundred, the *Lowestoffe* two hundred and twenty. They engaged; the *La Minerve* surrendered. The other ship, *L'Artemise* escaped by superior sailing. On this Admiral Hotham, in his letter to the Admiralty, writes: “The capture of *La Minerve*,

when the great superiority of the enemy's force is considered, reflects the highest honour on the captains, officers, and crews of the *Dido* and *Lowestoffe*."

The undaunted behaviour of Lieutenant Buckoll, during the whole of this brilliant action, was such as might be expected from his character. Though severely wounded at the beginning of the engagement, he steadily refused to quit the deck; and though exhausted with the blood that flowed from his wound, he continued firmly to execute his duty, until the colours of *La Minerve* were struck. He was then conveyed to his cot, where he shortly became senseless; and his life was long despaired of by his brave commander and messmates, who anxiously watched the progress of his recovery.

Captain Towry not only wrote home to the Admiralty, in behalf of his suffering officer, but likewise sent a letter to his father, Commissioner Towry, anxiously desiring him to forward the promotion of his wounded lieutenant, in terms at once expressive of gratitude and respect. With the continued care and affection of every one around him, Lieutenant Buckoll was at length able to reach Ajaccio Harbour, in Corsica; where, to his great joy, he found his old patron Captain Inglefield. He was appointed to the *Serpent* sloop on the 4th of November following; and, on the 5th of January, 1797, he again sailed for the coast of Africa, and in his voyage captured the *Axmar*, a Swedish vessel laden with Spanish and Dutch property to the amount of 40,000*l.* Captain Buckoll returned to Portsmouth in July, and landed gold dust to the value of 15,000*l.* with fourteen tons of ivory. On his passage home, he captured a Spanish felucca. The *Serpent*, on her arrival, was put into dock, and being refitted, she cruised off Havre, and joined Sir Richard Strachan. They soon afterwards drove a privateer on shore, which was immediately destroyed by the crew of the *Serpent*, who landed and burnt her. Besides this, Captain

Buckoll took many small vessels, one of which was laden with naval stores, destined for Havre. On the 6th of January, 1798, he sailed once more for the shores of Africa: before, however, he left his native country, he felt himself in a declining state of health, owing to the dreadful wounds that he had received in the action with the French frigates. During his absence he was advanced to the rank of post-captain, an event which he had looked to as the pinnacle of his hope, but the news never reached him. He died on the 23d of April, 1798, after an illness of eight days, in Acre Roads, off the coast of Africa: his remains were deposited in the fort with every respect that could be shewn them.

SIR HUGH CLOBERRY CHRISTIAN, K.B.

REAR-ADMIRAL OF THE WHITE SQUADRON.

THE late Admiral Sir Hugh Cloberry Christian was a descendant from the ancient family of Christian, in the Isle of Man. His father, Thomas Christian, Esq. who died in the year 1751, at the early age of thirty-five, was a captain in the royal navy. His mother was the daughter of Owen Hughes, Esq. of Bangor.

Sir H. C. Christian, who, from his birth, is believed to have been destined for the naval service, was born in Buckingham-street, York-buildings, London, in the year 1747. With the period at which he entered into the naval service, and with his early progress, we are unacquainted; but he received a lieutenant's commission on the 21st of January, 1771: and on the 9th of August, 1778, having previously been advanced to the rank of master and commander, we find him in the *Vigilant* armed ship, of twenty guns, in the fleet under Lord Howe, off Rhode Island.

In the succeeding month, Lord Howe returned to

England ; and Captain Christian either accompanied him, or returned about the same time. On the 8th of December, in this year, 1778, he obtained post rank ; and on the 25th of the same month, he sailed from Spithead in the *Suffolk*, of seventy-four guns, in which Commodore Rowley had hoisted his broad pendant, with the fleet under the command of Lord Shuldlham, to escort the trade to America, and to the East and West Indies. The *Suffolk* proceeded with the West India convoy.

Captain Christian remained some years in the West Indies, where he was engaged in much active and arduous service. In Admiral Byron's memorable action with D'Estaing, off Grenada, on the 6th of July, 1779, his ship, the *Suffolk*, sustained a loss of seven killed, and twenty-five wounded.

Soon after this action, Vice admiral Byron returned to England, and the chief command devolved on Rear-admiral Hyde Parker. Captain Christian remained in the *Suffolk*, with Mr. Rowley. Towards the latter end of the year 1779, intelligence having been received at St. Lucia, that three large ships had been seen from the Morne, steering to the northward, the commander-in-chief detached Rear-admiral Rowley with a squadron in pursuit of them.

The enemy were soon descried, and, after a chase of several hours, were all captured. They proved to be three large French frigates ; *La Fortunée*, of forty-two guns, and two hundred and forty-seven men ; *La Blanche*, of thirty-six guns, and two hundred and twelve men ; and the *Ellis*, of twenty-eight guns, and sixty-eight men ; all of which were added to the royal navy.

On the 18th of December, Captain Christian assisted in the capture and destruction of a considerable French convoy off Martinique. In the spring of 1780, Sir George Rodney joined Rear-admiral Parker, in Gros-islet Bay, St. Lucia ; and, in the succeeding actions with De Guichen, on the 17th of April, and

the 15th and 19th of May, Captain Christian had the honour of bearing a part. In the first of these actions the Suffolk had twelve men wounded; in the second, none either killed or wounded; and, in the third, one killed and twenty-one wounded.

Admiral Rowley having shifted his flag into the Conqueror, Captain Christian was appointed to the *Fortunée*, of thirty-eight guns, one of the French frigates, in the capture of which he had formerly assisted. When Sir Samuel Hood's fleet was attacked by De Grasse, at anchor off St. Kitt's, in January, 1782, the *Fortunée* was one of the frigates attached to the centre division. On the 9th and 12th of April following the *Fortunée* was attached to the white division of Sir George Rodney's fleet, in the memorable defeat of De Grasse, but was not present during the action. On the 21st of July, Captain Christian sailed from Jamaica, with Admiral Pigot's fleet, and, on the 5th of September, he arrived at New York. He returned to Port Royal, with Rear-admiral Lord Hood, on the 6th of February, 1783, having been cruising some time off Hispaniola, on the passage. In the succeeding months of March and April, he continued to be employed in Lord Hood's squadron, in cruising off Capes François and Nicholas Mole. On the 26th of April, he sailed from Port Royal, for England, with Lord Hood, and is supposed to have been paid off shortly after his arrival; as we do not find his name mentioned again, till the Spanish armament of 1790, when he was appointed second captain of Lord Howe's flag-ship the *Queen Charlotte*.

At the commencement of the late war, Captain Christian was again appointed to the same ship, under the same commander; he was, consequently, with Lord Howe, in the bay, when he fell in with a French squadron, on the 18th of November, 1793. Chase was immediately given; but the enemy being considerably to windward, and the weather thick and squally, they effected their escape. Shortly after this

period, Captain Christian left the *Queen Charlotte*, and does not appear to have held any subsequent command, as a private captain.

On the 1st of June, 1795, he was promoted to the rank of rear-admiral of the blue squadron; and on the 16th of November, in the same year, having hoisted his flag in the *Prince George*, of ninety-eight guns, he sailed from *St. Helen's*, with a squadron of ships of war, and a convoy of more than two hundred sail of transports and *West Indiamen*, on board of which were embarked upwards of sixteen thousand troops. The late period of the season to which this expedition, destined against the French and Dutch settlements in the *West Indies* had been protracted, occasioned the most disastrous result. On the second night after Admiral Christian sailed, the wind shifted to the westward, and blew a violent gale, which separated the fleet; many of the ships put into *Torbay*, others into *Portland*, and some returned to *Spithead* with the admiral. The gale continued with unceasing fury the whole of the 18th; several of the transports and merchantmen foundered, and were wrecked; and above two hundred dead bodies were taken up on the coast between *Portland* and *Bridport*.

Having repaired the damage which they had sustained, the squadron sailed again from *St. Helen's*, on the 9th of December; Admiral Christian having shifted his flag into the *Glory*, the *Prince George* being in too bad a condition to undertake the voyage.

This ill-fated squadron was again dispersed by a violent storm. On the 29th of January, 1796, the *Glory*, *Impregnable*, *Colossus*, *Irresistible*, *Trident*, *Lion*, *Alcmene*, and *Prompte*, and the *Vesuvius* bomb, with about fifty sail of transports and merchantmen, were obliged to return to *Spithead*; many of them in a very disabled condition, having for seven weeks encountered weather of the most dreadfully tempestuous description. The rest of the ships of war, and several of the merchant vessels arrived safely

at their places of destination ; but others, less fortunate, were either lost, or taken by the enemy's cruisers.

On the 17th of February, Admiral Christian had the honour of being invested with the insignia of the most honourable military order of the Bath, at St. James's, previously to his going out to assume the chief command in the West Indies. On the 20th of March, having hoisted his flag in the Thunderer, he sailed from Spithead with a squadron, which arrived in Carlisle Bay, Barbadoes, on the 21st of April, and joined Admiral Sir John Laforey, who, on the following day, sailed with the fleet of men of war and transports, for Martinico, where he anchored on the 23d, and resigned the command on the 24th.

On the evening of the 26th, Sir Hugh proceeded with a large squadron, and a number of transports, having on board a body of troops, under the command of Lieutenant-general Sir Ralph Abercrombie, to the attack of the island of St. Lucia.

After the reduction of the island of St. Lucia, Sir Hugh Christian detached a squadron of frigates, under the command of Captain Wolley, to co-operate with Sir Ralph Abercrombie, in quelling the insurrections, which raged with great virulence, in the islands of St. Vincent and Grenada.

The insurgents were chiefly Charibs, and people of colour ; and after an obstinate resistance, they laid down their arms, and surrendered by capitulation. On this service, two seamen belonging to the *Arctusa*, who were acting with the troops on shore, were killed ; and at Grenada, seven seamen were killed, and five wounded, on board the *Mermaid*, by the bursting of one of her main-deck guns.

Towards the latter end of June, Rear-admiral Hervey arrived at Martinique, in the *Prince of Wales* ; and in the month of October following, having resigned the command of the fleet to that officer, Sir Hugh returned to England in the *Beaulieu* frigate.

On the 20th of February, 1797, he was made rear-admiral of the white ; and, in the course of the year, he sailed to the Cape of Good Hope, as second in command on that station, in the *Virginie*, of forty-four guns. In the following year he succeeded Admiral Pringle, as commander in chief at the Cape ; but he enjoyed that post only a very short time, as he died, in November 1798. His services, though not generally of the most brilliant description, had been arduous and useful ; and by his death, the country lost an attentive, able, and excellent officer. His remains were interred at the Cape.

Sir Hugh Christian's lady, whose health was in so critical a state, when the admiral left England, that she despaired of ever seeing him again, survived him about two months ; but died at the Isle of Wight, before the intelligence had arrived of the death of her husband.

CAPTAIN ALEXANDER HOOD.

THIS brave commander was born April 23, 1758, and was the son of Samuel Hood, Esq. of Kingsland, Dorsetshire, who was son of the Rev. Arthur Hood, Minister of Dawlish, Somersetshire, elder brother of the father of Lords Hood and Bridport.

The example of his illustrious relatives early called his attention to a sea life, and indulging the natural bent of his disposition, he entered into the navy under the protection of the present Lord Bridport. Mr. Hood's first voyage was with that distinguished officer Captain James Cook, whom he accompanied in the *Endeavour*, during the voyage of discovery, which commenced in the year 1772, and returned to England with that celebrated navigator in 1775.

In the beginning of the American war, which commenced shortly after his return from the Southern Ocean, our young seaman served under the command

of the late Earl Howe. The active scene of warfare in which Mr. Hood now became engaged, was as well calculated to form the officer, as the previous service in the South Seas had been to perfect the scientific part of his education. After serving some time on this station as midshipman, he obtained the first and most desirable step in the service, and on the 14th of March, 1780, was appointed to command the *Ranger* cutter. Lieutenant Hood remained actively employed for some time on the American station, and was then ordered to join the fleet in the West Indies under the orders of Lord Rodney. The *Ranger* was shortly after her arrival in the West Indies put on the establishment of a sloop of war, by the name of the *Pigmy*, and Lieutenant Hood was continued in her with the rank of master and commander, on the 17th of May, 1781. His illustrious relative Sir Samuel Hood, who then commanded a division of the fleet, had been lately engaged on very important and arduous services, his flag was flying on board the *Barfleur*, into which ship the subject of our memoir was appointed post on the 26th of July, 1781.

Shortly after this period, Sir George Rodney sailed for England, leaving Rear-admiral Sir Samuel Hood to command the Leeward Island fleet, his flag still flying on board the *Barfleur*. In the month of August the fleet sailed for the coast of America to oppose the progress of the French in that quarter, Monsieur De Grasse having left St. Domingo with an intention of proceeding to the Chesapeake, and co-operating with the French squadron under Monsieur Barras, who was to join him in the previously concerted attack on the army of Lord Cornwallis. The fleet returned to the West Indies in the month of December 1781, and early in January 1782, proceeded to the relief of the island of St. Christopher's then attacked by an army of 8000 men, under the command of the Marquis De Bouille, the Comte De Grasse covering the siege with a fleet of thirty-three line of battle ships; the British squadron consisted only of twenty. Shortly after the

memorable events which took place at this siege, Captain Hood was appointed (February 4, 1782,) to command the *Champion*, a situation highly suitable to his youth and activity of disposition.

During the short time Captain Hood was on board the *Barfleur*, a succession of important operations had followed each other, which were calculated to make a lasting impression on an inquiring mind.

The operations of the fleet during the siege of St. Christopher's will ever hold a conspicuous situation in the history of those achievements that have reflected such honour on the naval character of our country. It must have been equally gratifying and instructive to Captain Hood, to contemplate and admire the conduct of his illustrious relative who commanded in the arduous scenes he had lately witnessed; to behold a generous and gallant band of warriors led to fame and honour by one of the heads of his family, must have excited in his youthful breast a degree of enthusiastic emulation; and acting under the immediate notice of this great man, the council and instruction he would constantly receive, were peculiarly calculated to qualify him for the high station to which his ardent mind aspired.

Sir George Rodney, shortly after this, returning from England with a reinforcement, resumed the command of the fleet, and having ineffectually endeavoured to cut off a convoy from Brest with stores for the Comte De Grasse's fleet, he returned to St. Lucia to refit, and remained in Gros Islet Bay, watching the motions of the French fleet in Port Royal harbour nearly within sight; the *Champion* was one of the chain of frigates stationed to observe the enemy's movements. In this important situation Captain Hood evinced great zeal and activity. By the attention of the officers employed on this duty, early notice was given of the enemy's getting under weigh. The arduous contest of the 9th, and the glorious victory of the 12th of April, 1782, have been already fully

detailed in our history, and in the memoir of Lord Rodney.

On the 18th of April, a division of the fleet was detached under the command of Sir Samuel Hood to pursue the flying enemy; on the 19th he came up with a part of them, who were endeavouring to escape through the Mona passage, and captured the *Cato* and *Jason*, of sixty-four guns each, having a number of troops on board in addition to their complement, *L'Aimable*, of thirty-two guns, and retook the *Ceres* sloop, of eighteen guns; the latter struck to the *Champion*. Captain Hood displayed a degree of zeal and exertion on this occasion, that did him infinite credit, and gave promise of what might be expected when an opportunity offered of performing more distinguished service.

The *Ceres* was commanded by the Baron De Parry, a nephew to the Marquis De Vaudreuil, who then commanded the French fleet at Cape François. In the general disposition of the prisoners, the baron had been embarked for Europe, and sailed with the convoy; but when Sir Samuel Hood received information that he was related to the commander of the enemy's squadron, with that generous attention to humanity which ever distinguishes the brave, he immediately dispatched a frigate in quest of the convoy, and restored the baron to his uncle, who gratefully acknowledged the obligation by the letter below.*

* TRANSLATION OF A LETTER FROM THE MARQUIS DE VAUDREUIL, TO SIR SAMUEL HOOD.

*On board the Triumphant, at Cape François,
June 11, 1782.*

SIR,

It is not in my power to express to your Excellency the gratitude I feel to you for your great attention in sending a frigate to bring back the Baron De Parry, after that he had departed from Port Royal with the convoy for Europe, neither can I describe my joy at the return of a nephew so very dear to me.

He speaks continually with the warmest affection of your relation, Captain Hood, to whom he surrendered, and considers himself under the greatest obligations to that gallant young officer for the affable and generous manner in which he was treated by him.

Captain Hood, shortly after the arrival of the fleet at Port Royal, was appointed to command *L'Aimable*, of thirty-two guns, one of the ships captured in the *Mona Passage*; in her he remained until the termination of the war; actively employed on various services, he acquired some prize-money, much credit, and the universal esteem of his brother officers, who looked on him as a young man of great promise. On the final ratification of peace he returned to Europe, and *L'Aimable* was paid off at Chatham on the 29th of July, 1783.

Shortly after this, at the invitations of the *Vaudreuil* family, who were highly desirous of testifying their gratitude for the generous treatment the *Baron De Parry* had received, Captain Hood went to France, and passed some time in the enjoyments of elegant hospitality with that noble family. After visiting various parts of the country with observation and improvement, he returned to England. On his return from the Continent, Captain Hood married Miss *Periam*, of *Wootton*, in *Somersetshire*, a lady of a very respectable family in that neighbourhood, and said to be possessed of great accomplishments. By the mildness of his manners, and the kindness of his disposition, Captain Hood was peculiarly adapted to the enjoyment of domestic society; he remained several years in this scene of tranquil happiness, improving his mind by study, and sharing the esteem and respect of his neighbours and family.

The appearance of his service being wanted, called him from this scene of calm delight, and in the year 1790, when the disputes relative to territorial posses-

Permit me now, Sir, in addition to those tributes of admiration which have been so fully decreed to your Excellency by the world at large, to present you with the assurances of the high sentiments I personally entertain of your virtues and character, which can only be equalled by the high respect with which I have the honour to be, &c.

LE MARQUIS DE VAUDREUIL.

sion on the coast of America, threatened a rupture with the Court of Spain, Captain Hood was appointed to the Hebe frigate. He continued to command this ship until she was paid off in March 1792. Captain Hood was again appointed to the Hebe in the year 1793, and in July 1794, he was promoted to the command of a line of battle ship, the Audacious, and remained in her about a twelvemonth. Captain Hood's strength of body had never been equal to the energies of his mind; and a constitution naturally weak, was so shook at this period, as to compel him reluctantly to quit the ship he commanded, that he might prolong a life destined to be devoted to the service of his country.

His health being re-established, he again cheerfully came forward, and was appointed on the 7th of January, 1797, to command the Ville De Paris; in the month of February he was removed to the Mars, which ship then formed part of the Channel fleet.

Hitherto Captain Hood had not been so fortunate as to distinguish himself by any action of *eclat*, although he stood high in the opinion of his brother officers, and possessed the skill, perseverance, and gallantry, that form the character which requires only a great occasion to develop itself, and shine with a splendour that shall command the applause and admiration of posterity. But on the 21st of April, a sail was discovered in shore, and the Mars made signal to chase. The extracts below from the London Gazette will give the best account of this action,* and the loss of Captain Hood:

* COPY OF A LETTER FROM THE RIGHT HONOURABLE LORD BRIDPORT, TO EVAN NEPEAN, ESQ.

SIR,

Royal George, at Sea, April 21.

I have the satisfaction to acquaint you, for their lordships' information, that L'Hercole, of seventy-four guns, was taken by his Majesty's ship Mars last night.

The enclosed copy of a letter from Lieutenant Butterfield will best show to their Lordships the spirit and judgment manifested on this occasion. No praise of mine can add one ray of brilliancy to

Thus fell, at the age of forty, the gallant Captain Alexander Hood, a man universally esteemed and regretted by his brother officers; his public character will be upheld by his actions; in private life, his amiable and unassuming manners endeared him to

the distinguished valour of Captain Alexander Hood, who carried his ship nobly into battle, and who died of the wounds he received in supporting the just cause of his country. It is impossible for me not to sincerely lament his loss, as he was an honour to the service, and universally beloved; he has fallen gloriously, as well as all those who are so handsomely spoken of by Lieutenant Butterfield. I have appointed him to the command of *L'Hercule*, to carry her into port.

COPY OF LIEUTENANT BUTTERFIELD'S LETTER.

MY LORD,

I beg leave to acquaint your lordship, that the ship chased by his Majesty's ship *Mars* yesterday, per signal, endeavoured to escape through the *Passage du Raz*, but the tide proving contrary, and the wind easterly, obliged her to anchor at the mouth of that passage, which afforded Captain Hood the opportunity of attacking her by laying her so close alongside as to unhinge some of the lower-deck ports, continuing a very bloody action for an hour and a half, when she surrendered.

I lament being under the necessity of informing your lordship, that his Majesty has, on this occasion, lost that truly brave man Captain Hood, who was wounded in the thigh late in the conflict, and expired just as the enemy's ship had struck her colours. This ship proves to be *L'Hercule*, of seventy-four guns, and seven hundred men, her first time at sea, from *L'Orient*, to join the *Brest* fleet.

I cannot sufficiently commend the bravery and good conduct of the surviving officers and men, who merit my warmest thanks. I must particularly recommend to your lordship's notice Mr. Southey, the signal midshipman.

Lieutenants Argles and Ford are the only officers wounded; Captain Hood, and Captain White, of the marines, are killed. Lieutenant Argles, though badly wounded, never quitted the deck.

From a number of the people being with Lieutenant Bowker in charge of the prize, I cannot at present inform your lordship the exact number of killed and wounded; but from the best information circumstances afford, I think thirty killed, and as many wounded, most of them dangerously. I have the honour to be,

My Lord,

Your Lordship's most obedient humble Servant,
BUTTERFIELD.

every one that had the pleasure of his acquaintance.

The more we consider the particulars of this action, the greater subject we find for praise and admiration; and even among the numerous instances of skill and gallantry, so frequently displayed by our naval heroes, none will be found more characteristic of the cool intrepidity and persevering bravery that has ever distinguished the British seamen, and to which England owes her boasted superiority. Had the enemy's ship been under weigh, superior seamanship would have aided the captain of the Mars; but she was anchored, waiting for the attack with the advantage of being on her own coast, in a difficult and dangerous passage, a dark night, and adverse current. In this situation the British Captain did not hesitate an instant; when nautical skill could not avail him, he trusted to personal bravery, laid his ship alongside the enemy; the battle was fought hand to hand, and valour was to decide the contest. *Palmas qui meruit ferat*, was truly the motto of the combatants, and a dreadful conflict it was. Lieutenant Butterfield observes in his letter, that some of the lower-deck ports were carried away in laying the enemy on board; the ships were so close to each other that the lower-deck guns were actually fired within board, there not being distance enough between the Mars and L'Hercule to admit of their being run out. In this situation the French maintained a most sanguinary conflict with obstinate bravery, for a length of time, that appears astonishing; they were at length, however, compelled to yield after losing nearly 300 men. It was said that the enemy hailed the Mars, saying they had struck. Captain Hood, anxious to prevent the further effusion of human blood, ordered the firing to cease.

The enemy, perhaps by accident, renewed the fire: in this latter part of the conflict, Captain Hood fell, and was carried below; when he recovered his recollec-

tion, he expressed considerable regret at having been moved from his post. He died like an ancient Roman, or rather like a British seaman; the duty he owed to his country was his last thought.

Captain Hood left two children, a son and a daughter; his widow, who resided at Wootton, in Somersetshire, has erected a neat monument over his remains in the church-yard of that parish, and the following inscription is the effusion of conjugal affection:—

Sacred to the Memory of
ALEXANDER HOOD, ESQ.

Captain in the Royal Navy;
Who sailed round the world with that justly celebrated
Circumnavigator
CAPTAIN COOK,
In the year 1794.

He devoted his life to the service of his country, which was engaged in a war with France since the year 1793; and, being appointed to the command of the Mars, a seventy-four gun ship, was killed on the 21st of April, 1798, at the close of a successful action with the French ship L'Hercule, in the 40th year of his age; leaving a widow and two children to deplore the loss of a most affectionate Husband and Parent.

RIGHT HONOURABLE
MOLINEUX LORD SHULDHAM,
ADMIRAL OF THE WHITE SQUADRON.

LORD SHULDHAM, whose title is now extinct, was the descendant of a German family of the name of Shuldham, or Shouldham, which had been some time settled in Ireland. His father, of whom he was the second son, was a clergyman, in the diocese of

Ossory; and his mother was a daughter of Daniel Molineux, Esq. of Ballymulvy, in the county of Longford.

He entered the service at the very early age of ten years; and, after passing the subordinate gradations of rank, he was, on the 12th of May, 1746, made post captain in the *Sheerness*, a frigate at that time employed in cruising off the coast of Scotland, where Commodore Smith then enjoyed the command. From this period, till 1754, he does not appear to have been employed on any particular service; but, at the latter end of that year, he was appointed to the *Seaford*, of twenty guns; from which he was soon afterwards removed into the *Warwick*, of sixty guns, and ordered to the West-Indies, under Rear-admiral Frankland. Preparations for war were at this time making, by both Great Britain and France.

On the 11th of March, 1756, upwards of two months before the actual declaration of war, Captain Shuldham, while on a cruise off Martinique, had the misfortune to fall in with a French squadron of three ships, one a seventy-four, under the command of M. D'Aubigny, who had sailed from Brest on the 30th of January preceding, and was captured.

Captain Shuldham, it is said, mistook their ships for merchantmen; and it was not till a broadside from one of the frigates had convinced him of his error, that he would open his lower ports. Conscious of the hopelessness of resistance, he then made all the sail he could set, with a view of effecting his escape. His efforts, however, were unsuccessful; for, as the enemy's ships sailed and worked much better than the *Warwick*, the latter was soon surrounded. She defended herself as long as it was possible, but the vast superiority of the assailing force compelled her speedily to surrender. No blame whatever attached to Captain Shuldham on this occasion; for, immediately after his exchange, he was tried by a court martial, most honourably acquitted, and appointed to the *Panther*,

a sixty-gun ship, then newly launched. In the month of November, 1758, Captain Shuldham sailed for the West-Indies, under the orders of Commodore Hughes, who was sent thither with a squadron, to join Commodore Moore, for the purpose of enabling him to make a successful attack upon the French Islands.

Commodore Hughes's squadron joined the commander-in-chief, in Carlisle Bay, Barbadoes, on the 3d of January, 1759; and, in the subsequent attack upon Basseterre, the capital of the island of Guadeloupe, which surrendered after a very spirited defence, Captain Shuldham particularly distinguished himself. There being no longer any occasion for so great a naval force in the West Indies, several of the large ships, amongst which was the Panther, were sent home with the convoy.

On the 22d of November, 1761, Rear-admiral Rodney arrived in Carlisle Bay, Barbadoes, with a strong reinforcement from England; on the 14th of December, he was joined by the *Temeraire*, of seventy-four guns, and the *Actæon* frigate, from Belleisle, with a body of troops on board, under the command of Brigadier-general Rufan; on the 24th of the same month, the rest of the army arrived from America, under Major-general Monckton; and, consequently, at the close of the year, the entire force was assembled, and ready to proceed, on the intended expedition against Martinique. Accordingly, on the 5th of January, 1762, Rear-admiral Rodney sailed from Barbadoes, arrived off Martinique on the 7th, and anchored in St. Anne's Bay on the 8th; Sir James Douglas having been previously sent forward to silence the forts on the coast. The *Raisable*, Captain Shuldham, was one of the ships employed on this service; and, unfortunately, when standing in to attack a battery, she ran upon a small reef of rocks, of which the pilot was ignorant, and was totally lost. Her crew, stores, and guns, however, were preserved.

Immediately on the anchoring of the fleet in St. Anne's Bay, a large body of troops was landed, and batteries were erected; but, as it was soon found, that the position which had been chosen was not favourable, the troops were re-embarked, and carried to Fort Roya' Bay. On the subsequent landing of the army, which took place early on the morning of the 17th, without the loss of a man, Captain Shuldham commanded the right division of boats. The siege of Fort Royal, which was then immediately commenced, continued till the 4th of February, when the garrison surrendered; and, on the 16th of the month, the whole island was in possession of the British, whose entire loss had not exceeded five-hundred and six men.

An attack upon the Havannah having been determined on, Sir George Pocock left England for that purpose. He arrived at Barbadoes on the 20th of April; joined Admiral Rodney, at Martinique, on the 26th; and, on the 6th of May, having completed the necessary arrangements, he sailed for the Havannah; leaving a sufficient squadron under the command of Admiral Rodney, for the protection of the Leeward Islands. Captain Shuldham remained with this squadron, and served for some time as flag-captain in the *Foudroyant*.

From this period, in consequence of the peace which ensued, in 1763, we find no mention of Captain Shuldham, till about the year 1768, when he was appointed to the *Cornwall*, of seventy-four guns, then lying at Plymouth. Early in the following year, he was removed to the *Royal Oak*, of the same force, one of the ships which were ordered to be equipped at Portsmouth, in consequence of the apprehended rupture with Spain.

In the year 1772, Captain Shuldham was appointed governor of Newfoundland; for which settlement he sailed, with a commodore's pendant, in the *Panther*, of sixty-guns, a ship which he had formerly com-

manded. On his return to England, at the close of the year, he fortunately picked up the crew of the Dispatch sloop of war, which had foundered at sea. He also brought home with him an Esquimaux chief, who was presented to his Majesty.

On the 31st of March, 1775, he was promoted to the rank of rear-admiral of the white squadron; and, at the general election which took place in the ensuing autumn, he was returned member of Parliament for the borough of Fowey, in Cornwall. On the 3d of February, 1776, he was farther promoted to be vice-admiral of the blue squadron; a short time previously to which, he had been appointed to command on the American station, whither he proceeded, with his flag on board the Chatham, of fifty-guns,

The first service which the vice-admiral had to perform, on his arrival in America, was, to carry General Sir William Howe and his army to Halifax; that officer having found it expedient to evacuate Boston early in the year. An expedition against New York having been determined on, Admiral Shuldham and General Howe sailed from Halifax in June; and on the 3d of July, the fleet, which, in addition to the ships of war, consisted of an immense number of transports, victuallers, and store-ships, passed the bar at Sandy Hook, and anchored off Staten Island, which was taken possession of without opposition. Not the slightest loss, either by accident or capture, was sustained during the passage. Every preparation was now made, under Admiral Shuldham's inspection, for the commencement of offensive operations, as soon as Lord Howe, and the reinforcements which were expected from England, should arrive.—His lordship reached Halifax on the 1st of July; and, finding that the fleet had sailed, he immediately proceeded to New York, where he joined Admiral Shuldham on the 14th.

On the 31st of July, 1776, Admiral Shuldham was raised to the dignity of a baron of the kingdom of Ire-

land, by writ of privy seal, bearing date the 24th of June preceding.

During his stay in America, his lordship was not employed in any farther service of a distinct nature. He returned to England early in the year 1777; and, after the commencement of hostilities with France, in 1778, he was appointed to command the additional convoy, which was sent with the outward-bound West India and American fleets, as is sometimes necessary in time of war, to protect them to a safe latitude. On this occasion, Lord Shuldham hoisted his flag in the *Foudroyant*, of eighty guns (of which ship the present Earl St. Vincent was then captain) and sailed from Spithead, with upwards of three hundred sail of merchantmen under his convoy, on the 25th of December.

On the 19th of March, 1779, he was made vice-admiral of the white-squadron; on the 26th of September, 1780, vice of the red; on the 24th of September, 1787, admiral of the blue; and, on the 1st of February, 1793, admiral of the white. Lord Shuldham died at Lisbon, at a very-advanced age, in the year 1798.

THE HON. SAMUEL BARRINGTON,

ADMIRAL OF THE WHITE SQUADRON, AND GENERAL OF MARINES.

THE subject of the present memoir was the fifth son of John, first Lord Viscount Barrington, of the kingdom of Ireland, and Anne his wife, daughter and coheirress of Sir William Daines. The family from which he was descended was of very remote antiquity, of Norman extraction, and its original name was Shute. Having settled in the county of Cambridge, the first person who rendered himself conspicuous among them, was Robert, son to Christopher Shute, of Stockington, in that county. This Robert

was a barrister, and was appointed a baron of the exchequer, from which court he removed into the King's Bench. John, the grandson to Robert, was made a commissioner of the customs in 1701, and became, in 1710, legatee to John Wildman, of Becket, in the county of Berks, Esq. who, though no relation, bequeathed to him a very noble landed property in that county, after having made a declaration in his will, most highly honourable to the object of his bounty. He expressed on that occasion, that his only reason for so doing was, because he considered Mr. Shute as the man of all others most deserving of being adopted by him.

Some years after this, a second very considerable estate was bequeathed to the same honourable person by Francis Barrington, of Tofts, in the county of Essex, Esq. who had married his aunt. In compliance with the deed of settlement by which the estate was conveyed, Mr. Shute then assumed the name of Barrington; and, on the first of July 1720, he was created an Irish peer, by the titles of Baron Barrington of Newcastle, and Viscount Barrington of Ardglass, in that kingdom. John, the first lord, died December the 14th, 1734, leaving several children.

Samuel, the fifth son, being intended for the naval service, was entered in 1740, being then scarcely eleven years old, on board the *Lark*, a fifth rate, of forty guns, commanded by the Right Honourable Lord George Graham. The first service in which that ship was engaged after Mr. Barrington's connexion with it, was as one of the convoy to the outward-bound Turkey fleet; and, soon after his return from that voyage, he removed into the *Leopard*, a fourth rate, of fifty guns, one of the fleet employed on the Mediterranean station. Mr. Barrington continued there and in the same ship till the year 1746, and then returned to England, having been a short time before promoted by Admiral Rowley to the rank of lieutenant; but neither is the time known with

precision when this advancement took place, nor the name of the ship to which he was appointed.

At the latter end of the year 1746, or the beginning of the ensuing, he was raised to the rank of commander, and appointed to the Weasel sloop, from which he experienced a still farther promotion on the 29th of May, 1747, when he became a post-captain, and was commissioned to the *Bellona*, a fifth rate, of thirty-guns. This vessel had been a private ship of war, captured from the French a short time before, but, being thought an excellent sailer, and well fitted for war, was received into the royal navy. As soon as Captain Barrington had entered upon his command, being then scarcely more than eighteen years old, he was ordered out on a cruise off Ushant, and distinguished himself exceedingly in a very smart action which took place on the 18th of August following, between the *Bellona* and the *Duke de Chartres*, a French East India ship of considerable force.

Not long after the return of Captain Barrington into port with his prize, at least before the conclusion of the then current year, he removed into the *Romney*, a large fifth rate, mounting forty-four guns, in which ship he continued till the conclusion of the war; but, unfortunately without meeting with any second opportunity of distinguishing himself so conspicuously as he had before done. Not long after the cessation of hostilities, he was appointed to the *Seahorse*, of twenty guns, and ordered to the Mediterranean with the late Admiral Keppel, who was appointed to command on that station, with the established rank of commodore. While employed in that quarter, he was particularly occupied in the civil capacity of a negociator with the different piratical states of the coast of Barbary, for the ransom of many British subjects who had been captured at different times, and were then held in a state of slavery. This occupation, melancholy and disagreeable as it might on some accounts be considered, was on others

far from unacceptable to a man of Mr. Barrington's benevolent turn of mind. After much difficulty, he succeeded in effecting his purpose.

On his return from the station last mentioned, he was appointed to the *Crown*, a fifth rate, of forty-four guns, and ordered to the coast of Guinea; a quarter, more particularly in time of peace, where he could have no opportunity of being otherwise than very uninterestingly employed. He did not, however, long remain on that station, and immediately on his return to England, was promoted to the *Norwich*, a fourth rate, of fifty guns, one of the ships ordered to be put into commission and equipped for immediate service, in consequence of the various encroachments made by the French on the British settlements in North America.

Captain Barrington, after having remained for a short time, subsequent to his return to Europe, without holding any commission, was, in 1757, appointed to the *Achilles*, a new ship of sixty guns, one of the fleet destined for the home or Channel service. He continued occupied in the same line of active service till the year 1760, when he was ordered to *Louisbourg*, which fortress had not long before been captured from the enemy. Previously, however, to his quitting a station on which he had been so long employed, he had the happiness, in the month of April 1759, of falling in with a French ship of war called the *St. Florentine*, which was of equal force with the *Achilles*. After a short chase, he got close up with his antagonist, whom he brought to a very close action, which was closed after a continued contest of two hours, by the surrender of the enemy.

The peculiar manner and address with which the *Achilles* was manœuvred during the encounter, reflected a brilliancy on the character of her commander, superior, if possible, to the lustre produced by the most splendid achievement. Furious and uninterrupted as the action had raged for such a length

of time, two persons only were killed, and twenty-three wounded, among Mr. Barrington's crew; while on board the French, the carnage had exceeded five times that number; the ship itself being reduced at the same time almost completely to a wreck, not only by the loss of all her masts, but by the extreme injury she had received in her hull. Prudence and ability, connected with a proper portion of spirit, render the character of a commander perfect; and, in few instances have these united qualities appeared with greater advantage than they did in that of Captain Barrington, in the different occasions which he met with of displaying them.

After the return of Captain Barrington from Louisbourg, at the close of the year 1760, the Achilles was taken into dock for repair; a necessary operation, in which the greatest part of the winter was consumed: when completed, he was ordered to put himself under the command of Commodore Keppel, with whom he accordingly proceeded on the expedition undertaken against Belleisle. Here he again signalized himself, particularly in the attack of one of the forts situated near the shore, which, had it not been previously silenced, would very materially have incommoded the troops during their debarkation. So much did he distinguish himself, that, as a mark of Mr. Keppel's esteem, he was chosen by that gentleman to be the bearer of his official despatches.

In the early part of the year 1762, he served in the small armament to which the causes just mentioned had enabled Britain to reduce her naval force stationed in the Channel. Before the actual cessation of hostilities took place, he was appointed to the Hero, of seventy-four guns, one of the ships employed in the same line of service that the Achilles had been, and under the same flag-officer, the late Sir Charles Hardy. The Hero having been put out of commission and dismantled, as soon as the definitive treaty of peace had taken place, Mr. Barrington did not take

upon him any subsequent command till the year 1768, when he was appointed to the *Venus* frigate, of thirty-six guns, which was at that time considered as the finest ship of that class that had ever belonged to the British navy. The cause of this appointment was, that Captain Barrington might act as naval instructor or tutor to his Royal Highness the late duke of Cumberland, who had then determined on entering into the naval service, and whom he afterwards attended to Lisbon. After his return to England, he continued without holding any commission till the year 1771, when, in consequence of an apprehended rupture with Spain relative to the Falkland Islands, he was appointed to the *Albion*, of seventy-four guns, one of the ships ordered to be equipped at Chatham on that occasion. The dispute being accommodated, the ship just mentioned was ordered to be retained in commission as a guard-ship stationed at Plymouth, where Captain Barrington continued to command her during the three succeeding years.

In 1777, he was commissioned to the *Prince of Wales*, a third rate, of seventy-four guns, one of the ships ordered to be fitted for immediate service. As soon as the ship was ready for sea, it was ordered out on a cruise in the Bay of Biscay, for the purpose of distressing the American commerce, and met with no inconsiderable share of success. Mr. Barrington, however, was on the point of engaging in a far more active scene, and one more agreeable to his active turn of mind. Being promoted on the 23d of January, 1778, to the rank of rear-admiral of the white, he hoisted his flag on board the same ship, and was ordered to the West Indies, having been invested with the chief command of the naval forces employed in that quarter, as successor to Admiral Young. The rupture with France, the event which had been so long meditated by that country, and considered as inevitable by Britain, having commenced, in 1778, the force under the orders of the vice-admiral became

totally inadequate to the protection of such valuable possessions as the West India Islands. Mr. Hotham was accordingly detached to reinforce him from North America, with two ships of sixty-four guns each, three of fifty, and a bomb-ketch. This squadron also served to convoy to the West Indies, which were then very ill garrisoned and provided with troops, a fleet consisting of fifty hired transports, having on board a considerable land-force, intended not merely for the protection of the British possessions, but for the annoyance and attack of any colonies, the property of the enemy, which should be considered as vulnerable.

A junction having been happily formed with Mr. Barrington at Barbadoes, where he had collected the whole force under his command, which consisted of no more than two two-decked ships, the Prince of Wales, and Boyne, with six or seven small frigates and sloops of war, it was resolved to commence the operations against the enemy, by an immediate and powerful attack on the French island of St. Lucia. Scarcely had the troops obtained a footing on the island, when the whole attention of the admiral was, through necessity, diverted to a sudden, though hardly unexpected, enemy, in the Count D'Estaing, who had arrived at Martinico a few days before; but of this, and the other events of the American war, we have already given so full an account, as to render any additions here unnecessary. On the return of peace, Mr. Barrington struck his flag, and held no farther naval appointment till 1790, when, on the apprehension of a rupture with Spain, he re-hoisted it on board the Royal George, on being appointed to the station of second in command in the main or channel fleet, then under the orders of Earl Howe.

During the preceding interval of peace, he was, in 1785, appointed one of the board of land and sea-officers convened for the purpose of inquiring into a system of national defence, brought forward under the auspices of the master-general of the ordnance:

and, on the 24th of September, 1787, he was advanced to the rank of admiral of the blue.

Far, however, more important to the character of this good man, than any honours of this kind, well merited as they certainly were, was his attention to the interests and promotion of a society instituted for the relief of indigent naval officers, their widows, and their children. Unprotected by any public aid, the promoters, among the first and most active of whom was Mr. Barrington, had to contend with those difficulties which all societies, notwithstanding the benevolence of their tendency, scarcely ever fail to meet with on their first introduction to the world. Nevertheless, such was the assiduity of this friend to distress, and of his no less amiable associates, that, in a short time, they had the satisfaction of beholding the philanthropic plant thriving under their hands, and diffusing its comforts, as far as its strength and magnitude permitted, to all who sought its friendly shelter and support.

The dispute with Spain having been amicably concluded,* without the necessity of even sending the armament to sea, Mr. Barrington struck his flag, and, owing to his infirm state of health, never took upon him any subsequent command. On the 22d of April 1794, he was, in consequence of a promotion of flag-officers which then took place, raised to the rank of admiral of the white, and, at the time of his death, was senior in that class of officers, the admiral of the fleet being the only officer in the service who preceded him. In the month of October 1770, he received the honourable appointment of colonel to the Chatham division of marines, a station in which he succeeded the late Earl Howe, who was then promoted to be rear-admiral of the blue, and, consequently, became incompetent to hold that station any longer. Mr. Barrington held that post till his own promotion to the rank of a flag-officer, in the month of January 1778. In 1785, he succeeded Ad-

miral Sir Thomas Pye, then deceased, as lieutenant-general of the same corps; and, on the death of Earl Howe, on the 5th of August 1799, succeeded him in the generalship thereof. He died in September 1800.

JOHN CARTER ALLEN, ESQ.

ADMIRAL OF THE WHITE SQUADRON.

THIS gentleman obtained a lieutenant's commission on the 14th of June, 1745, and was made commander, in the *Grampus* sloop, on the 5th of April, 1757, which proved to be a very fortunate appointment; as, in the course of the year, after a very gallant action in the Bay, he took the *Duc d'Aumont*, French privateer, of sixteen guns and one hundred men; for which, in March, 1758, he was promoted to post rank, in the *Experiment* frigate, of twenty guns.

Captain Allen did not remain long in the *Experiment*; but, early in the year 1760, he sailed from England, in the *Repulse* frigate, which formed part of a small squadron, sent under the command of the Hon. Captain (afterwards admiral) Byron, to demolish the fortifications at Louisbourg. Whilst employed on this service, Captain Byron received intelligence that some French ships of war had put into the Bay of Chaleur, with several small vessels under their convoy, laden with ammunition, stores, &c. for the French army in Canada. He accordingly proceeded thither, with his own ship, the *Fame*, of seventy-four guns, the *Repulse*, Captain Allen, and the *Scarborough*, of twenty guns, Captain Stott. On the 24th of June, this little squadron entered the bay, and discovered three French ships at anchor.

On Captain Byron's approach, the French retired higher up, landed their men, and began to erect batteries on the shore, to obstruct his passage up the

Channel, which was very narrow and shoaly. On the 8th of July, our ships were lightened, and with some difficulty warped up within shot of the enemy, who, for a time, sustained a brisk cannonade, which ultimately compelled them to set fire to their ships, abandon them, and fly to the shore. The batteries were now speedily silenced; and a party of seamen and marines was landed, by which the fortifications of the place were destroyed, with twenty sail of sloops, schooners, and small privateers.

On this service, which was of considerable importance, Captain Allen distinguished himself in a very gallant manner, and returned to Louisbourg with Captain Byron. In the following year, he was detached by Lord Colville, with some other ships, to convey troops to the West Indies, where he remained, in the *Repulse*, till the conclusion of the war. On the 4th of June, 1761, after he had joined Commodore Sir James Douglas with the convoy, he proceeded with that officer to the attack of the island of Dominica; which, after a short resistance, surrendered on the 8th of the month. In 1762, he was with Admiral Rodney at the reduction of Martinique, and other French settlements.

In 1763, Captain Allen returned to England; the *Repulse* was dismantled, and laid up; and, in consequence of the peace, her commander was not again employed, till the month of May, 1770. At that time, Captain Allen was appointed to the *Ajax*, of seventy-four guns, one of four ships, all of the same force, which were soon afterwards ordered to Ireland, and thence to Gibraltar; having taken on board a body of troops, at the former place, for the purpose of relieving such part of the garrison as had been quartered abroad, during the usually allotted period of service. This mode of conveying the soldiers was adopted from economical and prudential motives; to save the expense of hiring transports, and to ensure

their safe arrival at Gibraltar; the dispute between Britain and Spain, respecting Falkland's Islands, being then at its height.

In 1771, the above-mentioned service having been executed, and the difference with Spain settled, the *Ajax* was put out of commission; and Captain Allen is not known to have holden any farther command till the year 1777, when he was appointed to the *Albion*, of seventy-four guns. From that ship he was removed, early in the ensuing year, into the *Egmont*, of the same force. In the latter he served under Admiral Keppel, on the home station; and, in the memorable action with the French fleet, off Ushant, the skill and gallantry which he displayed did him great credit. On that occasion, the *Egmont* had twelve men killed, and nineteen wounded.

In 1779, he served in the Channel fleet, under Sir Charles Hardy; and, in the month of August, in that year, when the combined force of France and Spain appeared before Plymouth, he was in the rear division, with Admiral Digby.

Towards the close of 1779, or early in 1780, Captain Allen removed into the *Gibraltar*, of eighty guns; and, in the summer of the latter year he was employed in the Soundings, under the command of Sir Francis Geary.

About the month of May, 1782, Captain Allen was appointed to the *Royal William*, of eighty-four guns, one of the ships which were at that time equipping for Channel service. In September following, he proceeded in that ship to Gibraltar, under the orders of Admiral Lord Howe, for the relief of that fortress. In the partial action which ensued, with the combined fleets, off Cape Spartel, on the 20th of October, he was stationed in the line, as one of the seconds to Vice-admiral Barrington; on which occasion, the *Royal William* had two men killed, and thirteen wounded; amongst the latter of whom, were her second and third lieutenants.

This appears to have been the last command which Captain Allen enjoyed. On the 24th of September, 1787, he was promoted to the rank of rear-admiral of the white squadron; but, in consequence of the general tranquillity which then, and for some years afterwards prevailed, he was never called upon to hoist his flag. On the 21st of September, 1790, he was made rear-admiral of the red squadron; on the 1st of February, 1793, vice-admiral of the white; on the 12th of April, 1794, vice-admiral of the red, on the first of June 1795, admiral of the blue, and on the 14th of Feb. 1799, admiral of the white. He died in 1800.

JOHN MACBRIDE, ESQ.

ADMIRAL OF THE BLUE SQUADRON.

THIS gentleman was born in Scotland; but, as his father shortly afterwards settled in Ireland, he was bred and educated in the latter country; whence, at a suitable period, he passed over into England, with the view of entering into the naval service.

With the early services of Mr. Macbride, we are very slightly acquainted; but, in every situation, he is known to have evinced uncommon skill and bravery. He was promoted to the rank of lieutenant on the 27th of October, 1758; previously to which he is understood to have had some successful cruises, and also to have been captured by a French ship of war, which carried him into Brest, where he remained for some months on parole, till exchanged by cartel.

The first instance in which he particularly distinguished himself was in the month of August, 1761, whilst commanding the *Grace* armed cutter. Assisted by the boats of the *Maidstone* frigate, he then cut a French privateer out of Dunkirk road; the official

account of which exploit is given in the following words :—

“ Mr. Macbride being off Dunkirk, and observing a dogger privateer in the road, immediately left his station to join the Maidstone, and proposed cutting out the privateer that night, if Captain Digges would let him have four boats manned and armed, which he very readily complied with, knowing his abilities and resolution. The boats left the ships at ten o'clock at night, and when they came near the road, laid all their oars across, except two in each boat, which they muffled with baize, to prevent their being heard at a distance. They rowed in that manner till they were within musket-shot of the privateer; when, being hailed, they made no answer, but in a few minutes boarded on both sides, and took possession of the vessel without the loss of a man killed, two only being wounded. Mr. Macbride shot the lieutenant of the privateer through the head with a musket, as he was pointing a gun into the boat: besides this person, one common man was killed, and five wounded belonging to the enemy. This was done within half a gun-shot of a fort on the east side of the harbour, but it did not fire at them; and when the prisoners were secured, the captors cut the cables, and sailed out of the road.”

On the 7th of April, 1762, Mr. Macbride was made commander, in the *Grampus* fire-ship, from which he was removed into the *Cruiser* sloop. On the 20th of June, 1765, he obtained post rank in the *Renown*, a thirty-gun frigate; in 1766, he commanded the *Jason*, of thirty-two guns, in which he was ordered to the Falkland Islands, or South-Sea; and, after his return from thence, in 1768, he was appointed to the *Seaford*, a twenty-gun ship, employed as a cruiser on the home station. In this ship he continued two years; and, on quitting her, he took the command of the *Southampton*, of thirty-two guns.

In May, 1772, Captain Macbride sailed for Elsinour, accompanied by the Seaford, Captain Davies, and the Cruiser sloop of war, Captain Cummings, for the purpose of conveying the Queen of Denmark from thence to Stade.

Captain Macbride removed from the Southampton, either in 1773, or 1774; in 1775, he commanded the *Orpheus*, a frigate of the same force; and, in 1777, shortly after the commencement of the dispute with the North American colonies, he was appointed to the *Bienfaisant*, of sixty-four guns; in which he continued till the commencement of the year 1781, employed constantly either on the home station, or on services in which the main fleet, or detachments from it, were occasionally engaged. In July, 1778, he was with Admiral Keppel, in his encounter with D'Orvilliers, off Ushant. The *Bienfaisant* was stationed in the centre division, but does not appear to have been materially concerned in the action.

Towards the close of the year 1779, at which time the late Sir Thomas Louis was first lieutenant of the *Bienfaisant*, Captain Macbride was ordered to Gibraltar, with Admiral Rodney, for the purpose of relieving that fortress.

On the 16th of January, Admiral Rodney's squadron fell in with that of Don Juan de Langara; and, in the engagement which ensued, it was the lot of Captain Macbride to be very particularly concerned, and was engaged with the *Bienfaisant* when she was blown up, by which every soul on board perished, and had the explosion been retarded only a few moments, the *Bienfaisant* must inevitably have shared her fate. After this event, which occurred in the midst of a tremendous storm, the *Bienfaisant* compelled the *Phoenix*, of eighty guns, Langara's flagship, to surrender. Captain Macbride immediately took possession of his prize; but, as the small-pox was on board the *Bienfaisant*, he felt anxious to prevent the infection from being spread amongst the pri-

soners. He therefore sent a proposal to the Spanish admiral, stipulating, that neither officers nor men should be removed from the *Phoenix*, provided Admiral Langara would be responsible for their conduct; that, in case they should fall in with any Spanish, or French ships of war, he would not suffer Lieutenant Louis, the prize-master of the *Phoenix*, to be interrupted in conducting and defending the ship to the last extremity, agreeably to his orders; that if, meeting with superior force, the *Phoenix* should be retaken, and the *Bienfaisant* fight her way clear, Don Langara, his officers and men, should hold themselves prisoners of war to Captain Macbride, on their parole of honour; and that, should the *Bienfaisant* be retaken, and the *Phoenix* escape the Spanish admiral, his officers, &c. should be freed immediately. Don Langara readily assented to these conditions.

Under the guidance of Lieutenant Louis, the *Phoenix* was carried safely into Gibraltar; and Captain Macbride was sent home with Admiral Rodney's despatches relating to the engagement. In the month of March, 1780, on the return of the fleet to England, Captain Macbride again took the command of the *Bienfaisant*; and, after the lapse of a few weeks, was ordered into St. George's Channel, in quest of a large private French ship of war, which was known to have sailed from Brest, on a cruise in that quarter. Until the 13th of August, his look-out was ineffectual. On the preceding day, he had sailed from Cork, with a squadron, and a large convoy. Having been lying-to for such of the convoy as were unable to get out on the 12th, Captain Macbride found himself, at daylight, on the morning of the 13th, as far down as the Old Head of Kinsale. Perceiving a large ship in chase of some of the convoy, he immediately made sail after her; and at 7 A.M. he got within pistol-shot of the chase, which had hoisted English colours. On being hailed by the *Bienfaisant*, she hauled them down, and hoisted French. A smart action commenced on both

sides with musketry, now took place; and, at the expiration of an hour and ten minutes, the French ship struck, having had twenty-one men killed, and thirty-five wounded, with her rigging and sails cut to pieces. The *Bienfaisant* had three men killed, and twenty wounded; and the *Charon*, which came up at the close of the engagement, had one man wounded. The prize proved to be *Le Comte d'Artois*, a private ship of war, of sixty-four guns, and six hundred and forty-four men, commanded by the Chevalier Clonard, who was slightly wounded. In the succeeding month, Captain Macbride captured another French privateer, *La Comtesse d'Artois*; and, at the close of the year, he was removed into *L'Artois* frigate, which had been taken from the French a few months before, and was considered to be the finest vessel of her class in the world.

During the year 1781, Captain Macbride served in the North Seas, in the squadron which was employed there to watch the motions, and to oppose any attempt that might be made by the Dutch squadron, which was then ready for sea, in the *Texel*. He was, consequently, present, in the month of August, at the engagement off the Dogger Bank, between the late Sir Hyde Parker and Admiral Zoutman; after the close of which, at the request of the commander in chief, he removed into the *Princess Amelia*, of eighty guns, as successor to Captain Macartney, who had fallen in the action. This removal was highly flattering to Captain Macbride, as it took place in consequence of Sir Hyde Parker's conceiving it probable that the contest might be renewed; in which case, at so critical a time, and in so excellent a ship, the services of this experienced officer would have been of the utmost importance.

On the return of the squadron into port, Captain Macbride resumed the command of *L'Artois*; and, during the remainder of the year, he continued to be employed in cruising on the home station. On the

3d of December, he fell in with, and captured, two very stout Dutch privateers, the *Hercules* and *Mars*.

Early in 1782, Captain Macbride was ordered into the Channel; and in the month of April, he attended the fleet which was ordered out, under Admiral Barrington, for the purpose of intercepting a small French squadron, that was then known to be ready to sail from Brest, for the East Indies. Being a-head of the fleet, Captain Macbride had the satisfaction of being the first who discovered the enemy on the 20th; and in the course of that and the following day, nearly half the vessels, both ships of war and transports, of which the French armament was composed, fell into the possession of different ships of the British squadron.

Captain Macbride, immediately on his return into port, was ordered on the Irish station; and, in consequence of considerable influence which he enjoyed in that kingdom, he was appointed regulating officer on shore, to superintend the raising of a large body of men, which had been voted for the sea service, by the Irish parliament. He continued in this employment nearly the whole remainder of the war; and by the exertions which he made, aided by the general esteem in which he was held, he greatly advanced the service.

During the same period, *L'Artois* remained on the Irish station, under the temporary command of her first lieutenant.

On the cessation of hostilities, Captain Macbride quitted this ship; and, in the month of July, 1783, he was appointed to the *Druid* frigate, of thirty-two guns, in which he was employed to cruise in the Irish Channel. He retained this command until the latter end of 1784, or the beginning of 1785; after which he was for some time out of commission.

In the last-mentioned year, he was returned to parliament, as a representative of the town of Ply-

mouth. During the time that he held his seat, which was till the year 1790, he distinguished himself by opposing an expensive plan, which was then in agitation, for fortifying the dock-yards; not only as a member of parliament, but as a member of the board of officers, which was convened for the purpose of investigating the propriety of the measure. He also gave a firm support to every proposal which was calculated to advance the good of the service, or the welfare of his brother officers; and steadily endeavoured to remedy such abuses as had crept into the civil departments of the navy.

In 1788, Captain Macbride was appointed to the *Cumberland*, of seventy-four guns, a guard-ship, stationed at Plymouth; in which he remained during the customary period of three years. In July, 1790, he repaired to Torbay, with the *Cumberland*, as one of the fleet assembling there, under the orders of Lord Howe, in consequence of an apprehended rupture with Spain.

On the 1st of February, 1793, at the commencement of the late war, he was promoted to the rank of rear-admiral of the blue squadron. His flag was some time on board his old ship, the *Cumberland*, in the Channel fleet; but he afterwards shifted it into the *Quebec*, of thirty-two guns, and took the chief command on the Downs station. In the spring of this year, he was engaged in taking possession of Ostend, on the retreat of the French; and in checking their progress, in the month of October, after the failure of the attempt on Dunkirk, by conveying thither a reinforcement of troops, under the command of General Sir Charles Grey.

In 1794, this officer was appointed to the command of a small squadron, stationed to the westward; but, though much occupied in cruising, he met with no opportunity of increasing the reputation which he had so long possessed. Unfortunately, too, he was for some time rendered incapable of taking an active

part in his profession, from the accident of breaking his leg, whilst mounting his horse. On the 11th of April, he was made rear-admiral of the red squadron; and, on the 4th of July following, vice-admiral of the blue. In the course of this year, and the following, he had his flag on board several ships; amongst which were, the *Echo* sloop, the *Minotaur*, of seventy-four guns, and the *Sceptre*, of sixty-four.

On the 1st of June, 1795, he was promoted to the rank of vice-admiral of the white squadron; and, early in 1796, he hoisted his flag in the *Russell*, of seventy-four guns, and was employed in the North Seas, to watch the motions of the Dutch fleet, then lying in the Texel. He quitted this command before the close of the year, and never afterwards held any other. On the 14th of February, 1799, he was made admiral of the blue squadron; an honour which he enjoyed but a short time, as he died, much regretted, in the course of the year 1800.

CAPTAIN EDWARD RIOU.

THIS gentleman having passed through the subordinate stations of a naval officer, was promoted to the rank of lieutenant on the 28th of October, 1780. Little is known of him during the early part of his service, and most probably a much longer part of it would have been devoted to oblivion, had not one of the most melancholy disasters, surmounted by the most intrepid conduct, and concluded by the most miraculous preservation, raised him in an instant from obscurity. Having been, in 1789, appointed to the *Guardian*, pierced for forty-four guns, but then armed *en flute*, and laden with stores destined for the British settlement made at Botany Bay; no sinister accident took place on their passage to the

Cape; but in the course of the voyage from thence to the place of their destination, one of the most dreadful misfortunes, short of shipwreck, overtook this ill-fated ship, for such she in the end proved, as will be seen in the note,* in which is given extracts from an interesting narrative written by an officer present.

* December 24, 1789. At five saw an island of ice about three miles to the southward and westward of us; bore down, and brought to about a quarter of a mile to windward of it: at half past five hoisted out the cutter and jolly-boat, and sent them to pick up the broken pieces that were floating off at a distance from the main body, with orders not to approach near it, as it seemed dangerous on account of the force of the sea which beat against it, and the large pieces of ice which were seen to fall from the top of it. It was necessary to get this ice for water on account of the cattle, fowls, &c. which were received on board at the Cape of Good Hope, and were carrying to Port Jackson. This mountain appeared half as high again as the main-top-gallant-mast head to windward; it formed a kind of bay, having another large piece nearly as high as the main-mast head, which was hung to the former by some low ice, which the sea beat over every now and then: during the time the boats were absent, the ship made short tacks, and laid to occasionally to windward of the ice. At six P. M. the boats returning loaded, the men employed in clearing them, and putting the ice into different casks to dissolve. At half past eight P. M. (it being very thick and foggy weather), the horizon a-head appeared light just as if it were clearing up; in about one minute afterwards the people on the fore-castle called out, put the helm up, that the ice was right a-head; the helm was accordingly put up, a mountain of ice now hung over our mast-heads, and the fore part of the ship seemed already under it. Mr. Riou having heard the noise that prevailed on deck (he being below drinking some tea), immediately came up, and seeing the situation of the ship, with great presence of mind ordered the helm to be put down, as it was certain if it remained up, the ship must run upon the ice, which projected out to leeward, and which was not at first seen. The ship was going seven miles an hour stem on towards the ice when the helm was put down; the ship answered her helm, and coming up to the wind, struck forward upon a part of the ice which projected out under water, forging headway upon it (being at the distance of about six feet from the mountain above water). At three quarters past eight P. M. the carpenter, who had been sounding the well, reported that there were two feet water in the hold, and that it was increasing very fast; the pumps were immediately set to work, and the officers and men joined with a spirited

In the midst of these surrounding horrors, which, though affectingly, are but imperfectly related.

compliance thereto. The chain-pumps were frequently out of order, and the Cole's pumps were also choaked at times; when out of condition, people were stationed in the well to repair them. Some hands were employed in clearing the decks of the cattle, &c. and guns, the booms of the hay, and gun-carriages. We cut away the spare anchors from the bows, and threw overboard from between the decks what could be come at. At a quarter past nine P. M. the pumps were all going, and the men in very good spirits; two or three men were left down between decks to heave overboard what they could. The water had now increased to three feet and a half. The men that were left between decks got up and threw overboard more than could be expected. The chains of the pumps were continually breaking, and while they were repairing, the people were employed in hoisting up and leaving overboard what they could from between decks.

December 25th.—Supposed latitude, 44 deg. 10 min. south, longitude, 44 deg. 25 min. east. Hard gales and cloudy, with rain and hail at times, and a very heavy sea. About four P. M. the crew became very much benumbed and stiff, so that they were hardly able to perform any work, the weather being so very cold. The water now again gained upon us: Mr. Clements went down into the bread-room by the way of the rudder, to try if he could perceive any thing of the leak in that part, but found none. The deck close aft was scuttled, it being out of the roll of the water, and we might thereby be enabled to heave over-board out of the gun-room. The captain, chaplain, and purser, and two men (not being able to spare any more men from the pumps), went accordingly to this work, but it was shortly after given up, owing to a cask which fell back and bruised our commander's hand so that he was not able to give any further assistance; all hands were accordingly once more at the pumps.

December 26th.—The people used their utmost endeavours at the pumps, and paid due respect to their officers, who attended to give them every assistance and encouragement, but all was in vain, for from the time that the winch broke, the leak continually gained upon us. At four A. M. the water was reported to have increased to six feet. The people now began to secrete themselves in their hammocks and other places, to get clear of the pumps, or any other work which might be going on, and only by threatening and persuasion could they be prevailed upon to go to their work. At six o'clock the water had increased to seven feet in the hold. The people till now had been unacquainted with the true state of the ship, as the report had always been on the favourable side, but it was now discovered by one of the car-

Mr. Riou, with a serenity of mind never exceeded by the greatest stoic of antiquity, considering a very

penters, who was down sounding the well, coming up, and reporting that the water was within one foot of the orlop-deck beams, and increasing very fast upon us. This morning exhibited a scene of horror and confusion, for the top-sails were all shivered to pieces by the wind, the ship rolling so very heavy, that the water came in on each side through the upper deck ports, the weather was dark, black, and cloudy; many of the people, fatigued with watching and labour, gave themselves up to perish; others got drunk to make themselves insensible of their danger. A part of the people now seeing their efforts to save the ship in vain, went aft and applied for the boats; they were promised they should have them, but were persuaded to go down to the pumps again, and exert themselves while the boats were getting ready. The boatswain was ordered to get the masts, sails, &c. into the boats; the cooper was also set to work to fill some water-casks out of the butts on deck; provisions also, and other necessaries, were got up on the quarter-deck. It being now eight o'clock, and the people having stood about an hour at the pumps, they came aft again, and applied for the boats to be hoisted out, saying, "that they should be worked till they were not able to take any means for their safety in the boats." At half past eight the boats were hoisted out, our commander and other officers seeing the supposed inevitable loss of the ship; our jolly-boat, which hung across the stern, in lowering down was unluckily swamped, and the surgeon with two seamen were drowned a-stern of the ship. The ship was now apparently in a sinking state, as the water increased in the hold, and was coming up through the rudder case in great quantities, so that the ship settled down abaft; in this situation Mr. Riou wrote a letter to the Admiralty, which he gave to Mr. Clements, our master. The launch being hoisted out first, she was forced to be dropped a-stern to make room for the other boats, and in dropping she had nearly been drawn under the ship's counter. All the boats were fortunately got into the water; these were the launch, two cutters, and a jolly-boat, which we were carrying out for the *Sirius* at Port Jackson, though in great danger of being stove by the heavy sea that was running. Our commander, before the boats left us, was asked, and pressed to go with them, but all would not do; he said, if all the people could get out of the ship he had no objection, but as that was impossible (for the boats could not take them all), he was therefore determined not to leave her, but to perish with the major part. The water was now about two feet above the orlop-deck beams in the hold. It was about ten o'clock, the boats had all left us, and we had no prospect of safety but by keeping the

few hours only, perhaps moments, between eternity and himself, together with the rest of his wretched but brave companions, who faced death with all its terrors rather than abandon him, retired to his cabin

ship afloat, if possible, till we could get her to some port, every person therefore resolved to do their utmost towards it, but even now two or three people were lying down drunk below. Some people were therefore employed at the pumps, and preparing a fore-sail to get under the bottom, and others employed in heaving articles overboard out of the gun-room. The boats were now quite out of sight, and nothing remained but to preserve ourselves and ship. We found the spirit-room open, which was immediately locked, and liquor, &c. given out to the people from the cabin. Got the fore-sail over the bows and under the bottom with great difficulty, there being a great sea on, and the ship pitching heavy, secured the sail, and frapped it as well as circumstances would admit. During the time the foresail was fixing, the pumps were obliged to stand still, not having men enough to do both together; but as soon as it was done the men returned to one chain-pump, and to heaving overboard through the hole which was cut in the cabin-deck out of the gun-room. Found the water not to gain so fast upon us, cleared the decks of all lumber, &c. except two horses, which were by chance not hove overboard the night that we struck.

December 27th.—The pumps continually going. Having now got to rights, found our company as follow :

Edward Riou, lieutenant and commander	Thomas Anderson
John Williams, boatswain	John Cock
Murray Sampson, carpenter	John Davenport
David Gilmore, midshipman	John Reeves
Thomas Pitt, midshipman	John Broad
John Gore, midshipman	William Swan
John Quintus	Edward Duger
James Ross	Thomas Humphries
Edward Conolly,	Andrew Anderson, cook
Richard James	John Fairclough, surgeon's mate
John Burke	John Hobbs
James Brown (1)	John Turner
James Brown (2)	Richard Chambers

At eight saw an island of ice right a-head, hauled up the foresail and down jib, as there was a breeze, and the ship going a-head to avoid it in the night. A. M. saw the island of ice to windward; at eight the pumps all stopped.

and wrote a very concise but most affecting recommendation of his female relatives to the compassion and regard of the Admiralty.

This singular preservation was owing, under Providence, to the peculiar nature of the cargo shipped on board the vessel; and since it has been by no means an uncommon circumstance for ships to have been seen floating about at random, it may be fairly concluded that vessels are more frequently abandoned, or at least in a much more early stage of distress, than necessity requires. It would contribute extremely to the advantage of commerce if more serious attention was paid to the quality of the goods, and the relative proportions of them shipped on board all vessels, since it appears from the singular occurrence of the *Guardian's* preservation, that it is very possible to load a vessel completely, and far from lightly, with respect to its specific gravity, without endangering the absolute loss of the vessel, under any circumstances whatever, so long as she continues to hold together.

But to return to the *Guardian*.—After having been abandoned by a considerable part of the crew, the commander, with those intrepid spirits who still resolutely adhered to his cause, continued to use every means their limited powers afforded them, for the preservation of the vessel and their own lives: they had very soon the satisfaction of finding that leaky and disabled as it was, it did not sink lower in the water than one certain point, which accidental experience taught them; deriving new hopes from this totally unexpected relief, they immediately applied their redoubled efforts to navigate her back to the Cape of Good Hope, from whence they had departed. In this they were fortunately successful; for the ship, after having been three weeks the sport of the winds and waves, accidentally falling in with a Dutch packet, was conducted to her hoped-for port in safety, after five weeks had elapsed from the time the misfor-

tune first befel her. Arrived safe in harbour, it might naturally have been expected that the vessel which had fortunately survived so melancholy a disaster, might have been considered perfectly secure from all farther injury, but this proved to be by no means the case: the Guardian was immediately removed into False Bay for the purpose of receiving such repairs as circumstances would allow, in order to render her passage to Europe as little dangerous to the navigators as possible; but these were not entered upon when one of those furious hurricanes, which are by no means uncommon in that quarter, drove her on shore, and finally completed that destruction which the violence of the elements, and the misfortune which had befallen her, had, till the latter accident took place, been only able to effect imperfectly.

Mr. Riou having returned to England soon after the total loss of his ill-fated vessel, was promoted to the rank of commander, but at what particular time does not distinctly appear. He is not known to have held any commission except that *pro formâ*, which constituted his rank, so that he continued it but a very short time, and was advanced to the station of post captain on the 4th day of June, 1794. His appointment on this occasion was like that last-mentioned, a mere matter of form, for the first really efficient command in which he appears to have been engaged, was that of the Beaulieu, of forty guns, in which ship he was ordered to the West Indies in the year 1794.

While on that station he very particularly distinguished himself in a variety of services, such as the force of the vessel which he commanded permitted the performance of. His continuance on that quarter was, however, abridged in consequence of his very ill state of health, which compelled his speedy return to Europe, in the month of August 1795. As an honourable testimony of the high opinion which was entertained of his conduct, he was immediately on

his arrival appointed to the Princess Augusta Yacht, a species of command very rarely conferred on any but the oldest officers, and intended principally for the purpose of conferring on them an honourable and easy income without subjecting them to the fatigues and dangers naturally incident to active service: and as a supposed reward for those who had spent the best years of their life in it, or who have become debilitated in constitution through the hardships they have experienced, or the unwholesomeness of the climate in which the necessities of their country have rendered it necessary they should serve.

Captain Riou's health having, however, contrary to human expectation, very materially improved, he quitted so passive a command, as ill suited to his own active turn of mind, and was appointed to the Amazon, a new frigate, of thirty-eight guns, in the month of July, 1799. In this vessel fortune afforded him no particular opportunity of adding to that celebrity which his misfortunes and his conduct had procured, till the attack on the city of Copenhagen, during which, to use the emphatic words of Lord Nelson, "The gallant and good Captain Riou" having by the unfortunate, but unavoidable accident, which prevented the Agamemnon, Bellona, and Russel, from taking up the stations regularly assigned them in the line of battle, been exposed to a very heavy fire, he himself, together with many of his brave officers and men, unhappily lost their lives. He was killed the 2d of April, 1801. See *The Memoirs of Lord NELSON*, Vol. VIII.

LORD HUGH SEYMOUR.

THE family of Seymour appeared in the navy so early as the reign of Edward the VI. When Edward Seymour, earl of Hertford, uncle to the young king, was declared protector, and created duke of Somerset, his brother, Sir Thomas Seymour, was made baron of Sudley, and raised to the station of lord high admiral, on the resignation of Viscount Lisle, earl of Warwick. Edward Seymour, duke of Somerset, was descended from the St. Maurs, who came to England with William the Conqueror; by corruption of speech, they were first called Seymour about the time of Edward the Third. Both the protector, and his brother fell, owing to the envy and machinations of the earl of Warwick. The ducal dignity was restored to the family by Charles the Second, in the person of the marquis of Hertford, great grandson to his predecessor, for eminent services to that prince during exile.

The Honourable Mr. (afterwards Lord) Hugh Seymour Conway, son to the late marquis of Hertford, and nephew to the late Right Honourable General Conway, was born in the year 1759; and entered into the navy, from his own choice, when only eleven years of age. He received his education at Greenwich School, under the learned Dr. Brackyn, when that seminary was in great repute.

Lord Hugh went first to sea under the Honourable Levison Gower, in the Pallas, then destined for the Newfoundland station. He afterwards went out to the West Indies, in the ship that was sent to relieve the Princess Amelia, Sir George Rodney, at Jamaica, and returned with the latter to England. His lordship, we believe, next served, as lieutenant, on the Mediterranean station, before the American war, in the Alarm frigate, Captain Stett. In the year 1779, Lord Hugh was advanced to the rank of post cap-

tain ; and, during the American war, highly established his character, as a brave and good seaman, in the command of his Majesty's ship *Latona*, of thirty-six guns. This frigate was mostly attached to the grand fleet : when Lord Howe sailed for the relief of Gibraltar, 1782, the *Latona* was the first that entered Rosia Bay, and gave intelligence of the arrival of succours to the brave defender of that fortress.

At the close of the American war, Captain Lord H. Conway, with his brother, Lord George, and Captain John Willett Payne, who, during the war, had particularly distinguished himself, by a most desperate action in the *Leander*, enjoyed the leisure which a peace afforded them, in the domestic arrangements of a house they had conjointly taken in Conduit-street. It was amid the convivial elegance and hospitality which these young officers displayed, that an intimacy first commenced between Captain Lord Hugh Conway, and his Royal Highness the Prince of Wales. On the appearance of hostilities with Spain in 1790, Captain Conway was appointed to the *Canada*, of seventy-four guns, in the fleet under the command of Lord Howe. Whilst the ship was lying at Spithead ready for sea, orders came down to convoy the trade into the Downs ; these orders being shortly afterwards countermanded, Captain Conway solicited, and obtained permission, to try his ship's sailing, by working down to Cowes. From the shallowness of the water in the passage, it became necessary to sound the depth without intermission ; the person who is thus employed in the main chains, or outside of the ship's gangway to windward, having the line all ready to run out, at an extent from his hand nearly equal to his height from the water ; after swinging it backwards and forwards repeatedly, to acquire the greater velocity, is obliged to heave it with considerable force two or three times over his head before he casts it forwards ; so that by the lead's sinking, while the ship

advances, the line may be almost perpendicular when it reaches the bottom. Unfortunately, whilst a man was thus sounding on board Captain Conway's ship, a small rope hanging from the main yard, caught the sounding line, and gave the lead so different a direction, that it came on board, and struck Captain Conway, then walking on the quarter-deck, a most violent blow on the head, above the temple. The shock made him stagger, but he was still able to walk to his cabin; and sufficiently collected to desire the distressed sailor, who had been the cause of it, would not be uneasy, as he was convinced it was a mere accident: adding, "I sincerely forgive him." The surgeon recommended, that some blood should be taken, which was immediately done; and as no alarming consequence appeared after several days, a perfect recovery was thought to have ensued. It was about this time that Lord Howe hoisted his flag; when Captain Conway being on board the *Canada*, during the general salute, was so alarmingly affected with the report of the guns, as to be obliged to leave the ship without delay; he found himself grow much worse on being landed, and was compelled to retire to his farm at Hambleton, about twelve miles from Portsmouth. During this retreat, he continued in a very precarious state, unable to bear the least noise or light, until the month of July, 1791, when his complaint gradually yielded to medical skill; and in the month of February, 1793, he was so far recovered as to take the command of the *Leviathan*, seventy-four guns, built in 1790 at Chatham, and, as was reported, on a plan of Lord Mulgrave's. Captain Conway, in this ship, was attached to Lord Hood's fleet, then on the eve of sailing for the Mediterranean. On the surrender of Toulon to Lord Hood, Captain Conway was sent to England with the intelligence of this important event; he returned, and joined his ship before the evacuation took place.

During the ever-memorable actions of the 29th of

May, and 1st of June, 1794, this officer bore a distinguished part.

On the 1st of June, 1795, Lord Hugh was advanced rear-admiral of the blue. On Monday, the 8th of the same month, his lordship, accompanied by Captain Browell, went on board the *Sans Pareil* at Spithead; and the next morning, at eight o'clock, his flag, blue at the mizen, was hoisted under a salute, returned by Admiral Lord Bridport, in the *Royal George*, who commanded at that time in the absence of Lord Howe. The *Sans Pareil* being ready for sea, sailed soon afterwards with the Channel fleet; and in a few days falling in with Sir J. B. Warren, received intelligence from him, that the French fleet were at sea, and in great force: not a moment was lost, and the second day brought them in sight of each other. So little confidence had the enemy in risking an action that they made every possible effort to regain L'Orient. Lord Bridport's ardour was not to be restrained by the proximity of an hostile, and most perilous shore, or the consequent annoyance of its well-directed and numerous batteries; he pursued with undaunted firmness. The rear of the French fleet was, in consequence of such firmness, brought to action, June 23, in which the *Sans Pareil*, though at that time a dull sailer, owing to a fortunate shift of wind, bore a conspicuous part; as the list of killed and wounded on that memorable day sufficiently proves.

In the month of December, 1796, Lord Hugh Seymour had his flag in the fleet, which, under Lord Bridport, sailed in pursuit of the enemy, who attempted the invasion of Ireland, by landing in Bantry Bay. On Christmas day, the British fleet weighed anchor with a fresh easterly wind; but from the too great zeal of several of the captains, a great part of the fleet weighed at the same instant; and not having sufficient space to work, so many ships became disabled, by running on board each other, and getting on shore, as obliged Lord Bridport to come to an-

chor at St. Helen's. The *Sans Pareil* was so much pressed by another ship's keeping on her weather quarter, that it became indispensable, from the proximity of the shoals, for the former to tack under the lee of the *Prince*, at the same time also in stays; unfortunately the *Prince* failed in her attempt, and paying round off, came on board the *Sans Pareil* abreast of the starboard gangway; by which accident the *Prince* received so much injury, as to be obliged to return, and go into dock.

Lord Hugh Seymour, in the month of April, 1797, commanded a small squadron of four sail of the line, and two frigates; whose object was, to intercept some Spanish ships of war then expected from the *Havannah*, with the late Governor Brancioforte, of Mexico, and treasure to the amount of five millions of dollars. It appears from subsequent accounts, that the ship on board of which the governor intended to take his passage, was detained that year at the *Havannah*; and only two frigates, freighted with a very considerable sum, hazarded the voyage.

Towards the end of the year 1798, his lordship resigned his seat at the Admiralty board, which he had held since the 4th of March, 1795, and resumed his situation as a junior admiral in the western squadron. In the month of July, 1799, the *Sans Pareil* formed one of the detachment commanded by Rear-admiral Pole, who made a spirited attack on the Spanish ships in Basque Roads, under the protection of the Isle of Aix. In the autumn of this year, he went to the West Indies, and was commander-in-chief on the Jamaica station, where he died on the 11th of September 1801, in the forty-sixth year of his age. His lordship was attacked by the fatal fever of that clime, about the middle of summer, from which he had but a temporary respite, as it returned with increased violence, and finally put an end to his existence. He had on the 10th, sailed on a cruise for the sake of change of air, from which he had before received much benefit:

the vessel, the *Tisiphone*, immediately stood over to the Spanish main, in order to try the effects of a rapid change of climate. In the course of the day, he found, as he and his friends thought, wonderful benefit, and was believed, even by the medical attendant, to be in a state of convalescence; but at night he became restless; in a few hours extremely delirious, and at six o'clock in the morning he terminated his earthly career. In the evening of the 12th, the *Tisiphone* arrived in Port Royal, with her colours lowered half mast, and firing minute guns, while she entered the harbour, and his lordship's body was removed to the *Sans Pareil*, and from thence to his Majesty's schooner, to be conveyed to England.

CHAP. XXXI.

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

WE have already remarked, that some of the articles of the peace of Amiens were strongly and pretty generally objected to, even by those who were advocates for a termination of the war between Great Britain and France; but a very powerful party in the nation were decidedly against the peace itself: they contended that it could not be lasting; that we should be soon compelled, by the unjust and restless ambition of Buonaparte, to renew the war; and that the treaty of Amiens was only calculated to throw Great Britain off her guard, and to lull her into an insecure and dangerous repose. Circumstances soon occurred, which seemed to justify these suspicions and anticipations. Before the definitive treaty was actually signed, Buonaparte despatched an immense armament to the West Indies; annexed to France the government of the Italian republic and of Parma; entered into a treaty with Spain, by which Louisiana was given up to France; and obtained from the king of Etruria the island of Elba, in the Mediterranean. His grand object evidently was, to make use of the peace, while it lasted, to form and establish a maritime power; towards this object, the acquisition of Elba, he trusted, would conduce in no slight degree, since he had agreed, by the treaty of Amiens, to give up Malta. While Elba was in possession of Tuscany, it was not deemed a place of much consequence; but as soon as the French republic became formidable in Italy, its value and importance were discovered, and

duly appreciated. By the peace of Amiens, it was agreed that the British, who had garrisoned it, in order to assist the nation in its defence against the French, should evacuate it, and that it should be given to the king of Etruria. It was accordingly evacuated; but, in a very few days, it was occupied by the French, Buonaparte having obtained it in exchange for some trifling territory on the continent of Italy.

That the object of Buonaparte, in procuring possession of this island was, to indemnify himself for the loss of Malta, there can be no doubt; and that his ultimate view was, the establishment of a naval force in the Mediterranean, is equally certain. By the peace of Amiens, it was agreed that a grand master was to be elected in full chapter, by the knights of St. John of Jerusalem; that a Maltese *langue* should be established, in the room of the French and the English, which were for ever abolished; that the British troops should evacuate the island in three months, provided there were a grand master and commissioners fully empowered to receive the possession; and that a force, consisting of two thousand Neapolitan troops, furnished by his Sicilian Majesty, had arrived in the island, as a garrison; that Great Britain, France, Austria, Russia, Spain, and Prussia, should guarantee this arrangement, and the independence of the islands; that these powers should be invited to accede to it; and that the Neapolitan troops were to remain till the knights had raised a sufficient force to protect the island.

We have been thus particular in detailing the provisions of this article of the treaty of Amiens, because the non-fulfilment of it, on the part of Great Britain, was the cause of the renewal of hostilities. It was, indeed, easy to perceive, and accordingly it was foretold by many, that this most important article could not be fulfilled: it was not to be supposed that Great Britain would consent to evacuate the

island, unless it was protected from the French by the guarantee of the powers named in the treaty; but, as they had not been previously consulted, it was hardly to be expected that all of them would agree to undertake the guarantee. There were other difficulties in the way, but this was the principal and fatal one. Nearly two months after the signature of the treaty of peace, Great Britain and France appointed their respective ministers to the order of St. John, as a preliminary step towards the fulfilment of the article respecting Malta. Before this, however, namely, in the month of April, the English minister at St. Petersburg began to entertain apprehensions that the Russian Emperor would decline taking any share in the proposed guarantee, and these apprehensions he immediately communicated to his court. The period between that time, and the 21st of August following, seems to have been principally occupied in the election of a grand master: on that day, M. Otto, the French resident in London, sent an official note to the English government, in which he stated, that the time allowed for the purpose of evacuating Malta had expired; and that the English minister at Naples had not been authorized by his government to facilitate the transport of the Neapolitan troops, which, by the terms of the treaty, were to form the future garrison of the island: he concluded by expressing a hope, that the treaty, so far as it regarded the evacuation of Malta, would be fulfilled; intimating, that the proposed guarantee might be afterwards obtained. To this, Lord Hawkesbury replied, that the Neapolitan troops were on their passage to Malta; at the same time desiring M. Otto to inform his government that the British ministers at the continental courts would again, if joined by the French ministers there, apply respecting the guarantee. In this reply of Lord Hawkesbury, no notice is taken of that part of M. Otto's note, which claimed the immediate evacuation of Malta.

In the meantime, the English ministers at the courts of Vienna, Berlin, and St. Petersburg, used every exertion, and tried every method to obtain the long protracted guarantee; the emperor of Germany assented to it; at Berlin, the French minister not seconding the representation and request of the British minister, the king of Prussia delayed giving any final and positive answer. Spain had been named in the treaty as one of the powers which were to form the guarantee; but she was so notoriously and completely under the influence of France, that no application seems to have been made to her for this purpose. The emperor of Russia pointedly and positively refused to join in the guarantee; no representation of the British minister at St. Petersburg made any impression upon him. It does not appear that the French minister used his influence with this monarch; indeed, it became now pretty evident, that France expected to persuade Great Britain to evacuate Malta, before the full guarantee was given. Such was the state of the treaty, so far as it regarded Malta, at the commencement of the year 1803.

But there were other subjects of dispute and jealousy between Great Britain and France. We have already mentioned that Buonaparte had seized on the Italian republic and on Parma; he likewise made encroachments on Switzerland, Germany, the Pais de Vaud, and Portugal, and displayed, throughout the whole of his conduct, an implacable hostility towards Great Britain. During the tyranny of Robespierre, a law was passed, by which it was enacted, that all vessels under one hundred tons burden, carrying British merchandise, and approaching within four leagues of France, should be forfeited. This law had never been executed since the death of Robespierre, till nearly three months after the preliminary articles of peace were signed, when it was put in force against an English vessel which had been driven by stress of weather, into the road of Cherbourg. An official

correspondence on the subject of the detention of this vessel, took place between Mr. Merry and M. Talleyrand; and, after nearly nine months delay, the latter, on the 4th of August, acquainted Mr. Merry "that the case having been reported to the first consul, and it having appeared that the cargo in question consisted of prohibited goods, he had decided that justice should take its course." Several other cases of a similar nature occurred, in all of which, this law of Robespierre, enacted during the heat of rancorous hostility, was strained in its application to British vessels, after peace had been concluded between the two countries. One case deserves to be particularly noticed, as displaying the hostile feeling and disposition of the French government towards Great Britain, the brig *George* arrived at Charente in ballast, having only the necessary provisions on board, for the purpose of taking in a cargo of brandy for London. It might have been supposed that this vessel, by no construction of the law of Robespierre was liable to seizure; yet seized she actually was, on the flimsy pretext that some plates, knives, forks, and glasses, the property of the captain, were contraband; the whole value of these things did not exceed four pounds; and yet for these was the vessel seized; and notwithstanding the remonstrances and representations of Mr. Merry, no redress was obtained.

These instances are sufficient to prove beyond a doubt, that the disposition of Buonaparte was by no means friendly to Great Britain, and that the peace of Amiens could not be of long continuance; we shall now describe the manner in which he seemed determined to employ the short period of intercourse between Great Britain and France, for the purpose, when he did renew the war, of waging it with more effect against this country. Under the name and character of commercial agents, Buonaparte sent into the United Kingdom, a number of men, whose sole object was, to make enquiries into the state and commerce of all

our ports ; the number of vessels that entered in, and cleared out of them ; the course of exchange ; the state of the neighbouring manufactures and fairs ; and a variety of other subjects of a similar nature. Nor was this all : each agent was required to furnish a plan of the ports of the district with a specification of the soundings for mooring vessels ; or where they could not procure such plan, “ to point out with what wind vessels could come in and go out ; and what was the greatest draught of water with which they could enter deeply laden.” These latter instructions, however, were privately given, and had they not been discovered by accident, the French agents would have been fixed all over the kingdom. These instructions proceeded from M. Talleyrand ; and as he had long resided in England, his knowledge, joined to his great political acuteness, enabled him to draw them up in the most able manner ; fortunately a copy of them intended for Fauvelet, who was to reside at Dublin, fell into the hands of government ; and Lord Hawkesbury immediately informed the agents, who were in London, that if they proceeded to the places of their destination, they should receive orders to quit the country. Two of them, who had already begun to act upon their instructions, at Guernsey, were actually ordered to quit his Majesty’s dominions.

According to the treaty of Amiens, the Cape of Good Hope was to be restored to the Dutch ; but that it might in reality be restored to them, and not put into possession of the French, it was also expressly agreed in that treaty, that the French troops should evacuate Holland ; as, however, they delayed to do this, and as the French government, in other respects manifested a hostile disposition, the British ministry sent out orders, rescinding those which had been given for the restoration of the Cape, and the other Dutch colonies. At the time when these counter orders were received, the greater part of the English

troops were embarked on board the ships, which were to convey them from the Cape, and a formal surrender of some of the ports had actually taken place to the Dutch government; the English commander-in-chief, however, re-possessed himself of the places, which he had given up, and relanded his troops. He continued in possession, till orders were again sent out, to deliver up the settlement.

Having thus briefly adverted to such of the obstacles, to the fulfilment and continuance of the Treaty of Amiens, as more particularly refer to maritime events, we shall now proceed to detail the transactions of the year 1803, beginning as usual with the opening of parliament.

1803. The new parliament was called together on the 16th of November, 1802; and on the 23d, after the Speaker had been chosen, and the members of both houses sworn in, his Majesty came down to the House of Peers, and delivered his speech. In this speech there were passages which evidently betrayed an apprehension that the peace would not be of long continuance; particularly the following; "In my intercourse with foreign powers, I have been actuated by a sincere disposition for the maintenance of peace: it is nevertheless impossible for me to lose sight of that established and wise system of policy, by which the interests of other states are connected with our own; and I cannot be therefore indifferent to any material change in their relative condition or strength." In both houses the address was carried without a division, though many members reprobated in severe terms the peace of Amiens, and some went so far as to maintain, that by that peace our ruin was sealed.

The first debate which took place on Maritime subjects, occurred on the 14th of December: the former parliament had imposed an additional tonnage duty, and against this Mr. Burdon presented a petition to the House of Commons from the ship-

owners of Blythe in Northumberland. He reprobated this additional duty as imposed at a time, when protection and encouragement ought rather to have been given to British shipping: our maritime force, as well as our commerce had been nourished by our navigation laws; but as other nations now had similar laws, they would be able to rival us, unless the shipping interest was protected and supported by government. In reply to this statement, the chancellor of the exchequer contended that this new duty had not injured the shipping interest; on the contrary, it appeared that the tonnage in the principal ports had increased, instead of being diminished; he could not, therefore, give any encouragement to the prayer of the petition.

A much more important debate connected with maritime affairs, took place in the House of Commons, upon a bill brought in before the Christmas recess, for appointing commissioners to enquire into frauds and abuses committed in the naval department. This bill originated with the board of Admiralty, who were sensible of its importance and necessity; but as they had not the power of administering oaths, they wished a special commission to be appointed with full and adequate powers. The principal objections made to the bill were, that the lords of the Admiralty, by their patent, possessed those powers, which it was now intended to give to the commissioners: that the principal object of the bill was, to extract confession of guilt from the delinquents, or to punish them for perjury; that it was an *ex post facto* law, and consequently unjust, and that it would burden the public without necessity, with new places, while the board of Admiralty would be freed from part of that duty and responsibility, which ought to attach to them. In reply to the first objection, it was satisfactorily shewn, that the patent, under which the board of Admiralty acted, did not give them those powers, which the bill would invest in the commissioners: and

besides that, these commissioners were to be empowered to enquire into abuses, if any existed, in the higher departments of the navy, even in the Admiralty board itself; and that, therefore, it would be improper that the members of this board should be judges in their own case; with respect to the second objection, it was contended that it was a misrepresentation of the bill, to say that its object was, to extract confession of guilt from the delinquents: its object was exactly the same as that of every other bill which had received the sanction of parliament for similar purposes. The chancellor very justly observed, in answer to the third objection, that every enquiry must, in the nature of things, be *ex post facto*; and that the object of the bill was not to inflict penalties, but to institute enquiry. If the bill was necessary, if by the appointment of commissioners, frauds were detected or prevented, and thus the money of the public recovered or saved, the public must expect to be at some expence for this purpose, and therefore it was absurd to object to the bill, merely on the ground that it would create more places. On the suggestion of Mr. Sheridan, however, the chancellor of the exchequer agreed to an amendment, by which it was enacted, that in case the persons nominated, did not accept of the appointment, members of parliament, hereafter, should be disqualified from holding the office of naval commissioners.

The appointment of these commissioners was viewed with great dislike and jealousy by many public men; and their conduct was attacked in the House of Commons on the 4th of May, by Sir Henry Mildmay; he brought forward a motion calling upon the commissioners to make their report; he grounded and supported this motion on the following circumstances: in the first place, they had dissolved a contract with Mr. Taylor for supplying the navy with blocks, without assigning any reason whatever: in the second

place, Mr. Leycester, whose known talents and abilities as a commissioner, was one of the principal reasons for passing the bill, had resigned; it was supposed from being dissatisfied with their proceedings: and, in the last place, it had been held out to the public, that if these naval commissioners were appointed, the affairs of the navy would be so well regulated, and, put into such excellent train, that fifty sail of the line could be got ready and completely equipped for service, in the space of a month, if necessary. Sir Henry Mildmay contended, that they were now necessary, but the ships were not ready. He was, however, induced to withdraw his motion, on an intimation from Sir C. Pole, one of the commissioners, that the report would be laid before the house in a very few days.

In the House of Lords, the earl of Carlisle, on the 18th of March, gave notice of a motion respecting the artificers in the dock-yards; which he accordingly brought forward on the 21st of that month; the object of his motion was, that the proper officers should lay before the house, a monthly return of the number of artificers employed in his Majesty's dock-yards, from the 1st March, 1802, down to the present time. This motion was founded on the idea, that Lord St. Vincent, who was then at the head of the Admiralty, had carried his schemes of retrenchment and economy so far, as to weaken the British navy; the motion was viewed in this light by Lord Hobart, one of his Majesty's ministers, who consequently opposed it: and on the suggestion of Lord Grenville, who, however, approved of the principle of the motion, the earl of Carlisle consented to withdraw it.

We have been thus particular in noticing these proceedings in parliament respecting the revision of naval abuses, because though they did not immediately produce any important results; yet it will afterwards appear, that they were connected with, and, indeed, gave rise to, very important transactions,

Having noticed the principal debates and motions, connected with maritime affairs, we shall now advert to the message from his Majesty, which was justly regarded by the nation as the signal of the approach of war between Great Britain and France. This message was delivered to both houses of parliament, on the 8th of March: it stated, "That considerable military preparations were carrying on in the ports of France and Holland; and that it was, therefore, expedient, to adopt additional measures of precaution, for the security of the king's dominions; that discussions of great importance were carrying on between his Majesty and the French government, the result of which was uncertain; and, therefore, he relied with confidence on parliament, to enable him to take such measures as circumstances might require, for supporting the honour of his crown, and the essential interests of his people, &c."

On the next day, the message was taken into consideration, both in the House of Lords and House of Commons; and in both houses the consequent address was carried unanimously. On the 6th of May, Lord Pelham, informed the House of Lords, that his Majesty had given orders to Lord Whitworth, his ambassador at Paris, that if he could not, within a specified period, bring the pending negotiations to a close, he should immediately return to England; and that General Andreossi, the French ambassador, had also applied for a passport to be ready, to quit London as soon as he should learn that Lord Whitworth had left Paris. On the 16th of May, a message was delivered from his Majesty to both houses of parliament, informing them, that he had recalled his ambassador from Paris, and that the French ambassador had left London. On the 23d of the same month, the discussion of the causes of the war, and of the whole conduct of ministers, during the negotiation, took place, both in the House of Lords and the House of Commons. In the former, Lord Pelham moved an

address to his Majesty, expressing the sense the house entertained of the anxious desire which his Majesty had shewn for the preservation of peace ; their regret that France had not manifested the same desire ; their indignation at the spirit of encroachment which that power had displayed : and the reliance which his Majesty might place on their support and assistance. In the course of the debate, the great importance of Malta, in a maritime point of view, to Great Britain, was strongly and very generally insisted upon. Lord Melville particularly expressed his satisfaction, that the negociation, as respecting Malta, was at an end, and that the treaty had on this point, become a dead letter by the act of France, who had rendered the execution of it impossible. He was content to say, that we went to war to keep Malta, and to support the address to his Majesty, on this ground alone.

An amendment to the address was, however, moved by Lord King: by which amendment, he wished those expressions to be expunged, that so warmly imputed to France, the guilt of breaking the treaty. This amendment was supported by the speeches and the votes of only nine peers ; *viz.* the dukes of Bedford and Leinster, and the earls of Derby, Cowper, Besborough, Thanet, Albemarle, Stanhope, and Guilford ; while one hundred and forty-two peers voted for the original motion.

In the House of Commons, Mr. Pitt supported ministers ; he thought they would have been highly blameable if they had surrendered Malta without sufficient security ; besides its importance to us, the first consul had betrayed the use he meant to make of it, if he should ever regain it, when he declared to Lord Whitworth, that sooner or later Egypt must belong to France ; while this country retained Malta, Egypt was secure from French invasion and conquest ; if Malta were given up to France, Egypt would soon be theirs also. Mr. Grey moved an amendment of

a similar import with Lord King: the debate was adjourned to the next day, when, after a warm and rather violent debate, in which Mr. Windham applied some very severe epithets to Mr. Fox, the house divided, when there appeared for the amendment sixty-seven; against it three hundred and ninety-eight.

On the 17th of June, Lord Hawkesbury brought down a message from his Majesty to the House of Commons, stating, that his Majesty had sincerely and earnestly wished to have respected the neutrality of the Batavian republic; but that he had felt himself compelled by the conduct of France, which had refused to acknowledge its neutrality, to order letters of marque and reprisal to issue against that power and its subjects.

As the supplies for the navy, for the service of the year 1803, were granted at different periods, they will be best exhibited in the following table:

On the 2d of December, 1802, it was voted,

That fifty thousand men be employed for the sea-service for the year 1803, including twelve thousand marines.

For wages for ditto	1,202,500	0	0
For victuals for ditto	1,235,000	0	0
For wear and tear of ships, in which they are } to serve	1,950,000	0	0
For ordnance, sea-service, on board such ships	162,500	0	0

DECEMBER 14.

For the ordinary of the navy, including half- } pay to sea and marine officers for 1803.. }	1,228,238	13	1
For the extraordinary establishment of ditto ---	901,140	0	0
For the hire of transports	590,000	0	0
For defraying the charge of prisoners of war } in health	22,000	0	0
Ditto of sick prisoners of war	5,000	0	0

MARCH 14, 1803.

That an additional number of ten thousand men be employed for the sea-service, for eleven lunar months, commencing 26 February, 1803, including two thousand four hundred marines.

For wages for ditto	203,500	0	0
For victuals for ditto	209,000	0	0

Carried over.....7,708,878 13 1

	Brought over.....	7,708,878	13	1
For wear and tear of ships in which they are to	} serve	330,000	0	0
For ordnance sea-service on board such ships				

JUNE 11.

That a further additional number of forty thousand men be employed for the sea-service, for eleven lunar months, commencing 12th June, 1803, including eight thousand royal marines.

For wages for ditto	518,000	0	0	
For victuals for ditto	532,000	0	0	
For wear and tear of ships in which they are to	} serve	840,000	0	0
For ordnance sea-service on board such ships				
For the further hire of transports for the year	} 1803	100,000	0	0
For the further charge of prisoners of war in				
Ditto of sick prisoners of war	20,000	0	0	

Total supplies for the navy for the year 1803	10,211,378	13	1
The total of supply for the year amounted to	38,956,919	19	9½

In the conference which Lord Whitworth had with the first consul early in the month of February, the latter stated, that he was very anxious to remain at peace with England; what could he gain by going to war; a descent was the only means of offence he had, and that he was determined to attempt, by putting himself at the head of the expedition. But how could it be supposed, that, after having gained the height on which he stood, he would risk his life and reputation in such a hazardous attempt, unless forced to it by necessity, when the chances were, that he and the greater part of the expedition would go to the bottom of the sea. He talked much on this subject, but never affected to diminish the danger. He acknowledged that there were one hundred chances to one against him, but still, he was determined to attempt it, if war should be the consequence of the present discussion; and that such was the disposition of the troops, that army after army would be found for the enterprise!

It is highly probable, that, notwithstanding these declarations and threats, Buonaparte was not sincere in what he said; but, when war did break out, he deemed it necessary to begin preparations of such a nature and extent, as might, at least, alarm Great Britain, and give a colour to his purpose of invasion. A very numerous fleet was collected at Brest, immediately on the departure of Lord Whitworth from Paris; transports and flat-bottomed boats were ordered to be built with the greatest expedition. Every thing, in short, indicated that Buonaparte was seriously disposed to invade this country; the French beheld an immense flotilla assembled at Boulogne, and an army sufficient, in their opinion, if they could be transported across the Channel, to effect the conquest of England; but the difficulty of transporting these troops was obviously very great; and as Buonaparte must have been aware of this, it is reasonable to suppose, that his principal object in these preparations was fully answered in the alarm that it excited in this country, and the expence to which it was put to complete the necessary means of protection and defence.

So great, indeed, was the apprehension, that the most efficient and vigorous measures were instantly adopted for the defence of the country: the people more than seconded the views of government; they voluntarily came forward, and in a very short time, above three hundred thousand effective volunteers were in arms. But the British government did not depend solely on these measures: they determined, if possible, to prevent the flotilla from assembling at Boulogne, or at least their numbers from being increased: for this purpose, vessels drawing little water, and, at the same time, of sufficient strength, were stationed off the coast of France: but it was soon found that the small-craft of the enemy could elude our ships; this they were enabled to do, by sailing so near the shore, that there was not depth of water for our vessels, while the batteries on the coast effectually protected them.

Admiral Bruix was appointed by Buonaparte to command the flotilla, "destined to carry war to England;" and after it had been assembled, and every thing appeared ready for its sailing, he addressed his seamen in the true French style of gasconade. He told them, that the first consul had chosen them to fulfil that career of glory, which his genius had prepared; and as they were so distinguished, what man, at this proof of the confidence of a hero, would not be raised above himself, or could doubt of his own powers? As Buonaparte had fixed on him to command them, that circumstance alone was a sufficient proof, that he was fit and worthy for such a dignity; "Already you hear the cry of vengeance; our towns and districts bring in their voluntary gifts in multitudes; all Frenchmen are ready to punish a government, which is an enemy of the peace of the world, and especially an enemy to the glory and welfare of our country." He then proceeds to rouse them to feelings of vengeance, while he promises them complete success in the enterprise on which they were about to engage. Notwithstanding, however, all these preparations, threats, and gasconades, it was soon apparent that, though the flotilla might assemble in full force at Boulogne; though all the troops might be embarked, yet Buonaparte was too sensible of the extreme danger of putting to sea, to carry his designs against England into execution.

In the mean time, the English government, with much less pomp of preparation, and in a much more silent and less ostentatious way, were carrying on hostilities against France. Her West India Islands were the first objects of attack; on the 20th of June, an expedition sailed against St. Lucia and Tobago from Barbadoes; and, on the 21st, it arrived off the former island; a landing was soon effected with little opposition or loss: the advanced posts of the enemy were driven in; the town of Castries was taken, and General Nogues, who commanded the island, was sum-

moned to surrender at discretion. This, however, he refused to do; and as the rainy season was expected soon to set in, General Grinfield, and Commodore Hood, who commanded the expedition, determined to adopt the most prompt and vigorous mode of attack. Accordingly the fort of Morne Fortunée was assaulted at four o'clock in the morning, and in the course of half an hour, it was in the possession of the British. The French garrison, amounting to six hundred and forty men, were made prisoners of war; the loss of the British, on this occasion was one hundred and thirty-eight men killed and wounded.

The expedition lost no time in proceeding against Tobago; as the French garrison here was very weak, they did not make any resistance, but immediately on the appearance of the British, proposed terms of capitulation, by which they were to be sent to France at the expence of Great Britain: these terms being acceded to, this island fell into our hands. The small island of St. Peter's, and the Dutch settlements of Berbice and Demerara, were also reduced in the course of the year, with little trouble or loss.

The armament, which Buonaparte sent out to St. Domingo, immediately after the signing of the preliminaries of peace, has been already noticed: it was deemed of sufficient force to reduce to complete and final subjection, the black troops which opposed the French power in that island; but the climate and the opposition which these troops made, soon reduced its numbers and force; and General Le Clerc, who commanded it, was made sensible that the object on which he was sent, was unattainable; but he did not long survive his chagrin and disappointment. Before his death, he sent sealed instructions to General Rochambeau, to assume the command of the French army in the island. When he assumed the command, it was in a very reduced state, he was obliged to keep it confined in a few sickly towns; his only means of defence consisted in the strength of his fortifications:

and as he possessed the sea coast, he could transport detachments of his army from one port to another, as circumstances might require. Under these circumstances he anxiously expected reinforcements from France; these reinforcements, however, came in such small bodies, and at such great distances of time from one another, that they hardly were sufficient to keep up his army to the strength, at which it was, when he assumed the command.

Such was the state of the French force in St. Domingo, when war re-commenced between Great Britain and France; General Rochambeau was immediately sensible that the advantage he had hitherto derived from a line of posts, on the sea coasts, would be done away. Not only did the British deprive him of this advantage, but they lost time in blockading Cape François, the head quarters of the French, and all their other principal positions. Thus was General Rochambeau deprived of all hope of receiving reinforcements from France, while the army he had, was continually weakened by the effect of the climate, and by rencontres with the blacks. These now became more daring and successful in their enterprises, aided as they were by the British blockade: they first took Port au Paix, with a garrison of five hundred men; afterwards Port au Prince, Leogane, and St. Martin, were reduced by the black General Dessalines. The blacks, whenever the French fell into their power, treated them in the most cruel manner; and had it not been for the humane efforts of the English ships, in carrying off the garrisons of most of these places, they all must have fallen into the hands of their implacable enemies.

No place of strength now remained to the French in the whole island but Cape François; and in it General Rochambeau, with his troops, was completely shut up by Desalines. As there was no possibility of retreat or reinforcement, the French general at length, resolved to capitulate, provided he were al-

lowed to carry off the garrison: a negotiation was opened for that purpose; but it is probable, either that the terms would not have been acceded to by Dessalines, or if acceded to, that they would not have been kept, when fortunately the English squadron came into the Roads. A capitulation was soon afterwards signed, on the 30th of November, on board the *Surveillante*, by which, Captain Bligh, of the *Theseus*, on the part of Commodore Truscot, and General Boyer, on the part of General Rochambeau, agreed that all the ships of war and merchant vessels should be surrendered to the English, and that the garrison should be received by the latter, as prisoners of war. Although Dessalines agreed not to disturb the garrison during the evacuation, yet it was with the greatest difficulty that the British commodore prevented him from ordering his batteries to fire on the French ships; and he declared that if they did not quit the Roads in twelve hours, he would drive them away with his cannon, and that when the English met them at sea, they were at liberty to treat them as they pleased.

The first capture of a ship of war of the enemy's took place in the month of May: Captain R. H. Pearson, in the *Doris*, was cruising off Ushant, when he discovered a French lugger; as she evidently was bent on declining battle, and for that purpose made all sail to escape, the *Doris*, upon making up to her, fired a shot, in the expectation that she would bring to; but this not being done, a second shot was fired, and the lugger returned this shot, still keeping under a press of sail. A running fight then took place, which continued till the *Doris* got up alongside of her, when she was again hailed to surrender, but notwithstanding the great disparity of the force, she held out some time longer; at last having lost her captain, and eight men, and having fourteen wounded, she struck her colours; she proved to be *L'Affronteur*, mount-

ing fourteen long nine-pounders, and having on board ninety-two men.

This action is deserving of notice and record, only because it was the first that took place since the commencement of hostilities; it afforded room for the display of British naval superiority; but in the month of June an enterprise was achieved, amply deserving of being recorded for its bravery, and worthy of British seamen. Captain Francis Maitland, who commanded the Loire frigate, was cruising off L'Isle de Bas: under the batteries of this place, the national brig *Venteux*, carrying four long eighteen pounders, and six thirty-six pound brass carronades, was lying, protected by them in such a manner, that the enemy did not expect that any attempt would be made to carry her, or cut her out. Three of the boats of the Loire, however, commanded by Lieutenants Temple and Bowen, boarded her in a most gallant manner. On her deck were eighty-two men ready to receive them: the batteries under which she was lying, immediately opened a tremendous fire; yet, notwithstanding these circumstances, in the space of ten minutes, the *Venteux* was in possession of the British. This brilliant enterprise, it ought also to be noticed, was in fact performed by only two of the boats; for the third, owing to the circumstance of her *rowing heavy*, did not arrive till the brig was taken possession of. Captain Maitland, in his dispatch to Admiral Colpoys, who commanded on that station, justly represented it "as one of those brilliant exploits which add lustre to the British arms, of which, though so many instances occurred during the late war, no one has been happy enough to have thrown in his way during the present." The loss on the side of the British, in this enterprise, was rather heavy; two men were so severely wounded, that they did not recover, and the boatswain and three seamen were wounded, but not in so dangerous a manner. The

Venteux had her second captain and two seamen killed; the Captain, with all her officers and eight seamen wounded.

The services which the British cruisers were of, in reducing the French general Rochambeau to surrender and evacuate St. Domingo, have already been generally noticed; but it is proper more particularly to narrate the enterprises of Captain Loring in the *Bellerophon* and the squadron under his command: he had received orders from Admiral Sir J. T. Duckworth, to blockade Cape François; in pursuance of these orders he was unremitting in his endeavours to prevent any reinforcements from entering the Cape, and at the same time two line of battle ships, which were lying there, from escaping. While the British squadron was able to cruise off the Cape, these ships did not attempt to come up; but a heavy squall coming off from the land on the 24th of June, the British ships were compelled to draw off; the enemy, as soon as they perceived this circumstance, resolved to take immediate advantage of it. They actually got out of the harbour, when they hauled to the westward, in order to receive the benefit of the land wind; by this time their escape was known, and as the weather had moderated, the signal was made for a general chase. As night was coming on, it was necessary to be on the alert, and to keep sight of them till day broke; this was done in the most effectual manner by the vigilance and activity of Captains Evans and Perkins, in the *Æolus* and *Tartar*. As soon as it was light, Captain Loring was informed that the two ships of the enemy had separated; one continuing close along shore, steering to the westward, while her consort, having altered her course during the night, was steering to the eastward. On receiving this information, Captain Loring gave directions to Captain Dundas of the *Elephant*, which was the weathermost ship, to tack, and try to cut off the vessel which was steering to the eastward, while the *Bellerophon*, with

the *Æolus* and *Tartar*, went in pursuit of the other. The other two ships of Captain Loring's squadron, the *Theseus* and *Vanguard*, having been far to leeward, when the squall of wind came on, were not able to join till twelve o'clock at night. When they did join, the latter gave chase to the same vessel, that was pursued by Captain Loring. At three o'clock in the afternoon, on the 25th, one of the enemy's ships, the *Duquesne*, of seventy-four guns, struck her colours to the *Tartar* and *Vanguard*: the other ship effected her escape.

A reward was this year bestowed by parliament for an invention, which, to a maritime nation like Great Britain, is almost invaluable; we mean the Life Boat of Mr. Greathead. It appears from the evidence which was taken before the committee of the House of Commons, on this occasion, that the ship *Adventure*, of Newcastle, in the month of September, 1789, was stranded on the Herd Sands, on the south side of Tynemouth Haven, in the midst of tremendous breakers, and in the sight of thousands of spectators. Although she was within three hundred yards of the shore, no assistance could be given to her crew, and they actually dropped from the rigging one by one, and all perished. In consequence of this dreadful accident, Sir Cuthbert Heron, Bart. of South Shields, with some other gentlemen of that place, immediately called a general meeting of the inhabitants, when a committee was appointed, who offered a premium for the model of a boat which should appear best calculated to stand the force of the sea in a storm, and thus to preserve the lives of seamen. Many plans were proposed, but that of Mr. Greathead was accepted; he was ordered by the committee to build a boat according to this plan, which was launched on the 30th of January 1790. It was at first found difficult to get it maned; but, in consequence of a reward offered, when there was occasion to use it, the sailors embarked in it, and brought the crew of a stranded

vessel safe to shore. Many boats on Mr. Greathead's plan have since been built and used in various parts of the kingdom, and they all have been found to answer extremely well: it is calculated that at the entrance of the river Tyne alone, not fewer than two hundred lives have been saved by means of it. In the year 1803, Mr. Greathead was honoured with an order for one of his boats, from the Emperor Alexander of Russia.

Some notion may be formed of this boat, if we suppose a hollow bowl to be cut in two; and one of the parts set a swimming: if it is attempted to upset it, it will be found impossible, as after every attempt, the two high and pointed ends always bring it back to its former and proper position. It may, however, be still more clearly and strictly represented, if we take the fourth part of an orange, and separate the juicy part from the peel, the latter may represent the boat; and it will readily be seen how well it is calculated for floating even in the roughest water. In order to render it still more safe, Mr. Greathead lines the sides with cork; and in several other subordinate respects, he has improved its construction since its first invention. Many others have also turned their attention and ingenuity to the construction of life boats, of which it may be necessary only to particularize the following, which has been announced by Mr. Dodd: it is formed upon pneumatic and hydrostatic principles. "It is made of malleable iron, lead, or tin, twenty feet long, and six feet wide, and draws only ten inches of water, with twenty-five persons. These boats possess valves, which not only discharge all the water from them, without personal aid, but act occasionally as air valves; they are ballasted with confined water, taken in and put out at pleasure; are remarkably buoyant and lively in agitated water, will neither sink nor upset, and will yet serve all the ordinary purposes of ships boats, either for rowing or sailing."

Of the instances of the advantage and benefit of Mr. Greathead's life boat, which are numerous and undisputed, we have selected the following one, as calculated to exhibit them in the strongest point of view: it is given in a letter from Mr. Hinderwell of Scarborough to Mr. Greathead.

“ The life boat at Scarborough, which was built without the least deviation from the model and the plan which you sent here at my request, has even exceeded the most sanguine expectations; and I have now received experimental conviction of its great ability in cases of shipwreck, and of its perfect safety in the most agitated sea. Local prejudices will ever exist against novel inventions however excellent may be the principles of their construction; and there were some, at this place, who disputed the performance of the life boat until a circumstance lately happened which brought it to the test of experience, and removed every shadow of objection, even from the most prejudiced minds.

“ On Monday the 2d of November, we were visited with a most tremendous storm from the eastward, and I scarcely ever remember seeing a more mountainous sea. The *Aurora* of Newcastle, in approaching the harbour, was driven ashore to the southward; and as she was in the most imminent danger, the life boat was immediately launched to her assistance. The place, where the ship lay, was exposed to the whole force of the sea, and she was surrounded with broken water, which dashed over the decks with considerable violence. In such a perilous situation, the life boat adventured, and proceeded through the breach of the sea, rising on the summit of the waves, without shipping any water, except a little from the spray. On going upon the lee quarter of the vessel, they were endangered by the main-boom, which had broken loose, and was driving about with great force. This compelled them to go alongside, and they instantly took out four of the crew; but the sea, which

broke over the decks, having nearly filled the boat with water, they were induced to put off for a moment, when seeing three boys (the remainder of the crew) clinging to the rigging, and in danger of perishing, they immediately returned and took them into the boat, and brought the whole to land in safety. By means of the life boat, built upon your plan, and the exertions of the boatmen, seven men and boys were thus saved to their country and their friends, and preserved from the inevitable destruction which otherwise awaited them. The boat was not in the least affected by the water, which broke into her when alongside of the vessel, and, indeed, the boatmen thought it rendered her more steady in the sea. I must also add, that it was the general opinion, that no other boat of the common construction could have possibly performed this service; and the fishermen, though very adventurous, declared they would not have made the attempt in their own boats.

“We have appointed a crew of fishermen to manage the boat, under the direction of the committee; and the men are so much satisfied with the performance of the boat, and so confident in her safety, that they are emboldened to adventure upon the most dangerous occasion.”

1804. Parliament had been prorogued little more than three months, when it was again assembled on the 22d of November 1803, in consequence of the pressure of public business, and the necessity of providing supplies of men and money. In his Majesty's speech, on this occasion, the successes which had already attended his arms, by the capture of St. Lucia, Tobago, St. Peter's, Demerara and Essequibo, were particularly adverted to. The menaced invasion was next noticed, and his Majesty graciously declared his firm determination, if it actually took place, “to share the exertions and dangers of his people in the defence of the country.” The speech concluded with another reference to the invasion. His Majesty de-

claring his most sanguine and well-grounded belief, that if the enemy did attempt it, discomfiture, confusion, and disgrace would be the result; while to this country it would bring additional safety and glory, by proving the extent and solidity of its energy and resources. In the House of Lords there was little debate on the address, which was moved by the Marquis of Sligo, and seconded by the earl of Limeric. In the House of Commons, Mr. Fox delivered his sentiments on his Majesty's speech; not, he said, that he wished to disturb the unanimity which was at that period, and under the existing circumstances of the country, so very desirable; but he had expected, as ministers acknowledged, that they were ready even to solicit the mediation of the Emperor of Russia, in order, if possible, to bring about a peace; that his Majesty's speech would at least have adverted to this circumstance, and informed the house and the nation, whether such mediation had been offered or solicited. He also declared his conviction, that Ireland, which in the speech from the throne, had been represented as satisfied and tranquil, could not possibly be or remain so, at least while the same system of government was pursued in that unhappy and ill-treated country. As, however, Mr. Fox did not propose any amendment to the address, it was carried without opposition.

On the 14th of February, the nation were alarmed by an official bulletin at the Palace of St. James's, stating, that his Majesty was much indisposed; this alarm, however, was in some measure removed by the declarations of the chancellor of the exchequer in the House of Commons, on the 29th of February, that there was "no necessary suspension of the royal functions;" and of the lord chancellor on the 14th of March, in the House of Lords, "that the lords commissioners were warranted in expressing the royal assent to several bills, which had already passed through both houses of parliament." It was not,

however, till the 9th of May, that his Majesty was able to appear in public.

For some time after Mr. Addington became chancellor of the exchequer, he received the countenance and support of Mr. Pitt, in all his most important plans and measures; but soon after the recommencement of the war, Mr. Pitt seemed disposed rather to desert Mr. Addington, and to connect himself with Mr. Fox. He did not, however, openly oppose the minister on any material question, till the 15th of March 1804, when he moved for an enquiry into the administration of the navy: his motion consisted of several parts; first, for an account of the number of ships of the line, and armed vessels of all descriptions, which were in commission on the 31st December 1793; on the 30th of September 1801, and on the 31st of December 1803. He wished to prove, that though the public danger was greater now than it had been in 1793, our means of naval defence were less adequate than they were at that period. The Admiralty, he asserted, had only built twenty-three gun-boats in the course of a year, while, in the same space of time, the enemy had built one thousand: and these twenty-three gun-boats were six months in building, while in 1794, 1797, and 1801, when it was deemed necessary to have the same kind of vessels, a considerable number were got ready in ten or twelve weeks. Government, he also maintained, instead of taking the necessary steps to increase the number of line of battle ships and frigates, had only contracted, during the war, for two ships of the line at the merchants yards, though it was well known, that the king's yards, while the war lasted, were constantly employed in repairing the damage which the ships might meet with on service. In the course of 1793, the first year of the former war, the number of our seamen was increased from sixteen thousand to seventy-six thousand; whereas, we began the present war with fifty thousand, and in the course of the

first year this number was augmented only to eighty-six thousand. As Mr. Pitt wished to see the fate of his first motion, before he proceeded in his investigation and charges, he concluded his speech by moving for the accounts stated.

The reply to Mr. Pitt was principally entrusted to Mr. Tierney, who, in the preceding year, had left the opposition party, and enlisted under Mr. Addington, as treasurer of the navy. The first part of his reply was rather personal; he called to the remembrance of Mr. Pitt the high opinion which he had formerly entertained and expressed of the Earl of St. Vincent, whom he now wished to stigmatize, by his present motion, as utterly incapable to have the care and management of the navy; but though Mr. Pitt might be a good volunteer, he ought to leave the sea-service to abler hands. Mr. Tierney then proceeded to a more direct and specific reply; and he thought he could shew the injustice of the complaints against the Admiralty more clearly and forcibly, than by stating the number of vessels which Lord St. Vincent had then ready equipped; the number of ships of the line, frigates, sloops, and other smaller vessels, amounted to five hundred and eleven; block-ships, nine; lighters and small-craft fitted out in the king's yards, three hundred and seventy-three; and the flotilla, completely equipped and fit for service, amounted to six hundred and twenty-four, making a grand total of one thousand five hundred and thirty-six vessels. Mr. Tierney then adverted to the plan of building ships by contract, in the merchants yards, which he reprobated as most injurious to the public service, while at the same time it was very expensive. The contract ships were found, on trial, not to be nearly so good as those which were built in the king's yards: he particularly adverted to the case of the *Ajax*; she had been built by contract in a merchant's yard, and in three years' time she required an additional sum of 17,000*l.* to be laid

out upon her in repairs. With respect to the comparative number of seamen in the last and the present war, Mr. Tierney satisfactorily explained the difference, by the great draught of the population for the land-service, in consequence of the extension of the volunteer system, which must necessarily injure the sea-service.

The debate was long and animated; but it was particularly distinguished by Mr. Fox supporting Mr. Pitt's motion, and by Mr. Sheridan opposing Mr. Fox: when the question was put, there appeared for the motion 130, against it 201; leaving a majority of 71 against the motion. There were, however, two circumstances, which indicated the approaching fall of Mr. Addington; in the first place, his being able on such an important occasion as a debate on the management of the navy, only to muster 201 of his friends; and in the second place his possessing such a comparatively small majority as 71.

It was soon understood that Mr. Addington, alarmed at the decreasing strength of his party, which became more and more evident on every division, both in the House of Lords and the House of Commons, would resign his situation; and as Mr. Pitt and Mr. Fox had united in their opposition to Mr. Addington, and in their declarations that, in the situation of the country, a strong and efficient administration was very desirable, if not absolutely necessary, it was hoped that they both would come into power; these hopes, however, were not fulfilled. Mr. Pitt alone, and his party, formed the new administration; but not all his party, for Lords Grenville and Spencer, and Mr. Windham, attached themselves to Mr. Fox, whom they conceived not to have been fairly treated by Mr. Pitt: the latter, therefore, was under the necessity of taking in some of Mr. Addington's administration, those very men, who, while acting under Mr. Addington, he had declared to be incapable and unfit for their situations. On the 12th

of May, it was publicly announced, that Mr. Addington had resigned the office of chancellor of the exchequer, and that Mr. Pitt had been appointed in his room. Lord Melville succeeded the Earl of St. Vincent as first lord of the Admiralty; and the Right Honourable George Canning succeeded Mr. Tierney as treasurer of the navy.

The following are the supplies granted by parliament for the service of the navy, for the year 1804, and the periods at which they were respectively voted :

DECEMBER 1, 1803.

It was voted that 100,000 men should be employed for the sea-service for the year 1804, including 22,000 marines.

For wages for ditto.....	£2,405,000	0	0
For victuals for ditto.....	2,470,000	0	0
For wear and tear of ships in which they are } to serve.....	3,900,000	0	0
For ordnance sea-service on board such ships	325,000	0	0

DECEMBER 3.

For the ordinary of the navy for 1804	1,020,670	0	0
For the extraordinary establishment of the same..	948,520	10	0

DECEMBER 6

For hire of transports for 1804.....	709,249	9	8
For prisoners of war in health.....	220,166	8	1
For sick prisoners of war.....	42,000	0	0

JULY 3, 1804.

For increasing the naval defence of the country..	310,000	0	0
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Total naval supplies for the year 1804.....	£12,350,606	7	9
The Grand total of supplies this year	<hr/>		
amounted to.....	£53,609,574	17	6

Buonaparte, this year, again renewed his threats of invasion, and notwithstanding the vigilance and activity of our cruisers, he succeeded in assembling a large flotilla at Boulogne; for the destruction of this flotilla, thus assembled in the enemy's port, a scheme was proposed, which gained the approbation of Lord Melville and Mr. Pitt; and which it was, therefore, resolved to carry into execution. Those who had merely learnt, that the scheme had met with the ap-

probation and countenance of these statesmen, but who were ignorant of its nature, were very sanguine with regard to its success: they confidently looked forward to the complete destruction of the enemy's flotilla, by means of it, while those, who were in the secret, who were acquainted with the nature of the scheme, anticipated from it nothing but defeat, disgrace, and ridicule.

It appears to have originated, or at least to have been first proposed to Lord Melville and Mr. Pitt, by an American of the name of Fulton; had they been well acquainted with the history of the American war, they would have known that it was tried at that time against our shipping, and that it did not succeed. But, besides the folly of the scheme, there was another objection to it, even had it been wise and practicable, which ought to have led them utterly to reject it: if it did succeed, it must succeed, not by open bravery, or professional skill, and no real friend to British seamen would wish these qualities for which they are so eminently distinguished, to be set aside on any pretext whatever.

According to this new plan, copper vessels of an oblong form, containing a quantity of combustibles, and so constructed as to explode at a given time by means of clock-work, were to be employed. The great difficulty was supposed to be in fixing these vessels to the bottom of the ship which was to be destroyed by their means; and the mode adopted for this purpose was in every respect worthy of the main project; a small raft was to be rowed by one man, who was to be seated up to his chin in the water, in order that he might escape detection; this man, so seated, was to tow the copper vessels in the dead and darkness of night, and fasten them under the bottoms of the enemy's gun-boats. In order that no vestige of the Boulogne flotilla might remain, ministers were not satisfied with this most wonderful engine of destruction, fire-ships were also to be em-

ployed in the projected enterprise. But as ministers in some degree attempted to justify these ridiculous measures by the failure of the rational and usual mode of attack on the French flotilla, which had been previously resorted to, it will be proper, before we detail the result of the new scheme, to attend to the operations of Sir Sidney Smith, Captain Owen, and Captain Oliver, who were employed in this attack.

The first in order of time was made by Sir Sidney Smith: the enemy having built a great number of gun-boats at Helveot, Flushing, and Ostend, the object of Sir Sidney was to prevent them from reaching the grand rendezvous at Boulogne. On the 16th of May he was informed that the enemy's flotilla was coming out of Ostend harbour; and shortly afterwards that the Flushing flotilla was also under weigh, for the purpose of uniting with the former, that they might both proceed along the coast of Boulogne; the Flushing flotilla was very formidable in point of numbers, as it consisted of fifty-nine sail. As soon as the flood-tide permitted Sir Sidney's squadron to get over the Banks, he made the signal to weigh anchor, and to give chase; as the officers and men had long waited with impatience for an opportunity to meet, and try their strength with these flotillas, the signal was obeyed with the utmost promptitude and alacrity. Of the enemy's flotilla, there were two praams, ship-rigged, of greater force than the rest; to these Captains Hancock and Mason directed their principal attention and endeavours; these praams, when attacked, were supported and defended by a cross fire from the schooners and schuyts; so that Sir Sidney perceived that assistance would be necessary to Captains Hancock and Mason. Accordingly he ordered the *Amiable* to support the *Cruizer* and the *Rattler*: in the mean time the Ostend flotilla was attacked by the *Penelope*, Captain Broughton; which ship, by the skill of her pilot, was worked

up to the centre of the enemy's line, cross into the shore; and that there might be little or no chance of their getting past to port, the *Antelope* went round the *Stroom Sand*, to cut off the van from *Ostend*. But all these efforts of the squadron of frigates were but partially successful, in consequence of the gun-boats not coming up: they had directed their attention to preventing the *Ostend* division of the flotilla from proceeding to the westward. The *Flushing* flotilla being warmly attacked by the *Cruizer* and *Rattler*, put about, and endeavoured to get back to port; but at this moment the wind chopping about, they were obliged to alter their course, and run to the westward, keeping close under the protection of the batteries.

As soon as the *Antelope* got within the *Stroom Sand*, the pilot directed his skill and attention to find out a passage, by which she might sail between it and the shore; and this being obtained, she was enabled to bring her broadside to bear on the headmost schooner before they got to *Ostend*; the batteries and the horse-artillery from the shore immediately began to fire, and annoyed our ships very much. In spite of these obstacles and this opposition, however, the leading vessel of the enemy was compelled to strike, her crew deserting her and escaping on shore: our men were not able to secure her before the other schooners came up, by whom she was again taken possession of. While the *Penelope* and *Antelope* were attacking the whole line of the enemy from four o'clock till eight, the *Amiable*, *Cruizer*, and *Rattler*, continued to press on their rear; the praaam which was sternmost, struck her colours, but, after being deserted by her crew, the artillery-men from the shore took possession of her, and renewed her fire on the *Amiable* with the precision and effect of a land-battery. Indeed it was apparent through the whole of this enterprize, that, however ably planned and bravely executed, it could be of little avail or ser-

vice, from the circumstance that the enemy's flotilla could keep so near the shore, that if any one of them was compelled to strike, or was deserted by their crew, it was immediately again taken possession of by the troops, or so protected by the batteries, that our men could not possibly bring it off. At eight o'clock, the tide having fallen, Sir Sidney Smith was obliged to haul off into deeper water; and thus the enemy's vessels, that were not either on shore, or too much shattered, were enabled to reach Ostend, where along with the Ostend division, they hauled into the harbour.

The English squadron immediately anchored in such a position as to observe the motions of the enemy, who, however, for some time did not attempt to proceed towards Boulogne.

In the mean while Captain Owen, in the *Immortalite*, with a squadron of frigates and small vessels, was stationed off Boulogne: nothing particular occurred till the 20th of July, when the wind setting in strong from the north-east, the enemy's vessels which were lying in the Road of Boulogne, suffered considerably from the sea which set in, and at last the leemost brigs began to get under weigh. At this time their force consisted of forty-five brigs and forty-three luggers. The gale still continuing, at day-break on the 21st, some of them were observed endeavouring to slip out, one by one, in order to run to the southward for shelter and more secure anchorage. Captain Owen, unfortunately, was not able to prevent them from effecting their escape; but on standing close into the harbour of Boulogne, he perceived a brig, a lugger, and several large boats stranded on the beach, while three other brigs and a lugger were totally destroyed on the rocks. He immediately took advantage of the confusion into which the enemy were thrown, and by the promptness and activity of the *Harpy*, *Bloodhound*, and *Archer*, was enabled to do them considerable mischief.

Captain Oliver, in the *Melpomene*, was stationed with a small squadron off Havre; for some time he could not get sufficiently near the shore for the bomb-vessels which he had with him to act with effect; but on the 23d of July, the wind having veered round to the south-west, he made the signal for the bombs to try whether they were within range; they were immediately placed as near the pier-head as possible, and opened a most tremendous and destructive fire of shells and carcasses, for upwards of an hour and a half. This fire was so well directed, that in a short time the town was observed to be in flames in various places, and the vessels which lay near the pier-head also suffered considerably. Captain Oliver was not long before he made another attack on the enemy: his principal object this time, was rather the vessels in the pier of Havre, than the town itself; on the inside and outside of this pier, there were twenty-eight brigs, and as many luggers. At seven o'clock in the evening the bomb-vessels took their stations, but their fire, though directed against the ships, was more destructive against the town than against them; the former was soon in flames, while of the latter only a few, which were lying on the outside, were compelled to move to the inside of the pier; none appeared to have been destroyed, or even much injured. In the evening the wind coming off the land, Captain Oliver was obliged to haul off; and the next morning he again placed the bombs near the pier-head, where they kept up a constant fire for nearly three hours; much confusion and dismay were again created among the enemy, but still no material injury or damage was inflicted on them.

It was therefore resolved to have recourse to the new plan of attack; and in order that justice might be done in the execution, five ships of different constructions were employed; the most active and enterprising officers were put on board the several exploding vessels; and Lord Keith, who had the

command on the Downs station, was directed to superintend the management of the whole scheme, while his powerful fleet was to cover and protect the smaller vessels. Still more precaution was taken to secure success to this enterprise; no attempt was to be made until the enemy's flotilla appeared on the outside of the pier of Boulogne; it was thought that the explosion vessels might then reach it with ease and safety, and that if they did succeed in damaging the flotilla, assistance from the shore could not be so speedily or effectually given. Towards the end of September, one hundred and fifty of the flotilla made its appearance on the outside of the pier, and it was determined that not many days should be suffered to pass over before their destruction should be accomplished. Accordingly, on the 2d of October, Lord Keith, with nearly fifty ships of different sizes, anchored about a league and a half to the north-west of the port of Boulogne; his first object was, to dispatch part of his fleet to take up an advanced and convenient anchorage, to cover the retreat if that were found necessary, and to protect and succour the boats, which might be injured during the enterprise: as it might also happen that the wind might change, or blow too fresh, the vessels so stationed were, in that case, to tow off the boats. The enemy seem to have been fully aware of the meditated attack; but as they either did not know the exact nature of the engines we meant to employ; or, if they did, regarded them as ridiculous rather than formidable, their means of defence were directed rather against our regular ships than against them. Besides the batteries, which ever since Buonaparte had formed the design of assembling a flotilla at Boulogne, had been much strengthened, and put in the best state of defence, a large army was stationed in the immediate neighbourhood of the town.

At a quarter past nine, the advanced force of the British squadron opened a heavy fire, in order to pro-

fect the approach of the explosion vessels : this fire was immediately returned by one still more heavy and tremendous from the shore : the object of which, however, was soon seen to be, rather to conceal the real designs of the enemy, than to prevent the advance of the explosion ships. The first detachment of these ships was now launched ; every person, who witnessed them, on board the British squadron, was eager to perceive what would be the consequence, and how the enemy would avoid the dreadful effects which it was confidently expected would result from them. They approached the French line ; for some time the enemy seemed indifferent to their approach ; but they had taken effectual measures to avoid the impending destruction, and they were as simple as they were effectual. When the explosion vessels had got near the flotilla, the different ships of the latter opened to let them through, and so completely were they avoided, that they passed to the rear of the line, without falling on board, or touching any one of them.

“ At half past ten, the first explosion ship blew up ; it produced an immense column of fire ; its wreck spread far and wide, but not the slightest mischief was done either to the ships or the batteries : a second, a third, and a fourth succeeded no better ; at length, after twelve had been exploded, the engagement ceased about four o'clock on the following morning, and the English smaller vessels withdrew in perfect order, and without the loss of a man. No mischief whatever was ascertained to be done to the flotilla, but, from the missing two brigs and some smaller vessels in their line, the next day, Lord Keith thought it possible they might be destroyed. The French reports acknowledge the loss of twenty-five men in killed and wounded. Thus terminated to the confusion of the projectors, and the bitter disappointment of the public, an enterprise, in the preparation of which, much time, expence, and ingenuity were

wasted, and which fully committed the reputation of the government and the country to derision and contempt, both at home and abroad."

Notwithstanding this complete and humiliating failure, the British ministry resolved to make another attempt of the same nature, upon Fort Rouge, and the flotilla protected by it in the harbour of Calais. This second enterprise, Lord Keith committed to the management and superintendance of Sir Home Popham, and from the character of that officer, it may safely be concluded, that if it was not successful, it was not owing in the smallest degree, to any want of skill, courage, or perseverance.

On the 8th of December, the wind having come round to the south east, Sir Home Popham sent the Dart, Captain H. Stewart, to a station, fixed upon between Sengate, and Fort Lapin, with an explosion vessel, and two carcasses, in order to make an attempt against Fort Rouge, Captain Stewart had the charge of the explosion vessel, and Mr. Bartholomew and Captain Brownrigg of the two carcasses.

Captain Stewart proceeded in shore till the water shoaled to two and a half fathoms, when he tacked, and reached the battery; he lost no time in placing the bowsprit of the explosion vessel between the piles, and left her in that situation; in a few minutes the vessel blew up: it was not easy to ascertain exactly and fully the damage that was done by this explosion; a great quantity of plank and timber were observed floating about; the east side of the fort, when examined the next day by Captain Blake of the Fox cutter, who was sent in for that purpose by Sir Home Popham, did not appear to have been injured; but most part of the west side was damaged, the breast-work knocked down, and a number of people were perceived at work repairing it.

Mr. Bartholomew, who had the command of one of the carcasses, could not reach the port; and the other carcass; though Captain Brownrigg succeeded

in fixing it against the piles, and it had evidently been striking against them from an indentation on one end, was prevented from going off by some accident. Thus ended the second attempt to destroy the enemy's flotilla, by this most absurd and ridiculous plan, which henceforward, in derision, was called "The Catamaran Project."

A most disastrous and distressing calamity happened early this year, of which it may be proper to give a pretty full and particular account. The Apollo, of thirty-eight guns, Captain Dixon, was appointed along with the Carysfort, to convoy sixty-nine sail of merchantmen, part of which were destined for the West Indies, and part for Portugal. The ships assembled in Cork harbour about the middle of March; and on the 26th of that month, they sailed from the Cove, with a fair wind and moderate weather for the season of the year. Nothing particular took place, till Sunday the 1st of April, when the fleet was in the latitude 40 degrees, 51 minutes, N. and in the longitude, 12 degrees, 29 minutes, W. On the evening of that day, a little after sun set, the wind shifted to the south-west, and began to blow fresh; no alarm was excited, however, either for the frigates, or the convoy on that day; but on the Monday, the squalls became more violent and frequent; the Apollo was reduced to the necessity of running under her storm stay sails, and all hands were upon deck. As, however, there was no apprehension of the vicinity of the shore, but on the contrary, it was confidently believed by all on board, both from their reckoning, and the course they had run, that the ship had sufficient sea-room, no immediate danger was yet dreaded. About half-past three on the Monday morning, the ship struck the ground; it was immediately supposed that she had struck on some unknown shoal; she continued striking several times with great violence, the effects of which were soon alarmingly apparent, as her bottom being much damaged, she made so much water,

that the pumps could scarcely keep her clear. In about ten minutes she beat over the shoal into deep water; but when an attempt was made to put her about, it was discovered that she had lost her rudder; she was now forced before the wind, and as the pumps were no longer able to keep the water under, and she was filling very fast, there was every probability that she would soon founder. The wind continued to drive her along before it for the space of five minutes more, when she again struck the ground with most tremendous violence; and continuing repeatedly to strike in this manner, she drove further on the sands, the sea, at the same time, breaking completely over her. Her after deck soon became a perfect wreck, and when the guns were examined for the purpose of firing signals of distress, it was found that only four or five of them could possibly be used for this purpose. When the vessel struck the second time, the most dreadful cries were heard; all was alarm, confusion, and dismay, they were surrounded with the most imminent danger, and yet neither officers nor crew, had the least idea where they were, or what means would most probably secure their lives. Below, chests were floating about, and the bulk-heads were giving way; and yet it was extremely difficult to get upon deck, as the sea was pouring down the hatchways in immense and powerful volumes; and when any of the crew got upon deck, they found that they had only changed, not lessened the danger to which they were exposed. As the ship still continued to beat against the shoal with great violence, those on deck were compelled to keep their footing, to cling to some part of the wreck, otherwise they would have been washed by her waves, or forced by the concussions of the ship, overboard. The captain, in the mean time, half naked, (for the calamity had come upon them all so suddenly and unexpectedly that they had not time to put on their cloaths) stood upon the cabin sky-light grating,

holding fast by the stump of the main-mast, encouraging the men by every soothing expression in this their most perilous situation. About half-past four o'clock day-light broke, and opened to their view all their horrors; they had trusted that when light appeared, they should be able to form some conjecture where they were, and to fall upon some means of saving their lives: they did indeed discover land, but the sight, instead of cheering, dispirited them; instead of holding out any prospect of safety or preservation, it banished from the minds of the most sanguine, every hope of succour: land was discovered about two cables distance, this land was known to be Cape Mondego, on the coast of Portugal; and the shoal on which the ship had struck, was perceived to reach as far as the cape.

One reason why Captain Dixon had wished the guns to be fired, when the frigate first took the ground, was, that the convoy apprized of his dangerous situation, might have avoided a similar fate; but they had already advanced too far; not supposing that the coast of Portugal was so near them, they apprehended no danger, but pursued their course: the consequence was, that when day-light broke, between twenty and thirty sail of the convoy were seen on shore, both to the northward and southward of the Apollo, and many of them were perfect wrecks. At eight o'clock it was too evident that the frigate was going to pieces; the only part of her which was above water and afforded any shelter was the fore-castle; thither Captain Dixon ordered all the crew to come: but this place only presented the prospect of a few minutes longer life: all the boats were stove to pieces, or washed overboard, and there was no time or means to make a raft. Shortly after the crew came to the fore-part of the ship, she parted at the gang-ways; this compelled the men to go into the fore-channels; and as she continued to sink, they crowded on the bowsprit to the number of two-hundred and twenty;

for twenty, the rest of her crew, had already perished. No hope now remained but that of gaining the shore by swimming; and several who were expert swimmers attempted it, but such was the power and violence of the surge, that they were all drowned; at this time, several spars being observed floating alongside, suggested to others the idea of endeavouring to gain the shore on them, and about thirty were so fortunate as to succeed. In the course of the Monday night, many died from fatigue and hunger. On the Tuesday, the hopes of the survivors were somewhat raised by observing a boat hoisted out from one of the merchantmen, and standing on towards the Apollo; but their hopes were soon dashed; the boat was obliged to return and leave them to their fate. About three o'clock in the afternoon of Tuesday, Captain Dixon ventured upon a spar, exclaiming as he leapt into the sea, "My lads I'll save you all," in a few seconds he lost his hold of the spar, which he could not regain, drifted to sea and perished.

Night again approached: one hundred and fifty of the crew were still on the wreck; the violence of the sea had driven them from the bowsprit, and compelled them all to crowd into the forechains: here many of them were actually suffocated, while several worn out, lost their hold, and were washed away by the waves. Hunger also added its terrors and misery: some unfortunate wretches drank sea-water; others their own urine, while some more prudent, contented themselves with chewing pieces of lead, and thus creating a flow of saliva, appeased for a short time the cravings of their appetite. Thus they continued till about three o'clock on the Wednesday afternoon, when they had the satisfaction to perceive a boat put off from the shore, and making its way through the surf by the indefatigable exertions of two of the officers, who had reached land on the Monday by means of the spars; these officers were cheerfully assisted by the Portuguese peasantry, and after a great risque and

much fatigue, they succeeded in getting the boat alongside of the Apollo. By this means, all the crew then remaining on the wreck, were brought safe on shore, though some of them died soon afterwards; from imprudently drinking too large a quantity of spirits.

Of the merchant ships, about forty sail were wrecked at the same time with the Apollo; some of them sunk with all their crew; while others, drawing little water, went completely over the shoal, and were driven so close on the shore, that their crews were enabled to land with little difficulty. Of the officers and crew of the Apollo, sixty-one were lost; the loss on board the merchantmen was not so well ascertained, but it is supposed that nearly five hundred must have perished.

The subserviency of the court of Spain to Buonaparte was so complete and notorious, that little hope was entertained that peace could long subsist between Great Britain and that power, after hostilities had recommenced with France. As, however, it was undoubtedly the policy and the plan of Buonaparte, to derive all possible assistance from Spain, without having her directly implicated in his quarrel with England, he did not permit her, for some time, to commit any direct and gross acts of hostility: he knew, that the greatest benefit he could derive from her was, not men, or even ships, but money; this was necessary to enable him to carry on his continental warfare, and to follow up his scheme of raising and equipping a navy. Accordingly, Spain remained for a short time, nominally at peace with this country; and represented herself, and wished to be considered and treated by the cabinet of St. James's as a free and independent nation. It was soon, however, discovered, that her South American treasures were entirely at the disposal of Buonaparte; and that her neutrality was employed for the purpose of replenishing the coffers of our enemy. Representations, and

then remonstrances were repeatedly made on this head to the court of Madrid, but in vain: her frigates still came from the new world laden with bullion, and this bullion was regularly transmitted to France. At last, the British ministry determined effectually to put a stop to these proceedings; and for this purpose, Captain Moore, in the *Indefatigable*, with three other frigates, was ordered to cruize off Cadiz, to intercept some ships very richly laden, which were expected in that port from South America. On the 5th of October, one of the British squadron made the signal for four sail being in sight, nine leagues from Cape St. Mary, a general chase was immediately commenced, and it was soon ascertained that they were the expected Spanish frigates, making for Cadiz. The van ship carried a broad pendant, and the ship next her a rear admiral's flag: as they were not under the least apprehension of being intercepted, or attacked by the British, they did not either attempt to escape, nor were they prepared for action. Captain Moore, having ordered each of his squadron to run up alongside of the four Spanish frigates, hailed them to shorten sail; to this request no answer was given; a shot was then fired by the *Indefatigable*, across the rear-admiral, upon which he hove to, and an officer was sent on board to inform him, that Captain Moore had peremptory orders to detain his squadron. The officer, after waiting some time, returned with an unsatisfactory answer, when the *Indefatigable* bore down close upon her opponent, the other British ships doing the same. The signal for close battle was immediately thrown out; and in less than ten minutes after the engagement commenced, the admiral's second astern, blew up alongside the *Amphion*, with a dreadful explosion.

On board of this frigate called the *Mercedes*, was embarked a native of Spain, who was returning from America, with the savings of twenty-five years industry, and with his whole family, consisting of his

wife, four daughters, beautiful and amiable women, and five sons grown up to manhood. Before the action began, the merchant himself, and one of his sons, went on board the largest ship, from which he witnessed the loss of his whole property, and saw his wife, daughters, and four of his sons surrounded with flames, and sinking into the abyss of the ocean. It would be profanation to attempt by words to describe the feelings of this man's agonized soul at this dreadful moment; while it would be doing injustice to Captain Moore, not to suppose, from his known character, that it required the strongest sentiments of duty to his country, to keep down regret that he had been instrumental in bringing about this catastrophe; as soon as the action terminated, he took the unhappy husband and father into his own cabin, and was unceasing in his endeavours to administer all in his power towards the alleviation of his sufferings.

The Spanish admiral's ship continued to hold out for about half an hour after the Mercedes had blown up; when finding that she could not escape, her opponent having got to leeward of her, she struck her colours: her example was immediately followed by another of the squadron; while the fourth, which carried the broad pendant, endeavoured to make her escape. This, however, she was prevented from effecting, by the Medusa and Lively giving chase to her; at first she gained on them, but before sun-set, Captain Hammond in the Lively (which had outsailed the Medusa), having brought her to action, she surrendered.

Notwithstanding every exertion was made by the British sailors to save the crew of the Mercedes, only forty of them were picked up; this vessel had on board eight hundred thousand dollars, all of which, of course, were lost. This squadron was coming from Monte Video, and had on board the following goods and effects: on account of the king, total seventy-five sacks of Vicuna wool; sixty chests of cascarella;

four thousand seven hundred and thirty two bars of tin; one thousand seven hundred and thirty-five pigs of copper; twenty-eight planks of wood; and one million three hundred and seven thousand six hundred and thirty-four dollars in silver. On account of the merchants, thirty-two chests of ratinia; one million eight hundred and fifty-two thousand two hundred and sixteen dollars in silver; one million one hundred and nineteen thousand six hundred and fifty-eight gold, reduced into dollars; and one hundred and fifty thousand and eleven ingots in gold, reduced into dollars. On account of the marine company, twenty-six thousand nine hundred and twenty-five seal-skins, and ten pipes of seal oil. On board the Mercedes which blew up, were twenty-sacks of Vicuna wool; twenty chests of cascarella; one thousand one hundred and thirty-nine bars of tin; nine hundred and sixty-one pigs of copper; and two hundred and twenty-one thousand dollars in silver. This statement is taken from the ships' official papers; but it is well known that they never discover nearly the whole of the treasure or merchandise which is brought to Spain from her American colonies; and, indeed, it afterwards turned out that the quantity of specie was much greater than this statement represented it to be.

The following is the force of the Spanish squadron, with the number of men which was killed and wounded in each ship; La Medée (the flag-ship), forty-two guns, eighteen pounders, and three hundred men, of whom two were killed and ten were wounded. La Fama, thirty-six guns, twelve-pounders, and two hundred and eighty men, of whom eleven were killed and fifty wounded; La Clara, thirty-six guns, twelve-pounders, and three hundred men, of whom seven were killed and twenty wounded; and La Mercedes, thirty-six guns, twelve-pounders, and two hundred and eighty men, of whom only the second captain and forty sailors were saved.

In the English squadron the loss was very trifling:

two were killed and one wounded on board the *Lively*; and on board the *Amphion*, Lieutenant Bennet and four seamen were wounded.

When hostilities recommenced, some delay took place in communicating the intelligence to Admiral Rainier, who commanded on the East India station, in consequence of which, the French Admiral Linois escaped from the road of Pondicherry, and directed his attention to the capture of our East India fleets. His force consisted of the *Marengo*, of eighty-four guns, and several frigates, and he not only made a successful descent at Bencoolen, and plundered the inhabitants; but also captured some vessels richly laden. These successes induced him to extend the sphere of his enterprise, and to aim at the capture or destruction of the homeward-bound China fleet; for this purpose he cruised, in the beginning of 1804, with his whole force, in the Indian seas, near the entrance of the Straits of Molucca.

The China fleet, which it was the object of Admiral Linois to intercept, consisted of fifteen of the company's ships, twelve country ships, a Portuguese East Indiaman, and a fast sailing brig; of these, Captain Dance, of the *Earl Camden*, as the senior captain, was appointed commodore. On the 14th of February, four strange sail were seen in the south-west; they were immediately reconnoitred, and ascertained to be an enemy's squadron, consisting of a line of battle ship, three frigates, and a brig: the English fleet was immediately formed, by signal from the commodore, in a line of battle in close order, the enemy giving chase under a press of sail. At sun-set, the rear of the company's ships was attacked by the van of the French squadron. As Commodore Dance now perceived that a general engagement was inevitable, he took every necessary precaution to render it successful, and to protect the weakest ships under his command; accordingly, he placed the country vessels on his lee-bow. The enemy, however, from some

cause not understood, did not bring on a general engagement that evening; but rather seemed disposed to stand off during the night. The next morning, at day-break, they were observed about three miles to windward lying to; Commodore Danee immediately offered him battle, which he did not appear inclined to hazard; but, as the commodore was apprehensive that the object of the enemy was to cut off some of his rear ships, he made the signal to tack, and bear down in succession. By this bold and spirited manœuvre, he decided the fate of the day; Admiral Linois, as soon as the company's ships bore down upon him, closed his line, while he opened his fire on the van, without much effect. Commodore Danee did not permit the fire of the enemy to be returned, till he approached him very near; then the headmost vessels, the Royal George, Ganges, and Earl Camden, began to fire; but before they could get well into action, Admiral Linois hauled his wind, and stood away to the eastward under a press of sail. The signal for a general chase was immediately made, which was continued for two hours; when the commodore, not judging it prudent to go too far out of his course, gave it up, the enemy still continuing to fly under all the sail he could carry.

The fleet which had been thus saved by the skill and intrepidity of Commodore Danee, and of the officers and men who were with him, was valued at eight millions and a half sterling: on this account, as well as a reward for their behaviour, a sword and a vase, each valued at 100*l.* were voted by the patriotic fund to Commodore Danee; the same to Captain Timmins, of the Royal George; and a sword of the value of 50*l.* was ordered to be presented to each of the other captains. The East India Company also voted to the commanders, officers, and seamen, the following sums for "their gallant conduct in beating off the French squadron, under Admiral Linois, in the Chinese seas:"

Captain Danee, two thousand guineas and a piece

of plate, value 200*l.*; Captain Timmins, one thousand guineas, and a piece of plate, value 100*l.*; Captain Moffat, five hundred guineas, and a piece of plate, value one hundred guineas; to Captains H. Wilson, Farquharson, Torin, Clarke, Meriton, Wordsworth, Kirkpatrick, Hamilton, Farrer, Prendergast, Browne, Larking, and Lochner, five hundred guineas, and a piece of plate, value fifty guineas, to each; to the chief officers, one hundred and fifty guineas each; to second and third officers, one hundred and twenty-five guineas; and to fifth and sixth, fifty guineas each.

Eighty guineas each were given to the pursers and surgeons; fifty guineas each to the mates, boatswains, gunners, and carpenters; fifteen guineas each to the other petty officers; and to the seamen, ordinary seamen, and servants, six guineas each; to Lieutenant Fowler, who had been a passenger on board the *Earl Camden*, and who had rendered essential service to Commodore Dance during the action, the East India Company presented a piece of plate, value three hundred guineas. The whole remuneration amounted to nearly 50,000*l.* Besides these rewards for his valour, Commodore Dance received the honour of knighthood from his Majesty.

We have dwelt long and fully on the particulars of this enterprise, and of the rewards which were bestowed in consequence of it; but not at greater length, nor more fully than its merit and success deserves. For a frigate regularly equipped and prepared for warfare, and manned with sailors, accustomed to the management of guns, and to the manœuvres of a ship during action, to beat off a line of battle ship, or even not to be captured by one, is deemed, and justly too, a meritorious enterprise; the weight of metal which a line of battle ship carries, being so much heavier than that of a frigate, that the latter, unless most skilfully fought, is almost certain of being sunk by the fire of the former. What then ought

we to think of East Indiamen? of vessels deeply laden, and, therefore, not in fighting or sailing trim; very inadequately manned, both in respect to numbers, and description of seamen (since most of them have a great proportion of Lascars on board); beating off a line of battle ship of eighty guns, besides three frigates. When all circumstances are considered, it must be allowed that too much praise cannot be bestowed on Commodore Dance and his brave companions, and that they amply deserved the rewards which were not less liberally than wisely voted to them by the East India Company. Rewards, when thus bestowed, bear fruit a hundred fold; they cherish that spirit, and conviction of superiority, which, while they continue, must render Britain invincible at sea.

In giving an account of the naval events of this year, we have deviated in some degree from our former and usual arrangement, and this we have been induced to do, because there occurred no engagement of a general nature, between opposing fleets, such as we used to place first in the order of our narrative: those engagements which we have noticed, *viz.* that between the East India ships and Admiral Linois, and that between the squadrons of English and Spanish frigates, appearing to come nearest in character and importance to actions between fleets, we have dwelt upon them with a proportional degree of minuteness. We shall now proceed to record the other events and transactions of the year, which may properly find a place in a naval history.

Early in the month of January, a small French squadron, under the command of the Chevalier Mahée, made its appearance off the English settlement of Goree, on the coast of Africa: this settlement was in no condition to resist the attack, even of this small force; Colonel Frazer was the commanding-officer there, and as soon as he was apprized of the approach of the enemy, he posted as many troops as he could

spare to oppose their landing; this, however, they succeeded in effecting, without difficulty or loss, near the rocks to the eastward of the town, where the surf was the least violent; as soon as they were landed, they advanced against Goree, and having surprised the main guard, Colonel Frazer was under the necessity of capitulating. It appeared that this expedition had been regularly planned at Cayenne; that not only was their strength considerable, but that they had brought along with them every thing that could ensure success; while Colonel Frazer had only twenty-five white men to oppose their principal body in its main attack.

As it was known in England that this settlement was not in a proper state of defence, and was, moreover, in want of supplies, Captain Dixon, of the *Inconstant*, had been sent out with a store-ship and some sloops under his command; when he arrived off Goree, the place was in the hands of the enemy, but the English colours were still flying; some circumstances, however, leading him to suspect the real state of the case, he despatched his first lieutenant to ascertain the fact; and he not returning nor answering the signal which was made according to agreement, Captain Dixon had then no doubt of the capture of the settlement. He took his measures accordingly; he knew, that if he could cut off the communication between Goree and Senegal, the French would soon be compelled to capitulate; he, therefore, stationed the vessels under his command in the most judicious and effectual way for this purpose. While these things were going on, and Captain Dixon was anticipating a tedious, rather than a formidable resistance, he was agreeably surprised to perceive the English colours hoisted over the French, and he soon afterwards learnt, that the officer whom he had sent on shore, and who, he supposed, had fallen into the power of the enemy, had actually gained possession of the fort, the garrison having capitulated to him.

The settlement was thus retaken, and three hundred black and white troops made prisoners, without a shot having been fired, or a life lost.

Under the year 1803, we mentioned the conquest of several of the French and Dutch colonies in the West Indies; this year Surinam also fell into our possession. The expedition against it sailed from Barbadoes under the command of Major-general Sir Charles Green and Commodore Hood, in the beginning of April. On the 25th of that month they arrived off the mouth of the river Surinam; no time was lost in effecting a landing of six hundred men, about ten leagues to the eastward of the river, where the enemy were in some force. Next day this post was attacked, and after a slight resistance from the fort and the shipping in the river, Braam's point was carried. A summons was immediately sent to the Dutch governor, who, however, refused to capitulate; the principal strength of the enemy consisted of forts Leyden and Frederica, which still presented a formidable defence to the river; and as it was not judged prudent to attack these forts in front, it was determined to send two hundred soldiers and seamen to endeavour to find a route through the woods to attack them in rear; for upwards of five hours they had a most laborious march through paths always difficult, and sometimes nearly impassable; and, had it not been for the direction of the negroes who knew the way, and for their assistance, accustomed to the climate, the expedition must have returned. At length, the detachment arrived in the rear of Frederica Battery, which was immediately carried by assault; the troops which were in it, flying to Fort Leyden, having previously blown up the powder-magazine, by which some of our troops were wounded. They were pursued, without the least delay, to Fort Leyden, which was also carried by assault in the same bold and enterprising manner.

By these successes, the British had already gained

possession of the finest part of the colony ; there was still, however, one other fort, which it was necessary to take, before the conquest could be deemed complete or secure ; this was Fort Amsterdam, situated at the junction of two rivers, and defended by eighty pieces of cannon. As this was a place of such strength, and the last defence of the settlement, a long and formidable resistance was anticipated ; and the British commander was taking measures accordingly, when a flag of truce arrived from the general of the Batavian troops, proposing terms of capitulation ; these, after being altered in some trifling particulars, were finally agreed to. General Green, in his official account of this capture, says, “ that the inhabitants seemed greatly to rejoice at the event which had taken place, restoring them to the powerful protection of the British government, and the solid advantages resulting therefrom.” Besides the valuable settlement, and a large quantity of stores, &c. the Proserpine frigate, of thirty-two guns, and the Pylades sloop of war, of eighteen, fell into our possession : the number of prisoners taken exceeded two thousand ; the loss of the British did not exceed, in killed and wounded, sixty men.

Two single actions took place this year, which amply deserve to be recorded. Captain G. N. Hardinge, of the Scorpion, was reconnoitring off the coast of Holland, when he perceived two of the enemy's brigs at anchor in the roads of Vlie ; as the water here was very shallow, it was impossible for the Scorpion to get near them. Captain Hardinge, therefore, resolved to make a dash at the outermost with his boats. The Beaver sloop coming up at that time, her boats joined in the enterprise, three proceeding from the Scorpion, and two from the Beaver. Captain Hardinge took the lead, the captain of the Beaver serving under him, as a volunteer ; the whole number of men amounted to sixty. When they came up to the brig, they found her well prepared ; her boarding

nettings were up; and the crew were all on deck, armed with various implements, and resolutely determined on a vigorous defence. Captain Hardinge was the first man who boarded her; as soon as the English succeeded in following the example of their leader, part of the Dutch crew took fright, and fled below; but those who remained on deck, amply made up for the cowardice and desertion of their companions. What follows cannot be so well told as by Captain Hardinge himself, in an excellent and admirable letter which he wrote to his father; as it discovers all the characteristics of a real man of courage, who esteems and pities while he conquers his opponent. "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 a seaman of mine 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 quarters. 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 that rose, 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, she 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 forty-eight hours; two of the boats had broke adrift from us, 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. The captain and four others were killed on board of our prize; 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* (the name of the captured ship) 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 seventy-six on board. 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 officers were liberated, one of them pronounced an eulogy on the hero they had lost, and we fired three volleys over him as he descended into the deep."

The other single action which we have to record, derives as much of its celebrity from the character and exploits of the commanding officer of the enemy, as from the nature and success of the enterprise. Captain Blackman had long eluded the pursuit of our ships of war, and by his daring and skilful activity

had captured a great many very valuable coasters and merchantmen. He had been so watched, and even chased in vain, that little hope remained that he would be taken; having been engaged as a smuggler, he was well acquainted with our coasts, and with the mode and rate of sailing of most of our ships of war. His depredations at length became so daring and so detrimental to our trade, that new and vigorous efforts were made to capture him; for some time these were also unsuccessful, and in the end he was secured by a vessel which was sent on another though a similar enterprise. Captain Hancock, in his Majesty's sloop *Cruizer*, was ordered by Lord Keith to watch the enemy's movements at Ostend and Flushing, between which ports Captain Blackman, in *Le Contre-Admiral Major* privateer, was known generally to be cruising; on the evening of the 16th of October a strange sail was observed standing in shore; as soon as she perceived the *Cruizer*, she wore, and under a press of sail, with the wind on her beam, endeavoured to escape; the chase was continued all night, and it was a wonderful and admirable display of seamanship. Captain Blackman exerted his utmost skill, and made use of every kind of manœuvre; trying the *Cruizer* on every point of sailing, with various success: sometimes, for a short while, he gained on the British sloop; at other times, the latter evidently came up with him; in eight hours they had run ninety-seven miles: it was now five in the morning, and Captain Hancock almost despaired of getting along-side his opponent, when fortunately the wind freshened, and Captain Hancock's hopes at the same time revived; but this freshening of the wind did not bring the advantage he expected; the enemy, on the contrary, rather appeared to be more benefitted by it than the *Cruizer*, till the former crouding too much sail, carried away both his top-masts. In this extremity Captain Blackman's presence of mind and adroitness did not desert him, he resolved

upon a manœuvre, which perhaps none but himself would have thought of, or could have put in complete and safe execution. The morning was very hazy and dark; the lee-tide was setting strong in; these circumstances suggested to him the idea of instantly furling up his remaining sails and coming to an anchor, though there were twenty-five fathoms depth of water, in the hopes that the Cruizer not observing this manœuvre, would sail past him, or fall down to leeward; in either case, he would have been able to have escaped before Captain Hancock could have put his vessel about, and renewed the chase. This manœuvre was totally unexpected by Captain Hancock; but he was astonished at perceiving that all of a sudden the Cruizer was gaining very fast on the enemy; thinking now that as there was a certainty of coming up with him, and being apprehensive if he continued under a press of sail, that some of his masts or rigging would fall by the board, Captain Hancock ordered some of the sails to be taken in; still by this time he was so near Captain Blackman, and the Cruizer was going at such a rate (between ten and eleven knots an hour) that when Captain Hancock actually discovered that the enemy was at anchor, he was afraid to haul to wind with the sail he had then set, as by this means he probably would have lost all his masts. He was therefore under the necessity of passing him, but as soon afterwards as possible, having reefed his topsails, he tacked and succeeded in reaching along-side of him: before a broadside could be fired, Captain Blackman called out that he had struck. The privateer which he commanded was quite new; she was pierced for eighteen, and actually mounted seventeen guns of different calibres; viz. fourteen long six-pounders, two eighteen-pound carronades, and one long nine-pounder, and was manned with eighty-four men, French, Danes, Swedes, and Americans. Twenty English seamen were found on board of the privateer,

who had been taken in different vessels in the course of her cruise.

We are always anxious to select, where an opportunity presents itself, some instance that displays any of the peculiar and characteristic qualities of British seamen; we thus vary our narrative, at the same time that we more completely answer the aim and purpose of our work. Such an instance occurred this year, and with it we shall conclude the history of the naval transactions of 1804.

On the evening of the 24th of November, the signal was made at Torbay, for the fleet, which was lying there, to put to sea; as the ships were standing out of the bay, the Venerable, Captain Hunter, while endeavouring to weather one of the ships near her, missed stays, and went on shore on some rocks. She immediately began to beat violently: as signals of distress were made, the boats from the other ships put off to her assistance; and out of five hundred and fifty five seamen, all were saved, except eight. The captain and officers remained on board till the last, though there was scarce a hope of saving their lives, as the surf was breaking most tremendously over the ship. One of the officers thus forcibly states what he felt and witnessed on this occasion: "The officers persuaded their good and still undaunted captain to think of saving his life, and with it their own, as they had resolved one and all to share his fate; after some time he consented, on condition that the officers should go first. This point being concluded, the hope of life, long dismissed from our minds, began to revive, when another difficulty arose, which of the officers was to lead the way. The extinction of this new-revived hope was indeed dreadful, and the pause had nearly been fatal to us all! At length, one of the junior lieutenants, long known to the crew, and as brave a man as ever trod a quarter-deck, agreed to lead, the rest solemnly promising to follow. One after another,

we now descended from over the stern (the only part above water) by single ropes; cold, benumbed, and wet through; and in this condition gained the boats, themselves in perilous attendance beneath. In this manner was it, that the poor old Venerable was abandoned to her fate; and about six o'clock we reached the *Impetueux*, where it is needless to say, we were treated with every attention and kindness that one ship's officers could shew to another in distress."

1805. Parliament did not meet till the 15th of January this session; the principal feature in his Majesty's speech related to the rupture with the court of Spain; and on this part of it the opposition members made some remarks; but as the minister promised to lay before parliament all the papers which related to this subject, no formal amendment was moved to the address. The first debate of importance in a naval point of view took place on the 6th of April, when Mr. Whitbread, in pursuance of a former notice, brought under the consideration of the house the tenth report of the commissioners of naval enquiry. As this report contained the substance of some very heavy and severe charges against Lord Melville (while treasurer of the navy, before he was advanced to the peerage) great interest was excited in the public mind respecting the conduct and issue of this debate. The staunch and long intimacy both personal and political between Lord Melville and Mr. Pitt, it was naturally supposed would induce the latter to exert all his influence and eloquence to protect or exculpate his friend. It happened most unfortunately for Lord Melville, that he himself, when treasurer of the navy, had brought in the act which he was accused of having broken or evaded. Mr. Whitbread reduced his charges under three heads; first, Lord Melville, having applied the public money to other uses than those of the naval department, in express contempt of an act of parliament, and in gross violation of his duty; secondly, his conniving

at a system of peculation in an individual, for whose conduct in the use of the public money, he was deeply responsible; and for this connivance he denounced him guilty of a crime and misdemeanour; thirdly, his having himself been a participator in that system of peculation; but as this rested only on suspicion, at present, he should not now much insist upon it; but if the enquiry should be instituted, he pledged himself to follow it up, with moderation on his own part, but with firmness and steadiness for the country. Mr. Whitbread concluded a long and animated speech, with exhorting gentlemen of all descriptions in that house to join with him in bringing such enormous delinquency to punishment, and with reading thirteen resolutions founded on the statements which he had made; as, however, two of these resolutions related to the charge which he was not yet prepared fully and completely to substantiate, he only pressed the first eleven of them.

As this speech had evidently made a strong impression upon the house; even on that part of it, which usually voted with ministers, Mr. Pitt felt himself called upon to rise after Mr. Whitbread. He found it prudent to admit that the tenth report contained matters of a grave and serious nature, but he thought the fair and candid, as well as the most simple and obvious method was, not for the house instantaneously to decide on the truth of the charges contained in it, but to refer the whole to a select committee. Thus every thing would be coolly and satisfactorily investigated; whereas Mr. Whitbread, both by his speech and by his motion, had endeavoured to prejudice the case, and to inflame the passions and prejudices of the house. It was evidently the intention of Mr. Pitt to finish this speech by moving as an amendment, that the tenth report should be referred to a committee of the whole house; but on the suggestion of Mr. Fox, he consented to move the previous question. Mr. Wilberforce, in his speech, plainly shewed

how many of those members, on whom Mr. Pitt usually depended for support, intended to vote; he contended that none of the friends of Lord Melville attempted to deny, that he had borrowed very large sums of money from one of his clerks, and had afterwards admitted that he had allowed the same man to remove large sums of public money to his private bankers. With this broad fact, allowed by the friends of the accused, he did not see how they could object to Mr. Whitbread's motion. The house was now appealed to, as the constitutional guardian of the rights of the people, and he should ill discharge his duty to the public, if he did not give his most cordial and sincere support to the motion.

When the house divided, there appeared for Mr. Whitbread's motion 216, against it 216; the numbers being thus equal, the speaker gave his casting voice in favour of Mr. Whitbread. This gentleman seemed resolved to follow up his victory; for he proposed to move an address to his Majesty, to remove Lord Melville from his councils and presence for ever; but on the suggestion of Mr. Pitt, it was agreed to postpone the consideration of this motion, till the Wednesday following. On this day Mr. Pitt, as soon as he entered the house, informed the members, that Lord Melville had resigned the office of first lord of the Admiralty. As, however, Mr. Whitbread was suspicious that his lordship would be restored to office and favour, he moved the reading of the eleventh resolution, charging him with being privy to, and conniving at, the withdrawing, for purposes of private interest or emolument sums issued to him, as treasurer of the navy: as soon as this resolution was read, he entered fully and strongly into the charge which it contained, and concluded his speech with moving, "that an humble address be presented to his Majesty, praying, that he would be graciously pleased to remove Lord Melville from all offices under the crown during pleasure, and from his councils and

presence for ever." This motion, however, appeared to many of the independent members to press too heavily on his lordship, and it was particularly objected to by Mr. Bankes and Mr. Wilberforce; the former did not think there was any necessity for the eagerness shewn to follow up the blow already struck; as he thought there was no probability that his lordship would be restored to his Majesty's council. He also thought it contrary to precedent, as he never understood it to be the usage of the house, to address his Majesty against persons out of office; therefore, though he voted for the motion, on the former night, he should resist the present. Mr. Wilberforce felt himself undecided in what manner he should vote, and strongly recommended to Mr. Whitbread the withdrawing of his motion. Mr. Whitbread accordingly withdrew it, and in its stead moved, that the resolutions of the former night be laid before his Majesty by the whole house, which was carried unanimously.

No further parliamentary proceedings took place on this important business till after the Easter recess, when Mr. Whitbread, understanding from the chancellor of the exchequer, that he did not mean to recommend it to his Majesty to expel Lord Melville from the privy council, gave notice of a motion to that effect; and, in the mean time, moved for a select committee to take into further consideration the tenth report of the naval commissioners. This motion was opposed by Mr. Pitt, who moved an amendment, by which the powers and duties of the select committee were limited to the investigation of that part of the report which related to the application of sums granted for navy services, to other branches of the public service, and also to the irregularities committed in the mode of drawing the money granted for the service of the navy from the bank; on a division of the house, there appeared for the amendment 229, for Mr. Whitbread's motion 151. This

committee was appointed by ballot, and Mr. Whitbread complained that twenty-one names had been selected by the minister; that these names were handed about, previously to the ballot taking place, and that these names were actually voted to form the committee.

On the 29th of April, Mr. Spencer Stanhope moved, that the attorney-general be directed to take such measures as may appear most effectual in ascertaining and securing, by a due course of law, such sums as may be due to the public, in respect to the profits arising from money applicable to the service of the navy, which came into the hands of Lord Melville and Mr. Trotter, since the 1st of January, 1786.— This motion was opposed by Mr. Bankes, who moved as an amendment, that the attorney-general be directed to prosecute the said Lord Melville and Mr. Trotter, for the said offence; in order that a criminal, instead of a civil prosecution might be commenced; the original motion was however carried, there being for it 223, and against it 128.

The opposition perceiving that they had the popular side of the question, and being determined either to drive Lord Melville from the privy council, or to shake the credit and power of Mr. Pitt, if he persevered in retaining him a member of it, again brought forward this part of the subject on the 6th of May; when Mr. Whitbread moved that his Majesty's answer to the communication made to him of the resolutions of that house, be taken into consideration. The chancellor of the exchequer upon this rose, and informed Mr. Whitbread that he had a circumstance to state which would render that motion unnecessary since he had felt it his duty to advise his Majesty to erase Lord Melville's name from the list of the privy council.

As Mr. Whitbread had given notice that he intended to move an impeachment against Lord Melville, his lordship begged permission of the House of

Commons to attend and be heard upon the subject of the tenth report. Upon this occasion he displayed all his accustomed coolness and adroitness of argument; he acknowledged that he had appropriated the public money, entrusted to him for the service of the navy, to other public services; but he most solemnly and unequivocally denied that he had ever derived, either directly or indirectly, any private benefit from it; or that he had in the smallest degree participated in the profits which Mr. Trotter had made. To one charge, that of having applied the sum of 10,000*l.* in a manner unexplained, and unaccounted for, he pleaded guilty, if guilt it could be called: that sum had been employed for the public benefit; but he could not, consistently with private honour and public duty, reveal the mode in which it had been applied. As soon as his lordship had left the house, Mr. Whitbread rose; he contended that Lord Melville, instead of weakening the charges by his defence, had rather added to their weight; and that the house, if they acted consistently with their character, as the guardians of the public money, could not object to his motion, which was, that Henry Lord Viscount Melville be impeached of high crimes and misdemeanours. A very long debate ensued: Mr. Bond moved an amendment, recommending a criminal prosecution; on the division, there appeared for the impeachment 195, against it, 272; and for Mr. Bond's amendment, 238, against it 229; majority for the criminal prosecution 9.

It was naturally imagined, that the mode of proceeding against Lord Melville, was now finally arranged; but from some cause, Mr. Pitt soon afterwards hinted in the house, that he thought impeachment preferable to a criminal prosecution; and on the 25th of June, Mr. Leicester moved, that the house do proceed by impeachment: he justified this alteration in the mode of proceeding, and this opposition to a former decision of the house, on the ground

that the rank of Lord Melville demanded all the respect due to the high order of which he was a member : that the trial of an accused person before his peers, was more consistent with the spirit of the constitution ; that there was a strictness of proceeding in courts of law, which must be productive of embarrassment in point of form ; and that a proceeding by impeachment would be more injurious to Lord Melville if he were guilty, and more advantageous if he were innocent. Mr. Bond, who had moved and carried the mode of proceeding by criminal prosecution, opposed Mr. Leicester's motion ; and strongly insisted on the inconsistency of those, who before opposed impeachment, and now supported it. In reply to this charge, the attorney-general observed, that those who voted for impeachment were one hundred and ninety-five, but being driven out of that, and thinking a criminal prosecution better than none at all, they had joined the other party of forty-three, which made up the majority. Mr. Fox endeavoured to postpone the decision by a motion for proceeding to the other orders of the day, which being lost, the impeachment was carried ; and an order passed, " That Mr. Whitbread do go to the House of Lords, and at their bar, in the name of the House of Commons, and of all the Commons of the United Kingdom of Great Britain and Ireland, impeach Henry Viscount Melville of high crimes and misdemeanors, and acquaint them, that this house will in due time exhibit particular articles against him, and make good the same." The only further proceeding in parliament this session, relative to Lord Melville, was a bill brought in by Mr. Whitbread, for indemnifying Mr. Trotter and others, giving evidence in the case of his lordship ; the particulars and the result of the impeachment will be detailed under the year 1806.

Besides this most interesting and important case of Lord Melville, there were, during this session of parliament, some other debates and proceedings, connect-

ed with the navy, to which it may be proper to advert. One of the most striking features in the management of the earl of St. Vincent, while he was at the head of the Admiralty, was economy and minute attention to every branch of expenditure; this, in the opinion of many, was carried much too far: so far, indeed, as to weaken and injure the cause which it was intended to benefit and support. When Lord Melville was placed at the head of the Admiralty, he seemed disposed completely to avoid the extreme of his predecessor. On this ground, Earl Darnley brought the economy of the navy before the House of Lords; he contended, that had the important naval reforms, which were proposed, and begun to be acted upon, been gradually carried into execution, the navy might not only be kept up without resorting to the private yards, but a considerable annual addition be also made to it. But the present board of Admiralty had despised and neglected that economy and arrangement which their predecessors had begun in the king's yards, as if they had come into office with the specific pledge to reverse their whole system. His lordship then moved, for a return of all the ships and their rates, which had been built, either in his Majesty's yards, or in those of the merchants, for several years: the actual and comparative expence of building in these different yards; and several other papers, which he said would clearly prove, that, in every point of view, the system pursued by Earl St. Vincent, was preferable to that now adopted. In answer to this most elaborate harangue, Lord Melville contented himself with a brief speech; he could not be accused of deviating from the usual plan; he had only pursued what his predecessors (with the exception of Lord St. Vincent) had uniformly done; and that the innovations brought in by that nobleman, were real improvements, was very far from being clear or certain; the presumption was, that they were mischievous, rather than beneficial; for it ought to be recollected, that

money was not always saved in reality by what appeared plans of economy: and that even where it was saved; the saving might be obtained at too dear a rate. After a few words from the duke of Clarence in support of the motion, it was put and negatived without a division.

Earl Darnley, however, was not to be daunted: on the 24th of May, he moved for a select committee of the House of Lords to take into consideration the several papers on the table, respecting the state of the navy. His object was the same in this as in his former motion: *viz.* to institute a comparison between the late and the present board of Admiralty; the practice of the former, he said, was to dismiss useless ships, which crowded without strengthening the navy; to confine the building to the king's yards; to dismiss useless officers and artizans, and to put a stop to profusion and abuses: the system of the present board was exactly the reverse; and it was necessary it should be enquired into. Lord Melville, in reply, again maintained that the present board followed the old and established system; that even Lord St. Vincent had pointed out the necessity of contracting for as many seventy-four gun ships, as persons could be found to undertake, though from some cause not explained, nor easily imagined, he had altered his opinion. This of course brought up Earl St. Vincent, who stated that he had altered his opinion for a very sufficient reason; when he was placed at the head of the board of Admiralty, there was a most lamentable deficiency of timber in his Majesty's dock-yards; so that he was compelled to enter into contracts for building ships, till the dock-yards were replenished. Some severe, and rather personal, remarks fell from Lord Melville and Earl St. Vincent, after which Lord Darnley's motion was rejected by a large majority.

The naval supplies for the service of this year were voted as follows; on the 23d of January, one hundred and twenty thousand men were voted, including

thirty thousand marines; and a sum not exceeding 2,886,000*l.* for the pay of the said men, at the rate of 1*l.* 17*s.* per man: a sum of 2,964,000*l.* for victualling &c. at the rate of 1*l.* 18*s.* per man: and 4,680,000*l.* for the wear and tear of shipping. The number of men at that time actually employed in the navy, was stated to be between one hundred and seven, and one hundred and eight, thousand.

On the 13th of February, the House of Commons voted 1,004,946*l.* for the ordinary expences of the navy; 1,553,690*l.* for building and repairing ships of war; 975,000*l.* for the hire of transports; 525,000*l.* for prisoners of war in health; 57,000*l.* for sick prisoners of war; and 300,000*l.* for ordnance for the sea-service.

On the 15th of February, the chancellor of the exchequer stated to the House of Commons, that the total amount of what had been already voted for the navy, exclusive of the 300,000*l.* for ordnance sea-service, was 14 645,530*l.*: exceeding by 2,600,000*l.* the amount of what had been voted the preceding year for the same service. This excess arose from the sum of 1,800,000*l.* and from the expences attending the twenty thousand additional seamen, and the increase in the extraordinaries and the transport service. The total of the supply for the year 1805, amounted to 55,590,122*l.* 13*s.* 5*d.*

As the important naval transactions which were carried on, upon a large scale this year, both by Great Britain and her enemies, are much interwoven it will be necessary, in order to present a complete and luminous view of them, in the first place, to notice the naval actions of less magnitude, so that there may be no interruption to the narrative of those most glorious events, which terminated in the death of Lord Nelson.

The first of these inferior actions to which we shall advert, took place off the coast of Spain; Captain Farquhar, of the bomb-vessel *Acheron*, in company

with the Arrow sloop, was cruising off that station, in the beginning of February. At day-light, two vessels were seen in chase of the British; they soon approached so near, that Captain Farquhar knew them to be French; he used every effort in his power to escape, as their force was so very much superior: but owing to their sailing much better, and the wind favouring them, he soon found that was impossible; the Acheron and Arrow, therefore prepared for action. About four o'clock in the afternoon, one of the enemy's ships, a large frigate, came abreast of the Acheron, and, after having hailed her, poured in a broadside of round and grape-shot, which damaged the masts and rigging very considerably, but did not kill or wound any of the crew. The Acheron was manœuvred with a great deal of skill and promptitude, for, after having returned the broadside, she was wore, and the guns from the other side fired. The Arrow, in the mean time, bore up joined in the action, and raked the frigate. The second French frigate now came up, and passing the Arrow without firing, she presented her stern towards the Acheron, who, thereupon, gave her two rounds from the larboard guns. The frigates, soon after this, hauled their wind and stood off: and the night was employed, by both parties, in repairing the damages which they had respectively sustained, and in making ready for a renewal of the engagement. When day broke, the frigates, one of whom had a broad pendant flying, stood down towards the Arrow and Acheron: about half-past seven, the action recommenced: the enemy seemed at first principally to direct their attention against the Acheron; but afterwards they both pressed hard against the Arrow; the battle continued for some time with various success, but the great superiority of the enemy could not be withstood: about eight o'clock, the Arrow was compelled to strike, having suffered considerably from the fire of the enemy, while from the lightness of the wind, she lay with

her head to them in the act of wearing. Further resistance on the part of the *Acheron* would now have been fruitless, and only destructive to the lives of her brave crew; Captain Farquhar, therefore, justly conceiving that a regard to them ought to influence his conduct, resolved to surrender; but previously to carrying this resolution into effect, he made sail, to ascertain whether there was any chance of escape. This he soon found absolutely impossible; and, having received another broadside, he surrendered to the French frigate *L'Hortense*, of forty-four guns. The *Acheron* was so much disabled, that, as soon as the officers and crew were removed, the enemy set her on fire.

The *Cleopatra*, a small thirty-two gun frigate, commanded by Sir Robert Lawrie, being on a cruise, discovered an enemy's vessel in latitude 28 N. long. 67 W. When the ships neared each other, Sir Robert perceived that the enemy was much superior to him in number of guns, and apparently in weight of metal, and in her complement of men. However, instead of declining, he resolved to court an action; and, for this purpose, in order to entice the enemy nearer, the *Cleopatra* shewed American colours; from some cause, however, at first, the enemy seemed desirous of making off: and this induced Sir Robert to pursue under a press of sail. The weather being squally, the *Cleopatra* carried away some of her rigging during the pursuit, which of course impeded her, and prevented her coming up so soon as she otherwise would have done, with the enemy. The chase began on the 16th of February, and on the 17th, at day-light, the *Cleopatra* was about four miles astern. The enemy no longer seemed desirous of declining an engagement; but directed all his endeavours and manœuvres to gain the wind of the *Cleopatra*: this, by his superior sailing, he was enabled to accomplish. Firing now commenced, though at such a distance, as not to produce much effect; but the guns of the enemy appeared so

well directed, and of such heavy metal, that Sir Robert Lawrie, in order to prevent being raked, was obliged to steer up, so as to keep on the enemy's quarter, though by this means he prolonged the chase. When the two ships were within a half-cable's distance, the enemy suddenly luffed close to the wind, and poured in two broadsides ; these were returned immediately ; the action now became warm and regular ; while each party used every endeavour to manœuvre his ship in such a manner, as to gain the advantage of his opponent ; sometimes they steered close to the wind ; at other times they sailed rather free ; in this latter case, the Cleopatra had considerably the advantage. About five o'clock, Sir Robert Lawrie found that his rigging was so very much cut, that it was impossible either to shorten or back a sail ; in order, therefore, to prevent his stern from being exposed to the fire of twenty-five pieces of cannon from his broadside, he endeavoured to cross the enemy's bow, that by this position he might rake him : but while the ship was in the act of wearing, an unfortunate shot struck the wheel, so as to render it completely useless : the rudder, at the same time, was in the same predicament, in consequence of being choked by splinters, pistols, &c. placed near it. The Cleopatra now was utterly ungovernable ; this the enemy perceived, and did not fail to take immediate advantage of it ; other circumstances likewise favoured him ; he had the wind on his quarter ; the ships being thus respectively placed, the enemy run his head and bowsprit over the quarter deck of the Cleopatra : and opening a very heavy fire of muskets, endeavoured to effect a boarding ; in this attempt, however, he did not succeed, but was drove back with considerable loss and confusion ; but as the French frigate was considerably higher out of the water than the Cleopatra, she was enabled to fire down upon her with such effect, that her decks were soon cleared. The Cleopatra was now in a very dangerous situation ; she had, lying

across her, a very superior frigate, going almost before the wind; a great sea was running, and every heave of the sea seemed as if it would drive the enemy quite through her sides. Sir Robert Lawrie could not, however, think of surrendering, while there was any prospect or chance of saving the ship; the only chance for this was, by getting clear of his opponent. He, therefore, ordered some of the remaining sails to be set; but every man who attempted to execute his orders, was knocked down by the musketry and small shot of the enemy. Hitherto, the Frenchmen, notwithstanding the advantage they derived from the relative circumstances and positions of the ships, did not seem disposed to renew the attempt to board the *Cleopatra*; but about five o'clock they did make the attempt, and they succeeded; resistance now no longer could be made; and Sir Robert Lawrie was compelled to surrender to the French frigate *La Ville de Milan*, of forty-six guns, French eighteen pounders, on the main-deck, and eight pounders on the quarter-deck and fore-castle; her complement of men was three hundred and fifty, besides officers and passengers. The French frigate was nearly double the size of the *Cleopatra*, as she had been built for a seventy-four, and was one thousand two hundred tons burden; the *Cleopatra* also had scarcely more than half the number of men of the enemy, as she could only muster one hundred and ninety-nine. It is not necessary to point out the gallantry and persevering courage displayed through the whole of this very unequal contest; a detail of the particulars, which we have given at considerable length, renders this unnecessary.

Sir Robert Lawrie and his brave crew were destined not to remain long prisoners. On the 23d of February, the *Leander* of fifty guns, Captain Talbot, discovered a large ship under jury-masts, in company with another of smaller size. Chase was immediately given: as soon as they perceived the force of the *Leander*, the two vessels closed to support each other,

at the same time hoisting French colours. When the *Leander* came nearer them, they separated, one of them putting before the wind, while the other steered with it on her quarter; this was evidently done in the hope that one of them might escape. A little after four o'clock, the *Leander* came within musket-shot of the smaller vessel; which struck as soon as a single gun was fired at her. This was the *Cleopatra*, having been only six days in the possession of the enemy. As soon as her colours were struck, her crew came upon deck, and took possession of her. Captain Talbot, therefore, committing the charge of her to them, chased the other frigate; alongside of which, he got in less than an hour, when she also struck, without a gun being fired on either side. The officers of *La Ville de Milan* informed Captain Talbot, that as they had despatches on board for France, and their orders were peremptory, not to pursue, nor speak to any ship, during their passage they had done every thing in their power to avoid being brought to action by the *Cleopatra*. Monsieur Reynaud, who commanded *La Ville de Milan*, was killed by the last shot which had been fired from the *Cleopatra*. "It is not possible," continues Captain Talbot, "for officers to speak in stronger terms than the French officers do, in praise of Sir Robert Lawrie's perseverance in so long a chase, except it is in the praise they bestow on him, his officers, seamen, and marines, for their gallant conduct, during so long and severe an action. The French officers, whom I have prisoners on board this ship, cannot themselves avoid to acknowledge, that had not the *Cleopatra* unfortunately forged a head of *La Ville de Milan* in the latter part of the action, *La Ville de Milan* must have surrendered to the *Cleopatra*."

In the naval history of last year, we had occasion to notice the enterprising and successful bravery of Captain F. Maitland, of the *Loire* frigate: an action took place this year in Muros Bay, which amply

proved that his officers and crew were worthy of their commander. Captain Maitland being perfectly acquainted with this bay, and having received information that a privateer of twenty-six guns was fitting out there, resolved to attempt her capture or destruction: for this purpose, she stood as close in as possible, and having made every preparation for engaging at anchor, he directed Mr. Yeo, his first lieutenant, with two other officers, and fifty men, to land, and storm the fort which protected the privateer. The boats in which they were to embark, were kept alongside of the frigate, till she got well into the bay; as soon as she cleared a point of land, a small battery unexpectedly opened its fire; and as Captain Maitland found that, unless this fire was silenced, the frigate would be much annoyed, he desired Lieutenant Yeo and his men, to push on shore, and spike the guns. Captain Maitland, at the same time, very much roused the spirits of the boat's crew, by reminding them that it was their sovereign's birth-day. The nearer the Loire approached to the scene of action, the more difficulties presented themselves; besides the privateer, of which Captain Maitland had received information, a very long corvette, of twenty-six ports, nearly ready for sea, was seen. Captain Maitland, however, was in hopes, as neither of them began to fire, that they had not their guns on board; he, therefore, directed his first and principal attention to a heavy fort, which he observed within less than a quarter of a mile, and which opened a well-directed fire. This fort in a very short time had sent several shot through the hull of the Loire; and as it was evident the nearer the frigate approached, the more she would be exposed, Captain Maitland anchored in an advantageous position, and began to return the fire.

In the meantime Lieutenant Yeo, with the men under his command, had made good their landing; as soon as they approached the fort on the point, the

enemy abandoned it. Lieutenant Yeo next directed his attention to such other measures, as he thought would best aid the endeavours of the Loire, and fulfil the purpose for which he had been sent on shore; he soon observed the strong fort at the entrance of the town, which, as has been noticed, fired with such effect against the Loire. Notwithstanding its great strength, both from its position, and from the guns which were in it, Lieutenant Yeo was convinced it might be carried by storm; he knew well the bravery of the officers and men that were with him; and that whatever was possible, they would attempt and execute. He, therefore, ordered them to follow him for the purpose of taking the fort by storm; no sooner was the word out of his mouth, than he was obeyed with all that energy and bravery which, on such an occasion, Britons always display. It fortunately happened, that the enemy had neglected to secure the gate of the fort, through which the British entered: they were, however, met at the inner gate by the governor with all the troops he could collect, and the crews of the privateers; Lieutenant Yeo was the first who entered the fort, and, with one blow, he laid the governor dead at his feet, at the same time breaking his own sabre in two. The enemy had the advantage at first, from the extreme narrowness of the gate; but they were soon dislodged, and compelled to fly to the farthest end of the fort; such was their confusion and dismay, that many of them actually leaped from the embrasures, a height of about twenty-five feet, on the rocks below. The instant the British gained possession of the fort, they laid aside one of their characteristic qualities, bravery, and assumed another, humanity; as soon as the enemy had surrendered, he was to them a fellow-creature, to whose assistance and comfort they were anxious to contribute all in their power; each rivalled the others in relieving the poor wounded prisoners; and their humanity was amply acknowledged and repaid by the

gratitude which the unfortunate men's friends expressed, when they came to take them away.

It is now time to advert to the situation and the transactions of the Loire. As soon as the British flag was displayed on the fort, Captain Maitland found there was a little remaining obstacle to his taking possession of the enemy's vessels in the road: they consisted of the *Confiance*, French privateer, pierced for twenty-six, twelve, and nine-pounders, none of which, however, were on board; the *Belier*, a French privateer brig, pierced for twenty eighteen-pound carronades; and a Spanish merchant-brig in ballast. Captain Maitland, after taking possession of these, hoisted a flag of truce, and informed the inhabitants that, if they would deliver up such of the stores as were on shore, he would do them no damage; this proposal was instantly and cheerfully agreed to. Captain Maitland, in his official despatch, praises in the highest terms, the bravery and discipline of such of his men as were on shore: "much to the credit of the ship's company," he says, "the bishop and one of the principal inhabitants of the town, came off to express their gratitude for the orderly behaviour of the people (there not being one instance of pillage), and to make offer of every refreshment the place afforded." The following is an account of the enemy's force, at the commencement of the action; a fort, of twelve Spanish eighteen pounders; twenty-two Spanish soldiers; several Spanish gentlemen and townsmen volunteers; and about one hundred of the *Confiance's* crew; the small battery on the point, two Spanish eighteen pounders, manned by eight artillery-men and ten other Spaniards. In the bay, *La Confiance* pierced for twenty-six guns; she was to have sailed in a few days for India, with a complement of three hundred men; this vessel was brought away. *Le Belier*, pierced for twenty guns; she was burnt, as it was found impracticable to bring her off.

In consequence of the war which recommenced this year, between France and Austria, Buonaparte was under the necessity of breaking up his camps near Boulogne, and, of course, the threat and preparations of invasion were laid aside. As, however, his enmity to Great Britain was paramount even to his designs against Austria, and will be as long as he lives, the master passion of his soul, he directed new and unusual efforts to increase his navy. The official gazettes of France alluded in pretty open and strong terms to the measures that were pursuing, and the expectations which they indulged. "Years," they said, "it was true, had elapsed, but they had not been passed inactively. Arms, ships, and men, had been secretly in preparation, and fleets were now to be poured forth from all the harbours of France. The ocean was no longer to belong to England; she was bade to tremble in every quarter of the globe, for in every quarter of the globe would her possessions be assailed."

Much allowance must always be made for French gasconade, especially where this national tendency is fostered by hatred against England: but there was more truth in these representations, so far as they respected the efforts which Buonaparte had been making for several years, to increase his navy, than was at the time suspected. It was, indeed, known that a squadron of six sail of the line and two frigates had been long lying in Rochefort, but so closely and constantly blockaded by our ships, that they could not get to sea. This year they eluded our vigilance, and got out; and about the same time the Toulon fleet, consisting of eleven sail of the line and two frigates, also got out of the harbour. Lord Nelson had been stationed before Toulon, but it was not part of the plan of this great man to blockade an enemy's ports strictly; he rather wished, by keeping at a distance, to entice them to sea; and, in the course

of the year 1804, he had written rather an indignant letter to the common-council of London, because they had voted him thanks for having blockaded the ports of the enemy.

The unusual circumstance of two fleets of the enemy having escaped to sea much about the same time, created great alarm in Great Britain; it was impossible to conjecture on what enterprise they were gone, or whither they were bound. The most common opinion was, that Malta was their object; other people supposed that they had gone to Brazil or the West Indies; all, however, were apprehensive that they would do much mischief before they returned to port, or were captured by the British. The general source of consolation arose from the circumstance, that Lord Nelson knew that they were at sea, and that he would use every exertion to ascertain their route, and to come up with them; and, if he did come up with them, not one individual was doubtful of the result.

At length it was ascertained, that, on the 22d of February, the smaller fleet which had sailed from Rochefort had made its appearance in the West Indies, and made an attempt on Dominica. This attempt, however, was only partially successful; the town of Rousseau, indeed, was set on fire during the attack of the French; but, on the 27th, they thought it prudent to re-embark their whole force, and to sail towards Guadaloupe. Early in March, the same armament appeared before St. Kitt's; where the enemy landed, levied a contribution of 18,000*l.*; burnt some merchant-men; and then re-embarked. They also laid the small island of Nevis under contribution, and this was the whole that was effected by this force, as Admiral Cochrane, who had been despatched to the West Indies as soon as the sailing of the Rochefort squadron was known, alarmed them so, that they thought it prudent to return to Europe. It was for-

tunate enough to get into Rochefort, though there were several British fleets at sea, and several squadrons were cruising expressly to intercept it.

Although when Admiral Villeneuve sailed from Toulon, Lord Nelson was out of sight of that port, he was speedily informed of the circumstance; and he lost no time in proceeding in that direction which he supposed the enemy had taken. It struck the British admiral that Malta and Egypt were the destination of the armament; and he accordingly sailed towards Alexandria; but neither there, nor in any part of the Mediterranean, which he crossed in all directions, could he gain any intelligence of Admiral Villeneuve, who, indeed, after having been to sea only a few days, encountered such a violent gale as induced him to return to Toulon. Lord Nelson in the mean time not being able to ascertain where he was, took his station in the Sicilian seas, as the most likely place, either to hear of, or to meet with, the enemy.

On the 30th of March, Admiral Villeneuve again ventured out of Toulon, having employed the intervening time in repairing the damage which his fleet had sustained during its former short cruise: his object now was, to reach Carthage, where he expected to find several Spanish sail of the line ready to join him; but, as they were not in a condition fit for sea or action immediately, he proceeded to Cadiz; here he was joined by one French and six Spanish sail of the line. His whole fleet now amounted to eighteen sail of the line, in a perfect state of equipment, having on board, beside their full complement of men, ten thousand veteran troops. With this formidable armament, the French admiral proceeded directly to the West Indies, having forced Sir John Orde, who was before Cadiz with five sail of the line, to retire from that station.

The West Indies were now considered to be in great and imminent danger, especially as the move-

ments and intentions of Lord Nelson were for some time unknown. His lordship had waited at Palermo only a sufficient time to take in the necessary supply of provisions; still ignorant of the motions of the French fleet. About the middle of April, he, at last, learned that it had actually passed the Gut of Gibraltar; he immediately proceeded in the same direction, and, having anchored early in the month of May, off the Barbary coast, he received certain intelligence that the French fleet had proceeded to the West Indies. The great inferiority of his force to that of the enemy; the distance; the great improbability that he should arrive there before they had done their meditated mischief; none of these circumstances weighed with his active and vigorous mind. He instantly formed his resolution, and directed his course from the Straits of Gibraltar to the West Indies, having previously received at Tetuan and Lagos Bay such articles of the first importance and necessity as the wants of his fleet demanded.

This was, indeed, a bold and arduous enterprise: Admiral Nelson had with him only ten sail of the line, and most, if not all of these, were foul, having been cruising for more than two years; yet, had he not taken the step which he did, it is highly probable that all our valuable possessions in the West Indies would have fallen into the hands of the enemy.

So well were the measures of the French planned to distract the attention of the English, that scarcely had the apprehension and alarm created by the sailing of the Toulon fleet, reached its height, when the Brest fleet put to sea also. Admiral Gardner blockaded this port with seventeen sail of the line; the enemy came out with twenty-five sail. The British admiral, however, notwithstanding his very great inferiority, did not decline the contest; but the French contented themselves with a few manœuvres, and then returned to port, leaving the English admiral

to continue the blockade, without any subsequent interruption.

On the 11th of May, Lord Nelson left Lagos Bay, in pursuit of Admiral Villeneuve, across the Atlantic; on the 15th of that month he was twenty leagues to the eastward of Madeira; and, on the 4th of June, he anchored in Carlisle Bay, in the island of Barbadoes. There he was informed that the French admiral had arrived at Martinique, on the 14th of May, but that from some unknown cause, he had hitherto achieved nothing with his immense force, but the capture of the Diamond Rock, off that island. At Barbadoes, Lord Nelson was joined by Admiral Cochrane, with two sail of the line, and he immediately proceeded against the enemy.

The inactivity of the French has been variously accounted for; the most probable cause was, the great sickness among their troops, not fewer than three thousand of whom it is said, perished at Martinique, from the disorders so fatal and common in that climate. It was also believed that the French and Spaniards, jealous and mistrustful of each other, could not agree in any one plan of operations, and that their inactivity was partly owing to that cause.

As soon as it was known in England, that Lord Nelson had proceeded to the West Indies; all apprehension subsided, for such was the confidence in him, so firm the belief, that where he was, victory was also, that the nation looked upon the great superiority of the enemy as nothing, where Lord Nelson was present.

His lordship was still doubtful with respect to the actual intentions and course of the enemy; but he concluded that Trinidad was as likely an object of attack as any: not only because it was less strong than many other of the islands, but because it was natural to suppose, that the Spanish Admiral Gravina, would be anxious to wrest it from us, and to restore it to his own Sovereign. In the short space of twenty-four

hours, Lord Nelson had taken in water for the whole fleet, and had also received on board two thousand troops under Sir William Myers. On the 7th of June, he arrived off Trinidad, where he learnt that the enemy had never been, nor could he ascertain their course. He now sailed for Grenada, which he reached on the 9th, there he had the mortification to learn, that the fleet of the enemy, amounting to seventeen sail of the line, had that very morning sailed from Martinique, in a northerly direction: this led him to suppose that Antigua was their object, and to it he directed his course; but on his arrival off this island, he was again disappointed in not meeting with the foe; he ascertained the fact, however, as flattering to him, as it was disgraceful to the enemy, that they had, under the impression of terror, which his name inspired, betaken themselves to a precipitate and shameful flight, and were actually on their return to Europe.

Lord Nelson immediately disembarked the troops which he had on board, at Antigua; and having dispatched several fast sailing vessels, to inform the British ministry of the return of the enemy, and to spread the same intelligence in every direction, he sailed in pursuit of his flying foe.

Admiral Villeneuve, with twenty sail of the line French and Spanish; three large ships armed *en flute*, five frigates, and three brigs, proceeded without molestation till he arrived off Cape Finisterre: here he encountered Sir Robert Calder, who was cruising off the Cape, in the hope of intercepting the enemy, with fifteen sail of the line, two frigates, a cutter, and a lugger.

An action immediately began, which continued four hours; the enemy, besides their superiority in point of force, had every advantage of wind and weather, during the whole day: soon after the action commenced, the fog became so very thick at intervals, that the nearest ships could scarcely be distinguished,

so that the signals of Sir Robert Calder were of little use. At the termination of the action, the *St. Rafael*, of eighty-four guns, and the *Firme* of seventy-four guns, remained in the possession of the British. Sir Robert Calder now conceived it necessary to bring to his fleet, in order to cover his prizes; and the night was spent by both fleets in repairing their respective damages. The next morning the enemy appeared disposed to renew the engagement, which, had they been in earnest, they might easily have done, as they had the advantage of the wind. However, they never came nearer than four leagues, while Sir Robert Calder kept on his course in such a manner, as he judged best qualified to secure his prizes, and the *Windsor*, which had suffered much during the engagement. When night came on again, the fleets were about six leagues from each other; and when day broke on the 24th, the enemy were seen steering away under easy sail, and in the evening of that day, they could no longer be distinguished.

The British nation were very much chagrined, displeased, and disappointed, when they learnt the issue of this battle. Sir Robert Calder was severely blamed for not having done more. The nation, very naturally, though perhaps not very fairly, conceived what Lord Nelson would have done, had he been in the situation of Sir Robert Calder. They made no allowance for the circumstance (which at any other time would have weighed with them) that Sir Robert had only fifteen sail of the line, while the enemy had twenty sail, besides three large fifty gun ships; nor did they sufficiently advert to the circumstance that he had actually beaten the enemy, and taken two of their ships. They merely looked to this, that a battle had been fought between him and the enemy, and that the greater part of the latter had escaped; they also recollected that this enemy had fled before Lord Nelson, though his fleet was so very inferior, and yet had not been beaten by another British admiral. The

disappointment of the public was so great, that it was judged proper to bring Sir Robert Calder to a court martial, the sentence of which was, that he had not done his utmost to take and destroy every ship of the enemy, which it was his duty to engage; but at the same time they ascribed such conduct to error in judgment, acquitting him completely of any imputation of fear or cowardice, and, therefore, only sentenced him to be severely reprimanded. After the public mind began to cool, the fate of Sir Robert Calder was thought to be very hard, especially as he had meritoriously served his country for more than forty years, and was Captain to Earl St. Vincent on that day, when he won his title, by the defeat of the Spanish fleet.

After the engagement off Cape Finisterre, the combined fleet reached the Port of Ferrol in safety; where having received a considerable reinforcement, they again put to sea, to the number of twenty-seven sail of the line, and eight vessels of a smaller force. On the 21st of August, they entered Cadiz, having compelled Admiral Collingwood, who was stationed off there, with a very small squadron, to retire.

It is now time to return to Lord Nelson: on the 19th of July, his lordship again reached the Straits; without even having been able to get a glimpse of the enemy. In the short space of seventy-eight days, he had twice traversed the Atlantic ocean; and visited all the Leeward islands; besides this, he had taken in his stores, embarked and re-embarked troops; so that it may safely be asserted that there never was such an example of unremitted activity and rapid enterprise. Lord Nelson, on his return, first enquired whether the enemy had entered the Mediterranean, and finding that they had not, he next directed his attention to the state of his fleet: it was absolutely in want of provisions and water, so that Lord Nelson was under the necessity of steering for the Bay of Tetuan, where he anchored on the 22d of July. Four

days were requisite to get on board the supplies ; he then re-passed the Straits, but still could learn nothing respecting the movements or operations of the enemy's fleet ; he had, indeed, notwithstanding the foul state in which his ships were, actually outsailed it, and reached the coasts of Europe some time before it did.

Cadiz was now his next object : but when he arrived off that port, he was informed that the enemy had not entered it ; he then steered northward, and crossed the Bay of Biscay, without tracking them. As a last hope, he pursued his course to the north-west of Ireland, when being still unsuccessful, he resolved to return to England ; having previously dispatched nine ships of the line to reinforce the Channel fleet, under Lord Gardner, in case the enemy, making for Brest, should, by joining the vessels in that port, place his lordship in a dangerous situation.

On the 18th of August, Lord Nelson, with the *Victory* (his own ship) and the *Superb*, arrived at Portsmouth ; and on the 20th he came up to London ; where his reception from all ranks and classes of men was such as he deserved : such as the man, who had done every thing for his country, that the most pure and ardent zeal, united with perseverance, skill, and courage, almost more than human, had a right to expect.

Lord Nelson was not long to enjoy repose ; nor, indeed, was he happy in it : his whole pleasure lay in an active life : as soon, therefore, as it was known that the enemy were refitting their fleet, with the most unremitting attention in Cadiz, and that their object undoubtedly was, to come out, as soon as their ships were in a state for sea and action, he was offered the command of an armament, to be prepared without delay, of such a nature and force, as should enable him to meet and cope with the strongest squadron which France and Spain could assemble. His powers were to be unlimited ; no particular station was assigned

to him ; wherever he thought proper to go in quest of the enemy, thither he might go, and there he was to have the supreme and uncontrolled command. This unrestricted authority was very wisely and properly bestowed on this great man : he had shewn that he knew how to use it, and that he would in no case abuse it : he had proved that no passion, no feeling, no wish, no thought of his mind was unoccupied with his country's good ; and that which he thus wished ardently, what he thus thought on intensely and constantly, he could accomplish most completely.

On the 14th of September, Lord Nelson, once more hoisted his flag on board the *Victory*, which had been completely refitted at Portsmouth ; and put to sea on the next day. Five sail of the line, lying in that harbour, had been ordered to be got in readiness to sail along with him ; but as they were not quite in a condition to go to sea, he sailed with the *Euryalus* frigate only, in company with the *Victory*. When he arrived off Plymouth, he was joined by two ships of the line, the *Ajax* and *Thunderer*, and after this he immediately directed his course to the coast of Spain.

Admiral Collingwood was at this time cruizing off Cadiz : and notwithstanding the immense superiority of the enemy's fleet in that port, he contrived by his skill and caution to watch them very closely and effectually. When Lord Nelson took the command, he found, that, by the exertions of the Admiralty, squadrons of two or three ships were coming up to his re-inforcement almost daily, so that, in a short time his fleet was nearly equal to that of the enemy.

It was not easy to ascertain or conjecture the destination or object of the combined fleet ; it seemed, however, probable that they had received orders from Buonaparte, when they came out of Cadiz, to make a push for the Mediterranean, in order to unite with the ships of war which were lying in the port there ;

for Buonaparte by this time was convinced, that till the main naval force of Britain was destroyed, or greatly weakened, it would be in vain for him to send out any armament, either against this island itself, or any of its colonies; and he was equally persuaded, that he could not hope or expect to destroy or weaken our fleets, unless his own, opposed to ours, was very greatly superior.

Lord Nelson, on this occasion, pursued his usual plan: he did not blockade the port of Cadiz, because his object and wish were, not to keep the enemy in port, but to draw them into the open sea; his object and wish were, not to render the enemy's squadron inactive and merely useless, but either to annihilate it, or to add their ships to the British navy. He, therefore, kept with his fleet, out of sight of Cadiz, stationing a single frigate there, in order to watch the motions of the enemy, and to give him early intelligence of them. He afterwards even improved on this plan; very near to Cadiz a single frigate was stationed, as we have already observed: at a short distance, but barely within sight, a detachment of his fleet took up its position, and at a much greater distance the main body of it; a line of frigates being placed between these, so as to communicate with each other by signal; by this plan, Lord Nelson, who was himself stationed off Cape St. Mary, was certain, that he should become instantly acquainted with the least motion made by the enemy, while they could not possibly ascertain the exact amount or distribution of his force.

In the mean time, the Admiralty were not inactive: Lord Nelson had communicated to them, before he left England, his plans and hopes; and they took care that these should not be frustrated by any fault of theirs. They despatched a reinforcement of seven sail of the line, having previously sent off a fast sailing frigate, to inform Lord Nelson of this circumstance. As soon as his lordship had reason to conclude

that this reinforcement was at hand, he determined to detach Admiral Louis and six sail of the line, a fourth part of his fleet: this he did in an open and undisguised manner, being more anxious to let it be known to the enemy, than to conceal it from them, as he then hoped they would be induced to put to sea. Indeed, his lordship would not have sent off the squadron under Admiral Louis, before the ships from England arrived, had it not been that thus he hoped to draw the combined fleets out of Cadiz; at the same time, he knew that before they were acquainted with the reduction of his force, and were ready to take advantage of it, by putting to sea, he should be joined by at least as many ships as he had sent off.

This stratagem completely answered Lord Nelson's purpose. Admiral Villeneuve, believing that the English fleet was now reduced to twenty-one sail of the line, while the combined fleet, thoroughly refitted and equipped, consisted of thirty-three, resolved no longer to remain in port, but to take immediate advantage of his great superiority, in the hopes of being able to destroy his opponent, and to reap the honour of being the conqueror of Lord Nelson. The French admiral had also other reasons for adopting this resolution: there was great jealousy between him and the Spanish commander in chief, who upbraided him, and the French in general, with not having properly supported them during the engagement with Sir Robert Calder, off Cape Finisterre. Buonaparte, also, it was said, had spoken sarcastically of him, and had actually sent Admiral Rosilly from Paris, to take the command of the fleet from him. This circumstance was known to Admiral Villeneuve, and hastened his determination to put to sea.

On the 19th of October, the combined fleets left Cadiz, with a slight breeze from the west; they consisted of thirty-three sail of the line; eighteen of which were French, and fifteen Spanish. Their sail-

ing was immediately made known to Lord Nelson, who had been joined by the expected re-inforcement from England; his fleet, therefore, now consisted of twenty-seven ships of the line, three of which were of sixty-four guns. His lordship, supposing that the combined fleet meant to enter the Mediterranean, made sail for the Straits; when he arrived there, he was informed by the frigate who was on that station, that the enemy had not yet passed that way. Two days elapsed, without their being descried; at length, at day-break, on Monday, the 21st of October, the combined fleet was descried about six or seven miles to the eastward, Cape Trafalgar bearing east by south, distant about seven leagues. There was still very little wind, and that was from the west.

“The commander in chief immediately made the signal for the fleet to bear up in two columns, as they formed in the order of sailing, to avoid the inconvenience and delay in forming a line of battle in the usual manner; a mode of attack his lordship had previously communicated to his officers, as that alone calculated ‘to make the business decisive;’ in the last orders he ever gave. They were dated on the 10th of October, in contemplation of the event which we are about to detail, and they exhibit, in the strongest manner, the comprehensive mind of this great man, and his profound knowledge of his profession. Lord Nelson, in the *Victory*, led the weather column, and Admiral Collingwood, in the *Royal Sovereign*, the lee-column.”

The plan of attack formed by the French admiral, had proceeded on the supposition that Lord Nelson had only twenty one sail of the line: had this been the case, he meant to have drawn up his fleet in the usual line of battle, keeping out of it, however, twelve sail, with which to form, as it were, a body of reserve: these twelve sail were to bear down after the engagement had commenced, and double on the British line, thus placing more than one half of it between two fires. There can be no doubt, that this plan of at-

tack was as well judged as it was novel: and if it could have been executed with skill, promptitude, and decision, it might have been very injurious to the British fleet; but when Admiral Villeneuve perceived the actual strength of his opponent, he was under the necessity of abandoning this plan: he could no longer have twelve sail of the line useless at the commencement of the action: his whole force would then be absolutely required.

He, therefore, formed his ships into one line, but in a manner very unusual; for they formed a crescent, convexing to leeward. The admiral himself was in the *Bucentaur*, of eighty guns, in the centre; the Spanish admiral, *Gravina*, was in the *Prince of Asturias*, of one hundred and twelve guns, in the rear; and the other French and Spanish ships were intermingled, without any regard to the order of their respective nations. On board of the combined fleets, there were distributed nearly five thousand troops; and each ship was furnished with every species of combustibles and fire-balls, for the purpose of setting their adversaries on fire, or facilitating their boarding when opportunity should offer.

At noon, the action commenced. Admiral Collingwood, at the head of one column, advanced against the enemy's line, which he broke through in the most gallant and complete manner; he pierced the line about the twelfth ship from the rear of the enemy, leaving the van unoccupied; the ships which followed him, soon afterwards also broke the line in various parts, engaging the enemy as close as the ships could lye to each other, so that the muzzles of the guns actually touched each other. In twenty minutes from the time that Admiral Collingwood broke through the line, the engagement became general. While Admiral Collingwood, at the head of the lee column, was thus employed in his successful attempt, Lord Nelson had formed the plan of breaking through the line, at about the tenth or eleventh ship in the

van ; but when he approached, he perceived that the enemy's vessels lay so close and compact to each other that it would be impracticable ; he, therefore, abandoned this place, and ordered the *Victory* to be run on board the ship that was opposed to him, this proved to be the *Redoubtable* ; while the *Victory* was thus engaged, her second, the *Temeraire*, followed her example, and was laid on board the ship that was opposed to her. These four ships, two of the British, and two of the enemy's, were lying so close to each other, that they formed a solid mass ; and every gun which was fired, told. The *Redoubtable*, Lord Nelson's opponent, was soon set on fire by the *Victory's* firing : and the British sailors were obliged, in order to prevent the flames from spreading and reaching their own ship, at intervals in the midst of the hottest action, to be pouring buckets of water on the enemy's vessel.

Admiral Collingwood, in the *Royal Sovereign*, was fighting in a manner not unworthy the fellow officer and friend of Nelson ; and there was need of all the bravery of British seamen, for the enemy's ships were fought with the greatest gallantry. Nothing, however, could long withstand Lord Nelson and his fleet : just before the engagement commenced, he had telegraphed, " England expects every man to do his duty," and every man on that day did do his duty. There was no failure ; each tried to rival or surpass his fellows. About three in the afternoon, Admiral Gravina, and ten sail of the line, bore away to leeward, where the enemy's frigates were stationed, and having joined them, they all stood toward Cadiz ; their example was followed in the space of a few minutes, by Admiral Dumanoir, with five of the headmost ships of the van, which tacked and stood to the southward, to the windward of the British line. These were immediately pursued, and the sternmost taken ; the four others got off. The remainder of the fleet thus deserted, fell into the hands of the British ; it con-

sisted of nineteen ships of the line, of which two were first-rates, the *Santissima Trinadada*, and the *Santa Anna*; and none carried fewer than seventy-four guns. Three flag-officers, Admiral Villeneuve, the commander in chief, and the Spanish Admirals D'Oliva and Cisneros, were taken prisoners; as was also General Contamin, who commanded the land-forces: he was captured on board the *Bucentaur*.

Lord Nelson had been wounded early in the action. His ship was engaged first with the *Redoubtable* of seventy-four guns, and afterwards with the *Santissima Trinidad*, of one hundred and forty: the *Victory* at last engaged the *Bucentaur* of eighty guns, having the flag of the French commander-in-chief: while the *Santissima Trinidad* was still also opposed to her. About fifteen minutes after one o'clock, as Lord Nelson was standing on the quarter-deck, "moving, as was his custom, whenever he was much pleased, the shoulders or rather sleeves of his left arm up and down with great rapidity; he received a wound from a musket ball, discharged by a marksman on the poop of the *Bucentaur*, which entered his left breast, and which he himself immediately declared to be mortal. To the last moment of his life, which now ebbed fast, his solicitude for the event of the action never ceased; every consideration, save the anxious wish for the glory of his country, being dormant in him. He constantly, while below, demanded the news of the battle, and expressed the most lively satisfaction, on being told it went well. About four his anxiety became extreme, and he repeatedly sent for Captain Hardy, who fought his ship. That officer, however, could not consistently with prudence then quit the deck; at length, however, seeing the enemy striking their colours on every side, or flying the scene of action in confusion; assured of victory, Captain Hardy carried the glad tidings to the dying hero, who, after thanking God most fervently for the event, that he had survived

long enough to have it made known to him, and that he had been enabled once more to do his duty to his country—shortly after expired without a groan.

Thus fell Lord Nelson, a man whose character is written in his actions; whose name will always be pronounced with the utmost veneration, while Britain is worthy of him. “Thus ended the battle of Trafalgar, the most glorious, whether in respect to the science and judgment with which it was conducted, the bravery and spirit with which it was fought, or its fortunate and brilliant result to the conquerors, ever recorded in the naval annals of Great Britain. The boasted victory of La Hogue, which crushed the navy of France, and kept it for nearly a century at the lowest ebb, sinks in the comparison: the English and Dutch fleets, under Admiral Russel, upon that occasion, were nearly double those of the enemy, and the number of vessels destroyed amounted to sixteen or seventeen at most, many of them under sixty guns; while at Trafalgar, the enemy had a superiority of six sail of the line, were fresh from port, and in the most perfect state of equipment. Yet against such odds was this splendid victory gained, through the transcendent abilities of the English commander, and the bravery of his officers and men, and which would probably have been extended to the capture or destruction of every vessel of the enemy, had not the wind been so dull as to prevent the rear of the British fleet from coming up in proper time.”

Several instances of individual courage occurred on this memorable day; for all seemed determined to prove themselves worthy of their brave admiral. The *Temeraire*, Captain Harvey, it has been already noticed, seconded Lord Nelson in his attack on the enemy: this ship was boarded, on one side, by a French line of battle ship, and by a Spanish on the other; and she compelled both of them, after a most vigorous and well-contested action, to strike their

colours. This brave action was nearly paralleled by the *Neptune*, Captain Fremantle, who manœuvred his ship in such a skilful manner, that he compelled two of his adversaries to surrender to him, at the same time suffering very little loss himself. The very nature of the action, indeed, was such as to call for, and exactly to suit, the peculiar qualities of British seamen; what they most ardently desire on all occasions, is to come to close quarters with the enemy: hard fighting suits them best; and in the battle of Trafalgar, they had it to their hearts' content. It is under these circumstances too, that the French, Spaniards, and most other nations lose their courage, or at least, that best part of courage, coolness, and presence of mind. When the ships at the battle of Trafalgar were engaged so closely, that the muzzles of the guns actually touched one another, the French immediately lowered their ports, and deserted their guns upon the deck; while, on the contrary, "the English sailors were deliberately loading and firing their guns, with two, and often with three round shot, which soon reduced the enemy's ships to a perfect wreck.

On the whole, however, it must be acknowledged that the enemy fought bravely, and displayed great resolution and firmness throughout the whole action; their ships were most dreadfully cut up, and their loss was very severe. Two Spanish vessels, in particular, were fought with uncommon bravery, the *Argonauta* and *Bahama*, and were not surrendered while it was possible to defend them; each of them lost four hundred men; and the *San Juan Nepomuceno* had nearly three hundred and fifty killed and wounded. Our loss also was very great; besides Lord Nelson, Captain Cooke, of the *Bellerophon*, and Duff of the *Mars*, fell. The *Royal Sovereign* had forty-seven killed, and sixty-four wounded: the *Dreadnought*, seven killed, and twenty-six wounded: the *Mars*, twenty-nine killed, and sixty-nine wound-

ed; the Bellerophon, twenty-seven killed, and one hundred and twenty-three wounded; the Menelaus, three killed, and twenty-two wounded; the Revenge, twenty-eight killed, and fifty-one wounded; the Leviathan, four killed, and twenty-two wounded; the Ajax, two killed, and nine wounded; the Defence, seven killed, and twenty-nine wounded; and the Defiance, seventeen killed and fifty-three wounded:

When the intelligence of this most signal and glorious victory reached England, it was difficult to determine whether exultation or grief most predominated: the empire of Britain over the ocean had been sealed beyond recall or dispute; but it had been sealed by the blood of her hero. Few there were who did not acknowledge that this victory had been purchased at too dear a rate, or who would not have given up the victory to have preserved the life of him who obtained it. "Can more be said for England, or for Nelson." Every honour was heaped on his remains and his memory; a public funeral took place; his brother, his nearest heir, was created Earl Nelson, and a large sum was voted by parliament to purchase an estate similar to that of Blenheim. Columns were erected in various parts of Great Britain, and inscribed to the departed hero; and in most parts of the kingdom a public mourning took place.

On the death of Lord Nelson, Admiral Collingwood succeeded to the command of the fleet: and he soon had occasion for the display and exertion of all his professional skill. Scarcely was the battle finished, when a most tremendous gale of wind arose: under the circumstances in which the fleet was placed, the most serious consequences were to be dreaded from it. The ships that had been captured, as well as most of the British, were much damaged, both in their hulls, and in their rigging; on board of the former, a great many prisoners still remained; and to add to the danger, these shattered and disabled vessels, scarcely yet in our possession, were in thirteen

fathoms water, off the shoals of Cape Trafalgar. Admiral Collingwood was immediately sensible of the nature and extent of the danger to which his fleet was exposed, and took his measures accordingly, with the most cool and prompt judgment and decision. In a short time after the gale began, it increased to a perfect hurricane; and no other men, but those who had achieved the victory, could have preserved the fleet from utter destruction. But British seamen are alike conspicuous and unequalled, when fighting against their foes, or against the elements; and those men, who but a very few hours before were cool, collected, and finally victorious, against the combined fleets of France and Spain, put forth all their nautical skill, to preserve their own lives, and the fruits of their bravery.

On the 22d, the bad weather still continued: and Admiral Collingwood found it necessary to secure the prizes; for this purpose, he ordered them to be towed off to the westward, and collected round the Royal Sovereign, which ship, being much disabled, was herself in tow by the Neptune. On the 23d, however, the storm increased to such a degree, that many of the prizes broke loose, and drifted ashore. The enemy who had escaped into Cadiz with ten sail of the line, as has been already noticed, resolved to take advantage of the condition in which the British were placed by the storm, and accordingly they came out of that harbour. Admiral Collingwood was sensible that nothing could preserve his prizes, but a resolute appearance of defence; this, therefore, he put on; collecting such of his ships as were the least damaged, he succeeded not only in protecting his own vessels, but also in capturing one of the enemy's, the *El Rayo*. Admiral Gravina, who commanded this squadron, finding that the British were completely prepared for him, and his own ship, the *Prince of Asturias*, being dismasted by the violence of the storm, thought proper to return to Cadiz.

The two succeeding days, the 24th and 25th, the

storm instead of abating, rather encreased. Admiral Collingwood was now sensible that it would be impracticable to carry his prizes into a British port; he therefore, gave orders that they should be destroyed. These orders, though very galling and mortifying to the sailors, were obeyed with the same zeal and perseverance which they had displayed on the day of battle. Five of the prizes were sunk and burnt, amongst which was the Santissima Trinidad, the largest and finest ship of war which was ever built: nine of the prizes were wrecked on the coast of Spain, by the violence of the gale; many of them with their whole crews on board. One, the Achilles, a French seventy four gun ship, had blown up during the action; four, only, therefore, of all the prizes (three Spanish, and one French seventy-four gun ship) were carried into Gibraltar; and these were not saved without the most wonderful efforts of activity and skill, on the part both of the British officers and men. Besides these, some other of the enemy's vessels had actually struck their colours, but taking advantage of the vicinity of Cadiz, and of the gale which so immediately succeeded the battle, they got into port, in the most wretched state, seven of them complete wrecks, and the three others scarcely fit for future service.

It has been already noticed, that, towards the close of the action, Admiral Dumanoir, with four sail of the line, bore away to the Southward: he afterwards appears to have altered his course, probably uncertain whither to fly, to be safe from the British. On the 2d of November he was met with by Sir Richard Strachan, who was cruizing off Ferrol, with four sail of the line and three frigates. Sir Richard at first supposed it was the Rochefort squadron, and under this idea, he immediately gave chase; the chase was very long, continuing the whole of the night of the 2d, and the next day. Two of the British frigates, the Santa Margarita, and Phoenix, having out-ailed the ships of the line, by day-break on the morning

of the 4th, got up with the enemy, and immediately commenced the action in the most gallant style: by firing on their rear, they retarded their flight so much, that the main body of Sir Richard Strachan's fleet were able to come up. The French admiral, about noon, perceiving that a general action was unavoidable, made his disposition accordingly; the battle lasted nearly three hours and a half, during the whole of which time, the enemy fought remarkably well: at last, four of their ships, being completely unmanageable, struck their colours; *viz.* the Formidable of eighty guns, Admiral Dumanoir, and the Duguai Trouin, Mont Blanc, and Scipion, of seventy-four guns each. The slaughter on board these ships was very great; the admiral himself was wounded, and one of the captains was killed. The loss of the English was trifling. Sir Richard Strachan immediately proceeded to Gibraltar, where he arrived safe with his prizes.

The combined fleet originally consisted of thirty-five sail of the line; of these, two were taken by Sir Robert Calder; four captured at Trafalgar were carried into Gibraltar; four, captured by Sir Richard Strachan, were carried into the same port; fifteen were burnt, sunk, or wrecked; three escaped into Cadiz, serviceable; and seven escaped into the same port, complete wrecks: thus accounting for the whole original number, thirty-five sail of the line.

Having thus brought our Naval History to that period, which may justly be considered as sealing the existence of the maritime power of the enemy, at least so far as regards great and extensive maritime enterprises, we shall take a review of the naval actions, since the victory of Lord Rodney in 1782, in order to point out, according to our promise, when discussing the merits of Mr. Clerk's system of Naval Tactics, which of our victories was achieved according to that system.

Three days before the victory gained by Lord

Howe on the first of June, he made the signal twice for the British fleet to leeward, to tack in succession, and to cut and pass through the opposite line; but the *Cæsar* neglected to keep to the wind, so that only the admiral's ship in the centre, and her two seconds could succeed in obeying the signal and breaking the enemy's line, while the rest of the fleet passed to leeward, having tacked before they were sufficiently advanced. On the great day of the victory, the 1st of June, the *Queen Charlotte*, Lord Howe's ship, cut the French fleet in the centre, between the admiral's ship and her second. The French convention were so sensible of the cause of this victory, that they passed a decree of death against that captain, who should permit the line, where he was stationed, to be broken.

In the battle on the 14th of February 1797, Lord St. Vincent, with fifteen ships of the line, "disregarding the regular system," intersected the Spanish fleet, amounting to twenty-seven sail of the line, and cut off the division to windward, four of which were taken, before those which were to leeward, could come up to their assistance.

In the battle of the Nile, the circumstance of the French fleet being at anchor, precluded the adoption of the new system.

In the engagement off Camperdown, Lord Duncan bore down on the Dutch fleet, which were to leeward, in two divisions, against the centre and rear of the enemy, acting strictly according to Mr. Clerk's system, instead of attacking the van, as formerly: the division, which was led by his lordship, broke the Dutch line between the eighth and ninth ships; while the division, which was led by Admiral Onslow, passed between the fourteenth and fifteenth ships from the van; the result was, that, though six ships of the van escaped, the centre and the rear were all, except a single ship, captured. On the battle of *Trafalgar*, it is not necessary to offer any particular re-

marks: the detailed account which we have already given, sufficiently points out that Lord Nelson followed the new system of naval tactics, while the result of the battle affords an additional proof of its utility.

THE RIGHT HONOURABLE
THOMAS LORD GRAVES,
ADMIRAL OF THE WHITE SQUADRON.

THOMAS LORD GRAVES is the second son of Rear-Admiral Thomas Graves, of Thancks, in the county of Cornwall, at which place the gentleman last mentioned had settled in consequence of his second marriage with Elizabeth Budgell, daughter of the Rev. Giles Budgell, D. D. Rector of St. Thomas's, Exeter. Mr. Graves himself was descended from a family long settled in the county of York, which had originally passed into England from Bourdeaux, in Gascony. A branch of that which reached Britain after a considerable interval, settled at Little Wressil, in Yorkshire, and was collaterally related to that of Hugh Graves, who served as representative for the city of York, in several parliaments during the reign of Queen Elizabeth. Both the families just mentioned are supposed to have been descended from the family of les Graves, of Beghly, and Graves, of Derbyshire.

His lordship went first to sea, at a very early age, under the protection of Commodore Medley, who was, at that time, Governor of Newfoundland; and where, in consequence of the peaceable situation of public affairs at that place, he met with no opportunity of acquiring any other advantage than a complete knowledge of his profession, suited to the rank he then held, which he was the better enabled to do, as, serving under the auspices of one of the most intelli-

gent and able officers then in the British navy. Soon after the commencement of hostilities with Spain, he repaired on board the Norfolk, of eighty guns, a ship at that time commanded by his father, under whom he served at the memorable attack and siege of Carthage, carried on under the command of Admiral Vernon, on which occasion the Norfolk had the dangerous honour of being appointed to lead the attack made on the batteries which defended the harbours. The enterprise having failed, the Norfolk returned to England in the month of August with Mr. Lestock, and was, not long afterwards, sent under the orders of the same officer to the Mediterranean, where Mr. Graves continued to serve in the capacity of a Midshipman till the 25th of June 1743, when he was promoted by Mr. Matthews, who had been sent over from England to take upon him the chief command of the naval force in that quarter, to the rank of lieutenant. In this station he served on board the Romney, of fifty guns, at the time of the memorable encounter with the combined fleets of France and Spain off the islands of Hieres, in the month of February, 1743-4. The Romney being only a fifty gun ship, was consequently not concerned in the encounter, but Mr. Graves was nevertheless one of the witnesses examined on the trial of Mr. Matthews, the commander-in-chief.

After the termination of the civil dispute which immediately followed the more active professional scenes, Mr. Graves seems to have particularly attached himself to, and to have been very materially noticed by Mr. Lestock, under whom he served as second lieutenant on the successful expedition undertaken against Port l'Orient.

The death of the admiral quickly followed the failure of the enterprise just mentioned, and Mr. Graves immediately removed into the Monmouth, in which ship he served under the command of Captain Henry Harrison, during the remainder of the war, and was

consequently present at the fortunate encounter which took place with the French squadron under the orders of Jonquiere, which was defeated, and the whole of it captured by the squadron under the command of Lord Anson and Sir Peter Warren. In the month of October following he had the additional good fortune to bear a part in the second discomfiture of the same enemy, under the orders of L'Entendiere, by the late Lord Hawke. In this action the *Monmouth* was most conspicuously engaged, and was supposed to have suffered more than any ship in the whole armament.

Peace soon succeeded to this victory; and during its continuance, Mr. Graves, anxious to acquire every information, and perfect himself in every science that would render him better qualified to fill the station of a naval officer, having also a natural turn, in all probability, for the mechanical part of philosophy, he applied himself to the study of gunnery, engineering, and fortification, and withal perfected himself in the French tongue. He moreover went twice to the coast of Africa, as first lieutenant, with the Commodores Buckle and Stepney; and upon his return the second time in 1754, was commissioned by Lord Anson to the command of the *Hazard* sloop. At the breaking out of the war in the next year, he, with others, was ordered off Brest, to look for the French grand fleet under Mr. Macnamara, which was rumoured to be destined for North America; and having the good luck to fall in with them when returning into the port of Brest, stood twice across their line, and ascertained so exactly the force of every ship, that he was able to transmit a circumstantial as well as positive account to Lord Anson at a critical moment. His lordship immediately made him a post captain as a mark of his satisfaction, and promised him his future friendship.

To this circumstance is attributable the rapid promotion which this gentleman experienced from the

rank of lieutenant to that of post captain, so that his tedious continuance for the space of ten years in the former station became at last little to be felt or regretted. The first ship to which he was appointed was the *Sheerness*, his commission for which bore date July the 8th, 1755. From this time to the early part of the year 1759, he does not appear to have met with any particular opportunity of distinguishing himself out of the ordinary routine of service as an attentive commander. In the month of February, 1759, however, we find him to have been Captain of the *Unicorn* frigate. On the 14th of the month just mentioned he had the good fortune to fall in with and capture a very large privateer belonging to St. Maloes, carrying twenty guns, and manned with a crew of more than two hundred men. While occupied in the same line of service as an home cruiser, two other vessels of the same description, but of somewhat inferior force, fell into his hands at different times. In 1761, Captain Graves was appointed to the *Antelope*, of fifty guns, in which ship he was quickly afterwards ordered out to North America, where he continued for some time, having been raised to the very honourable and important post of governor and commander-in-chief of the island of Newfoundland and its dependencies.

On his arrival off the American coast in the following year, he learnt that a French squadron, under M. De Tiernay, with a body of land forces, had taken St. John's, and meditated the conquest of the whole island. Upon this intelligence he pushed through a frozen sea filled with dreadful floating islands of ice, and at great risk, for Placentia. He sailed directly into the harbour, and contrary to the advice of the captain of the man of war there, as well as of the lieutenant-governor, and all the officers, landed and assumed the supreme command. By his spirit he encouraged the military of both services into a resolution to defend the place against the French forces, should

they march, as was expected, to its attack. He instantly set about repairing the old fortification and erecting a new fort, forwarding a detail of his situation to General Amherst and Lord Colville, in America, praying their united aid toward the recovery of St. John's, and if possible the capture of the enemy's squadron. The general and admiral lost no time in supplying a force for this purpose, Lord Colville coming himself with his squadron, and the general sending his brother with a body of troops. So soon as they arrived off St. John's, Colonel Amherst called a council to determine the proper place for landing his soldiers, but adopted the advice which the commodore gave, although different from that of the other officers: succeeding in all his operations, the French were defeated, and the town with its whole garrison taken. M. De Tiernay, under favour of a dark night at the commencement of a N. W. breeze, stole out of the harbour with all his ships, and made the best of his way for France, although they were much superior in force to the English. Mr. Graves acquired great credit for his judgment and abilities during these transactions, and had the thanks from Colonel Amherst for his advice. This re-conquest was accomplished with so much alertness, that it preceded the peace then in treaty between the two nations. When Mr. Graves returned to this country, he proposed several new regulations with respect to the government, and for the security of the island in future, which being approved, were adopted by the ministry. He had also the satisfaction, upon his voyage back, to save the captain and crew of the Marlborough, of seventy four guns, then returning from the siege of the Havannah, just before the ship herself foundered at sea. In the year 1764, the merchants having made various complaints of the misconduct of the governors of forts on the coast of Africa, Lord Egmont, then at the head of the Admiralty, pitched upon Mr. Graves as a proper person to go thither with a squa-

don for the purpose of inspecting the actual state of affairs: he performed this service with so much discernment, as to satisfy the merchants and the public. He reformed several abuses, and occasioned the removal of some of the governors.

After the return of Mr. Graves from the coast of Africa, no mention is made of him during the ensuing peace, till the year 1769, when he was appointed to the *Temeraire*, of seventy-four guns, a ship fitted as a guard-ship at Portsmouth, which is the only commission we know him to have received during nearly the whole of the ensuing peace; nevertheless, on the 4th of April 1775, he received the very honourable appointment of colonel of marines, in which station he became the successor to the late Admiral Pigot, who was promoted to the rank of a flag officer. He was about the same time chosen representative in Parliament for the borough of East Looe, in Cornwall. In 1776, the unhappy dispute which had some time before taken place with the American colonies, rendered it expedient, in the opinion of government, to augment the number of ships kept in commission and readiness for immediate service. Mr. Graves was, in consequence of this resolve, appointed to the *Monmouth*, of sixty-four guns, one of the ships pitched upon to belong to this extra armament, in which they still, however, retained their original peaceable appellation of guard-ships.

The conduct of France having about two years afterwards rendered it still farther necessary to augment these preparations, Mr. Graves was promoted to the *Conqueror*, of seventy-four guns, one of the fleet which was ordered to North America for the purpose of opposing that of Louis XVI, which was reported to be on its passage thither under the orders of the Count D'Estaing, to support the revolted colonies in their opposition to Great Britain. Misfortune and distress attended this armament from the moment of its quitting the shore of Britain: over-

taken by a most violent gale of wind, the ships became separated from each other; but Mr. Graves having had the good fortune in the *Conqueror* to keep company with the rear-admiral, and four other ships of the line, the fortunate and critical arrival of six ships of such force, proved a very considerable relief and support to the squadron previously employed in that quarter, which was, till that junction took place, very considerably inferior to the fleet of the enemy which had arrived in the same quarter.

Mr. Graves having been promoted to the rank of rear-admiral of the blue on the 19th of March 1779, quitted the command of the *Conqueror*, and returned to England with a convoy, which he was fortunate enough to conduct home in perfect safety. He received no appointment after his return till the ensuing summer, when, having hoisted his flag on board the *London*, of ninety-eight guns, he was again sent to North America with a squadron, consisting of six ships of the line, including the flag-ship, and the *Amphitrite* frigate, the situation of public affairs demanding that the utmost expedition should be used, as it was known that the Chevalier De Tiernay, the ancient antagonist of Mr. Graves, had been dispatched thither with a squadron, consisting of eight or ten ships of the line, besides frigates, on the same errand on which M. D'Estaing, his predecessor, had been employed. The British fleet was, according to the original intention, to have consisted of eight ships of the line; but, after consideration of the force already employed on that station under Mr. Arbuthnot, the number was reduced to six: with these Mr. Graves put to sea, though with a contrary wind, from Plymouth Sound, knowing the pressing situation of affairs, and he had the good fortune to effect a speedy and prosperous passage, in the course of which, he captured a very valuable East India ship, which he left to the care of the *Amphitrite* frigate, in order that not the smallest delay might be occasioned to the

squadron, by his attention to a vessel which might probably sail but ill.

On the 26th of September, which quickly followed his arrival on the *North America* station, he was raised to the rank of rear-admiral of the red; but, notwithstanding the zeal and alacrity displayed by him in the attempt to precede the arrival of the enemy, they had been fortunate enough to reach the port to which they were bound, Rhode Island, where they secured themselves so completely, as to put it totally out of the power of the British to make an attack, with any other prospect than that of discomfiture. The enemy put to sea on the 8th of March, and the British, furnished with tolerably correct intelligence of their motions, pursued them on the 10th: on the 16th, the two squadrons got sight of each other, and a trivial encounter took place, which, owing to the conduct of the French admiral, and his extreme care to avoid entering into a closer contest than he was absolutely compelled to do, ended as undecidedly as the greater part of those did which took place with the same enemy during nearly the first five years of the war.

Soon after this action took place, Mr. Arbuthnot, who till then, as the senior officer, had held the chief command in that quarter, resigned his office to Mr. Graves. His utmost exertions, abilities, and prudence, soon became extremely necessary; for the French fleet, which, during the preceding summer had been employed in the West Indies under the orders of the Count De Grasse, repaired to North America for the purpose of forming a junction with the Chevalier De Tiernay, and defying, as it were, all opposition by the tremendous superiority of so formidable a force: a secondary plan of operation was also concerted between France and America, which was, that, in consequence of so great an ascendance at sea as appeared sufficient to prevent any interruption from the British fleet, even when all the expected re-

inforcements should arrive, the American army under Mr. Washington should form a junction with the French troops commanded by the Count De Rochambeau. Rear-admiral Sir Samuel Hood had, indeed, arrived from the West Indies with a squadron of fourteen ships of the line, with which he reached Sandy Hook on the 28th of August, but still the enemy remained most tremendously superior. Sir Samuel's arrival too, brought with it the uncomfortable intelligence, that the French squadron from Rhode Island, consisting of ten ships of the line, which had before been under the orders of the Chevalier De Tiernay, but were then commanded by the Count De Barras, had been seen off the Capes of Virginia, being then on its passage to form a junction with their main fleet.

As to the motions of the Count De Grasse, no certain intelligence had been procured concerning them. Mr. Graves had at this time only five ships of the line, and one of fifty guns, in a condition for service; two others, the Prudent and Robust, being in a state of necessary refitment, and not capable of being made ready for sea in less than ten days. With this force, however, reduced as it was, he proceeded over the bar on the 31st of August, having, on the day before, arranged and delivered to the fleet the line of battle. He proceeded to sea immediately, steering directly for the Chesapeak, in hopes of arriving there before the French admiral from the West Indies, and effecting in succession the discomfiture of De Barras and De Grasse.

On the 5th of September, between nine and ten o'clock in the morning, the frigate detached by Mr. Graves to look out a-head, discovered the enemy's fleet lying within Cape Henry. Between ten and eleven o'clock it was seen by the whole fleet; and though its number could not be ascertained on account of the close, though confused, manner in which their ships were anchored, as is customary with the

French nation, yet its force was not supposed to consist of more than fifteen ships of the line. Mr. Graves formed his force in a line a-head, and advanced towards the enemy with all expedition. At half past noon the enemy began to get under weigh, and ran out to leeward of the British line; they were discovered about two o'clock to consist of twenty-four heavy ships of the line, a circumstance which then first convinced the English that the Count De Grasse had arrived.

When the van of the English had passed on the contrary tack to that of the French, so far that the enemy's headmost ship was nearly abreast of the London, on board which ship Mr. Graves had his flag, the signal was made to wear, as well for the purpose of bringing the fleet on the same tack with the enemy, as of avoiding a shoal called the Middle Ground, which the headmost ships had very nearly approached. The signal for this purpose was made at eleven minutes past two, and the English fleet continuing to approach that of the enemy as fast as the Count De Grasse, who kept occasionally edging away, would permit them, about a quarter past four the action commenced between the van of each fleet, and progressively extended to the twelfth ship in the English line. We must observe in this place, that the van of both fleets were fairly abreast of each other, but the rest of the French fleet was considerably to leeward of its van and centre; and from the circumstance of its consisting of five ships more than that under Mr. Graves, reached a considerable distance beyond his rear division to the westward. The enemy taking every possible opportunity of bearing away, the seven rear ships were not at all engaged. The contest ended with the setting sun; and, short as it was, several of the English ships received much damage. The enemy retired from the combat; and though the English admiral was under a necessity of destroying one of his ships, not merely on account

of the damage it had sustained in the action, but from her general ill state of repair and condition, the Count De Grasse, with a superiority of six ships of the line, did, during the five succeeding days, studiously avoid all farther contest. Without entering further on this subject, which has been detailed in our history, we observe, that after the peace was concluded, Mr. Graves did not take upon him any subsequent naval employment till the year 1788, when he was appointed commander in chief at the port of Plymouth, and accordingly hoisted his flag on board the *Impregnable*, a second rate, of ninety guns. On the 24th of September, in the preceding year, he had been advanced to the rank of vice-admiral of the blue, as he afterwards was to the same rank in the white squadron on the 21st of September, 1790. When a rupture was apprehended with Spain in the summer of the year last mentioned, the vice-admiral removed his flag into the *Cambridge*, which is the only anecdote we meet with concerning him in the three years during which he held the station just mentioned.

After the commencement of the contest with France, he was appointed to command the second post under Lord Howe, in the main or Channel fleet, and on the 1st of February, 1793, was advanced to be vice-admiral of the red, as he moreover was, on the 12th of April, 1794, to be admiral of the blue: in this station he served in the *Royal Sovereign* during the ever memorable action of the 1st of June in that year. On this occasion the admiral had the happiness of contributing in a very eminent degree to the success of this brilliant encounter, in which the *Royal Sovereign* lost her fore and main-top-gallant-masts, had fourteen men killed and forty-four wounded; among the latter was the admiral himself, very severely in his right arm.

His spirited conduct on this occasion was rewarded by an Irish peerage, he being created, by patent, bearing date August 12, 1794, Lord Graves, Baron

of Gravesend, in the county of Londonderry ; and on the 12th of June, 1795, was advanced to be admiral of the white. The wound his lordship received in his arm rendered it necessary for him to quit his command for a time; and as well on account of this as of his advanced age, he never was called on to take another command. He died 1801, in the seventy-sixth year of his age, having spent nearly threescore of them in the almost uninterrupted naval service of his country. If fortune did not favour him with one of those first-rate opportunities of distinguishing himself, which, in truth, fall to the lot of but few commanders, nevertheless, the name of Admiral Graves will always hold a respectable rank in the annals of the British navy.

JOHN WILLETT PAYNE,

REAR-ADMIRAL OF THE BLUE;

AUDITOR OF THE DUCHY OF CORNWALL; VICE-ADMIRAL OF THE COASTS OF DEVONSHIRE AND CORNWALL; TREASURER OF GREENWICH HOSPITAL, &c.

Mr. JOHN WILLETT PAYNE, the youngest son of the Honourable Mr. Payne, lieutenant-governor of the Island of St. Christopher, was born in that island; and received the early part of his education at Dr. Brackyn's academy at Greenwich. He continued but a short time under the tuition of this gentleman; and having made a greater progress than was expected, was removed to the Royal Academy at Portsmouth; and there applied with unremitting assiduity to acquire a thorough knowledge of the first elements of science, connected with the naval profession which he had embraced. This youth about the close of the year 1769, having remained three years at the academy, received an admiralty discharge for the Quebec,

thirty-two guns, Lord Ducie,* to which ship his lordship had been appointed on quitting the Feversham of forty-four guns. Mr. Payne sailed in the Quebec to the Leeward Islands; and having experienced in this ship the first toils and pleasures of a naval life, to which he daily grew more and more attached, he was received on board the Montaguë, Rear-admiral Robert Mann,† who had hoisted the red ensign, as commander-in-chief on that station. During the dreadful fire that broke out in the town of St. George, Antigua, on the night of the 27th of December, 1771, and before day-light nearly reduced the whole to ashes, the officers and men from the Montaguë rendered the most essential service: by their exertions, a few buildings in the carenage, near the court and custom-house, were preserved.

Mr. Payne left the admiral's ship, on being appointed acting lieutenant in the Falcon sloop, eighteen guns, Captain Cuthbert Bayne; and sailed in her on the Carib expedition to the island of St. Vincent, in 1772. The windward side of the island is not inhabited by the original settlers, but by the descendants of a cargo of African slaves, belonging to an English vessel, wrecked on the coast: being hospitably received by the yellow Caribs, they overpowered them, and became their sovereigns. France endeavoured, but in vain, to reduce them to a state of subjection. St. Vincent's was long a neutral island: at the peace of 1763, the French agreed, that the right to it should be vested in the English: but,

* Francis Reynolds Morton. Lord Ducie, was born on the 28th of March, 1739; was advanced commander on the 21st of November 1760. On the 12th of April, 1762, was advanced to post rank, and appointed to the Garland. The Ducies were descended from a family in Normandy. His lordship in 1785, on succeeding to the title, resigned his rank in the service.

† Admiral R. Mann, had afterwards the command on the Mediterranean station, with his flag in the Medway, sixty guns. In April, 1779, he was made one of the lords of the admiralty; but he quitted the board in September, 1780; he died in 1785.

when a proclamation was issued, commanding all the inhabitants to come and swear allegiance to his Britannic Majesty, few obeyed; and even those few retracted, being influenced by the threats of the rest.

In consequence of the repeated memorials, petitions, and remonstrances of the planters, to government, who represented these inhabitants as faithless, cruel, and insolent, the above expedition was undertaken; and Colonel Dalrymple, with the pay and rank of a major-general, was made commander-in-chief of the forces. After the loss of a considerable number of men, the Caribs were reduced to obedience; on the 17th of January 1773, a treaty of peace and friendship, was concluded, by which his Majesty was acknowledged the rightful sovereign of the island and domain of St. Vincent.

Early in the year Mr. Payne, having completed his time, returned to Europe in the *Sea-Horse*, Sir T. Paisley, and soon afterwards went as acting lieutenant on board the *Rainbow*, forty-four guns, Commodore T. Collingwood, then under sailing orders for the coast of Guinea: the usual circuit of the coast being made, and the various settlements visited, Mr. Payne next sailed in the *Rainbow* for Jamaica; and touching at Antigua, the seat of government, went into English Harbour. Mr. Payne's elder brother, Sir Ralph Payne, K. B. was at this time governor of the Leeward Islands; a station to which he has lately been again appointed. About the commencement of the American war, in 1774, Mr. Payne returned in the *Rainbow* to England.

Commodore Sir Peter Parker being appointed to a command on the American station, hoisted his broad pendant on board the *Bristol*, fifty guns, then newly launched, towards the close of the year 1775. In this ship Mr. Payne sailed from Portsmouth, as acting lieutenant, on the 26th of December. On the 12th of February 1776, Sir Peter left Cork with several transports under convoy, containing six regi-

ments, and seven companies of the forty-sixth, under the command of Lord Cornwallis; to co-operate with the loyalists in North Carolina. After a long voyage of near three months, occasioned by the lateness of their departure from Great Britain, all the fleet, except some few ships, arrived off Cape Fear,* on the 3d of May.

The whole squadron having joined by the 1st or 2d of June, proceeded to Charlestown, and arrived there on the 4th; General Clinton immediately took possession of Long Island, and encamped the troops upon it. Half a mile from Charlestown Harbour the Americans had constructed a strong fortification on Sullivan's Island; which, commanding the harbour, General Clinton resolved to attempt the reduction of it. At half past ten o'clock in the morning of the 28th of June, Sir Peter Parker, in the Bristol, made the signal for action to the Experiment, fifty guns; the Active, Solebay, Actæon, and Syren frigates; the Sphynx sloop; the Thunder bomb, and the Friendship armed ship, of twenty-four guns: at a quarter past eleven all the ships, having got springs on their cables, began a most tremendous fire on the fort. Three of the ships, the Actæon, Syren, and Sphynx, got aground; the two last, however, hove off, but the first stuck fast, and was set on fire the succeeding morning, to prevent her falling into the hands of the enemy: the batteries on Long Island now opened, and the ships continued an unremitting fire; between two and three o'clock, that of the enemy slackened for a short time. A fresh supply of ammunition being procured, their fire was renewed, and did not cease until between nine and ten o'clock.

* An headland in North Carolina, which gives name to a considerable river (*Cape Fear River*) extending into two branches. Off the Cape there runs out a spit of sand into the sea, for seven leagues due south. and at the end of it, after narrowing to a very small thread, it ends in a large circle of sand, a full league in diameter.

In this action, the Bristol and Experiment suffered most; the fire of the enemy being principally directed against them, they were left almost wrecks on the water. Mr. Payne, during the whole, displayed that cool intrepidity for which he was so much noted; and considerably recommended himself to the commodore amidst scenes, that would have proved the resolution of even an older seaman. After this, when Lord Howe was appointed commander of the fleet, Mr. Payne was removed from the Bristol, into the Eagle, his lordship's ship, as aide-de-camp to the admiral.

During the time that Mr. J. W. Payne acted in this station, he was continually detached from the ship on a variety of important service, that demanded considerable address, and a continued presence of mind to accomplish; there is hardly any class of light sailing vessels, which, during this period, he did not occasionally command, in keeping up the communication between the admiral and his brother Sir William Howe—in the execution of which, he had either some extensive river to explore, some ford to sound, or the devious windings of some creek to examine, during the silence of the night; surrounded by an enemy, rendered desperate from the calamities of intestine war. Lord Howe, who, to the latest period of his life, considered this officer among the first of that school which he had taken such pains to form, was soon sensible of his diligence and abilities; and, at an early age, appointed him second lieutenant of the Brune frigate, thirty-two-guns, Captain Ferguson.

Before Lord Howe left the American station, Mr. Payne was appointed one of the lieutenants of the Eagle: he, however, did not accompany his lordship to Europe at the close of the year 1778; but, having been made second of the Roebuck, forty guns, Sir Andrew Snape Hammond, returned with him from America.

No officer has served under a greater variety of

characters, or with persons more diametrically opposite to each other, than the object of our present attention; and, what is most remarkable, he possessed the happy faculty of gaining the esteem and friendship of them all. From the *Roebeck*, Lieutenant Payne was removed into the *Romney*, fifty guns, of which he was appointed first, having the broad pendant of Commodore G. Johnstone, to whom the command on the Lisbon station had been given.

With this officer, Lieutenant Payne prepared to embark at the close of the year 1779. The *Romney* was at the time lying at anchor in Torbay, having returned from a cruise in the Channel, under the command of Sir Charles Hardy. It was late in the day before the wind allowed the squadron under Commodore Johnstone to sail. When the night was considerably advanced, the commodore demanded of his first lieutenant if all the boats were in; and being informed that they were, seemed displeased, and rather sharply ordered one to be hoisted out.

The commodore's orders were obeyed: but what was the surprise of his lieutenant when he was thus addressed: "I am desired to advance you commander, as soon as I have lost the admiral's light—can you see it?"—No light could be discerned!—"Go then, Sir, immediately on board the *Cormorant*, and call up Roddam Home; tell him he is appointed to the *Romney*, and that you are to command the *Cormorant*. Hasten! the wind may come about before morning, and force us back into Torbay; and you both may wait many years for your promotion."—Lieutenant Payne obeyed, and was thus advanced to the rank of commander.

Among the prizes taken by the squadron, was the *Artois*, forty guns, four hundred and sixty men, then esteemed the finest frigate which had ever been constructed. Captain Payne, who particularly distinguished himself during the occasional cruises on which the ships were sent, was advanced to post rank, with

the command of this ship, on the 8th of July 1780 ; and had soon an opportunity of supporting the insulted honour of the British flag, in a manner that received his Majesty's approbation.

On his return to England, Captain Payne was appointed to the *Enterprise*, twenty-eight guns: in this ship he, on various occasions, both in Europe and in different parts of America, continued to display that exertion and daring spirit which denotes the British seaman. Amongst others, his spirited attack on some ships in harbour, under the protection of a battery in the Island of Cuba, the whole of which he either destroyed or brought away, particularly recommended him to the notice of his commanding-officer, Admiral Pigot. Captain Payne was, in consequence, soon appointed to the command of the *Leander*, of fifty guns ; the ship which has so well supported her renown during the present war, and was restored to Great Britain by the noble liberality of the emperor of Russia. Nor was it long before Captain Payne enjoyed an opportunity of adding considerably to his professional fame, by one of the most daring engagements that was fought during the war.*

* The following is a copy of Admiral Pigot's letter to Mr. Stephens, giving an account of this engagement :

“ Sir—Captain Payne, whom I had appointed to the command of the *Leander*, and sent to convoy a cartel ship to the northward of the Islands, acquaints me by his letter, dated the 20th of January, which I received on the 5th of February, that he had on the night of the 18th fallen in with and engaged a large ship ; for the particulars I inclose Captain Payne's letter.

“ I have not a doubt of the ship being at least of seventy-four guns; having seen and examined several of the shot that were lodged in the *Leander*. I should not do justice to Captain Payne, his officers, and ship's company, if I did not acquaint their lordships, that from every enquiry as to the action, it appears to have been conducted with the greatest bravery and good order ; and indeed I have in several instances found Captain Payne a very active, good officer : a proof of which he has given me since the action by refitting his ship in English harbour in a short time, where she has had every thing new, but her mizen-mast ; and is returned to me without losing a man by desertion. I am sorry to

Before his return to Europe, this gallant officer was appointed to the command of the Princess Amelia,

say, his wounded men are all dead, excepting two, and they have lost their limbs. It is rumoured at this island, that the ship he engaged, was the Couronne, and that she got into Porto Rico. Nothing has arrived at the French islands excepting the Venus frigate five weeks ago; she had a passage of twenty-one days only. The naval force of the enemy at these islands is the Triton and Zele of the line, the last lately hove down, with a number of large frigates. A flag of truce I sent to Martinique is just returned; they say they know nothing of the ship that engaged the Leander; and that the Marquis de Bouillie is to go to Europe upon the arrival of D'Estaing.

“ I am, Sir,

“ Your most obedient humble servant,

“ RUGH PIGOT.”

Philip Stephens, Esq.

Captain Payne, in his letter to the admiral, mentions some particulars, which we shall extract.

— “ You may therefore guess our surprise at seeing nothing of him at the break of a very clear morning, though our head had continued invariably to the southward, which was the course he had been steering the whole day; nor can I conceive under any possible circumstances he could have been out of sight, though he had even put before the wind, had no accident happened to him. As I lay all that day, and the following night, directly in his way between Guadaloupe and Antigua, where I thought he might pass, without hearing any thing of him, I am at a loss what account to give you of him; yet in spite of his Spanish colours (in which I might also be mistaken), I am persuaded she is one of Mons. De Vaudreuil's squadron, from the number of troops she had on board; which enabled them to place small arms at every port. I am also confirmed in this opinion by the weight of her shot, which are stamped thirty-six pounds, having on them the French mark, and which announces her also to be a seventy-four: and from her situation, and the place I met her in, I should conjecture, that the rendezvous of that squadron is to the northward of the islands, and they mean to go to leeward of them into Martinique.

“ I am persuaded, Sir, that I am not too sanguine in saying, I believe, could we have got our head to the enemy when we attempted it (from the cool and determined conduct of every officer and man on board), that our success would have been equal to our wishes; and for whose credit, I cannot omit mentioning the steadiness they displayed in putting out three fires occasioned by

of eighty guns; in which ship, at the conclusion of the war, he safely arrived in England.

About the end of the month of August, 1785, Captain Payne, in company with Lord Northington, embarked in the packet at Dover, and arrived at Calais, after a tedious passage of fourteen hours.—Continuing their tour through Boulogne to Paris, Lord Northington prevailed on his friend to accompany him still further. When they had reached Geneva, they separated for a few days; Lord Northington directing his course towards Lausanne, where, on the borders of the Lake, his sister Lady Jane Aston, and Sir William, had taken up their abode at a cottage delightfully situated in a most romantic part of the country. Captain Payne, unattended by any one but a guide, indulged his favourite wish of wandering, without restraint, amid the sublime scenery of the Glaciers.—Having again joined Lord Northington, they passed Mount Cenis, and remained a fortnight at Turin.

Captain Payne, soon after his return to England, was elected one of the members of the borough of Huntingdon; which borough he twice represented in parliament. He also previous to this had been appointed private secretary, and keeper of the privy seal, to the Prince of Wales, whose friendship he had obtained.

At the first commencement of hostilities with France, the *Russel*, seventy-four guns, was commis-

the enemy's wads, without the smallest confusion, or discontinuance of the action.

“The enemy's loss of men, must, I think, from the concurrence of them, be very great: ours is only thirteen men killed and wounded; though I am sorry to say, that most of the latter cannot recover, being torn with large shot.

“I am, Sir,

“Your most obedient humble servant,

“J. W. PAYNE

“*Hugh Pigot, Esq. Admiral of the Blue, &c. &c. &c.*”

sioned by Captain J. W. Payne; and, on the ever memorable first of June, 1794, this officer was among those who received the particular thanks of Lord Howe, with a public mark of their Sovereign's approbation in the medal that was presented to them as the honourable badge of naval merit.

On the 31st of December, during the severe winter of 1794-95, Captain Payne hoisted his broad pendant, in the *Jupiter*, fifty-guns, as commodore of the squadron that was destined to bring her Royal Highness the Princess Caroline of Brunswick to England; after various delays, occasioned by the peculiar inclemency of the season, and the critical importance of an expedition, which had at the same time been well digested by government, and wisely intrusted to his skill, he sailed from the Nore on the 27th with a fair wind, and dropped further to the eastward: on Monday, the 2d of March he again unmoored, and made sail with the squadron.

On the evening of Saturday the 28th of March, her Highness was received under a royal salute on board the *Jupiter*, and on Saturday the 4th of April, having come to anchor off Gravesend, she the next day left the *Jupiter* for the *Augusta* yacht, Captain Browell, and about noon landed in perfect health and safety at Greenwich.

Being appointed during the summer of 1796, to the command of the *Impetueux*, eighty guns, which had undergone a complete repair at Portsmouth, so as to be nearly rebuilt, and early in November sailed out of Portsmouth harbour for Spithead. Captain Payne, having his officers and ship's company discharged from the *Russel*, came on board, and took the command.

During a cruise, Commodore Payne, from the constant anxiety and fatigue which he endured, had a violent attack of fever, which had nearly deprived the country of his services. Unwilling to give himself the smallest indulgence when in a con-

valescent state, he ventured out too soon after this attack; which brought on the gout and rheumatism, to such a degree, that his life was despaired of: he, however, was at length restored to his friends. Captain S. Edwards, in the mean time, was appointed acting captain of the *Impetueux*, and continued to hold the command of her until the 14th of February, 1797, when Captain Payne was advanced Rear-admiral of the Blue.

During the month of August, 1799, Rear-admiral Payne, in a manner the most flattering to his feelings, both as an officer, and a man, was appointed Treasurer of Greenwich Hospital. An office that he held till his death, which happened November 17, 1803, at the age of fifty. The prevailing features of his character were mildness and good will for all about him: he possessed an elegant taste for literature: his judgment was prompt and correct: his wit, though brilliant, was never severe, and his benevolence, though carefully concealed from public notice, was very widely extended. He was buried with much funeral pomp, in the cloisters, of St. Margaret's church, Westminster.

THE RIGHT HONOURABLE

LORD VISCOUNT DUNCAN,

KNIGHT OF THE IMPERIAL RUSSIAN ORDER OF ST. ALEXANDER NEWSKI, AND ADMIRAL OF THE BLUE, &c.

THE family of Lundie, from whence the noble and gallant subject of the present memoir is sprung, and of which he is at this time the representative, is of very high antiquity: it was originally styled Duncan of Sea-side; and there is a well authenticated heraldic tradition relative to it, which accounts particularly for its crest, *a dismantled ship*, now borne over

the arms of Camperdown. A person belonging to the family, who lived about two hundred years since, being supercargo on board a vessel bound from Norway to his native place, Dundee, was overtaken by a tremendous storm, in which the ship was reduced almost to a complete wreck, and the crew experienced, in consequence of that misfortune, the greatest extremity of hardship and distress. Contrary, however, to all human expectation, the crew were providentially enabled to navigate their crazy crippled vessel safe into port, and the parents of their fortunately rescued son immediately adopted the crest alluded to, in commemoration of the dangers which he had escaped, as well as in grateful acknowledgment to that Providence which had preserved him.

On the establishment of the Presbyterian form of worship in Scotland, the family of Lundie immediately attached themselves to it, and have ever since that time uniformly adhered to the same principles; nor have they shewn less steadiness in their political conduct than in their religion. During the rebellion which broke out in the year 1745, the late Lundie (as the head of the family, according to the custom of Scotland, was always called) and his lady distinguished themselves exceedingly, by their loyalty and attachment to the house of Hanover. Although their possessions could not be considered more extensive than in proportion to the rank of a private gentleman, yet the liberality with which they on every occasion entertained the officers of the royal army, and all other adherents to the cause which they espoused, appeared better suited to the affluence of a noble, than the more narrowed income of a person inferior in rank and apparent consequence.

His lordship, of whom we have now to speak, was born in the month of July, 1731, and received the first rudiments of education at Dundee. His debut, as a naval officer, was made either in the year 1746, or the following, when he was put under the com-

mand of Captain Robert Haldane, who, we believe, then commanded the Shoreham frigate, and with whom he continued two or three years. After the cessation of hostilities, he was entered in 1749 as a midshipman on board the Centurion, of fifty guns, a ship then ordered to be equipped to receive the broad pendant of Commodore Keppel, who was appointed commander in chief on the Mediterranean station, for the customary period of three years. Mr. Duncan continued under the command of that able officer during the whole time, and, by a very diligent attention to his duty in the subordinate station which he then held, attracted the early regard of his commander so strongly, that the attachment of the latter was quickly succeeded by friendship, and friendship by the strictest intimacy.

The time necessarily passed by a young man, after his entrance into the service in the capacity of a midshipman, is rarely diversified with events peculiarly interesting. Those years are the years of probation, in which the naval student is to endeavour by all the means he possesses, to fit himself with a laudable ambition of filling the highest rank of that particular line in which his own genius, his particular situation, or the wish of his relatives, has placed him; and it were an act of injustice to Mr. Duncan, were we not to declare that his conduct and exertions were such as though he truly considered that to be his condition. He aimed with a commendable and glorious ambition at attaining the most elevated command, and appeared, without the smallest tincture of vanity, conscious of his own ability to deserve it.

On the 10th of January, 1755, he was promoted to the rank of lieutenant. This advancement was occasioned by a determination on the part of the British government to send out General Braddock with a strong military force to North America, where the French had been guilty of a variety of encroachments. Commodore Keppel, who was chosen to command

the ships of war intended to convoy the transports, was not forgetful of the merits of Mr. Duncan, and accordingly seized the opportunity of recommending him so strongly to the Admiralty Board, that he was the first selected for promotion.

Mr. Duncan, immediately when he became a lieutenant, was appointed to the *Norwich*, a fourth rate, commanded by Captain Barrington, and intended as one of the squadron which was to accompany Mr. Keppel to America. After the arrival of the armament in Virginia, two of the lieutenants on board the commodore's ship, the *Centurion*, being advanced to the rank of captains, Mr. Duncan was removed into the *Centurion*, as well that he might be in the surer channel of advancement, as that his friend and patron might the better watch over and cherish those rising abilities which he had beheld with so much pleasure in their less mature state. Mr. Duncan continued on board the *Centurion* till that ship returned to England, and Captain Keppel, after having for a short time commanded the *Swiftsure*, being appointed to the *Torbay*, of seventy-four guns, procured his much esteemed élève to be appointed second lieutenant of that ship. After remaining on the home station, and, owing to the extreme caution of the enemy, very uninterestingly employed for the space of nearly three years, he proceeded on the expedition sent against the French settlement of Goree, on the coast of Africa. He was slightly wounded at the attack of the fort, and soon afterwards rose to the rank of first lieutenant of the *Torbay*, in which capacity he returned to England.

On the 21st of September, 1759, and subsequent to his arrival, he was advanced to the rank of commander, but he does not appear to have been fortunate enough to have met with any opportunity in his new station of adding to that reputation which he had already so deservedly acquired. He did not, however, long continue in so inactive a state; for having

been advanced to the rank of post captain, by commission bearing date February the twenty-fifth, 1761, appointing him to the *Valiant* of seventy-four guns, he again became materially connected, in respect to service, with his original friend and patron, Mr. Keppel. An expedition against the French island of Belleisle having been determined on in the British cabinet, Mr. Keppel, who was pitched upon to command the naval part of the intended enterprise, hoisted his broad pendant on that occasion on board the *Valiant*. The reduction of the citadel of Palais, and the general success which attended the whole of this spirited undertaking, proved, as it were, an encouragement and incentive to the equipment of a more formidable armament, not long afterwards sent to attack that most important of all the Spanish settlements in the West Indies, the town of Havannah.

Thither also Captain Duncan repaired with Mr. Keppel, and in the same ship. His friend and patron, who was appointed to command a division of the fleet, was ordered to cover the disembarkation of the troops; and, as the post of honour belongs on such occasions, as of right, to the captain of the admiral or commodore, Captain Duncan was accordingly invested with the command of the boats; he was afterwards very actively employed, and highly distinguished himself during the siege. When the town itself surrendered, he was despatched with a proper force to take possession of the Spanish ships which had fallen on that occasion into the hands of the victors. These consisted of the *Tyger*, the *Reyna*, the *Soverano*, the *Infante*, and the *Aquilon*, of seventy guns each; the *America*, the *Conquestadore*, the *San Genaro*, and *San Anthonio*, of sixty guns; and a singular anecdote respecting Captain Duncan was confidentially related to have taken place at this time. It may still be remembered that much hesitation appeared on the part of the Spanish commander in chief, with respect to the capitulation, he being

extremely averse from the surrender of the ships. Captain Duncan being informed of the object of contention, which prevented the absolute cessation of arms, privately took a few persons on whom he could depend, and put an end to the controversy, by setting fire to the cause of it. This act was much approved by the besiegers in both departments of the service, as being certainly the most expeditious mode of settling a troublesome dispute; but the whole affair being, for obvious reasons, kept extremely quiet, it was known only to a few persons by what means this apparent accident so fortunately and critically happened.

After the surrender of the Havannah, he accompanied Mr. Keppel, who was appointed to command on the Jamaica station, in the same capacity he had before held, and continued with him there till the conclusion of the war. Having then returned to England, we hear no more concerning him, till the recommencement of the war with France, in 1778, he having continued unemployed during the whole of this intervening period, which must have passed on most tediously for a person possessing so active a turn of mind as himself. His first appointment was to the Suffolk, of seventy-four guns; and after a very short continuance in that ship, without being able to meet with any opportunity of distinguishing himself, he removed, before the end of 1778, into the Monarch, of the same rate.

Attached to no party, influenced by no political persuasion or opinion, he sat as member on the different courts martial held on his friend Admiral Keppel, and his colleague the late Sir Hugh Palliser, without subjecting himself to the slightest reproach on either occasion.

During the summer of the year 1779, the Monarch was uninterruptedly employed in the main, or Channel fleet, commanded by Sir Charles Hardy. No encounter or memorable occurrence took place, owing

to the British admiral being under the necessity of avoiding an action, and continuing merely on the defensive, since the alliance between the French and Spaniards, had raised the force against which he had to contend so high as nearly to double that which he himself commanded. At the conclusion of the same year, the *Monarch* was one of the ships put under the orders of Sir George Bridges Rodney, who was instructed to force his way to Gibraltar through all impediments, and relieve that fortress, which was then closely blockaded by a Spanish army on the land side, and a flotilla by sea, sufficiently strong to oppose the entrance of any trivial succour. Captain Duncan accordingly hailed, with transport, the opportunity of acquiring fame; and fortune was propitious enough not to permit his expectations and hopes to be disappointed.

On the 16th of January, 1780, the British fleet being then off Cape St. Vincent, fell in with a Spanish squadron, commanded by Don Juan de Langara, who was purposely stationed there to intercept Sir George, who, according to misinformation received by the court of Spain, was supposed to be on his passage towards the besieged fortress, with a squadron consisting of no more than four ships of the line, having a fleet of victuallers and transports under their protection. The *Monarch* had not the advantage of being sheathed with copper; but, notwithstanding this inconvenience, added to the additional circumstance of her being by no means remarkable as a swift sailer, Captain Duncan was fortunate enough to get into action before any other ship in the fleet.

Notwithstanding the disadvantages under which, it has been stated, the ship he commanded laboured, she was pressed ahead of the fleet, under all the sail that could, with any degree of propriety, be set upon her; and it is reported, that when Captain Duncan was warned, by some coppered ships which he passed, of the danger he incurred, by dashing so hastily

amidst three of the enemy's squadron, which were just ahead, without some support, he replied, with the utmost coolness, and in no other terms, than, "*I wish to be among them.*" The strength of the wind, the agitation of the sea, and the swiftness with which the Monarch passed through it, united to put an end to any farther conversation, and Captain Duncan had his wishes complied with, by speedily finding himself well up within engaging distance of his antagonists. He found himself alongside one of the Spanish ships of equal force, though of much larger dimensions, than the Monarch, while two others of the like rate and magnitude lay within musket shot, to the leeward of him.

He accordingly directed his best efforts against the opponents, and after a short, though animated, resistance, had the satisfaction of seeing the colours of San Augustin, of seventy guns, struck, in token of her submission to the Monarch.

The rigging of the victor had, by this time, received too much damage, to render it possible for Captain Duncan to hoist out a boat for the purpose of boarding his prize, particularly as it then blew so hard, and the whole fleet was on a lee shore: he was therefore compelled to resign the honour of taking possession of the vanquished enemy, to a fresh ship, which was then coming up astern. The fate of this vessel was singular, and must have been extremely mortifying to the conqueror. She was found so much disabled, that it was judged necessary to take her in tow; but on collecting the squadron with the prizes, preparatory to the entrance of the fleet into the Straits of Gibraltar, it was found that the only trophy of victory to which Captain Duncan, though he had afterwards engaged many other ships in the fleet, could claim an exclusive right, was, through necessity, abandoned, after taking out the few British officers and seamen who had been put on board her. In consequence of this, the original crew, repossessing

themselves of their ship, restored her to their country; and having navigated her in safety to Cadiz, she being refitted, was despatched on the 28th of April, to the West Indies, as one of the squadron ordered thither under Don Solano.

Captain Duncan quitted the command of the *Monarch* not long after his arrival in England, and did not receive any other commission until the beginning of the year 1782, when he was appointed to the *Blenheim* of ninety guns, a ship newly come out of dock, after having undergone a complete repair. He continued in the same command during nearly the whole of the remainder of the war, constantly employed with the home, or, as it was called, the Channel fleet, which was, during the greater part of the time, commanded by the late Earl Howe. Having accompanied his lordship in the month of September to Gibraltar, he was stationed to lead the larboard division of the centre, or commander in chief's squadron, and was very distinguishedly engaged in the encounter with the combined fleets of France and Spain, which took place off the entrance of the Straits.

Soon after the fleet arrived in England, Captain Duncan removed into the *Foudroyant*, of eighty-four guns, one of the most favourite ships in the British navy at that time, which had, during the whole preceding part of the war, been commanded by Sir John Jervis. He continued in that ship no longer than till the cessation of hostilities; an event which, it may be well remembered, took place in the ensuing spring. He then removed into the *Edgar*, of seventy-four guns, one of the guard-ships stationed at Portsmouth, and continued, as is customary in time of peace, in that command during the three succeeding years. This was the last commission he ever held as a private captain.

On the 14th of September, 1789, Captain Duncan was promoted to be rear-admiral of the blue, as he moreover was to the same rank in the white squadron, on a second advancement of flag-officers, which

took place on the 22d of September, 1790. He was raised to be vice-admiral of the blue, on the 1st of February, 1793; of the white, on the 12th of April, 1794; to be admiral of the blue, on the 1st of June, 1795; and, lastly, to be admiral of the white, on the fourteenth of February, 1799. During all these periods, except the two last, singular as it may appear to posterity, the high merit Admiral Duncan possessed, continued either unknown, or, to give the treatment he received what may perhaps be a more proper term, unregarded. Frequently did he solicit a command, and as often did his request pass uncomplained with.

At length, however, his merit burst through the cloud which had so long obscured it from public view. He received, in the month of February, 1795, an appointment, constituting him commander in chief in what are called the North Seas, the limits of his power extending from the North Foreland, even to the *Ultima Thule* of the ancients, or as far beyond as the operations of the enemy he was sent to encounter should render necessary. He accordingly hoisted his flag on board the *Prince George* of ninety-eight guns, at Chatham; but that ship being considered too large for the particular quarter in which the admiral was destined to act, he removed soon afterwards into the *Venerable*, of seventy-four guns, and proceeded to carry into execution the very important trust which was confided in him.

When the patience and unwearied constancy with which this brave officer continued to watch a cautious and prudent enemy, during the whole time he held the command, a period of five years, are considered, it becomes a matter of difficulty to decide, whether those invaluable qualities just mentioned, or the gallantry, as well as the judgment, he displayed on the only opportunity the enemy afforded him of contesting with them the palm of victory, ought most to render him the object of his country's

love and admiration. The depth of winter, the tempestuous attacks of raging winds, the dangers peculiarly attached to a station indefatigably maintained off the shoals and sands which environ the coasts of the United Provinces, added to many dark and comfortless nights, all united to render the situation, even of the common seaman, peculiarly irksome; what then must have been the situation of the commander in chief? Yet, in the midst of these discouraging inconveniences, surrounded, as he stood, on every side, by perils of the most alarming kind, he never shrunk even for a moment, from his post during the whole time he held the very important command allotted to him. There does not appear to have been a single month in which he did not shew himself off the hostile coast that he insulted; though he was, through necessity, compelled to be content with the secondary consideration, of having dared a foe to a contest, which they very wisely, prudently, or timidly, shrunk from.

In endeavouring to counteract the effects of the French Revolution, different alliances were formed by Great Britain; and in 1796, a formidable Russian squadron arrived in the Downs, with instructions that its admiral should put himself totally under the orders of the British commander in chief, in the same quarter. To command a body of men whose manners, whose customs, whose discipline were totally dissimilar to those of his own people, must have required no common share of judgment, patience, and benevolence; these qualities, there can be no doubt, Admiral Duncan possessed in a very eminent degree. So highly did he acquire the love and the respect of his foreign associates, that, in consequence of a representation made by their admiral to the Empress Catherine, of the satisfaction that he had felt in acting under the orders of Mr. Duncan, she thought proper, unsolicited, to honour him with the imperial order of Alexander Newski, being the

second, in point of rank, among the degrees of Russian knighthood.

It would be tedious to enter into the minutæ of those numerous services which he rendered his country during the more early part of his command: they were, at least, proofs of his diligence; though the inferior force of the many prizes made by the ships he commanded* might render any exertion of gallantry on his part unnecessary. A melancholy occurrence, however, which took place in the month of May, 1797, called forth all those powers which had so long lain dormant: the urgency and peculiarity of the case might be said far to exceed, in difficulty and danger, any situation in which an officer could be thrown, who had to contend with only the public and avowed enemies of his country. We advert to that dreadful mutiny, or commotion among the seamen, which, after having raged some time with tremendous fury on board the Channel fleet at Portsmouth, had spread its deleterious contagion through the ships employed under the orders of Admiral Duncan. See our History.

As an officer bearing command, no person had ever more endeared himself to those whom he was appointed to conduct, than Admiral Duncan; for, while benevolence and good humour had acquired him the universal love of all who knew him; a re-

* Among which may be reckoned the capture of the Dutch commodore, Vanderkin; the *Argo*, of thirty-two guns, taken by Captain Halstead, in the *Phoenix*, May, 1796; and the *Mercury*, of sixteen guns, a brig sloop of war, taken by the *Sylph* on the same day; the *Echo*, of eighteen guns, and *De Gier*, of fourteen; two sloops of war were driven on shore by the *Pegasus* at the same time. To these we may add a considerable number of very valuable trading vessels, as well as others of inferior consequence. From the French, the *Victorieuse* and *Sulisante* French national brigs, mounting fourteen guns each, were captured in August, 1795, soon after he put to sea. The *Pandora*, a vessel of the same force and description, in the month of December following. The *Jalousie* corvette, mounting eighteen guns, in the month of May, 1796.

gularity of government or discipline, unalloyed by severity, and unmixed with the smallest portion of that species of conduct which too often appears in very humane well-disposed men, perpetually reminding those over whom they are put in authority, of the great inferiority of their station, had rendered him revered as well as adored. On the instant the baneful influence of this disease made its appearance, he visited every ship in the fleet; his presence had the temporary effect of Ithuriel's spear; it compelled the dæmon of discord to quit the more pleasing shape which it had taken, and resume its natural one, disgusting, loathsome, and terrific; its idolatrous worshippers became, for a short space, ashamed of their deity, and returned to their duty without apparent reluctance. The disease, however, was only checked, not cured; for when the fleet put to sea, it renewed its appearance, attended by all its former virulent symptoms, the *Venerable* and *Adamant* appearing the only ships that were not thoroughly tainted with the infection. On the evening before the admiral himself intended to put to sea, he made the signal for the *Trent* frigate to get under weigh: his commands were not complied with; and on inquiring into the cause, it was found that the crew peremptorily refused obeying their officers, on pretence that the regulation established immediately before, by act of Parliament, in respect to the weight and measure of provisions, had not been adopted with respect to them. The fact really was, the augmentation had so very recently passed into a law, that the particulars of it had not been at that time officially notified to the officers whose particular duty it was to attend to it. The fomenters of dissention, eagerly snatching at the only existing chance of exciting farther tumult, had set fire to the train, by merely suggesting the hardship, and the conflagration spread to the utmost of their wishes.

The admiral, on this alarming occasion, ordered

all hands to be called upon deck ; he publicly made known to them the delinquency of their companions ; he informed them of his intention to go alongside the frigate early in the ensuing morning, and compel the rebellious crew to return to their duty. " Who is there, " said he, " that on this occasion will desert me ? " The question was immediately answered in the negative ; his people, with one accord, declaring their utmost abhorrence of such conduct, and their assurance of support, to the utmost of their power in the punishment of it. In the course of the evening, however, a letter, couched in the properest terms possible, was transmitted to him from his ship's company ; they offered, by way of satisfying the discontent which pervaded the crew of the Trent, and to shew them they fared no worse than all others embarked in the same cause did, to deliver to him the different weights and measures used by the purser in the allotment of their provisions, and depend entirely on his justice and candour, as far as regarded their own allowances. This offer convinced the mutineers of the impropriety of their conduct ; the effusion of British blood, and by the hands of Britons, was happily prevented ; for before the ensuing morning the frigate proceeded on the service previously ordered by the commander in chief.

Towards the end of May, Admiral Duncan quitted Yarmouth Roads by order of the Admiralty board, with instructions to cruise off the back of those sands which at some distance environ that anchorage, till he should be reinforced. The Nassau and Montague, one of sixty-four, the other of seventy-four guns, refused to put to sea, under pretence that they were in the course of payment, though there were at that time scarcely ten shillings due to each man on board. This sad example induced the rest of the ships to pursue the same line of conduct ; so the Venerable and Adamant, whose crews, as already observed, never relaxed from their duty, were left to proceed

by themselves off the Texel, whither the admiral, unattended as he was, immediately repaired.

Stratagem supplied, on this occasion, the place of numbers; for the admiral, by making a variety of signals, as to ships in the offing, effectually duped Admiral De Winter, as he himself afterwards confessed, into the belief that the channel of the Helder was blocked up by a force superior to that which he himself commanded. At this critical period, the only symptom of mutiny that ever was observed on board the Venerable made its appearance. It becomes, indeed, rather a matter of wonder, considering how prevalent is the force of example, that it should have been so tardy, or so languid, as it fortunately proved: a plot, however, was actually on foot, and was happily discovered by some truly valuable men belonging to the gunner's crew. The admiral, as he had before been frequently compelled to do, during the critical period alluded to, ordered all hands to be turned upon deck. He immediately addressed them in the firmest, and, at the same time, the coolest, terms: after a few minutes, six men, among the stoutest in the ship, and who were charged with being the ring-leaders of the conspiracy, were brought before him. It was, at that time, impossible to say to what height the disease had reached; the moment was more than critical; it was awful; and, while the delay of an instant might have rendered it fatal, a strong measure too hastily or unadvisedly taken, might have been equally injurious to the cause of tranquillity.

“My lads,” said the admiral, “I am not in the smallest degree, apprehensive of any violent measure you may have in contemplation: and though I assure you I would much rather acquire your love than incur your fear, I will, with my own hand, put to death the first man who shall presume to display the slightest symptom of rebellious conduct.” Turning round immediately to one of the mutineers; “Do you, sir,” said

he, "want to take the command of this ship out of my hands?"—"Yes, sir," replied the fellow, with the greatest assurance. The admiral immediately raised his arm, with an intent to plunge the sword into the mutineer's breast: he was prevented by the chaplain and secretary, who seized his arm, from executing this summary act of justice; an act rendered, at least justifiable, if not necessary, by the particular situation in which not only himself, but the greatest part of those whom he commanded, were at that time placed.

The blow being prevented, the admiral attempted not to make a second, but immediately called to the ship's company with some agitation: "Let those who will stand by me, and my officers, pass over immediately to the starboard side of the ship, that we may see who are our friends, and who are our opponents." In an instant the whole crew, excepting the six fomenters of the disturbance, ran over with one accord. The culprits were immediately seized, put in irons, and committed to the gun-room; from whence they were afterwards liberated, one by one, after having shewn those signs of real penitence, which induced the admiral, by well-timed acts of lenity, to endear himself, if possible, still more to a faithful crew, who, in the midst of tumult, had stood faithful to their trust, uncorrupted in the very focus of seditious seduction.

The instance of mild forbearance and forgiveness just related may not impossibly be thought censurable by the stern and rigid disciplinarian; when, however, the existing complexion of the times, added to the very exemplary conduct of the remaining part of the crew, are considered, together with the little danger that was to be apprehended from any disturbance that could be excited by six headstrong persons, surrounded as they were by as many hundreds, who revered their commander as a father, and loved him as a friend, it certainly was worth making

the experiment whether even dissolute morals might not be reclaimed by lenity. The motive was benevolent, and the effect happy; for, except in the slight instance already related, not the smallest symptom of discontent ever appeared on board the Venerable.

Let us now turn our minds from a subject as disgusting as it is unusual, and hasten to the account of one of those events which will, to the latest posterity, continue to grace, with the utmost splendour, the page of British naval history—the engagement with the Dutch fleet off Camperdown. The fleet of the enemy had long been in a complete state of equipment for actual service; it consisted of fifteen ships of the line, six frigates, and five sloops of war; the wind was favourable for their putting to sea, and nothing but the ingenious artifice already related, in all probability prevented it. At length the admiral, in the hope of annoying them very materially, if they attempted to come out, the channel being so narrow as not to admit of more than one ship passing at a time, anchored, having the *Adamant* in company, at the outer buoy of the *Texel*, both ships having springs on their cables. What the event of so unequal a contest would have been, is now of little consequence; but whatever it might have proved, the measure certainly reflected the highest honour on the man whose gallantry not only projected it, but made every possible preparation in his power to carry it into execution in the most advantageous manner possible.

The crew were at their quarters for three days and three nights, almost in momentary expectation that the enemy would come out. Their admiral even made the preparative signal for sailing; but a few hours before the time when their intention was to have been executed, the wind came round to the westward, and prevented it. During the eight following days, the admiral and his consort were on the tiptoe of expectation, waiting for a reinforcement, when, at length,

to their great joy, they were joined by the *Sans Pareil*, of eighty-four, and the *Russel* of seventy-four-guns. Other ships coming in soon afterwards, the disparity of numbers so far decreased, as to annihilate all anxiety for the event of the expected contest. The *Venerable* herself kept the sea during eighteen weeks and three days, without intermission, in which time many of the ships which had joined the admiral after the mutiny, had been compelled to make a temporary return into port, either on account of a want of provisions, or the damage they had received in the gales of wind which happened about that period.

At length the commander in chief, in spite of all the care and economy he could contrive, found himself under a necessity of returning into port, to revictual and procure a supply of stores, the *Venerable* being in want of nearly every species of necessary requisite to a ship employed on so active a service. The Dutch admiral, who had accurate information from small vessels, which were kept out as scouts, of all the motions which the British fleet made, wearied by his long confinement in port, urged by the representations made from his own executive government, and stimulated by the influence of the French faction in Holland, ventured at last to put to sea. Though a man inferior to no one, perhaps, in personal courage, he knew too well the superiority of the British ships, and the crews which navigated them, both in respect to equipment and nautical knowledge, to suppose that the event of an action would be conformable to the wishes or interests of his countrymen, unless he outnumbered his antagonists far higher than he could expect or hope. But by putting to sea, he considered that he should at least quiet the minds of his countrymen for a time; and that calm he hoped to produce, without putting his armament to the risk of a defeat: this he was induced to flatter himself with, under the reflection that the same wind which wafted his enemy from the British shore, would rea-

der his return into port so easy, that he might avoid an action.

The activity of Admiral Duncan rendered these expectations futile. Having previously dispatched orders to Yarmouth for the preparation of the different articles he stood in need of, so that as little time as possible might be lost, the fleet had no sooner got to an anchor, than the vessels employed in victualling were alongside. The commander in chief setting the first example of assiduity, quitted not his ship for a moment; he continued almost constantly on deck, encouraging the men, and promoting every possible exertion, insomuch, that the Venerable herself was ready for sea in four days, and the whole of the fleet in less than eight. He lost not a moment in getting out to his station, having received early intelligence that the event he had so long wished for, had actually taken place.

Fortune propitiously decreed that the zeal and unremitting perseverance of the admiral should not pass without acquiring the reward of victory, which he had so long and so diligently laboured to win. On the eleventh of October, at nine o'clock in the morning, the headmost ships of the fleet made the signal of having discovered the enemy, and after a pursuit of three hours, succeeded in the well-judged operation of cutting through the enemy's fleet, by which means they were cut off from their own ports. The subsequent events of the glorious victory obtained on that occasion, and the minute, though highly interesting particulars with which the contest abounded, have already been related.

It has been remarked, and with some truth, that the laconic manner in which the gallant admiral first announced his success to the Admiralty board, in no small degree resembled the celebrated letter of Captain Walton written in consequence of his having attacked, taken, or destroyed, a detachment of the Spanish

fleet off Syracuse. "We have taken," said that brave officer, "and destroyed all the Spanish ships and vessels that were upon the coast; the number as per margin. Yours, &c. G. Walton." That which we bring into comparison with it was to the following purport:

*Venerable, off the coast of Holland, the 12th of October.
Camperdown E. S. E. eight miles.*

SIR,

I have the pleasure to acquaint you, for the information of the lords commissioners of the Admiralty, that at nine o'clock this morning I got sight of the Dutch fleet; at half past twelve I passed through their line, and the action commenced, which has been very severe. The admiral's ship is dismasted, and has struck, as have several others, and one on fire. I shall send Captain Fairfax with the particulars the moment I can spare him.

I am, &c.

ADAM DUNCAN.

The admiral, as a public and proper reward for his very brilliant conduct on the foregoing occasion, was raised, by patent bearing date October the 30th, to the dignity of a Baron and Viscount of Great Britain, by the titles of Baron Camperdown and Viscount Duncan. He also received the thanks of both Houses of Parliament, and the City of London voted him the freedom, with a sword of the value of two hundred guineas. The Venerable had received so much damage, and had become so leaky, owing to the number of shot she had received in her hull, that she was, with the greatest difficulty, brought into port; and being found unfit for further service, without previously undergoing a thorough repair, was, of course, ordered to be dismantled for that purpose. His lordship, who continued to retain his command, shifted his flag into

the Kent, a new ship of seventy-four guns, then just launched. Soon as the ships destined to remain under his orders were refitted, he returned again to his station; and, by his continued vigilance, the Dutch trade was almost annihilated: their vessels, whenever any were found hardy enough to attempt putting to sea, were captured in sight of their own ports; for the whole coast was so completely blockaded, that instances very rarely occurred of their being able to elude the extreme vigilance of the British cruisers.

His lordship continued to retain the command on the north-sea station, till the commencement of the year, 1801, when he retired from active service to his country-seat. He died the fourth of August, 1804, in the seventy-third year of his age. He met the stroke of death with the dignity of a hero, and the resignation of a true christian. He had enjoyed a large share of the glories and comforts of the world, but had likewise experienced its afflictions, in the loss of some of his children. It is said by those who personally knew his lordship, "that it would be difficult to find, in modern history, another man, in whom, with so much meekness, modesty, and unaffected dignity of mind, were united so much genuine spirit, so much of the skill and fire of professional genius; such vigorous and active wisdom; such alacrity and ability for great achievements, with such entire indifference for their success, except so far as they might contribute to the good of his country." Lord Duncan was a tall man, and of an athletic and finely proportioned form. His countenance was remarkably expressive of the benevolent and ingenuous excellencies of his mind.

SIR ROBERT KINGSMILL, BART.

ADMIRAL OF THE BLUE SQUADRON.

SIR ROBERT KINGSMILL, whose original name was Brice, is the descendant of a very ancient and respectable family long settled in the town of Belfast, in Ireland; he was born about the year 1730. Having from his earliest infancy discovered a predilection in favour of a naval life, he was indulged, by his parents, in that propensity, and accordingly entered at a proper age into the royal navy. In the subordinate ranks of midshipman, and master's mate, he constantly displayed a diligent attention to the duties of his station, as well as a care, and a conviction of the necessity of it, far beyond what has generally appeared in the character of youth. Such having been the outline and traits of his conduct, he was appointed a lieutenant on the 29th of April 1756. By an unremitting perseverance in the same steps, he established his own credit, and acquired the esteem, the confidence, and the love of all his superiors in rank, with respect to the service, under whom he was placed. After remaining from the commencement of the war, till the beginning of the year 1761, without obtaining any advancement, a circumstance which he endured not only without murmur, but without manifesting any other kind of impatience, than what was produced by the wish of distinguishing himself in the service of his country more conspicuously than the station which he then was in, permitted, he was at the end of the month of January, sent to sea, for the first time, in an independent station, as acting commander of the *Swallow* sloop of war.

His outset as a naval commander, was luckily attended with one of those successes, which, though

trivial in themselves, are considered even by persons whose minds soar above superstition, as ominous of future prosperity; at least they serve as incentives to exertion; they afford both hope and encouragement to the youth and spirit of an hero, and reconcile him at once to the fatigues incident to his occupation, by permitting him to taste the honours together with the pleasures which almost invariably attend, as the natural consequence of the steady pursuit of it. Being employed in cruising off the coast of France, he fell in with and captured almost without resistance, a privateer belonging to Bayonne, called the Sultan. Equalling as it did in force the vessel which Mr. Kingsmill himself commanded, the adroitness and ease with which he effected his conquest, reflected no less honour on him than he could possibly have acquired by the most hard fought action.

Being confirmed on the 3d of July following in that rank and station which had before been only temporary, and as it were permissive, for it was hourly subject to revocation, he was ordered to the West Indies as commander of the Basilisk bomb-ketch. This vessel formed one of the armament ordered thither with Rear-admiral, afterwards Lord, Rodney, on an expedition planned against the island of Martinico, which was the most important colony then belonging to the French in that quarter of the world. The armament sailed from Spithead on the 18th of October, and arrived, after a very prosperous passage, at the Island of Barbadoes in the course of the ensuing month. Here a strong reinforcement joined them under the orders of Commodore Barton,* who had proceeded to the same

* This gentleman commanded the Litchfield, of fifty guns, in the year 1758, and being unfortunately wrecked on the coast of Africa, was carried together with his crew into slavery by the Moors, into whose hands he fell. The following extract from the account given of their sufferings by Lieutenant Sutherland, will be considered sufficiently interesting to warrant the insertion, especially as we have nothing very similar in the compass of our work;

rendezvous with a numerous fleet of transports, having on board a considerable part of that army with its

“ The *Litchfield* left Ireland on November 11, 1758, in company with several other men of war and transports, under the command of Commodore Keppel, intended for the reduction of Goree. The voyage was prosperous till the 28th, when, at eight in the evening Lieutenant Sutherland, took charge of the watch, and the weather turned out very squally with rain. At nine it was exceeding dark with much lightning, the wind varying from S. W. to W. N. W. At half past nine we had an extreme hard squall; Captain Barton came upon deck and stayed till ten, he then left orders to keep sight of the commodore, and to make what sail the weather would permit. At eleven we saw the commodore bearing S. but the squalls coming so heavy, were obliged to hand the maintop sail, and at twelve o'clock were under our courses.

“ November 29, at one in the morning,” says Mr. Sutherland, “ I left the deck in charge of the first lieutenant, the light which we took to be the commodore's right ahead bearing south, the wind W. S. W. blowing very hard. At six in the morning I was awaked by a great shock and a confused noise of the men on deck; I ran up, thinking some ship had run foul of us, for by my own reckoning, and that of every other person in the ship, we were at least thirty-five leagues distance from land; but before I could reach the quarter-deck the ship gave a great stroke upon the ground, and the sea broke all over her: just after this I could perceive the land rocky, rugged, and uneven, about two cables length from us. The ship lying with her broadside to windward, the masts soon went overboard, carrying some men with them. It is impossible for any but a sufferer to feel our distress; at this time the masts and yards, and sails hanging alongside in a confused heap, the ship beating violently upon the rocks, the waves curling up to an incredible height, then dashing down with such force as if they would immediately have split the ship to pieces, which we indeed every moment expected. When we had a little recovered from our first confusion, we saw it necessary to get every thing we could over to the larboard side, to prevent the ship from heeling off, and exposing the deck to the sea. Some of the people were very earnest to get the boats out; contrary to advice, and after much intreaty, notwithstanding a most terrible sea, one of the boats was launched, and eight of the best men jumped into it; but it had hardly got to the ship's stern when it was whirled to the bottom, and every one perished; the rest of the boats were soon washed to pieces upon the deck. We then made a raft with the davit, capstan bars, and some boards, and waited with resignation for Divine Providence to assist us. The ship was soon filled with water, so that we had no time to get any provision up, the quarter-deck and poop were now the

camp equipage, battering train, and other necessary appendages, that had just before been so successfully

only places we could stand on with any security, the waves being mostly spent by the time they reached us, owing to the fore-part of the ship breaking them. At four in the afternoon, perceiving the sea to be much abated, one of our people attempted to swim, and got safe on shore. There were a number of Moors upon the rock ready to take hold of any one, and beckoned much for us to come on shore, which at first we took for kindness, but they soon undeceived us, for they had not the humanity to assist any body that was entirely naked, but would fly to those who had any thing about them, and strip them before they were quite out of the water, wrangling among themselves about the plunder; in the mean time the poor wretches were left to crawl up the rocks if they were able; if not, they perished unregarded. The second lieutenant and myself, with about sixty-five others, got ashore before dark, but were left exposed to the weather upon the cold sand, and to keep us from starving were obliged to go down to the shore and bring up pieces of the wreck to make a fire, and if we happened to pick up a shirt or a handkerchief, and did not give it to the Moors at the first demand, the next thing was a dagger offered to our breasts. They allowed us a piece of an old sail which they did not think worth carrying off, of which we made two tents, and crowded ourselves into them, every one sitting between another's legs to preserve warmth and make room. In this uneasy situation, continually bewailing ourselves and our poor shipmates upon the wreck, we passed a most tedious night, without so much as a drop of water to refresh us, except what we caught through our sail-cloth covering.

“ Nov. 30, at six in the morning, we went down with a number of our men upon the rocks to assist our shipmates in coming ashore, and found the ship had been greatly shattered in the night. It being now low water, many attempted to swim ashore; some got safe, others perished. The people on board got the raft into the water, and about fifteen men upon it, but they were no sooner put off from the wreck than it was quite overturned; most of the men recovered it again, but were hardly on before it was overturned; there were only three or four that got hold of it again, the rest perished. During that time a good swimmer brought a rope ashore with much difficulty, which I had the good fortune to catch hold of just as he was quite spent, and had thoughts of quitting it. Some people coming to my assistance, we pulled a larger rope ashore with that, and made it fast round a rock. We found this gave great spirits to the poor souls upon the wreck, for it being hauled tight from the upper part of the stern, made an easy descent to any one who had art enough to

employed in the attack and conquest of the island of Belleisle. A second addition of strength, particularly

walk or slide upon a rope with a smaller rope fixed above to hold by. This was a means of saving a number of lives, though many were washed off by the impetuous surf and perished. The flood coming on raised the surf and prevented any more coming at this time, and the ropes could be of no farther use. We then retired from the rocks, and hunger prevailing, we went about broiling some of the drowned turkeys, &c. which, with some flour mixed and baked amongst the coals, made our first meal upon this barbarous coast. We found a well of fresh water about half a mile off, which very much refreshed us; but we had hardly finished this coarse repast when the Moors (who were now grown numerous), drove us every one down to the rocks to bring up empty iron bound casks, pieces of the wreck which had most iron about them, and other things. About three o'clock in the afternoon we had another meal upon the drowned poultry, and finding this was the best we were likely to have, some were ordered to save all they could find, others to raise a larger tent, and the rest were sent down to the rocks to look out for people coming ashore. The surf greatly increasing with the flood, and breaking upon the fore part of the ship, she was divided into three parts: the fore part was turned keel upwards, the middle part was soon dashed into a thousand pieces; the fore part of the poop fell likewise at this time, and about thirty men went with it, eight of whom got ashore with our help, but so bruised that we despaired of their recovery. Nothing but the after part of the poop now remained above water, with a very small part of the other decks, on which our captain and above one hundred and thirty more remained, expecting every wave to be their last. Every shock threw some off, few or none of whom came to shore alive. During this distress, the Moors laughed very loud, and seemed much diverted when a wave larger than common threatened the destruction of the poor tottering souls upon the wreck. Between four and five o'clock the sea was much decreased with the ebb; the rope being still secure, they began to venture upon it; some tumbled off and perished, others got safe ashore. About five we beckoned as much as possible for the captain to come upon the rope, as this seemed to be as good an opportunity as any we had seen, and many came safe with our assistance. Some told us that the captain was determined to stay till all the men had quitted the wreck. However we still continued to beckon for him, and just before it was dark we saw him come upon the rope, he was close followed by a good able seaman, who did all he could to keep up his spirits and assist him in warping. As he could not swim, and had been so many hours without refreshment, with the surf hurling him violently along, he was no longer able to re-

in respect to troops, having reached the same port from North America soon afterwards, with General

sist the violence of the waves, but had lost his hold of the great rope, and must unavoidably have perished, had not a wave thrown him within reach of our ropes, which he had barely sense left to catch hold of. We pulled him up, and after resting a little while upon the rocks, coming to himself, he walked up to the tent, desiring us still to continue to assist the rest of the people in coming ashore. The villains of Moors would have stripped him, though he had nothing on but a plain waistcoat and breeches, if we had not plucked up a little spirit and opposed them, upon which they thought proper to desist. The people continued to come ashore, though many perished in the attempt; but the Moors, growing tired with waiting for so little plunder, would not let us stay upon the rocks, but drove us all up. I then, with the captain's approbation, went and made humble supplication by signs to the Bashaw, who was in his tent with many other Moors, dividing the valuable plunder. He understood me at last, and gave us leave to go down, sending some Moors with us; we carried fire-brands down to let the poor souls upon the wreck see we were still there ready to assist them. About nine at night, finding no more men venture upon the rope as the surf was again greatly increased, we retired to the tent, leaving, by the last man's account, between thirty and forty souls upon the wreck. We now thought of stowing every body in the tent, so began by fixing the captain in the middle, then made every one lie down upon their sides, as we could not find them a breadth; but after all there were many took easier lodgings in empty casks.

“ December 1. Moderate and fair weather. In the morning the wreck was all in pieces upon the rocks, and the shore quite covered with lumber. The people upon the wreck all perished about one in the morning. At one in the afternoon we called a muster, and found our number to be two hundred and twenty, so that there were one hundred and thirty drowned.

“ Dec. 2. Moderate and fair weather. We subsisted entirely on the drowned stock, with a little salt pork to relish it, and the flour made into cakes, all which we issued regularly and sparingly, not knowing whether we should have any thing from the Moors or not, as they still continued to be very troublesome, wanting to rob us of the canvas which covered our tent. At two in the afternoon a black servant arrived, sent by one Mr. Butler, a Dane, factor to the Danish African Company at Sallee (a town about thirty miles off), to inquire into our condition, and give us assistance. The captain wrote him a letter, the man having brought pens, ink, and paper: finding there was one who offered us help, it greatly refreshed our heavy hearts.

Monckton, who was appointed commander in chief, the combined force proceeded immediately towards

“ Dec. 3. Moderate weather, sometimes rainy. In the afternoon, we received a letter from Mr. Butler, with some bread, and a few other necessaries.

“ Dec. 4. Moderate weather. The people were employed in picking up pieces of sail, and what else the Moors would permit them. We put the people into messes, and served the necessaries we received the day before. They had bread and the flesh of the drowned stock. In the afternoon, we received another letter from Mr. Butler, at the same time, we had a letter from Mr. Andrews, an Irish gentleman, a merchant at Sallee. The Moors were not so troublesome now as before, most of them going off with what they had got.

“ Dec. 5. Squally weather, with rain. The drowned stock was all expended ; the people employed at low water in gathering muscles. At ten in the morning, Mr. Andrews arrived, and brought a French surgeon with him, with some medicines, which many of the bruised men stood in very great need of.

“ Dec. 6. Squally, rainy, weather. We served one of this country blankets to every two men, and pampooses, a sort of slippers, to those who were most in need of them. These supplies were brought by Mr. Andrews. The people were forced to live on muscles and bread, these villanous Moors having deceived us and not returned, though they promised to supply us with cattle.

“ Dec. 7. Dirty, squally, weather, with rain. The people employed in gathering muscles and limpits. The Moors began to be a little civil, for fear the emperor should punish them for their cruel usage of us. In the afternoon, a messenger arrived from the emperor at Sallee, with orders in general to the people to supply us with provisions. Accordingly, they brought us some poor bullocks, and lean sheep, which Mr. Andrews purchased for us ; but, at this time, we had no pots to make broth in, and the cattle were scarce fit for any thing else.

“ Dec. 8 and 9. Squally weather, with rain.

“ Dec. 10. In the morning, we got every thing ready to march to Morocco, the emperor having sent orders for that purpose, and camels to carry the lame and the necessaries. At nine, we set out with about thirty camels, having got all our liquor with us, divided into hogsheads, for the conveniency of carriage on the camels. At noon, we joined the crews of one of the transports and a bomb-tender, that were wrecked about three leagues to the northward of us, then every body was mounted upon camels, except the captain. We never stopped till seven in the evening, when they procured us two tents only, which would not contain one third of the men, so that most of them lay exposed to the dew, which was heavy, and very cold. We found our whole number to be three hundred and

the object of its vengeance, after the necessary arrangements or dispositions were made, and arrived off the Island of Martinico on the 7th of January.

eighty-eight, including officers, men, and boys, three women, and a child, which one of the women brought ashore in her teeth.

“ Dec. 11. We continued our journey, attended by a number of Moors on horseback. At six in the evening, we came to our resting place for the night, and were furnished with tents sufficient to cover all the men.

“ Dec. 12. At five in the morning, we set out as before; and at two in the afternoon, saw the emperor's cavalcade at a distance. At three, a relation of the emperor, named Muley Adriss, came to us, and told the captain, it was the emperor's orders he should that instant write a letter to our governor at Gibraltar, to send to his Britannic Majesty, to know whether he would settle a peace with him or not; Captain Barton sat down directly upon the grass, and wrote a letter, which, being given to Muley Adriss, he went and joined the emperor again. At six in the evening, we came to our resting place for the night, and were well furnished with tents, but very little provision.

“ Dec. 13. We were desired to continue here, till the men were refreshed, which they were much in need of. They brought us more provision than before. This morning, Lieutenant Harrison, commanding officer of the soldiers belonging to Lord Forbes's regiment, died suddenly in the tent; in the evening, while we were burying him, the inhuman Moors disturbed us, by throwing stones and mocking us.

“ Dec. 14 and 15. We found the Moors had opened Lieutenant Harrison's grave, and stripped the body.

“ Dec. 16. We continued our journey; at four in the afternoon, came to our resting place, pitched the tents, and served the people with provisions. Here, some of the country Moors used our people ill; as they were taking water from a brook, the Moors would always spit in the vessel before they would let them take any away. Upon this, some of us went down to enquire, but were immediately saluted with a shower of stones; we run in upon them, beat some of them pretty soundly, put them to flight, and brought away one, who defended himself with a long knife. This fellow was severely punished by the Alcaide who had the charge of conducting us.

“ Dec. 17 and 18. We proceeded on our journey; at three in the afternoon, came to the city of Morocco, without having seen one dwelling house in the whole journey. Here we were insulted by the rabble; and, at five, were carried before the emperor, surrounded by five or six hundred of his guards. He was on horseback before his palace-gate, that being the place where he distributes justice to his people. He told Captain Barton, by an inter-

The attack of the batteries, which defended the coast of St. Anne's Bay, where it was agreed the de-

prefer, that he was neither at peace or war with England, that he would detain us till an ambassador came from England to settle a firm peace. The captain then desired that we might not be used as slaves, he answered hastily, we should be taken care of. Then we were directly thrust out of his presence, conveyed to two old ruined houses, and shut up amidst dirt and innumerable vermin of all sorts. Mr. Butler, being here upon business, came and assisted us with victuals and drink, and procured liberty for the captain to go home with him to his lodgings: he likewise sent some blankets for the officers, with which we made shift to pass the night tolerably comfortable, as we were very much tired and fatigued.

“ Dec. 21. At nine in the morning, the emperor sent for the captain and every officer to appear before him. We immediately repaired to his palace, where we remained waiting in an outer yard two hours; in the mean time, he diverted himself with seeing a clumsy Dutch boat rowed about a pond by four of our petty officers. About noon, we were called before him, and placed in a line about thirty yards from him. He was sitting in a chair by the side of the pond with only two of his chief alcaides by him. After viewing us some time, he ordered the captain to come forward, and asked him a good many questions concerning our navy, and where our squadron was going. We were also called forward by two and three at a time, as we stood, according to our rank, then asking most of us some very insignificant questions, and taking some to be Portuguese because they had black hair, and others to be Swedes because they had white hair, he judged none of us to be English, except the captain, the second lieutenant and myself, and the ensign of the soldiers; but, assuring him we were all English, he cried “ Bonno,” and gave a nod for our departure, to which we returned a very low bow, and were glad to get to our old ruined house again. Our number, at this time, was thirty from highest to lowest.

“ Dec. 25. Being Christmas day, read prayers to the people, as usual in the church of England. The captain received a present of some tea and loaves of sugar from one of the queens, whose grandfather had been an English renegado.

“ Dec. 26. This afternoon, we heard the disagreeable news, that the emperor would oblige all the English here to work the same as the other Christian slaves, except the officers that were before him on the 21st instant.

“ Dec. 27. At seven this morning, an alcaide came and ordered all out to work, except those who were sick, and, by intercession, eight were allowed to stay every day as cooks for the rest, which they took by turns through the whole number. At four in the afternoon, the people returned, some having been employed in car-

barkation should take place, was of necessity the first measure undertaken. The whole Island of Martinico having submitted to the British arms on the 13th of February, all the rest of the French possessions and colonies in that part of the world, as though considering resistance as fruitless against men who had so rapidly forced some of the strongest fortified holds, either in that, or any other, country, immediately surrendered; and the Islands of St. Lucia, Granada, together with St. Vincent, passed into the possession of the conquerors of their countrymen, without the smallest attempt towards defence.

This service being so successfully accomplished,

rying wood, some in turning up the ground with hoes, and others in picking weeds in the emperor's gardens. Their victuals were got ready by the time they came home.

“ Dec. 28. All the people went to work as soon as they could see, and at four in the afternoon, they returned. Two of the soldiers had one hundred bastinadoes each, for behaving in a disrespectful manner, while the emperor was looking at their work.

“ Dec. 30. Captain Barton received a kind message from the emperor, with his leave to ride out or take a walk in his gardens with his officers.

“ From this time the men continued in the same state of slavery till April, when, their ransom having been settled, they set out for Salée, attended by a bashaw and two soldiers on horseback. They had a skirmish the fourth day of their march with some of the country Moors. It began, by some of our men in the rear stopping to buy milk at a village, for which the Moors wanted them to pay an exorbitant price after they had drank it, which the men would not comply with. Upon this the Moors began to beat them, which the men returned, and more coming to assist, they maintained a smart battle, till they grew numerous; in the mean time, some rode off to call the guard, who instantly came up with their drawn scymitars, and dealt round them pretty briskly. In the interim, we were not idle, and had the pleasure to see the blood trickling down a good many of their faces. The guards seized the chief man of the village, and carried him with us to the bashaw, who was our conductor; who, having heard the cause, dismissed him without farther punishment, in consideration of his having been well drubbed by us.

“ On the 22d of April, we got to Salée, and pitched our tent in an old castle, whence we soon afterwards embarked on board the Gibraltar, which landed us at Gibraltar on the 27th of June.”

Mr. Brice was ordered back to England, and immediately on his arrival appointed to command one of the yachts then equipping for the purpose of conveying from Stade the Princess Charlotte of Mecklenburg, the betrothed queen to his present Majesty, together with her suite. This honourable and complimentary command was not held, however, without danger, the whole fleet being assailed by a most tremendous storm of long continuance, in the course of which not only the yachts, but the ships of war which convoyed them, were in the utmost peril. Nevertheless, seamanship and exertion enabled them all to weather it, and bring their charge to England in perfect safety. The yacht being paid off, Captain Brice remained unemployed from the conclusion of the year 1761 till the 26th of May in the ensuing spring, when he was raised to the rank of post captain, and appointed to the Crescent frigate. He was immediately ordered to the West Indies, where he remained till the end of the year 1764; being then ordered to England, he was paid off early in the ensuing spring, and retired for a time from the fatigues of service, to the comforts of domestic society. In 1766, he married Miss Kingsmill, a Berkshire lady of very respectable family, and in consequence of that union obtained possession of a considerable landed property, and likewise received his Majesty's permission to assume the name of Kingsmill. The activity of his mind being rather ill suited to the nature of the service required in time of profound peace; his pecuniary circumstances very affluent, and himself possessing no desire to encounter the fatigue and trouble of a naval life when he could so very immaterially contribute to the service of his country; he declined accepting any commission from the time of his quitting the Crescent till the beginning of the year 1778, when the conduct of the court of France rendering a rupture more than probable, and holding forth indeed every expectation of a long, severe, and bloody con-

test, he quitted without the smallest regret the pleasures of retirement, and accepted the command of the *Vigilant*, a third rate, of sixty-four guns, then under equipment for the Channel or home service.

In this ship he was present, on the 27th of July following, at the memorable encounter which took place off Ushant, between the French fleet commanded by the Count D'Orvilliers, and that of Britain by Admiral Keppel; and although very materially engaged, yet was so fortunate as to have no more than two of his people killed and three wounded. The rage of party, and the known independence of Captain Kingsmill's principles, caused the country to lose the advantage of his knowledge and abilities during the greater part of the war which had then commenced. The *Vigilant* being ordered at the conclusion of the year to the West Indies, this gentleman, removed from that ship, and was not appointed to any other till 1782, when he received a commission appointing him to command the *Elizabeth* of seventy-four guns, a ship which had immediately before received so complete a repair as to be considered nearly equal to one just launched.

The delays naturally incident to the complete equipment of a naval force, intended for a long and active service on a far distant station, were very considerably augmented by the inclemency of the weather, so that it was the 17th of January before Captain Kingsmill was enabled to sail from Spithead for the East Indies. The force under his orders consisted of the *Elizabeth* (his own ship), with the *Grafton*, of seventy-four guns, the *Europe*, of sixty-four, and the *Iphigenie* frigate, of thirty-two. Misfortune and adversity attended and pursued this armament from the first moment of its departure. After it had with much difficulty reached the Bay of Biscay, a continued tempest, rendered still more inauspicious from the wind which occasioned it, being adverse to the intended course of the squadron, completely dispersed

all the ships which composed it; the greater part of them were not only completely dismasted, but so much shaken and injured in their hulls by the repeated shocks of the sea, that it was with the greatest difficulty some of them were prevented from foundering. They all, however, were fortunate enough to effect their return; and Captain Kingsmill, who, with the most unremitting perseverance, strove to make his passage, though separated from all his companions, was at length, notwithstanding he was more fortunate in having sustained less injury than they had done, compelled to put back. He returned to Spithead on the 1st of February, with the loss of all his top-masts; and the preliminaries of general peace between Great Britain, France, Spain, Holland, and the United States of America, having been concluded at the commencement of the year 1763, the necessity of sending any farther naval reinforcement to the East Indies became of course superseded. The Elizabeth was, nevertheless, ordered to be retained in commission, being one of those intended for a guardship on the peace establishment. A continuance in the same command being offered to Captain Kingsmill as a very proper compliment, and as a proof of the value set on his former services, he accepted the offer, and continued to command the Elizabeth during the three years ensuing, which is the period customarily allotted to appointments of that nature.

In 1790, when the insolent behaviour of the court of Spain, or rather of certain officers acting under its orders, had rendered the apprehension of a serious dispute with that country relative to Nootka Sound, very general, Captain Kingsmill was among the first officers who received commissions on that occasion. The ship to which he was appointed was the Duke, of ninety guns; which, however, was put out of commission when the expectation of war was abandoned.

On the 1st of February 1793, Mr. Kingsmill was promoted to the rank of rear-admiral of the white.

squadron, and had scarcely experienced this advancement, ere his merits were still farther rewarded by his being appointed to command in chief on the Irish station. His gallantry and activity in any case of sudden emergency were indubitable; and the private, the personal, (if it may be so termed) qualification, of his being a native of the country, marked him out, independently of every other circumstance, as a man that must be peculiarly grateful to those among whom in some cases it might be necessary for him to display his authority. The event fully established the truth of that reasoning on which it may be supposed the appointment itself was founded: while his private demeanour most deservedly acquired him the esteem of those who were unconnected with the service, his public conduct not only raised the highest esteem in all those persons who served under his orders, but in those who had most judiciously confided to him so important a trust.

The passage between Ushant and Cape Clear intersects the track of all ships bound to England from the East or West Indies, the Levant, and in short every other quarter of the world, the Baltic, and ports of Sweden or Denmark excepted, together with a very inconsiderable portion of ships, who, warned of any peculiarly imminent danger, have sometimes gone north about. The advantage which has rewarded on many occasions, particularly in former wars, the cruisers of the enemy, as well those belonging to the king as to private persons, who devote their time and attention to this marauding service, encouraged an unremitting perseverance that required the strictest attention to prevent them from becoming most extremely injurious to the British commerce. To adopt the term commonly used to express the peculiar situation of naval affairs in that quarter; the entrance of the Irish and English Channels became, from the instant hostilities commenced, most grievously infested by cruisers belonging to the enemy, of all descriptions. The injury

effected against the British trade in consequence of this measure might have been of the most serious kind, if the utmost diligence had not been used in counteraction of it. Scarcely a month passed for a considerable period without the capture of some vessel of consequence; but these successes were trivial in comparison with that which he had the fortune to effect in the month of June, 1796. A squadron of frigates, consisting of four sail, had been fitted out at Brest for the express purpose of committing depredations against the British trade in that particular quarter. The vessels composing it were selected with the utmost care, and considered of the first character as sailers in the whole French navy. They were manned with chosen crews, and commanded by Officers held in the highest estimation for gallantry and nautical knowledge. Notwithstanding these precautions, the enemy had scarcely made their appearance on the station ere they were met, engaged, defeated, and captured.

To pass over a variety of inferior successes which took place during the remainder of the year, we may notice that the conclusion of the year was productive of an event and plan of operations set on foot by the enemy, which had in its intention nothing less than the reduction of all Ireland. A very formidable armament, consisting of no less than seventeen ships of the line, with twenty-seven frigates, cutters, or other vessels, having a considerable body of troops on board, sailed from Brest in the hopes of effecting an immediate descent on the south of that island. Of these several were taken, others destroyed, and the threatened danger completely averted. The duties and attention of Vice-admiral Kingsmill did not, however, cease or relax; repeated captures continued still to add as well to the reputation of the commander in chief, as of those who immediately acted under his instructions.

Sixteen months afterwards France resumed her

project, and exposed herself a second time to the gallantry of the British navy. The *Hoche*, a ship of the line, eight frigates, a schooner, and a brig, found an opportunity of clearing Brest harbour. They had on board nearly five thousand troops, together with great quantities of arms and stores of all kinds, so that they were well prepared to make a powerful effort. Captain Countess, in the *Ethalion*, to whose judicious management the fortune of the day ought, perhaps, in a great measure to be attributed, kept the enemy continually in sight, from the moment of its leaving port, on the 17th of October, 1798, when Lord Bridport was driven off his station. This excellent officer had been detached by Captain Keats of the *Boadicea*, to watch the motions of the squadron, with the *Anson* and *Amelia* frigates, together with the *Sylph* brig, under his orders. He continued watching the enemy's ships till the 10th of November, when, having ascertained their real situation, he ordered Captain Herbert of the *Amelia*, to go in quest of some of the divisions of the British fleet, which he knew were off the northern coast of Ireland. On the 11th, Captain Countess himself fell in with Sir John Borlase Warren, whom he acquainted with the approach of the enemy. Happily, meanwhile, the vigilance of the board of Admiralty had procured the most accurate information of the ultimate destination of the Brest squadron, and nothing could have been better directed than the stations of the British fleet.

No sooner had the enemy's ships appeared off the Irish coast, than Admiral Kingsmill was made acquainted with their situation, and his cruisers displayed the utmost activity in intercepting such of the French as escaped from the general action, the glory of which fell to the share of that gallant officer Sir John Borlase Warren, of whom we shall speak in the next volume. Mr. Kingsmill continued occupied on this station, industriously employing the same means which he had before exerted, and with so

much effect, against the enemies of his country, till toward the conclusion of the year 1800, when he resigned his command to Sir Alan, afterwards Lord Gardner, and never accepted of any subsequent naval employment.

On the 4th of November, 1800, just at the time he quitted the Irish command, Mr. Kingsmill was raised to the dignity of a baronet of Great Britain; after which he passed the remainder of his life in retirement. He died on the 23d of November, 1805, in the seventy-fifth year of his age. Of his character and talents nothing need be added to the foregoing memoir.

SIR FREDERICK THESIGER,

KNIGHT OF THE RUSSIAN ORDER OF ST. GEORGE, AND
CAPTAIN IN THE ROYAL NAVY.

THE first entrance of this gentleman into maritime life, was in the service of the Honourable East India Company; but, after having made two or three voyages, he found that his genius was but ill-adapted to trading pursuits, and he became anxious for some more active employment, in which his talents might be displayed to advantage. It has been judiciously observed by Dr. Johnson, in his life of Boerhaave the physician, that "Providence seldom sends any into the world with an inclination to attempt great things who have not abilities likewise to perform them." This may in some measure be accounted for, by adverting to the fact, that projects of enterprise and spirit are scarcely ever conceived or executed but by persons of an ardent temperament. The same ardour which inspires a man to attempt the accomplishment of some favourite object, furnishes him with energy and perseverance to achieve it. Thus it was with Mr. Thesiger. He felt no interest in the routine of a

trading voyage; but, impelled by a wish for some situation, in which his powers might be called into more active exertion, his mind was continually occupied on the subject, and he remained on the alert, to embrace the first opportunity that might offer.

At the period on which we are treating, Great Britain was at war with France, in consequence of the assistance which the latter power afforded to the American States; and, encouraged by the hope of displaying his genius and gallantry, an opening having presented itself to Mr. Thesiger for entering into the royal navy, he placed himself under the directions of Sir Samuel Marshall. With that gentleman he served several years, during which time he was uniformly distinguished as one of his most active midshipmen. When on board, he was particularly noticed by his commander; and, when on shore, he always found a warm reception at his house. A friendship and an attachment so honourable, ceased not but with the life of his protector and patron.

At the beginning of the year 1782, when Sir George, afterwards Lord Rodney, took upon himself, for the last time, the command of the fleet in the West Indies, Mr. Thesiger was appointed acting lieutenant on board the *Formidable*; and, on the memorable 12th of April, was recommended to the admiral, by Sir Charles Douglas, captain of the fleet, as a most correct repeater of signals. In consequence of this recommendation, he was appointed aid-du-camp to Sir George; and, after being stationed near his person during the whole of the action, he was one of the first officers sent to take possession of the *Ville de Paris*, after she had struck to the British flag. Fortunately, however, for Mr. Thesiger, one of his brother officers, who preferred returning to England to remaining on the West India station, solicited and obtained permission to exchange with him; in consequence of which, he was rescued from the melancholy

fate which befell the many brave men who perished on board the *Ville de Paris*.*

Mr. Thesiger continued with his friend, Sir Charles Douglas,† who, for some time, retained his post as captain of the fleet, under the command of Admiral Pigot, the successor of Lord Rodney. He after-

* The fate of this ship has never been precisely ascertained. The general opinion is, that she, as well as the *Glorieux*, foundered on her passage to Europe. This opinion is corroborated by the following circumstance:—A seaman, of the name of Wilson, who was picked up by a Dane, floating on a piece of wreck, said that he had belonged to the *Ville de Paris*; and that, when she foundered, he had clung to the piece of wreck. He was so overcome with terror, that he could not recollect any thing farther, excepting that he had seen the *Glorieux* go down on the day preceding that on which the *Ville de Paris* perished.

† Sir Charles Douglas was a gentleman of Scotch extraction, and having been an officer in the Dutch service in the early part of his life, he is said to have experienced some difficulty in obtaining his rank in the British navy. He was made lieutenant on the 4th of December, 1753; commander on the 24th of February, 1759; and post captain, in the *Syren*, of twenty guns, on the 13th of March, 1761. In this ship he served, first on the West India station, whence he passed over to North America; and afterwards under the orders of Lord Colville, he proceeded to Newfoundland, for the purpose of dislodging the French squadron under the Chevalier De Ternay, which had attacked that settlement. Captain Douglas, with great diligence, attended the transports, and covered the landing of the troops on this occasion. In 1767 he was appointed to the *Emerald* frigate, employed as a cruiser, in which he remained for three years. In 1770, he was appointed to the *St. Alban's*, of sixty-four guns, one of the ships which were commissioned under the apprehension of a rupture with Spain, and afterwards employed as a guard-ship. In this ship he also remained three years. In 1775, he hoisted his broad pendant, as commodore, on board the *Isis*, of fifty guns; on the 11th of March 1776, he sailed from England for Quebec; on the 11th of April he made the Island of St. Pierre; and after having, with incredible difficulty, forced his ship for the space of nearly sixty leagues through large fields of thick ice, he arrived off the Island of Anticosti on the 21st, and entered the river St. Lawrence the same evening. Using every possible endeavour to get up to Quebec, which was then closely besieged by the North American army, he reached L'Isle aux Coudres on the 3d of May, and came safe to

wards accompanied him to America, where Sir Charles, as commodore, was invested with the chief command. Having remained there until the peace of 1783, he then returned to England.

Great Britain, after a long, destructive, and unpopular war, was now at peace with all the world; but it was not long before another field of honour and glory opened to his view, and presented to Mr.

an anchor in the bason of Quebec on the 6th of the same month; when the siege was immediately raised, and the American army driven up the river in the greatest confusion. The Commodore continued on the same station, as long as the season would permit, to direct the establishment of a flotilla to be employed on the lake; and on his return to England, at the close of the year, he was presented with a baronetcy, as a reward for his services. In 1777, Sir Charles was appointed to the *Stirling Castle*, of sixty-four guns, and was engaged in the action off *Ushant*, on the 27th of July. After this he was promoted to the *Duke*, of ninety-eight guns, and continued to be employed in the Channel fleet till the end of 1781, when he was appointed first captain of Sir George B. Rodney's flag-ship, the *Formidable*, on the West India station. In the engagements with the *Count de Grasse*, on the 9th and 12th of April, 1782, he distinguished himself in the most conspicuous manner; as is evident from the following compliment paid to him by Admiral Rodney, in his official dispatches:—"My own captain, Sir Charles Douglas, merits every thing I can possibly say: his unremitting diligence and activity, greatly eased me in the unavoidable fatigue of the day." In October 1783, shortly after Sir Charles's return to England, he sailed for Nova Scotia, as an established commodore, and commander in chief on that station, in the *Assistance*, of fifty guns. He returned to England in 1786; and in September 1787, he was promoted to be rear-admiral of the blue. In January 1789, he is said to have been re-appointed to the North American command; but his death, which took place by an apoplectic fit, at Edinburgh, in the month of February, prevented him from proceeding to sea.

Sir Charles Douglas had a particular taste for mechanical pursuits; and the locks which were introduced into the navy, as substitutes for matches, by the advice of General Desaguliers, were revived and improved by him, who caused them to be applied, according to an invention of his own, to all the cannon in the docks. The following laconic, but truly honourable character, was given of Sir Charles Douglas, in some of the periodical publications, just after his death:—"He was a very good, a very brave, and a very honest man."

Thesiger a fair prospect of obtaining renown. In the year 1788, hostilities having commenced between Russia and Sweden, each of the contending powers was exceedingly anxious to obtain naval fame and superiority; and, to facilitate the accomplishment of their wishes, they held out, through the medium of their respective ambassadors at the British court, very high inducements to such of our naval officers as had distinguished themselves, to join the hostile fleets. This temporary exchange of service being permitted by the British government, Mr. Thesiger devoted his exertions to the support of the Russian flag, under the ambitious, but munificent Catherine. About the same period, or rather before, Sir William Sidney Smith entered into the service of Sweden; and, in the adverse fleets, these two officers had various opportunities of displaying their native valour and skill.

Lord Rodney, as will appear from his letter to the Russian ambassador, exerted himself in the most friendly and flattering manner on this occasion for Mr. Thesiger.*

A testimony so honourable, from so distinguished a character as Lord Rodney, could not fail of operating in a manner highly favourable to the interests of Captain Thesiger. The Russian ambassador accordingly promised him the command of a seventy-

London, 30th April, 1789.

* Your excellency will pardon me for troubling you; but as it is at the request of a very gallant officer, Captain Thesiger, who has remarkably done his duty to his King and country, and was one of my aides-du-camp on the memorable day of the 12th of April, 1782, and is now anxious to offer his services to her Imperial Majesty of all the Russias, I beg leave to recommend him to your excellency's protection, and to assure you that I look upon him in the light of an excellent and gallant officer; and I am convinced that he will do honour to any command that may be conferred upon him.

I beg leave to assure your excellency, that I have the honour to be, with the highest respect, your excellency's most obedient and most humble servant,

RODNEY.

four gun ship as soon as he should arrive in Russia, and immediately presented him with a liberal sum in advance, to defray his travelling expenses; requesting at the same time, that he would take the most expeditious method of passing to Cronstadt, where a fleet was preparing for sea, in order to attack the Swedes.

Captain Thesiger fortunately arrived at Cronstadt just as the fleet was on the point of sailing; and, having joined the ship that he had been appointed to, and which was ready for him, he proceeded to sea in quest of the Swedish squadron.

During the cruise, the Russians succeeded in coming up with the enemy, and a desperate engagement ensued, in which the fleet of Catherine proved triumphant. The Swedish admiral, on board the *Gustavus*, struck his colours to Captain Thesiger; and, as a reward for his distinguished skill and bravery, the command of the prize was afterwards conferred upon the gallant captor.

When the Russian fleet returned into port to refit, the Empress complimented those officers who had most distinguished themselves, by bestowing on them titles, orders, &c. On Captain Thesiger she conferred the order of merit, the ensign of which is a gold sword, with Russian characters, allusive to gallantry and courage, engraven on it.

In the following year, 1790, the Russian and Swedish fleets were again repeatedly engaged; victory sometimes declaring for one, and sometimes for the other. The action in which Captain Thesiger had the chief opportunity of distinguishing himself, took place in the month of June; and, in its issue, proved dreadfully destructive to the Swedish marine. When the Russians bore down to attack the Swedes, the latter made sail, after a short resistance, for the purpose of taking shelter between the Island of Bourholm and the main land, the entrance to which channel was defended by shoals and formidable batteries.

As the Russians could not follow them, the outlet was ordered to be defended by six ships of the line, five of which were commanded by Englishmen. The situation of the Swedes was now extremely critical. In addition to a scarcity of ammunition, and a want of provisions, they were fearful that the Russians might send in fire-ships and endeavour to destroy them. After submitting to this alarming blockade for some days, they determined, by a bold push, to attempt a passage through the opposing squadron. To effect this, they had to sustain the fire of the six Russian ships of the line, which were blockading the entrance of the channel; and, afterwards, to engage the whole of the Russian line, which, at some distance, was drawn up along the coast. Watching, however, a favourable opportunity, when the remainder of the Russians were considerably to leeward, they got under weigh; but, in endeavouring to pass the blockading ships, a dreadful conflict ensued. The result of the action was, that the Swedes lost nine ships of the line, three frigates, and upwards of twenty galleys. Some of these were captured, and others driven and wrecked upon the rocks. Those which escaped into the nearest Swedish ports were in so shattered a state, as to be for a long time unfit for service. The Russians, as may be supposed, also suffered very considerably; and, after the battle, one of their ships of the line sunk. The carnage was dreadful on both sides; but the English officers who were engaged in the Russian service were particularly unfortunate. Out of six English captains who commanded in the action, Captain Thesiger, we believe, was the only one who survived. The Captains Denison and Trevenon were killed; Captain Marshal, in gallantly attempting to board one of the Swedish ships, fell into the sea and was drowned; and Captains Aikin and Miller were mortally wounded. It was in this action that Sir Sidney Smith served as a volunteer on board a yacht belonging to the King of

Sweden, who fought in person ; and, for his skilful manœuvre in retreating with the galley-fleet, by which he prevented the Swedish Monarch from being taken prisoner, and for other services, he was complimented with the grand cross of the Swedish order of the sword.

Both powers being tired of the contest, the peace of Reichenbasch speedily followed this victory of the Russians.

Catherine was never remiss in bestowing favours and rewards on those who deserved them : it is not therefore to be expected that, on this important occasion, she neglected to bestow some token of her royal pleasure on Captain Thesiger. None better than herself knew the mode of enhancing the value of a favour ; and in return for the exertion, valour, and skill, displayed by our officer on the memorable day of victory, she conferred upon him the Order of St. George, accompanying the *insignia* thereof with a letter, signed by her own hand.

In 1796, when a Russian squadron came over to the Downs, for the purpose of co-operating with the British fleet under the late Admiral Duncan, Sir Frederick Thesiger was one of the captains selected on the occasion. The service in which this combined force was employed, was chiefly that of cruising off the coast of Holland, and of blockading the Texel.

Sir Frederick remained in this country till the return of the Russian fleet. On the death, however, of the Empress Catherine, the Russian service, from the puerile and capricious orders that were given, and from the new regulations that were made in the navy, by Paul I, became exceedingly irksome and disagreeable to him. Through the medium of his friends in England, Sir Frederick Thesiger therefore commenced a negotiation with the first lord of the Admiralty ; and, on a promise of being promoted by degrees to an equal rank to that which he held under the Emperor Paul, he resolved on an immediate return to the

service of his native country. He accordingly sent in his resignation to the Russian Admiralty, and solicited a passport to return to England; but Paul, though attached rather to the French than to the English, was fully aware of the superiority of the latter in every thing which related to naval affairs, and was therefore anxious to retain him in his service. With this view, he made every effort to induce his continuance in Russia; and, among a variety of brilliant offers, promised immediately to make him an admiral. Sir Frederick, however, firm in his determination to return to England, and anxious to signalize himself in the service of his native country, resisted the temptation. Paul was so irritated at his refusal, that, with a degree of injustice highly disgraceful to a monarch, he detained him at St. Petersburg, out of employment and pay, upwards of twelve months, before he permitted him to receive his passport. This he no sooner obtained, than he joyfully quitted a service which he loathed, for one that his heart panted after. But he paid dearly for his resolution, as he was under the necessity of leaving the Russian dominions, without receiving any of his prize-money, or other pecuniary rewards to which his services had entitled him. He came away with merely his orders of knighthood, the only ostensible proofs that he had merited and obtained such marks of favour from the Empress Catherine.

Sir Frederick Thesiger fortunately arrived in England at a moment when his services proved highly acceptable. It was just at the time when the Northern Confederacy began to be formed; and, as he was intimately acquainted with the state of the Russian navy, with the navigation of the Baltic, and with other matters of importance, which his residence in the northern ports had given him an opportunity of noticing, he was frequently honoured by conferences with Earl Spencer, who was then at the head of the Admiralty.

On its being finally determined by this country to attack, and to endeavour to break the chain of the Northern league, which had been formed for the purpose of subverting the naval superiority and commercial greatness of Britain, which had been sanctioned by ages, it became necessary to employ such officers as, from their bravery and local knowledge, were likely to be peculiarly serviceable. Lord Spencer, therefore, with that promptitude, discernment, and decision, which uniformly distinguished his administration of naval affairs, fixed upon Sir Frederick Thesiger as a proper person to act in a conspicuous situation on board the fleet which was preparing to effect this great national purpose. Sir Frederick was then acting in the subordinate capacity of a lieutenant on board the *Excellent*. His lordship sent for him; and, having promoted him to the rank of commander, introduced him, in the most flattering manner, as such, to Sir Hyde Parker, and Lord Nelson.

In the memorable attack on the line of defence before Copenhagen, where the illustrious Nelson “covered himself with glory,” Captain Thesiger was one of his lordship’s aides-du-camp; and, during the tremendous fire from the Crown Battery, he volunteered his services to proceed with the flag of truce to the Prince Royal of Denmark, a measure which produced a cessation of firing, and led to a truce. See the *Life of Nelson* in Vol. VIII. In this act, the undaunted bravery of Sir Frederick shone eminently conspicuous. Entering fully into the feelings and views of his noble chief and commander, and perceiving how necessary it was to reach the shore with as little delay as possible, instead of taking a circuitous route, which would have occupied the greater part of an hour, and in pursuing which he would have been out of the reach of the Danish fire, he rushed impetuously forward, encouraging his men to persevere through the cloud of smoke and the heavy fire which prevailed—the flag of truce not being either seen or respected—and

landed safely at Copenhagen, without the least injury to himself or any of his boat's crew. The Crown Prince immediately acquiescing with the terms proposed by Lord Nelson, sent off with Sir Frederick a flag in return, and instantly gave orders for the firing to cease in every direction. As many of the batteries, however, were at a considerable distance from the capital, Captain Thesiger had got half way back to the British fleet before the orders could be thoroughly attended to; and before he joined his ship, several of our fleet had grounded. These circumstances evince the merit which he possessed, in braving all danger to reach the shore in the quickest manner that was possible; for, had he proceeded by the circuitous and safe way, the situation of the English ships might have been perceived, before he could have landed, and the consequences might have been incalculably fatal to the interests of this country. A large portion of public praise and gratitude is therefore due to Captain Thesiger, for having so fully performed his duty on that ever-memorable day; and for so nobly seconding the views of the hero who achieved the victory.

After the truce, the British fleet proceeded up the Baltic, with the view of compelling the Russians and Swedes to the same submission as had been extorted from the Danes, who had severely suffered for their temerity. The premature death, however, of the Emperor Paul, who fell a victim to his ill-advised system of politics, superseded the necessity of compulsory measures: a negotiation was commenced, which ultimately led to a general pacification.

On its passage towards Revel, in going through the intricate and narrow channel called the Grounds, between the Islands of Arnag and Saltholm, our fleet was exposed to considerable danger, several of the larger ships often touching the ground. This proceeded from the circumstance of there not being a sufficient number of pilots to carry the ships through

with safety, and from the flags, or buoys, pointing out the channel, having been all removed. In this emergency, Sir Frederick Thesiger, from his known intimacy with the navigation of the place, was requested to take charge of Admiral Graves's ship, with which desire he complied, and led the division till the whole squadron anchored in safety.

Immediately afterwards, in consequence of his understanding the language of the country, he was sent on shore by Lord Nelson to negociate for the supply of fresh provisions for the daily consumption of the fleet. This service he also had the pleasure of accomplishing to the perfect satisfaction of his employer. When the negociation, which led to a restoration of peace with the Northern Powers, had made considerable progress, Sir Hyde Parker resigned the command of the fleet to Lord Nelson; from whom, when the negociation was nearly concluded, it shortly after devolved upon Sir C. M. Pole. Captain Thesiger remained with the fleet until after the latter officer had assumed the command; when he became the bearer of some of Sir Charles's dispatches for England; on his arrival, he was most flatteringly received by Earl St. Vincent and the Admiralty board.

Shortly afterwards, he had the satisfaction of being made a post captain in the British navy; a rank to which he had aspired. Having attained the same height of command in the English service, which he had formerly sustained in the Russian navy, he now obtained his Majesty's gracious permission to assume the rank of knighthood, and to wear the order of St. George, which had been conferred upon him, for his meritorious conduct while in her service, by Catherine the Great, Empress of all the Russias.

At the commencement of the present war, Sir Frederick Thesiger was, through the interest of his particular friend, Sir Thomas Troubridge, then one of the lords of the Admiralty, appointed British agent

for prisoners of war at Portsmouth; an office which he continued to fill till his death, on the 26th of August 1805. On this melancholy occasion, his country had to lament the loss of a brave and meritorious officer.

Sir Frederick Thesiger had passed a life of toil, of danger, and of honour. He had been present at eighteen different engagements, in all of which he distinguished himself by cool intrepidity and great professional skill; and had the good fortune to escape through the whole of them without sustaining any other injury than a few scratches and bruises, occasioned by the stroke of splinters. At length, after having signalized himself by a variety of successes, in the service of two great nations, unlike his friend, the departed hero of Trafalgar, he breathed his last on British ground.

CAPTAIN WILLIAM HENRY JERVIS.

CAPTAIN WILLIAM HENRY JERVIS (formerly Ricketts), the son of William Henry and Mary Ricketts, was born November 4, 1764, in Park-street, Grosvenor-square. At the age of eight, he was placed at the grammar-school at Odiham, under the tuition of the Reverend Thomas Webb. From this school he was removed to Winchester college, and placed under the instruction of the learned Mr. Huntingford, afterwards Bishop of Gloucester. There he derived every advantage which an active and industrious mind so rapidly acquires from the erudition of an intelligent master.

In reviewing this period of life, the dawnings of intellectual ability and intrinsic merit are never hidden from us. We may always trace the expanding genius of youth with confidence, when the natural disposition is generous and open. Such was particularly the case with the subject of this memoir, who,

very early fired by an ardent inclination to enter that walk of life which had been trodden by so many with honour to themselves, and benefit to their country, imbibed a desire for the sea-service. His excellent and indulgent parents, solicitous to cherish the growing zeal of their son, and having the happy opportunity of placing him under an officer so highly distinguished as his maternal uncle, Captain Jervis (now Earl St. Vincent), determined to accede to his wishes; and, in 1781, he embarked in the *Foudroyant*. In this ship he served during the gallant action and capture of *La Pegase*, and was one of the midshipmen sent to take possession of, and bring her into port.

Having served the usual time as midshipman, he was made a lieutenant into his Majesty's ship *Success*; and, passing on to the next rank in his profession, served as commander in the *Shrewsbury* and *Bonetta* sloops of war successively, until September 1790. In each of these gradations, Captain Ricketts had an opportunity of seeing service, and of maturing his capacity for the vocation which he had engaged in. On all occasions, we find his conduct universally approved, and highly meritorious; and, in the desultory kind of warfare in which vessels of this class are usually engaged, he frequently distinguished himself. But, at the present epoch of the naval service, when victories so numerous and brilliant have raised it to a height unparalleled in history; when small actions of gallantry are forgotten by their number, and are lost upon comparison, we must be content with recording the proud satisfaction which every British officer must feel, who, like the subject of this memoir, deserves well of his profession; each, like him, eagerly looking forward to the hour when his opportunity may arrive, of sharing the laurel of victory, and of coupling his name with the heroes that have preceded him.

In the year 1790, Captain Ricketts commanded the *Hermoine*; and, in October 1795, he was ap-

pointed to the *Magicienne* frigate. In the spring of 1796, the *Magicienne* was one of the frigates under the orders of the zealous and gallant commodore Sir Sidney Smith, and shared equally the fatigue and the exploits of that active squadron on the French coast, until Captain Ricketts was ordered to join Rear-admiral Man; with whom he continued until he was sent express with despatches to the West Indies, containing information of the probable rupture with Spain. He arrived at Jamaica in the month of September following.

At this period, a war with Spain was by no means certain; but the probability of that country being forced to coalesce with the French republic against Great Britain, was so strongly the prevailing opinion, that Captain Ricketts undertook to detain a valuable Spanish ship from Cadiz, bound to Vera Cruz, which he fell in with on his passage. The declaration of war, which followed shortly after, proved this proceeding to have been well judged.

Captain Ricketts' services in this quarter of the world, under Sir John Duckworth and Sir Hyde Parker, were active and brilliant, annoying the enemy incessantly. His several gallant exploits gained him the approbation of both those commanders in chief, and he was complimented with a flying squadron, which cruised under his orders.

Upwards of forty sail of letters of marque, of various sizes, were taken or destroyed by his indefatigable little squadron. Amongst that number was the *Brutus*, of twenty-four guns; on which occasion, Vice-admiral Sir Hyde Parker highly complimented Captain Ricketts in his letter to the Admiralty, which appeared in the gazette of the 8th of April, 1797.—The French commodore, Barney, with the *Medusa* and *Insurgent* frigates, of forty-four and thirty-six guns, narrowly escaped the vigilance of the *Magicienne* and *Regulus*, in consequence of their being favoured by the land breeze.

The attack on the vessels in the harbour of Cape Roxo, Porto Rico, in the night of the 5th of April, 1797, was well conceived, and as well conducted; the boats of the *Magicienne* and *Regulus* having effected the destruction of eleven sail of square-rigged vessels, cut out a Spanish schooner and sloop, and spiked two two-gun batteries at the entrance of the harbour; which, from the darkness of the night, and the intricate navigation, was found to be a very difficult enterprise.

The latter end of the same month, we find Captain Ricketts making a gallant attack upon the enemy, in Carcass Bay, St. Domingo, which obliged them to raise the siege of Irois, a post which formed the key to the grand Anse; and thus, by the active exertions of the *Magicienne* and *Regulus*, the whole of our western possessions in St. Domingo, against which plans of attack had been concerted, were prevented from falling into the hands of the enemy.

Another most essential service was performed in the beginning of 1798, under the orders of Captain Ricketts. The *Magicienne*, *Regulus*, and *Drake* brig, sailed from Cape Nichola Mole, with detachments of only two hundred and fifty troops, for the purpose of dislodging a considerable body of brigands, who had established themselves in Platform Bay, about seven leagues to the westward of the Mole; whence, by small vessels and row-boats, carrying about twenty men each, they daily committed depredations and acts of piracy against merchant vessels of every description. To secure themselves more effectually, they had collected a thirteen-inch mortar, and several guns (some of large calibre), for the purpose of mounting them on the Platform, an eminence so called, from its shape, and presenting by nature a position of great strength. The summit is as level as a bowling-green, about the third of a mile in circumference, and affording the most commanding situation of the bay and adjacent country; so

steep withal, as to render it very difficult of ascent, and capable of being made, with a little art, defensible by a small body, against any number that could be brought against it. On this advantageous spot, therefore, the pirates had fixed to fortify themselves, and had already succeeded in getting the mortar up the hill, when the sudden arrival of the squadron put an end to their operations. By the dawn of day, on the 13th of February, the ships were in the bay, and the troops landed with so much celerity, under cover of *La Magicienne's* fire, to scour the beach, flanked by the *Drake* brig, that the enemy was surprised and routed before he had time to gain the Platform, which was immediately taken possession of by the troops, and several advanced posts on the commanding heights occupied, to interrupt the proceedings of the brigands, who were assembled in large bodies from the country. The seamen at the same time were landed, and brought off four row-barges, and, in the course of the day and following morning, all their ordnance, consisting of the thirteen-inch mortar and six guns. In the afternoon the troops reembarked; the whole enterprise having been fortunately accomplished without the loss of a man. The *Magicienne* was soon afterwards despatched to *Carracas*, on a particular duty; and, on the 4th of May, 1798, when Captain Ricketts returned to the Mole, private affairs requiring his immediate return to England, the country was for a time deprived of the services of this zealous officer. In 1800 he resumed his employment, and was appointed to the *Naiad* frigate.

Of the glorious victory of the 14th of February, 1797, which had raised his uncle Sir John Jervis to the peerage, by the title of Earl St. Vincent, we have already spoken. His Majesty having also been graciously pleased, on the 21st of April, 1801, to renew his grant of the dignity of Viscount St. Vincent, of *Meaford*, in the county of Stafford, with remainder to

Captain Ricketts, he soon after received his royal license and authority to use and take the surname of his illustrious and noble relative.

Towards the latter end of the war, Captain Jervis received the command of the *Robust*, of seventy-four guns, and was employed in the Channel fleet. This ship, like many others which he had commanded, was considered a complete man of war, both in her interior regulation and military discipline; and a squadron being ordered to the West Indies, after the cessation of hostilities, the *Robust* was one of the ships selected by Earl St. Vincent, who then presided at the Admiralty board, for this duty: a signal instance of impartiality, as that country was suffering under a most malignant contagion. He resigned the command of this ship in July, 1802.

Hostilities being again on the point of commencing, Captain Jervis was amongst the foremost in seeking employment. His seniority as a captain not entitling him to the command of a frigate, he was appointed to the *Magnificent*, one of the smaller class of seventy-fours, on the 31st of May, 1803. Being attached to the Channel fleet, he, for a time formed part of a small squadron employed on the south-west coast of Ireland; and, upon his being recalled, Admiral Cornwallis allowed him to remain for some time senior officer of the in-shore squadron, off Brest.

Whilst commanding in shore, Captain Jervis was not unmindful of the trust reposed in him; and, assiduously reconnoitring the enemy's coast, he discovered several sail of vessels in the Bay of Conquit. He determined upon laying hold of them; and having manned and armed the boats of the squadron, the night of the 24th of March, 1804, was fixed upon to cut them out. Unfortunately, on approaching the bay, a very strong current setting to the eastward, with the appearance of threatening weather from the south-west, obliged them to abandon the enterprise,

which had otherwise been so well digested and arranged, that the whole of the enemy's vessels must inevitably have fallen into their hands.

It was on the following day, after getting under weigh (in consequence of thick weather and strong winds from the south-west), and endeavouring to round the outermost of the Black Rocks, that the *Magnificent* struck upon a rock (unknown to the French pilot on board, and not noticed in any chart), and every effort having been made in vain to get her off, the tide rising rapidly, she was unfortunately wrecked.

A court-martial was held upon the captain, officers, and ship's company belonging to the *Magnificent*, immediately upon Captain Jervis's return to England, on board the *Salvador del Mundo*, in Hamoaze, when they were all honourably acquitted of blame.

A state of inactivity in his profession, however, at a period when the probability of soon striking some important blow at sea, formed an additional incitement to a mind like his, was incompatible with the character of Captain Jervis. He lost no time in applying for a command; and, upon the promotion of flags, in May, 1804, he went out to supersede Sir Edward Pellew, as captain of the *Tonnant*, of eighty guns, and formed part of the Channel fleet, occasionally off Ferrol, Rochfort, and Brest. During a cruise this winter, in the Bay of Biscay, with the squadron under the command of Rear-admiral Sir Thomas Graves, the *Tonnant* suffered much in a violent storm of thunder and lightning; her main-mast being severely damaged, and having one man killed, and ten wounded, by the lightning.

Upon the squadron resuming its station off Rochefort, in January, 1805, it was discovered that the *Doris* frigate had been wrecked, and that the Rochefort squadron had escaped from port. The rear-admiral, anxious to apprise the commander in chief of such an event, without delay, despatched the *Ton-*

nant to the Channel fleet; and, on his arrival there, on the 26th of January, Captain Jervis, eager to make the communication, left the *Tonnant* in one of the ship's boats, to proceed to the *St. Joseph*, the flagship of Vice-admiral Sir Charles Cotton. Unfortunately, when she got about half way, a sea broke into the boat, and, before the crew could extricate her, another sea broke; she upset, and Captain Jervis and one of the boat's crew were drowned, every effort having been unsuccessfully made to save them. Thus was cut off, in the prime of life, an officer promising to have been among the first characters of his profession—generous, brave, humane; ardent, active, and zealous; determined, temperate, and collected; uniting the best qualities of the heart and understanding, with every characteristic of an intelligent mind. As an officer, his death may truly be considered a national loss—to his friends, an irreparable one: his memory will ever be dear to those who had the happiness of knowing him.

CAPTAIN JOHN COOKE.

WHO FELL IN THE ACTION OFF TRAFALGAR.

CAPTAIN JOHN COOKE was the second son of Francis Cooke, Esq. cashier of his Majesty's navy. At the early age of eleven years, he embarked on board the *Greyhound* cutter, commanded by Lieutenant Bazeley. From this first introduction into his profession, he, however, soon returned to Mr. Braken's naval academy at Greenwich, that no time might be lost for acquiring thoroughly the first elements of nautical science and military tactics.

It was during his residence at this seminary, that he first received that patronage from Sir Alexander Hood, now Lord Bridport, which was never withdrawn through life. By his favour and kindness, he

was borne on one of the king's yachts' books, and thus obtained the double advantage of prosecuting his naval studies, and reckoning his time as though in actual service.

He was placed in a more active situation at the age of thirteen, by accompanying Lord Howe to America in the *Eagle* of sixty-four guns. His exertions and activity at the attack of Rhode Island, where he particularly distinguished himself, and was one of the first who entered the fort, procured him the favour and approbation of his commander; as a proof of which it may be mentioned, that, on his return home in the *Eagle*, whilst busily employed in the discharge of his duty, his juvenile modesty was startled by Lord Howe's clapping him on the back, in his abrupt manner, and saying to him, in the presence of many persons, "Why, young man! you wish to become a lieutenant before you are of sufficient age."

During the station of the *Eagle* on the American coast, in order to see more active service than in a flag ship, he served as a supernumerary midshipman on board the Liverpool frigate, under Captains Bellew and Christian. On the arrival of the *Eagle* in England, he was made a lieutenant, and appointed to the *Worcester*.

In this ship he went to the East Indies with Sir Edward Hughes, whose fortunes he followed, until his active services at Trincomale and Seringapatam, so much affected his health, that he was under the necessity of returning home in the *Nymph* sloop, Captain Sutton. By this step, however indispensable at the time, he lost his promotion for some years, being the next on Sir E. Hughes's list, who was his sincere friend upon all occasions, and never evinced it more, than by sending him back to his native country at that period.

His stay in England was about two years, during which time, his health was fully re-established, after which, for the purpose of improving in the French

language, so useful in his profession, he went to France. His stay was nearly a year, when he was unexpectedly appointed to go with Admiral, afterwards Lord, Gardner, to the West Indies. He soon became his first lieutenant; and fortune, during three years, seemed to promise certain promotion. At the expiration of this period, he had a severe fall while employed in the active performance of his duty on board the flag-ship, *Europa*, by which accident he was wholly confined to his bed, and the surgeons declared that a longer continuance in the West Indies, would bring on complaints the most dangerous. He was, therefore, immediately sent home by his commodore, with a certificate to the Admiralty, stating, that his return to that climate must, at any future period, prove fatal to him. In England, his natural strength of constitution prevailed, and he recovered his usual health in the course of a year.

About this time an armament took place, and he was appointed, by Lord Bridport, his third lieutenant on board the *London*. Before he joined his ship, however, he married the fourth daughter of Mr. Hardy, his Majesty's consul at Cadiz, and niece to the late Sir Charles Hardy, who died when commanding the Channel fleet. In about seven months this armament was dispersed, and he returned to his cottage in Essex, to enjoy the comforts of domestic life.

After fifteen months' residence in this place, he was again called from his retreat by the breaking out of the French revolution. His character and abilities procured him an immediate appointment. Lord Bridport nominated him one of the first to his own ship, as first lieutenant of the *Royal George*.

At the end of the year, through the good offices of Lord Bridport, he was made a commander, and appointed to the *Incendiary* fire-ship. Whilst she was fitting at Plymouth, an accident happened to the captain of the *Monarch*, which obliged him to come on shore, and Captain Cooke was appointed to super-

sedes him. Here Lord Bridport again interposed his kind services, and got this appointment confirmed, by which he was at once made a post captain, without ever going to sea as a commander. The *Monarch* was appointed to carry the flag of Sir James Wallace to Newfoundland; and, after the summer spent on that station, returned to England, when he, being too young a captain to keep a seventy-four at home, resigned his command. He put in his claim, however, for a frigate, and, after some months, was appointed to the *Tourterelle*. She was fitted at Plymouth, and then ordered to the West Indies; but, upon proper representation to the board, Lord Gardner's certificate was proved to have full weight, and Lord Spencer superseded him with a promise of another early appointment. This was punctually fulfilled, by his being named the spring following, to the *La Nymphe* frigate of thirty-six guns. By the month of August following, she was ready for sea, and ordered to attend the king at Weymouth, together with the *St. Fiorenzo*, commanded by his particular friend, Sir Harry Burrard Neale. After the usual period at Weymouth, they were ordered together to join the Channel fleet, at that time under the command of Lord Bridport; who sent him, together with Sir H. B. Neale, on some particular observation, close in on the coast of France; after which, on their return to the fleet, they fell in with two French frigates, on their way from the Welsh coast, where they had succeeded in disembarking the troops with whom they had been freighted. After a smart action, they were both taken and brought into Plymouth.

During the unfortunate mutiny in the navy, which broke out about this time, Captain Cooke was one of the greatest sufferers. The complaints preferred against him, like those against other officers, were without foundation, and frivolous. He treated them, therefore, with the contempt which they deserved, and resolutely determined never to give up his ship till com-

pelled to do it. He remained, for some days, under circumstances the most painful and distressing to a British officer, till sent on shore by the mutineers ; but his cool steadiness and dignified behaviour always commanded personal civility. A few days after this, they requested his return to the ship, which he thought it right to comply with. But, when the violent measures were pursued against Admiral Sir John Colpoys, *La Nymphé*, as she lay next ship to the *London*, supported, as long as her captain had power, those on board that ship who were on the side of government. For this proper conduct, however, with many other officers, under similar circumstances, he was sent on shore, and returned no more to that ship.

He was next appointed to the *Amethyst* frigate. His first voyage in her was, to carry the duke of York and his suite to Holland, when his Royal Highness commanded the expedition in October, 1799. He was, some time after, employed in the North Seas, and, from thence, was ordered to join the Channel fleet, in which he continued two years.

At the peace of 1802, Captain Cooke, of course, gave up his ship, to the sincere regret of every one on board, and by none more than the young men he had taken under his care. He was not only their commander, but their real friend and adviser : he was most rigidly attentive to their morals, and whilst they feared they loved him. A due sense of religion, to him, as to many others of his profession, a primary object, he ever inculcated in them. The boys, on Sundays, read their bibles to him in his own cabin ; and, when the weather permitted, having no chaplain, he himself performed the service.

At the end of sixteen months, while residing at Donhead, in October, 1804, Admiral Young, who commanded at Plymouth, long an acquaintance and friend of Captain Cooke, wrote to offer him the command of his ship. It was a situation of some emolu-

ment; he was to live on shore, and of course his family could be with him; but it was a sinecure little suited to his active mind; and, although he accepted the proffered honour from the hand of friendship, he fully determined to resign it, whenever he might be able to make an exchange adequate to his rank in more active service. In about six months after, being at Plymouth, an opportunity offered for an exchange: he applied to the board of Admiralty, and was appointed to the *Bellerophon*. She was immediately ordered to fit for foreign service, and Captain Cooke prepared for his new station with all that energy and promptitude which marked his character; never lukewarm in what he had undertaken from principle, few circumstances could induce him to relinquish his purpose.

In the beginning of October, 1805, the *Bellerophon* joined the blockading squadron off Cadiz. It is singular, that it had ever been Captain Cooke's strongest wish, even when he had no thought of employment, to be once under the command of Lord Nelson; to be in a general engagement with Lord Nelson, would, he used to say, crown all his military ambition. By the concurrence of events, this actually happened, and they were both doomed to fall at the same moment, and almost in the same manner. His letters from this station, expressed the general opinion of the fleet; anxiously hoping the enemy might face them, certain, if they did, they would soon receive, to use his own words, their "final blow." He was often summoned to attend his lordship, during the three weeks previous to the action; and was, together with the friend of his earliest youth, Captain Duff, chosen as part of that division which was to commence the attack.

Immediately previous to the battle off Trafalgar, Captain Cooke went down below, and exhorted his men on every deck, most earnestly entreating them to remember the words of their gallant admiral, just

communicated by signal—"England expects that every man will do his duty." He was cheered on his return upward, by the whole ship's company, who wrote on their guns in chalk, "Bellerophon! death or glory!" He had appointed his orders to be given by the sound of a bugle horn; but unfortunately, just as the Bellerophon was bearing down, an unforeseen accident happened, which afterwards materially affected her. In the bustle of preparation, one of the midshipmen inadvertently trod upon a rope, which, communicating with the lock of a gun, let it off. The enemy immediately took this for a signal, and conceived that she was the flag-ship; a circumstance which, in a great measure, accounts for the Bellerophon's being so much overpowered by numbers afterwards. Having broken the line, and taken the *Monarcha* of seventy-four guns, she was immediately surrounded by four line of battle ships, *L'Aigle*, *Swiftsure*, *Bahama*, and another.

L'Aigle's main-mast, and the Bellerophon's foremast came in close contact; and the former being a lofty ship, her men stationed aloft fired into the latter to great advantage. The men on the poop fell so fast, that Captain Cooke was obliged to call them down on his quarter deck. The master's leg was taken off, and another man wounded, as he was speaking to them; till, at last, only his first lieutenant and a midshipman were left on deck. It was now noticed by his lieutenant to Captain Cooke, that he had his epaulets on, and that he was marked out by the men in the tops. His reply was, "It is now too late to take them off, I see my situation: but I will die like a man." His last orders to his first lieutenant were, to go down and order the coxins to be taken out of the guns to raise them, in order to force the decks of *L'Aigle*. This had the desired effect, for she disengaged herself immediately, and went off, receiving under her counter three broadsides from the Bellerophon. It was during the lieutenant's absence, that Captain Cooke fell.

He had discharged his pistols very frequently at the enemy, who as often attempted to board, and he had killed a French officer on his own quarter deck. He was in the act of re-loading his pistols, when he received two musket balls in his breast. He immediately fell; and, on the quarter master's going up, and asking him if he should take him down below, his answer was, "No, let me lie quietly one minute; tell Lieutenant Cumby never to strike." Thus falling in the glorious cause of his king and country, died Captain John Cooke, in the 43d year of his age. To his professional talents and personal conduct as an officer, the foregoing particulars will bear ample testimony.

CAPTAIN GEORGE DUFF,

WHO FELL IN THE ACTION OFF TRAFALGAR.

THIS officer, born in 1764, was the son of the late James Duff, Esq. of Banff, a younger brother of the family of Hatton, in the county of Aberdeen, and nearly related to the Earl of Fife. His mother was a daughter of Mr. Skene, of Rubislaw, in the same county, an amiable woman, of delicate health, who died six weeks after she had brought this son into the world.

Few persons have ever shewn a more early predilection than the subject of this memoir did, for the navy. When only a boy, he, in hours of play, was always found, either among the shipping in the harbour of Banff, about half a mile from the town, or in boats on the Doveran, which skirts its lower streets, and runs into the sea, near to which was his father's house. As a boy he was sprightly, active, and enterprising; and so bent towards the navy, that seeing his father was averse from his going to sea, he endeavoured, when about nine years of age, to escape; by

concealing himself on board a small merchant vessel, in which he actually sailed to a neighbouring port. The master, upon finding him on board, sent him back to his father, who then became sensible that his son's inclination could not be counteracted, and wisely agreed to his going into the royal navy. He had been educated at home by a private tutor, who was now directed to turn the whole attention of his pupil towards studies most connected with his intended profession; and he was immediately rated in a ship of war, and two years afterwards was sent to join his grand-uncle, Commodore (afterwards Admiral) Robert Duff, who commanded at Gibraltar, with his flag on board the Panther, of sixty-guns, in September, 1777. It is to be regretted that we cannot trace this zealous and active youth throughout the first period of his interesting career. He was always remarkably modest and reserved in whatever regarded himself; but he had been in thirteen engagements before he was sixteen years of age. These were during the American war, in the Mediterranean, and in the West Indies; and in consequence of his gallant services, he was at that early age made a lieutenant. He was at the taking of the Spanish Admiral Langara, and his squadron of five sail of the line, off Cadiz, in the beginning of 1780, and went from thence with Sir George Rodney's fleet to the West Indies. Mr. Duff was probably at that time a lieutenant in the Montagu, of seventy-four guns, for in October, that year, he served in her when she was blown out of St. Lucia in the great hurricane, totally dismasted, thrown upon her beam ends, and in the greatest danger of being lost. Upon that occasion his manly exertions were said to have been very conspicuous, and by the falling of one of the masts he unfortunately got a contusion on his right leg, which was healed with great difficulty, and was often troublesome to him during the rest of his life, particularly in tropical climates.

The Montagu having miraculously outlived the

hurricane, was rigged with jury-masts, and got back with great difficulty to St. Lucia. She was there refitted, and Lieutenant Duff continued to serve in her, in the various encounters which our fleet had with the French till the glorious 12th of April, 1782; when the Count De Grasse, their commander-in-chief, in the *Ville De Paris*, of one hundred and ten guns, the largest ship in the world, and four other ships of the line, were taken and brought to Jamaica by our victorious fleet.

Although disappointed, during the American war, in his hopes of promotion, Lieutenant Duff persevered in his profession, continued upon foreign service, and was employed in different ships.

In 1790, Lieutenant Duff, then upon the home service, was recommended by the Duke and Duchess of Gordon in the handsomest and strongest manner, to the protection of the Right Hon. Henry Dundas, Minister for Scotland, and he was immediately appointed captain and commander of the *Martin* sloop of war, upon the coast of Scotland.

Soon after his promotion, Captain Duff married Miss Sophia Dirom, second daughter of Alexander Dirom, Esq. of Muiresk, to whom he had been from childhood attached; and fixed the residence of his family at Edinburgh.

Upon the breaking out of the war, in the beginning of 1793, he was one of the very few masters and commanders, who were appointed post captains by the Earl of Chatham; when his lordship, then a captain in the army, went out to Gibraltar in the ship in which Mr. Duff served, during the former war. At his Lordship's desire, Captain Duff soon after relinquished the command of a frigate, then fitting out for him; in which at so early a period of the war he would probably have made his fortune, in order to go upon an expedition to the West Indies, as captain of the *Duke*, of ninety guns, bearing the flag of the Hon. Commodore Murray. This ship led the attack on the

batteries at Martinico; and, at the close of the action, after silencing the battery to which she had been opposed, the powder magazine had but just been secured, when she was struck by lightning, her main-mast shivered to pieces, and her hull so damaged, that it was necessary to send her home to be repaired.

The further attack upon Martinico having been deferred, the commodore returned to England in the *Duke*. He expressed the highest esteem for Captain Duff; and reported his conduct to have been so meritorious, that he was immediately appointed to the command of the *Ambuscade* frigate, of thirty-two guns, and two years afterwards to the *Glenmore*, of thirty-eight guns. In these ships he served in the North Seas, and upon the coast of Ireland, until 1801; when, upon a general promotion in the navy, he was appointed to the *Vengeance*, of seventy-four guns, belonging to the Channel fleet.

This ship, after having been detached to the Baltic to reinforce the fleet that attacked Copenhagen, became one of the squadron under Rear-admiral Campbell; which, after cruising for some time off Rochefort, was sent to Bantry Bay for the protection of that part of Ireland. Upon this station they continued until the signature of the preliminaries of peace; when, instead of returning to their homes, to which, after so long a war, the officers and men anxiously looked forward, they were ordered to Jamaica, to watch the movements of the armament sent from France, to attempt the recovery of the French part of the island of St. Domingo from the usurped government of the Blacks.

On the trials at Portsmouth, it came out in evidence, that when the ringleaders of the mutiny, which arose in the squadron in Bantry Bay, sounded the crew of the *Vengeance*, they found them so attached to their captain, that they could not be moved. That ship, there is reason to believe, was the only one in which no mutinous spirit broke out; and upon the squadron

coming to Portsmouth, previously to their sailing for the West Indies, her crew was indulged with leave to come on shore by turns, while all the others were confined to their ships.

Upon the general promotion in the navy, which took place in April 1804, Captain Duff was appointed to the command of the *Mars*, of seventy-four guns, and immediately proceeded to join her off Ferrol. He cruised off that port, and successively off Rochefort and Brest, as one of the Channel fleet, until in May last, he was detached to Cadiz, under Vice-admiral Collingwood; whose small squadron of four ships of the line, afterwards increased to eight, continued to keep their station off that port, unawed by the arrival of the combined fleet.

Vice-admiral Lord Nelson having, in the end of September, returned from England to resume the command upon that most important station, made a disposition of his increased force into two divisions, one of which was to be led by himself, and the other by Vice-admiral Collingwood. Rear-admiral Louis having been detached to the Mediterranean with seven sail of the line, Captain Duff had the honour, upon his departure, though there were senior captains in the fleet, to be appointed to command the advance, or inshore squadron, of four sail of the line; by the recommendation, no doubt, of Vice-admiral Collingwood, who selected the *Mars* as second to himself, in his division.

The squadron commanded by Captain Duff was stationed midway between our frigates, which cruised close to the harbour of Cadiz, and our fleet, which kept out of sight of the port. From the time the enemy's fleet began to come out on the 19th, he was almost constantly employed repeating signals from the frigates to the fleet; he followed, and kept sight of the enemy on the 20th, and continued making signals with colours by day, and blue lights at night, until the memorable morning of the 21st; when, it

being certain that the enemy's fleet could not escape, the signal was made for his squadron to return, and take their places in the order of battle. The signal was then made for the Mars to lead the lee division of our fleet, and to break the enemy's line. Captain Duff, knowing that his ship sailed ill, ordered every stitch of canvas to be instantly set; and in the meantime, while bearing down upon the enemy, he went through his ship to see that every thing was in readiness for action. He spoke to his officers and men in every part of the ship; and, among other directions for their conduct, strictly enjoined them not to waste their fire, *as he would take care to lay them close enough to the enemy.* The Mars, notwithstanding every exertion, was passed by the Royal Sovereign, bearing the flag of Vice-admiral Collingwood; then the Belleisle also shot a-head, and they were in action a few minutes before the Mars: each ship breaking through a different part of the enemy's line.

The wind, which had been light, then became more uncertain, and prevented the rest of the ships from closing immediately with the enemy; so that the few who were first engaged, were, in a manner, surrounded, and had for some time to maintain a most severe conflict. There was a French ship on each side of the Mars; and a Spanish ship, a first rate, on her bow; and a fourth ship also within range of shot. The ship on her starboard quarter, the Fougueux, was soon disabled, and it was thought she had struck, but her colours had only been shot away, as she had never ceased to fire. The captain of marines on the poop, seeing that the Fougueux in dropping to leeward, was getting into a position which would enable her to rake the Mars, and that she was preparing to do so, came down to the quarter-deck to mention it to Captain Duff. The want of wind rendered it impossible to alter the position of the Mars, nor could it with safety be attempted, in regard to the enemy's other

ships: Captain Duff, therefore, said to the captain of marines, "Do you think our guns would bear on her?" He answered, "I think not, but I cannot see for smoke."—"Then," replied the captain, "we must point our guns at the ships on which they can bear. I shall go and look; but the men below may see better, as there will be less smoke."—Captain Duff went to the end of the quarter deck to look over the side; and then told his aide-de-camp, Mr. Arbutnot, to go below, and order the guns to be pointed more aft, meaning against the Fougueux. He had scarcely turned round with these orders, when the Fougueux raked the Mars. A cannon shot killed Captain Duff, and two seamen who were immediately behind him: the ball struck the captain on the breast, and carried off his head; his body fell on the gangway, where it was covered with a spare colour, an union jack, until after the action.

The battle now raged in its utmost fury, and both fleets were enveloped in smoke. The carnage on both sides, particularly on that of the enemy, was immense: and about the same time that the gallant Duff fell in the Mars, Captain Cooke, the companion of his youth, was killed in the Bellerophon, and their commander-in-chief, the illustrious Lord Nelson, was mortally wounded on board the Victory.

The Mars continued engaged during the whole of the action, frequently with fresh ships; but suffered from none so severely as she had done from the Fougueux, which continued to drift to leeward, until she was engaged by others of our ships, and finally captured by the Temeraire.

On board the Mars, besides Captain Duff, there were killed in the action, Mr. Alexander Duff, master's-mate, acting lieutenant, Messrs. Corbyn and Morgan, midshipmen, and twenty-five seamen and marines. The wounded amounted to nearly sixteen officers, five petty officers, and sixty seamen and ma-

rines: in all ninety-eight killed and wounded. Among the latter was the gallant captain of marines, Norman, who afterwards died of his wounds.

When the battle had ceased, and it was generally known in the *Mars* that their gallant Captain was killed, there was scarcely a dry eye among the crew. Every one felt that he had lost his friend and benefactor; and they all exclaimed, "We shall never again have such a commander!"

Captain Duff was a man of fine stature, strong and well made, above six feet in height, and had a manly, open, benevolent countenance. During thirty years service he had not been four years unemployed, and that was about twenty months after his return from the West Indies in 1787; and not quite two years after the last war. Although he went early to sea, he lost no opportunity of improving himself in the theory, as well as in the practice of his profession; and acted the part of an instructor, and father, to the numerous young men who were under his command. By his wife he had five children; of whom a boy and two girls remained, together with their mother, to mourn their father's death. His son, thirteen years of age, had joined him as a midshipman on the 19th of September last, and soon after his arrival on board the *Mars*, wrote exultingly to his mother, that his father's ship had been put in the post of honour next to Vice-admiral Collingwood, in his division of the fleet. This spirited youth, who commenced his career in so interesting a manner, was, after the glorious victory of Trafalgar, removed by Admiral Collingwood, with the kindest attention, from on board the *Mars*, to the *Euryalus* frigate; which soon afterwards was sent with dispatches to England.

END OF VOL. VII.

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